PUBLIC CHARRETTE #3 SUMMARY REPORT

Mamaroneck TOD Zoning Study
Mamaroneck, NY

Workshop Date: December 19, 2012

Prepared on behalf of:

The Village of Mamaroneck and
the Washingtonville Housing Alliance

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Attachment:

1. Charrette Presentation

I. INTRODUCTION

The Mamaroneck Transportation Oriented Development (TOD) Zoning Study is an effort led by the Village of Mamaroneck in partnership with the Washingtonville Housing Alliance to promote transit-oriented development in the Washingtonville area of the Village.

Funds for this project were provided by a grant awarded to the Village in April 2012 by the Tri-State Transportation Campaign and the One Region Funders' Group. The expressed goals of the grant are to:

- Support transit-oriented development (TOD) planning efforts in the community
- Build community support through participation from community
- Foster more walkable communities
- Support mixed use development, including retail, office and mixed-income housing with both affordable and market-rate units, and energy-efficient, "green" building design

The Village of Mamaroneck hired BFJ Planning (BFJ) to prepare the TOD Plan, which involves three separate tasks spanning approximately five months (see timeline below). Citizen participation is an important element of the study. Three separate public charrettes have been held for the community to give input on how to revitalize the area around the train station in Washingtonville in a way that is appropriate in scale, fiscally positive and community building.

This report summarizes the third charrette, which was held on December 19, 2012, at the Village Hall courtroom. This final meeting was intended to present the draft TOD regulations and give the public another chance to provide feedback before the study is completed.

Figure 1: Study Progress

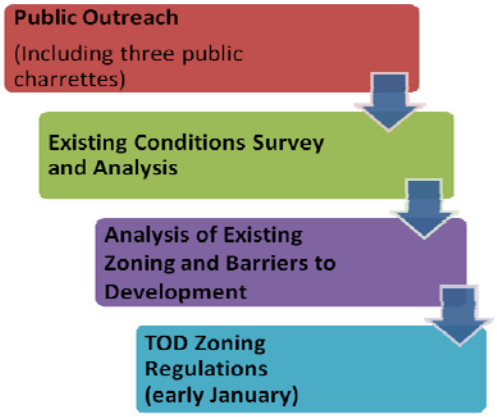
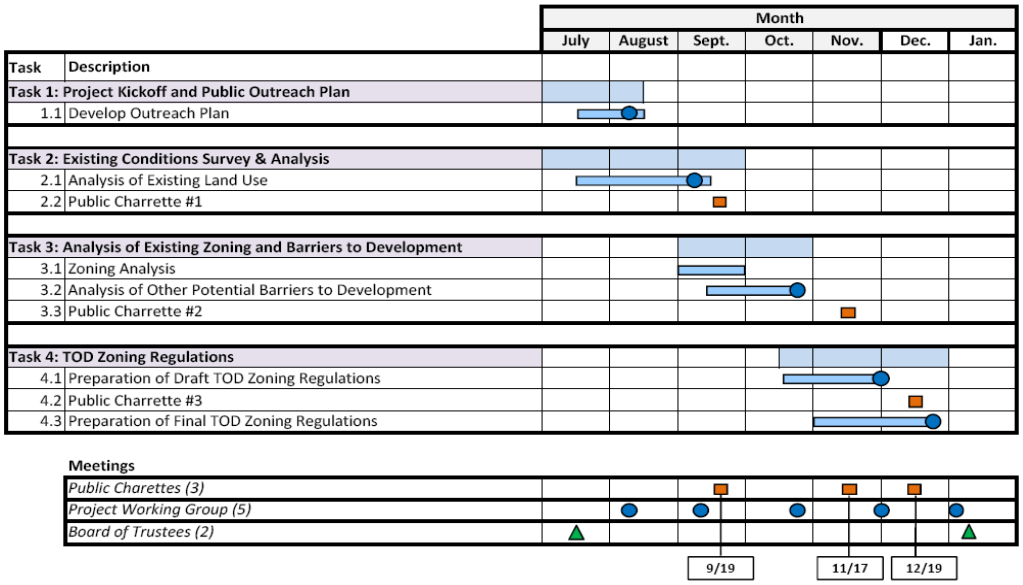


Figure 2: Study Timeline



II. Charrette Overview

The third charrette was held at Mamaroneck Village Hall on Wednesday December 19th from 7:30-10 p.m. Approximately 30 people were in attendance. This final public meeting was conducted in an informal "town hall" format. First, BFJ presented an overview of the study progress to date as well as the draft TOD regulations, which were informed by the public input from the previous two workshops. The recommendations included the potential impact on key sites as well as how the zoning changes could impact the community. Following the presentation, there was a question-and-answer session for participants. Responses from the meeting will help inform the final TOD regulations, which will be submitted to the Village in mid-January.

III. Presentation by BFJ Planning

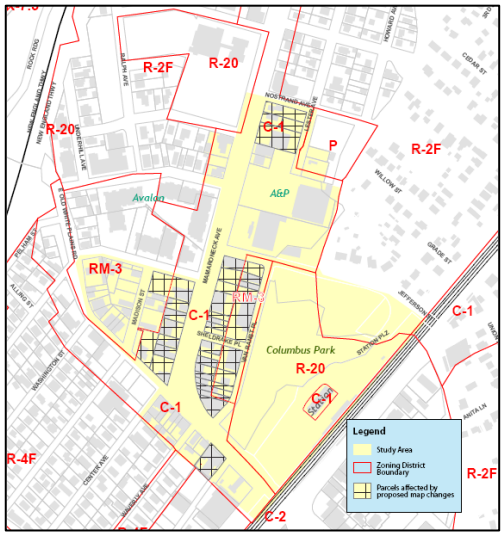
1) Introduction to TOD Study

To start the meeting, Village Manager Richard Slingerland welcomed everyone and followed with a brief introduction to the goals and objectives of the study. Susan Favate from BFJ followed and presented an overview of the study progress to date including a summary of the prior public workshops.

2) Zoning Recommendations

Ms. Favate continued with an explanation of the various zoning, traffic and circulation, and streetscape issues in the study area. With regard to zoning, many of the lots are nonconforming for use, minimum lot size and depth and yards. For example, retail uses on the western side of Mamaroneck Avenue are zoned RM-3 (where commercial uses are not permitted) and are thus nonconforming. Nearly all of the lots in the RM-3 zone are also smaller than 20,000 square feet, which is the minimum lot size in that district. Ms. Favate explained that non-conformity is a significant issue, as it is harder for those owners to get financing from banks as well as approval from the Village to improve their property.

Figure 3: Proposed Zoning Map Changes



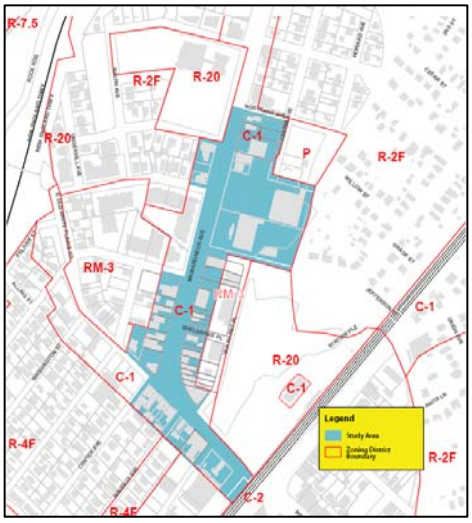
As Frank Fish of BFJ explained, proposed map changes would rezone all properties in the TOD area that front Mamaroneck Avenue to C-1. The RM-3 zone would be limited to primarily residential lots on Madison Street and Van Ranst Street. The O-1 zone is outdated and would be eliminated.

The overall goal for changes to the RM-3 is to reduce nonconformity and promote desired development while maintaining the existing neighborhood character. No zoning changes are proposed for density, height or building coverage. Proposed RM-3 changes to lot area/dimensions, yards and parking are shown in the table below.

Figure 4: Proposed RM-3 Zoning Changes

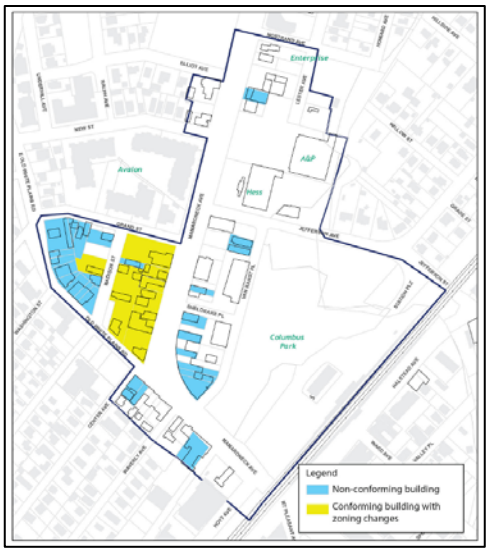
	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 SF	10,000 SF
Minimum Lot Depth	150'	100'
Maximum Building Coverage	35%	45%
Minimum Required Yards	Front: 50' Lesser side: 25'; Both sides combined: 50' Rear: 30'	Front: 5' Lesser side: 8' Both sides Combined: 20' Rear: 25
Parking Requirements	1 space per unit, plus ½ space per bedroom	Studio: 1 space; 1BR: 1.25 spaces; 2BR: 1.5 spaces; 3BR: 1.75 spaces; 4BR+: 2 spaces

Figure 5: TOD Overlay District



No zoning text changes are proposed for the C-1 district; however an overlay zone is proposed for the C-1 parcels with frontage on Mamaroneck Avenue in the study area. In the overlay district, a 0.4 floor-area-ratio (FAR) bonus would be allowed if the building meets certain green technology requirements, pays money into a flood mitigation fund and/or complies with design guidelines. The maximum potential FAR in the overlay zone would be 1.2 (0.6 FAR allowed for housing in C-1, plus 0.2 bonus for affordable housing, plus 0.4 bonus in overlay zone). It is important to note that this maximum FAR cannot be achieved without the provision of affordable housing; in the absence of affordable housing, the maximum potential FAR is 1.0. Parking requirements would be changed to the same proposed ratios as for RM-3 (table above).

Figure 6: Potential Change in Conformity

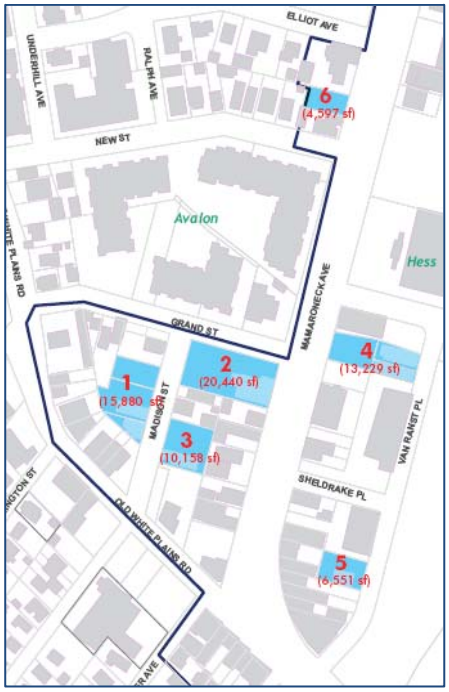


One goal of the proposed zoning changes is to make more of the parcels in the study area conforming for use and area/bulk. The proposed changes would allow more parcels in the study area to conform (yellow parcels on map). Although some non-conformity would remain (blue parcels), it would be to a lesser degree, and owners would have more flexibility in getting variances and financing.

3) Zoning – Next Steps and Potential Impact

Mr. Fish continued with an overview of the timeline for next steps. It was explained that any potential development that might result from the TOD regulations would not occur immediately. First, the Board of Trustees would have to consider the proposed zoning and conduct a full environmental review (SEQR) before it could be adopted as a local law. Mr. Fish noted that the Village is not considering any land clearance, displacement or acquisition.

Figure 7: Potential Soft-Sites



Noah Levine from BFJ Planning then discussed a preliminary build-out analysis which looked at the six sites identified (see image to right) as potential "soft sites," or those that are vacant, underutilized or abandoned and are realistic options for redevelopment. With the proposed TOD zoning changes, the maximum build-out on these sites would be 106 units. Based on growth projections for the village, it is estimated that approximately 25% (27 units) would build in next five years. Mr. Levine explained that the actual development likely would be less, because owners may not sell or develop immediately, some development may require site consolidation and some properties may have unique development constraints.

With regard to other potential impacts, Mr. Levine explained that the 27 units anticipated to be built in the next five years would have a minimal increase in traffic, representing far less than 1% of the traffic currently on Mamaroneck Avenue. The potential development is not expected to result in a significant number of school children. In general, in multifamily buildings areas near public transit, it takes 10 units to generate one school-aged child. These data are backed up by the experience of several multifamily developments in and near the study area, including Avalon, Sweetwater and Parkview Station. Data were also provided to show how potential multifamily residential units would most likely be net tax revenue generators for the Village.

4) Traffic, Circulation, Streetscape and Design Guidelines

Mr. Levine concluded the presentation with a discussion of traffic and circulation recommendations that aim to improve safety for pedestrians crossing Mamaroneck Avenue. Two potential improvements shown included a pedestrian crossing at Grand Street and Mamaroneck Avenue and the installation of a landscaped median in the curve of the intersection of Old White Plains Road and Mamaroneck Avenue.

As part of the TOD overlay district, developments would have to conform to design guidelines to be created by the Village. Mr. Levine explained how this tool could be used to promote buildings whose siting, massing, scale, materials and street rhythm are compatible with the neighborhood context. The design guidelines would also encourage development with attractive signage, lighting, landscaping and façade design. BFJ's recent work in Port Washington, NY was cited as a comparable example for design guidelines for a downtown commercial corridor.

IV. QUESTION AND ANSWER SESSION

After a coffee break, participants were invited to direct questions to the consultant team and Village representatives about the study's recommendations. A summary of the discussion topics is provided below.

- Lot size: There was general support to reduce the minimum lot size in RM-3. It was agreed that a 7,500 square foot minimum lot size was a reasonable number, because it would make even more lots conforming and could make infill development less difficult, as owners might not have to consolidate parcels to meet the minimum lot size.

- School children: There were some questions regarding the projections for school children associated with anticipated development. Jeremy Ingpen, executive director of the Washingtonville Housing Alliance (WHA), noted that there is a higher ratio of school-aged children per unit in WHA buildings compared with the Avalon, Parkview Station and Sweetwater. Additionally, Village Trustee Ilissa Miller stated that some of the apartments might be bigger than the 1-2 bedroom mix used in the analysis. BFJ agreed to incorporate school-children data from the WHA and provide the school children impact for buildings with a mix of apartments including larger units.

- Parking: There was some concern that new development would negatively impact on-street parking, especially along Mamaroneck Avenue. It was explained that the parking ratios used are standard and have proven to have worked in other comparable areas. It was mentioned that the downtown Mamaroneck on the other side of the railroad tracks is zoned C-2 and has no parking requirements at all. Washingtonville resident Paul Ryan suggested that parking issues were more of an enforcement issue. The Village is also looking into other options to control/regulate parking, such as metered parking and parking permits. The possibility of sharing parking at the Strait Gate Church was also discussed.

- Flood regulations: There was some discussion about regulations that address flood mitigation/prevention. Neighborhood resident Gina Von Eff stated that flooding is root cause of vacancy and disinvestment and that everything needs to be built elevated. Mr. Ingpen noted that the WHA has two flood-compliant buildings in the study area that have withstood recent floods. He suggested that the root cause of vacancy has more to do with ownership complications and the difficult approval process. One issue mentioned was the possibility of increasing the building maximum height so that properties would be able to raise their buildings above the floodplain, while still complying with the height regulation. Although flooding is clearly a major issue for the study area, it is being addressed Villagewide, as there are many flood-prone properties that are not in the study area.

- Study Area: A question was asked why the study area was limited to the half-mile radius from the station on the Washingtonville side of the tracks. It was explained that the study area

outlined in the grant was intended to focus on the areas near transit that can support multi-family housing as opposed to the surrounding single-family home neighborhoods or areas in the downtown core which are fairly stable and largely built out. Residents should speak with Village representatives such as Manager Richard Slingerland to discuss potential zoning changes in surrounding areas.

- Affordable housing: A question was asked by Randy Scott about the affordability standard and how affordable new apartments in the study area would be. Mr. Ingpen responded that the Village's affordable housing provision is 80% of annual median income (per household), which equates to just over $100,000. Mr. Scott asked about the next step for residents and what should happen if their owner wishes to sell their property. It was stressed that the community be involved in the public process of the rezoning so that they are active participants and are well informed about any potential changes in the neighborhood.

- Traffic and Circulation: There was discussion about the intersection of Mamaroneck Avenue and Old White Plains Road. Some residents liked the idea of a landscaped median; however others questioned how effective this idea would be in improving safety, given the potential to actually encourage pedestrians to cross in an unsafe location.

- Open Space: Some residents were concerned that new development would not provide sufficient open space. TOD steering committee member Bob Galvin suggested that the zoning was sufficient and that through the design guideline process, the Village would have the ability to control layouts to have optimal open spaces. Local architect Gregg DeAngelis suggested giving the Planning Board more flexibility in standards. He stated that putting parking underneath residential (ground floor parking) is more efficient as it frees up land for open space.

V. Conclusion and Next Steps

The forum was successful in attracting an engaged group of residents who were eager to discuss a range of issues. The conversation was very productive, and a number of suggestions will be incorporated into the final TOD recommendations. Some of the changes BFJ Planning will look to incorporate include:

- Reduce the minimum lot size in RM-3 to 7,500 square feet to decrease non-conformity and revise the map to show what parcels would conform given this change
- Increase coverage in RM-3 to 50% to give developers more flexibility in layout
- Revise school children estimates by incorporating data from WHA
- Get updated Village data to show tax impact of new development
- Include examples of parking requirements in comparable TOD areas.

BFJ is currently working on the final report, which will be submitted in mid-January to the Board of Trustees for consideration and review.

MAMARONECK TOD ZONING STUDY

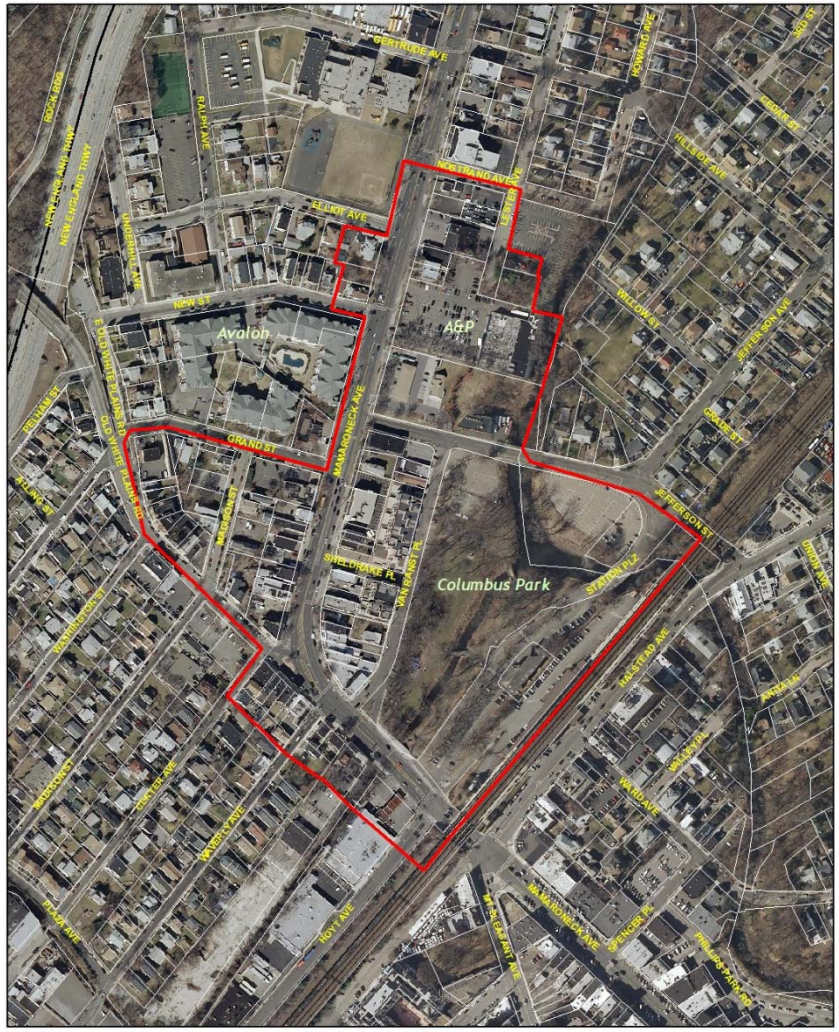
Village of Mamaroneck, NY

Public Charrette #3: Draft TOD Zoning Regulations

BFJ Planning

TOD Zoning Study Purpose

- Support local transit-oriented development (TOD) planning efforts
- Build community support through stakeholder participation
- Foster more walkable communities
- Promote mixed-use development (retail, office, mixed-income housing) and "green" building design



Working Assumptions and Priorities

- Not urban renewal (no use of eminent domain)
- Focus on private, locally controlled infill development
- Elimination of blight
- TOD zoning regulations consistent with existing land use
- Affordable and equitable development
- Reflect current flood regulations
- Basis for future grants

TOD Zoning Study Elements

Public Outreach
(Including three public charrettes)

Existing Conditions Survey and Analysis

Analysis of Existing Zoning and Barriers to Development

TOD Zoning Regulations (early January)

Timeline

Task	Description	July	August	Sept.	Oct.	Nov.	Dec.	Jan.
		Month						
Task 1:	**Project Kickoff and Public Outreach Plan**							
1.1	Develop Outreach Plan							
Task 2:	**Existing Conditions Survey & Analysis**							
2.1	Analysis of Existing Land Use							
2.2	Public Charrette #1							
Task 3:	**Analysis of Existing Zoning and Barriers to Development**							
3.1	Zoning Analysis							
3.2	Analysis of Other Potential Barriers to Development							
3.3	Public Charrette #2							
Task 4:	**TOD Zoning Regulations**							
4.1	Preparation of Draft TOD Zoning Regulations							
4.2	Public Charrette #3							
4.3	Preparation of Final TOD Zoning Regulations							

Meetings

Public Charettes (3)							
Project Working Group (5)							
Board of Trustees (2)							
			9/19		11/17	12/19	

Charrette #1: Key Themes

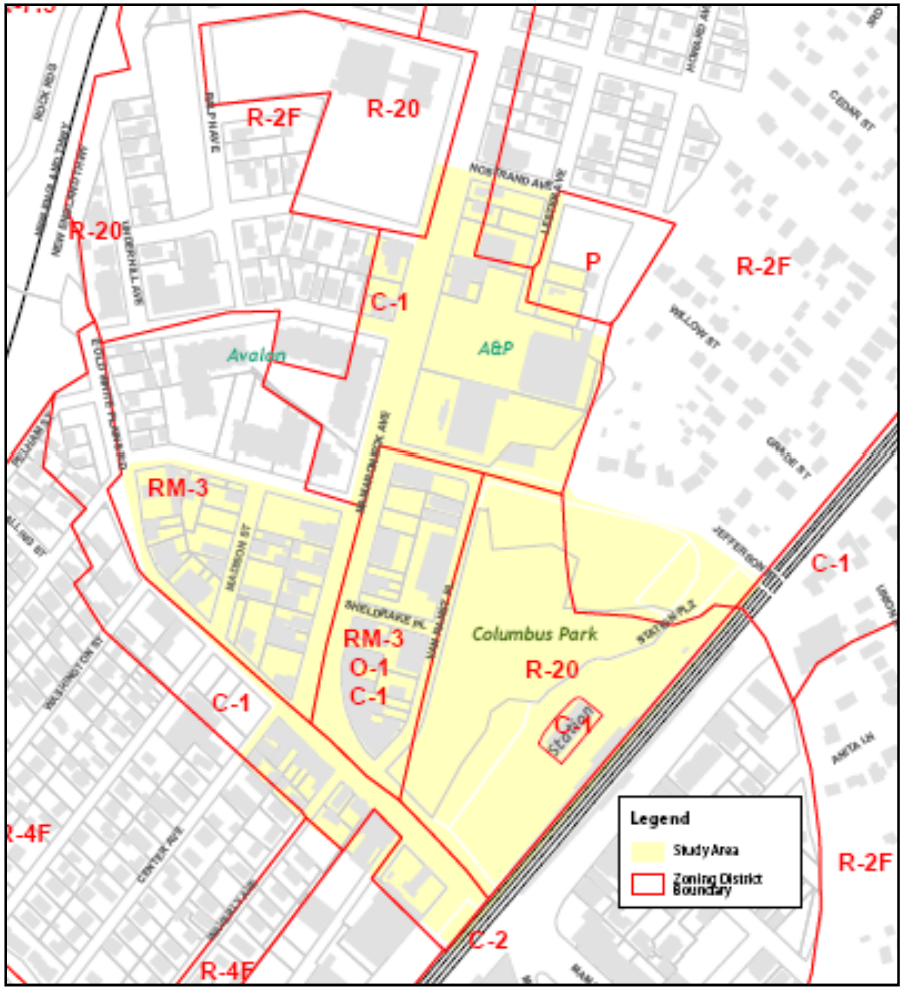
- Promote development without displacing residents
- How to harness funds from new development to help the neighborhood
- Creative measures to address flooding
- Improve Old White Plains Road/Mamaroneck Avenue intersection

Charrette #2: Issues, Opportunities & Preliminary Recommendations

- Key assets: proximity to other positive attributes, area walkability
- Key constraints: flooding, parking, zoning
- Agreement on pedestrian crossing at Grand St., other improvements suggested
- Support for TOD Overlay Zone incentives
- Recommendation of further reduced parking requirements in Overlay Zone

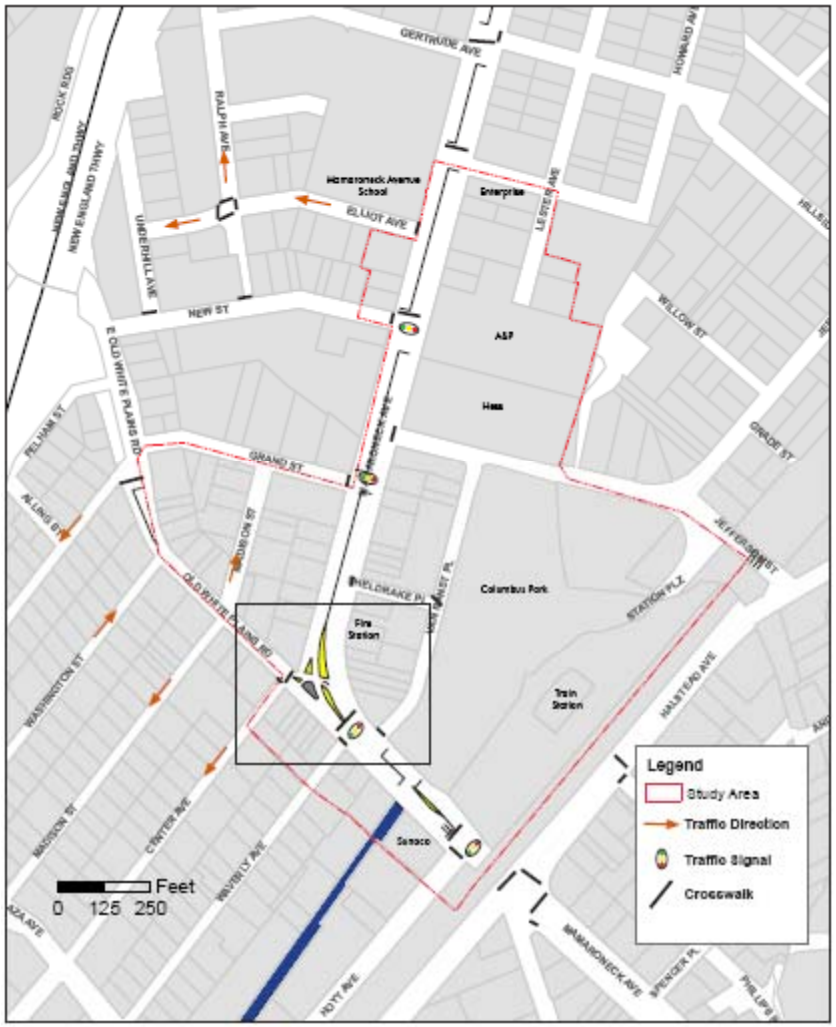
Issues: Zoning

- Most lots in RM-3 zone are nonconforming for:
  - Minimum lot size/depth
  - Setbacks/yards
  - Building coverage
- Frontage on western side of Mamaroneck Avenue zoned RM-3, so retail uses not allowed, current retail uses nonconforming
- O-1 office zone outdated



Issues: Traffic and Circulation

- Few pedestrian options for crossing Mamaroneck Avenue to reach train station and downtown
- Mamaroneck Avenue is a County road, so major changes are difficult
- Old White Plains Road intersection lacks space for a roundabout



Issues: Urban Design/Streetscape Elements in Need of Improvement

Crossing opportunities

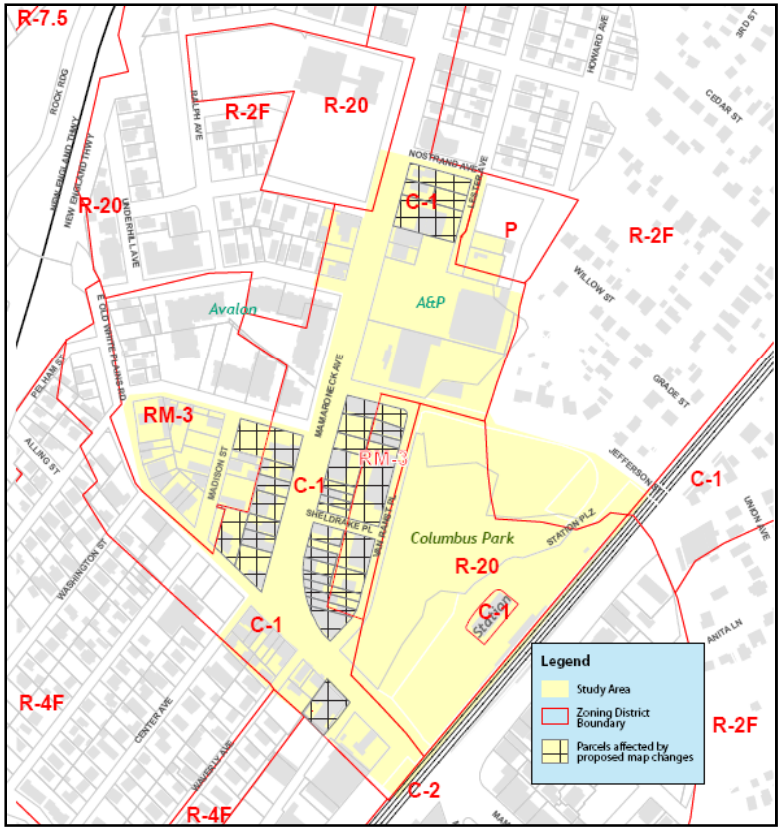
Gaps in street wall on Mamaroneck Ave

Buildings/sidewalk in disrepair

Vacant buildings/parcels

Proposed TOD Zoning Regulations

- Eliminate 0-1
- Rezone Mamaroneck Ave. frontage to C-1
  - Allows for mix of retail and housing
  - Existing retail meets zoning
  - Preserves neighborhood residential character
  - Eliminates dual zones in study area
- Adjust RM-3 area/bulk standards to boost conformity, promote redevelopment
- No changes to standards in C-1
- Create TOD Overlay Zone



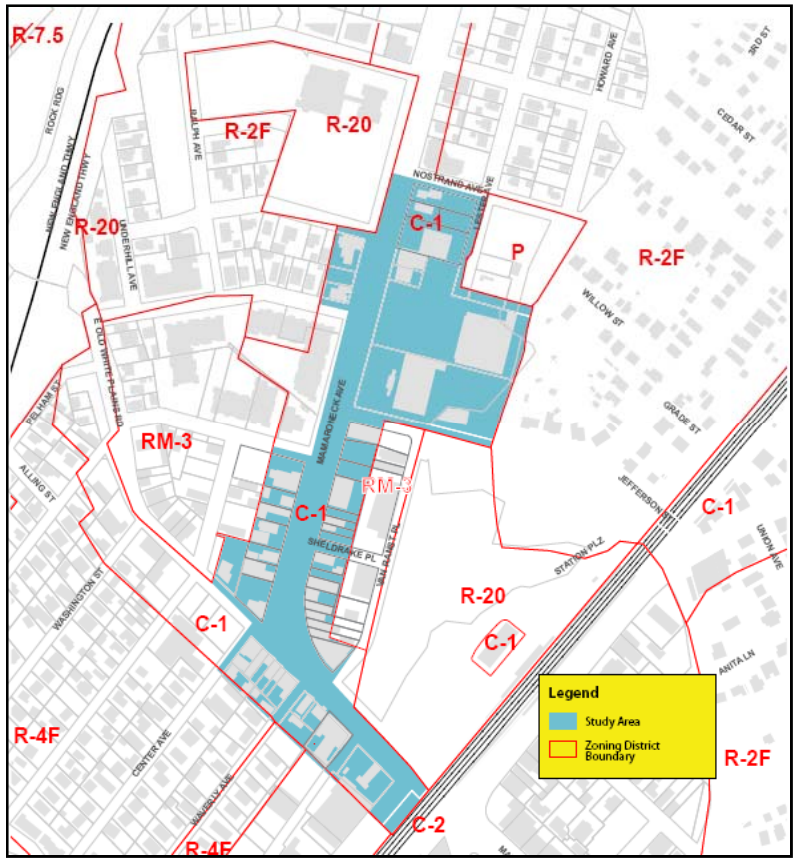
Proposed RM-3 Changes

- No changes to density or height
- Adjustments to lot area/dimensions, coverage, yards, parking

	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 SF	10,000 SF
Minimum Lot Depth	150'	100'
Maximum Building Coverage	35%	45%
Minimum Required Yards	Front: 50' Lesser side: 25'; Both sides combined: 50' Rear: 30'	Front: 5' Lesser side: 8' Both sides Combined: 20' Rear: 25
Parking Requirements	1 space per unit, plus ½ space per bedroom	Studio: 1 space; 1BR: 1.25 spaces; 2BR: 1.5 spaces; 3BR: 1.75 spaces; 4BR+: 2 spaces

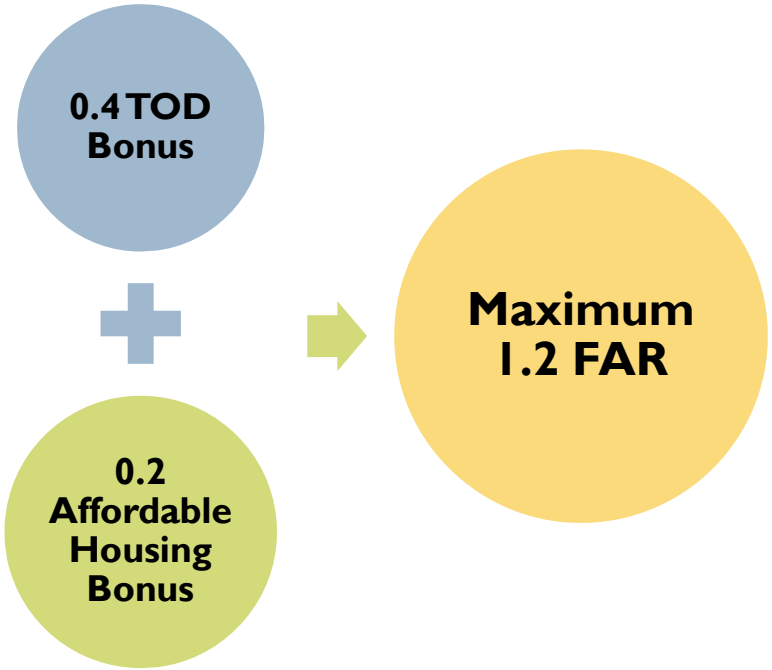
Proposed TOD Overlay Zone: Why an Overlay?

- Targeted approach to promoting development suitable for Mamaroneck Ave. frontage near train station
  - Allows more density than other C-1 zones in Village (e.g. Boston Post Road)
  - No Village-wide changes
- Opportunity for using bonuses to get the kind of development the area needs
- Ability to test on a small scale ideas that could work elsewhere in Mamaroneck



Proposed TOD Overlay Zone Regulations

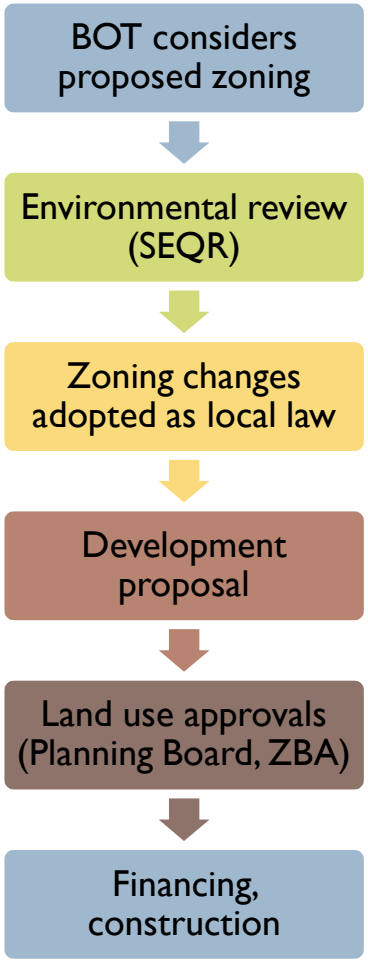
- FAR bonus of 0.4, up to total of 1.2 (same as RM-3, so no greater density)
  - Current FAR is 0.6, may be increased to 0.8 for affordable housing
  - Must provide affordable housing to get maximum FAR



- Requirements for bonus:
  - Green building/flood mitigation measures
  - Payment to a flood mitigation fund
  - Compliance with design guidelines
- Reduction of parking requirements, same as proposed for RM-3
- No other differences from C-1

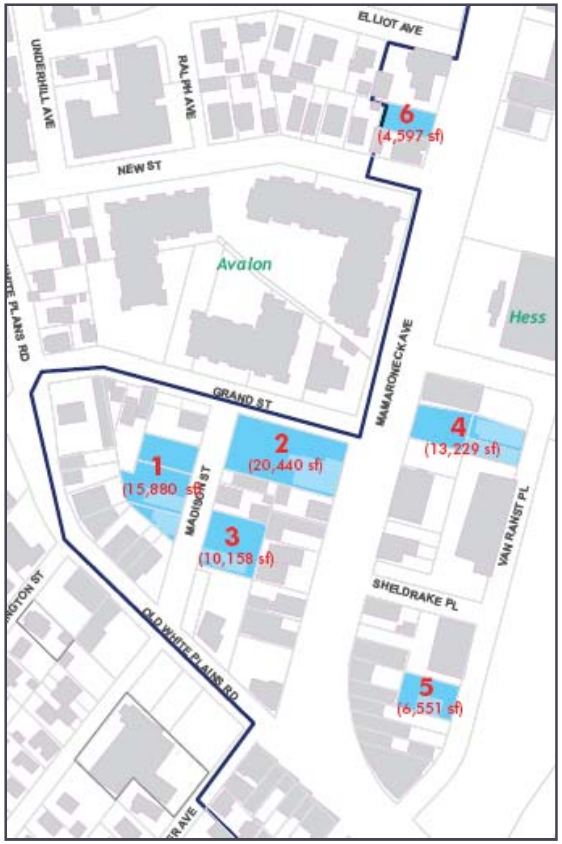
What are the next steps?

- Board of Trustees to consider proposed zoning:
  - Full environmental review
  - Adopted as a local law
- No immediate changes on the ground:
  - No land clearance or displacement
  - No Village land acquisition
- Development up to property owner, must get all local land-use approvals



Study Area Development Potential with Zoning Changes

- Estimated maximum build-out for proposed zoning:
  - 106 units on 6 "soft sites"
- Actual development likely far less:
  - Owners may not sell or develop immediately
  - Development may require site consolidation
  - Some properties may have development constraints
  - Build-out assumes sites achieve maximum 1.2 FAR
- Estimated 25% (27 units) build in next 5 years



What are the likely impacts of potential development?

- Minimal increase in traffic (less than 1%)

- School Children:
  - General rule: Takes 10 units to generate 1 school-age child
  - School children generated by recent neighborhood developments:
    - Avalon (227 units): **8**
    - Sweetwater (90 units): **1**
    - Parkview Station (50 units): **0**
  - Estimated school tax revenue: $113,400 ($4,200 per unit)

- Fire/Police:
  - Number of calls to other area complexes May 2011-June 2012):
    - Avalon: **70**
    - Sweetwater (90 units): **3**
    - Parkview Station (50 units): **14**

How will this affect me?

I am a…residential or commercial tenant

No displacement

Better likelihood of upgrades by building owner

Potential for more foot traffic

Safer environment from "eyes on the street"

How will this affect me?

I am a…property owner

More flexibility in seeking building upgrades

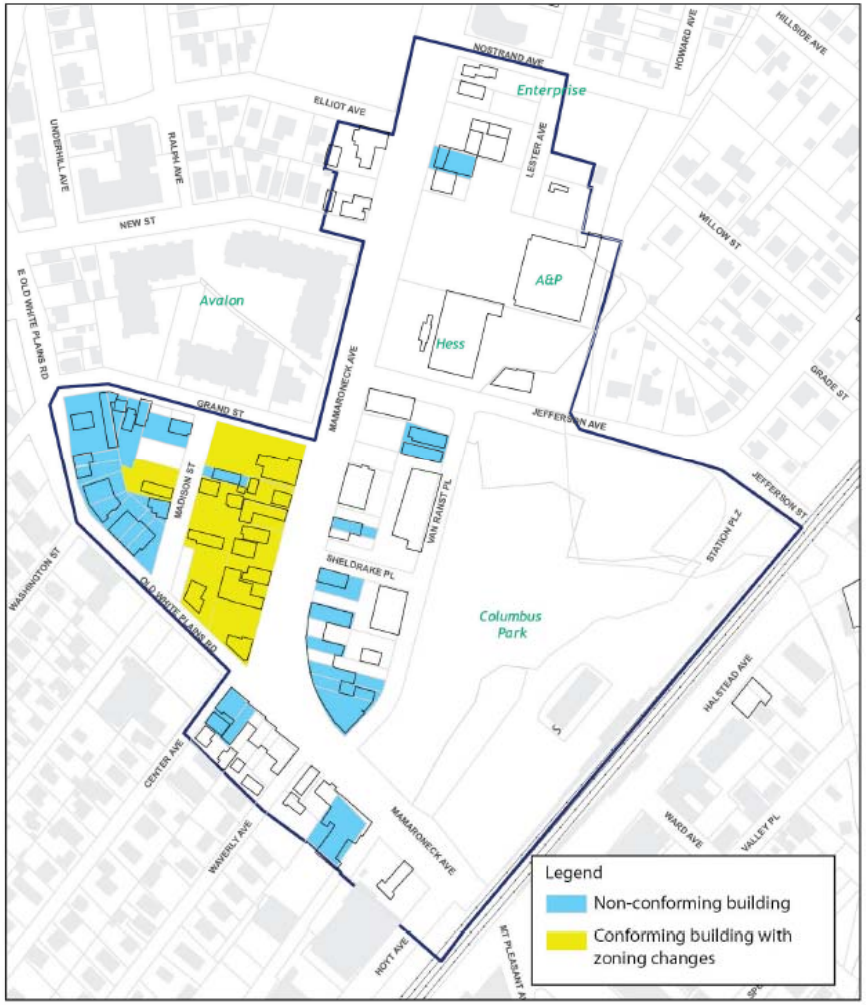
Access to new flood mitigation fund

Higher property values

Area more attractive to prospective tenants

Effect of Proposed Zoning on Non-Conformity in the Study Area

- Mamaroneck Ave. parcels now in RM-3 become conforming for use and area/bulk
- Some non-conformity remains, but to lesser degree
- Reduction in number/degree of non-conformity gives owners flexibility in getting variances, financing



Traffic and Circulation Recommendations

- Add pedestrian crosswalk on Mamaroneck Ave. at Grand St.
- Explore replacing striped area in curve of Mamaroneck Ave. with landscaped island to:
  - Prevent crossing in non-crosswalk areas
  - Reduce speed and calm traffic
  - Improve aesthetics
- More options for further study:
  - Traffic signal at Mamaroneck Ave./Old White Plains Road
  - Added landscaping at intersection
  - Changes to traffic directions in area

Urban Design and Streetscaping Recommendations

- Potential Design Guidelines for RM-3 and TOD Overlay Zones
  - Façade design
  - Signage and lighting
  - Landscaping
  - Green building design

Coffee Break

Question and Answer Session