

VILLAGE OF MAMARONECK TOD ZONING STUDY



Prepared on behalf of:
The Village of Mamaroneck and the
Washingtonville Housing Alliance

February 2013

Prepared by:
BFJ Planning

Funding for this study provided by the Tri-State Transportation Campaign and the One Region Funders' Group

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I. INTRODUCTION

In April 2012, the Village of Mamaroneck, in partnership with the Washingtonville Housing Alliance, was awarded a grant from the Tri-State Transportation Campaign (TSTC) and the One Region Funders' Group to promote equitable, sustainable development near the Mamaroneck Metro-North Railroad Station. The \$38,500 award was intended to support a community-based Transit-Oriented Development (TOD) zoning study resulting in a draft zoning ordinance to incentivize affordable housing, provide quality public space and link Mamaroneck's Washingtonville neighborhood and adjacent retail uses to the Central Business District.

The TOD Zoning Study builds on Mamaroneck's strong access to major transportation corridors, including I-95 (New England Thruway), the Hutchinson River Parkway and U.S. Route 1 (Boston Post Road), as well as access to public transit via the Westchester County Bee-Line Bus and Metro-North. The Mamaroneck Train Station, centerpiece of the TOD study area, is one of the busiest on the New York section of the New Haven Line, averaging more than 2,500 daily trips. The station – which has recently completed a successful adaptive reuse to a restaurant and office use – is adjacent both to the Mamaroneck Central Business District and to the Washingtonville neighborhood, an identified low-to-moderate income Community Development Block Grant (CDBG) area.

The study also furthers the Village's longstanding commitment to providing affordable housing units, and its efforts to address the periodic flooding experienced in the study area, which has constrained new development and created hardships for current residents and property owners.

Finally, the study continues Washingtonville's strong tradition of neighborhood planning. In 1981, the community worked with the Westchester County Department of Planning and the Village to develop the *Washingtonville Neighborhood Analysis*, the first cooperative neighborhood planning initiative in the county, which was later incorporated into Mamaroneck's 1986 Master Plan. Since then, the Village has continued its support of the Washingtonville neighborhood through a shared vision of connecting the neighborhood's retail area to the adjacent Central Business District. With that in mind, in the past year, Mamaroneck invested approximately \$800,000 in CDBG grants and Village matching funds to improve the streetscape along Mamaroneck Avenue and Old White Plains Road to the same standards as those implemented in the downtown core.

The overall purpose of the TOD Zoning Study encompasses the following goals:

- Support TOD planning efforts in the community
- Build local support through citizen participation including neighborhood representatives as well as nonprofit groups, religious organizations, property owners and developers
- Foster more walkable communities
- Support mixed-use development with both affordable and market-rate units and energy-efficient, green building design.

In July 2012, the Village appointed a 15-member Steering Committee to work with the planning consultant, BFJ Planning, in reviewing project deliverables and making recommendations based

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on their community knowledge. The committee members represented a broad spectrum of businesses, neighborhood residents, nonprofit groups and municipal boards and staff.

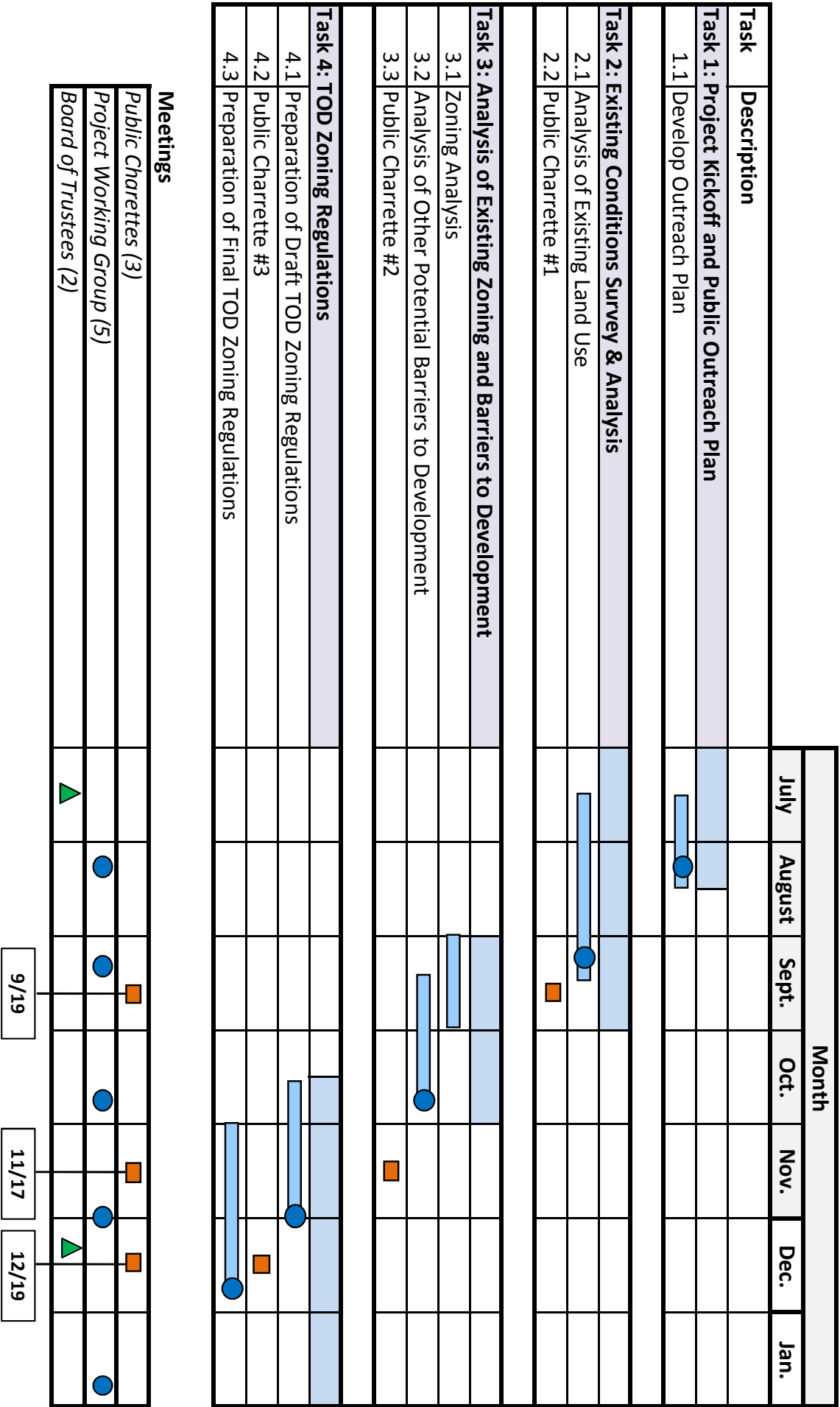
In cooperation with the TOD Zoning Study Steering Committee and to address neighborhood concerns on the potential for gentrification, the project team developed a set of working assumptions to guide the study:

- The TOD Zoning Study is not about urban renewal (i.e., the Village has no intention to use its power of eminent domain).
- Affordable and equitable development is a priority.
- Potential development is intended to be infill and implemented either via private developers or with a nonprofit group and locally controlled.
- The study's aim is to eliminate blight and unlock the potential of the Washingtonville neighborhood, while retaining its ethnic and economic diversity.
- The study area is narrowly focused, to ensure that the study is sufficiently targeted.
- Potential TOD zoning regulations would be generally consistent with the existing zoning and land use of the study area.
- Any new development would meet flooding regulations.
- The study is intended as a basis for future grant awards.

During the five-month planning study (see study timeline in Figure 1, below), the Village hosted three public charrettes with residents and property owners from the study area, providing opportunities for data collection, testing of proposals and community feedback. The first charrette was held on September 19, 2012, and included a roundtable discussion session focusing on general TOD issues, planning and zoning concerns and streetscaping (open space, parking and pedestrian circulation). The second charrette was held on November 17, 2012, and began with an open house session allowing attendees to explore preliminary proposals for zoning, urban design and transportation. After a brief presentation by the consultant team, participants took part in a visioning session to express preferences on the recommendations. The last charrette was held on December 19, 2012, and consisted of a "town hall" question-and-answer session on the final study recommendations. These workshops are discussed further in Section IV, and complete summaries of each are found in the Appendix.

The outcome of the study is a set of draft TOD zoning regulations (see Section V) which will be presented to the Board of Trustees for potential adoption into the Village Code. Section VI of this report outlines further steps for implementation of recommendations.

Mamaroneck Village Proposed Transit-Oriented Development (TOD) Study



MAMARONECK TOD STUDY

FIGURE 1 : TIMELINE

II. EXISTING CONDITIONS AND ANALYSIS

This section provides an overview of the existing conditions of the commercial uses in the TOD zoning study area, to set the context for understanding the area's issues and create a foundation for recommendations on proposed zoning changes and other items.

A. Study Area Boundary

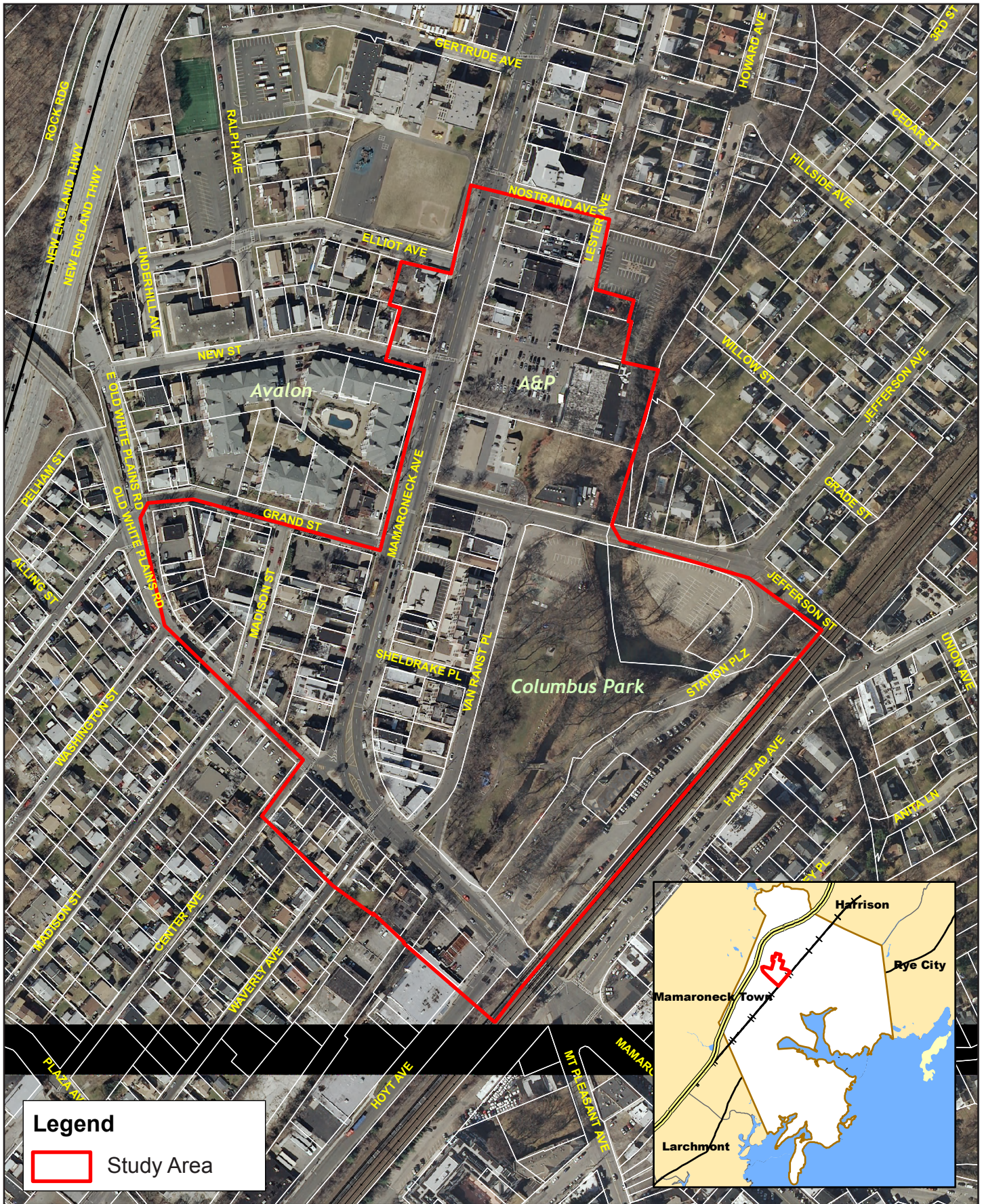
The TOD zoning study area covers approximately 80 parcels on about 35 acres in the north-central portion of the Village of Mamaroneck (see Figure 2). Generally, the area is bounded on the north by I-95 (New England Thruway), the Metro-North railroad tracks on the south, the Sheldrake River and I-95 on the west and Mamaroneck River on the east.

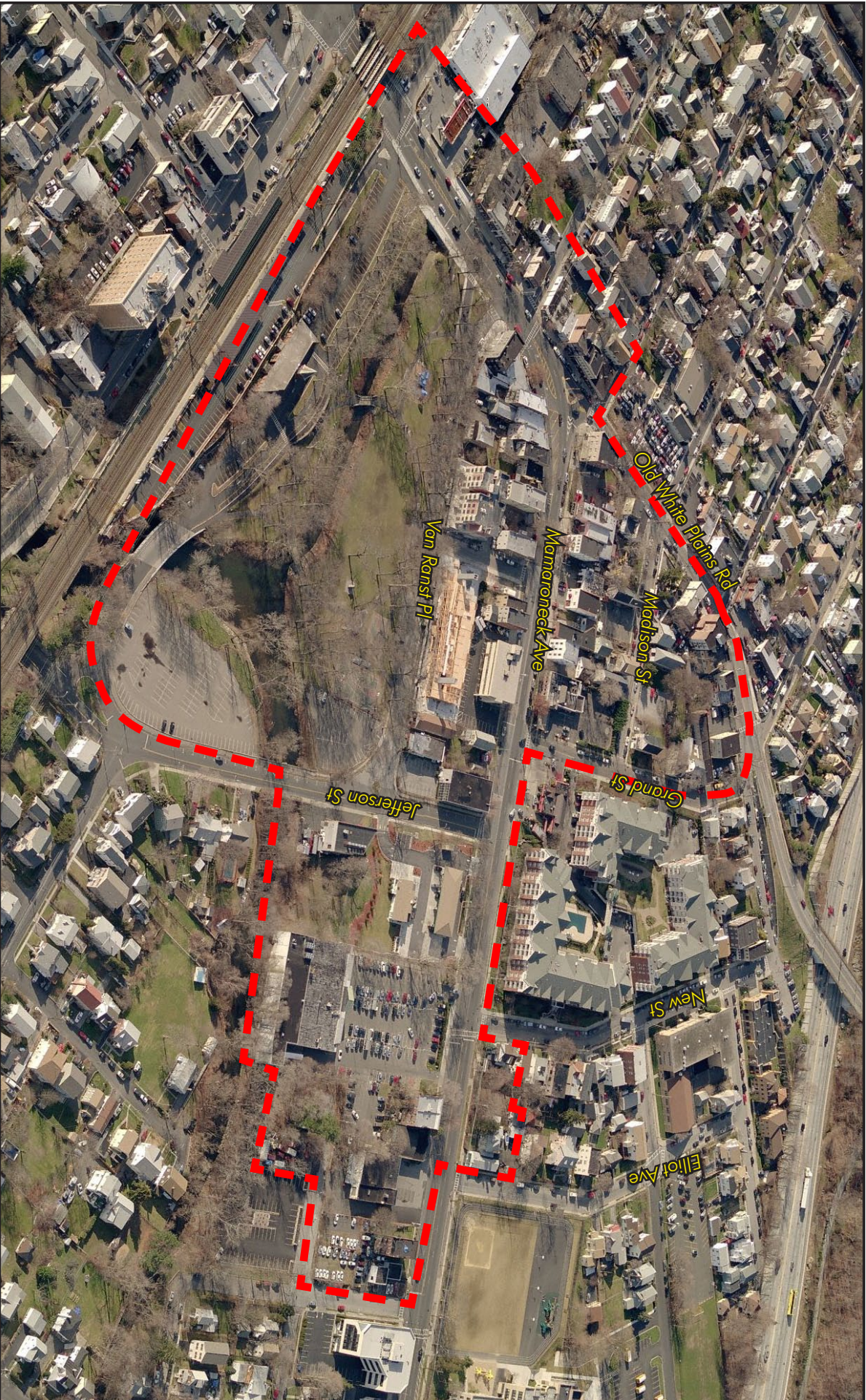
The study area was delineated to capture a generalized half-mile radius around the Mamaroneck train station, as consistent with the standard definition of a transit-oriented development, centered along Mamaroneck Avenue and the Washingtonville neighborhood (see Figures 2 and 3). The study area is focused on the portion of this half-mile radius north of the railroad tracks, as that area shows the greatest potential – and need for – redevelopment that can capitalize on its key assets. During the course of the study, the boundary of the study area was refined based on conversations with the Steering Committee, site zoning and development patterns and an examination of potential soft sites. The result is an area that is sufficiently compact to be studied comprehensively, and to allow for recommendations that are narrowly focused.

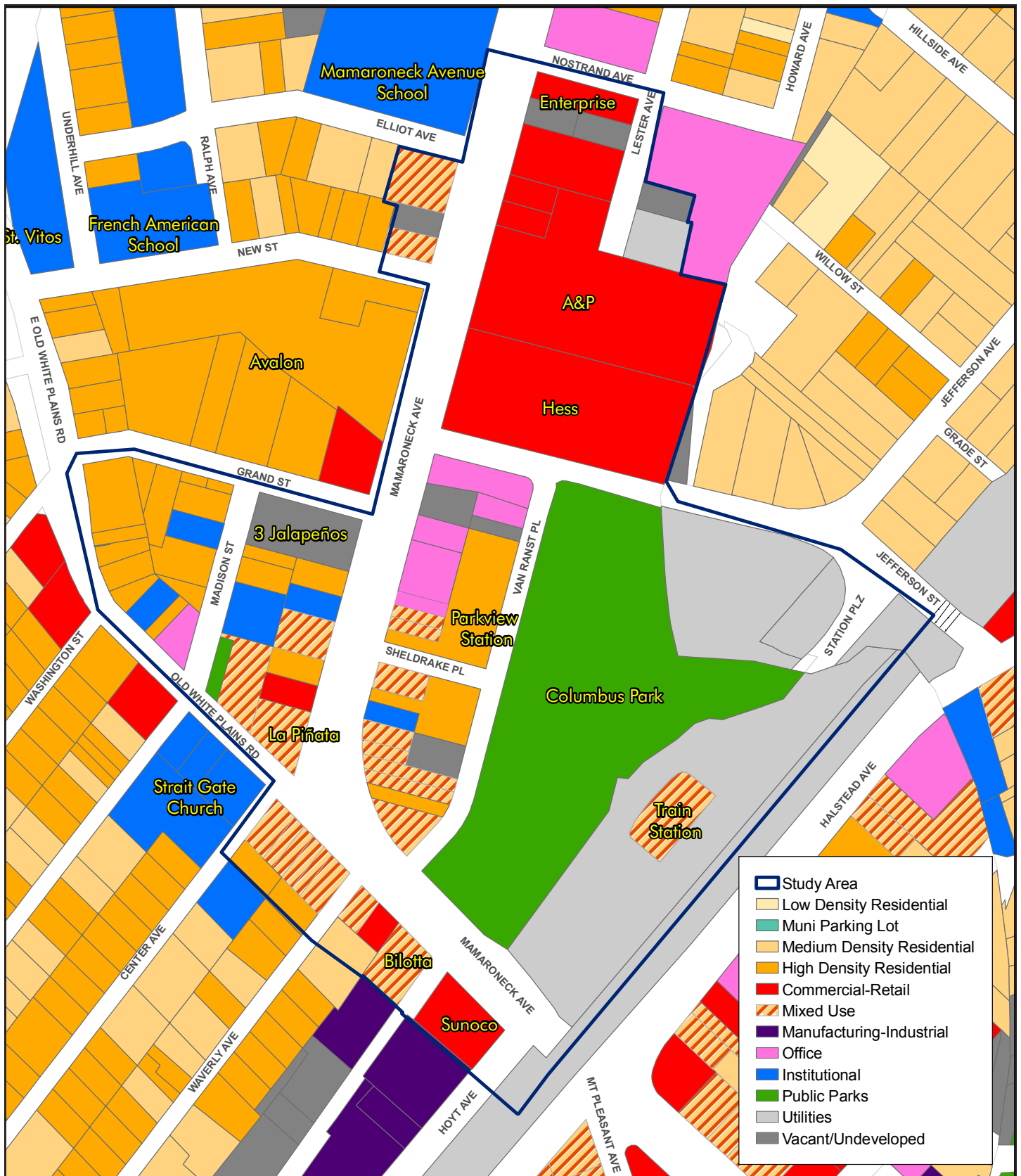
The study area includes the train station and adjacent Columbus Park, as well as both sides of Mamaroneck Avenue (excluding the Avalon Willow development, which is fully built out, and Mamaroneck Avenue School) to Nostrand Avenue. It also includes the residential neighborhood centered on Madison Street and the properties fronting Van Ranst Place between Mamaroneck Avenue and Jefferson Avenue, which consist primarily of the Parkview Station development and vacant/underutilized sites on Columbus Park.

B. Land Use

In August 2012, BFJ Planning, with the assistance of the Washingtonville Housing Alliance, undertook the first phase of the study by surveying all existing land uses in the study area. Surveyors visited, photographed and inventoried the current land use of each tax lot in the area and compared that data with Westchester County land-use data for accuracy (see Figure 4, below). In September 2012, land-use data were compiled with other information collected (i.e. number of floors, units, parcel size, business name, tax lien if applicable, sale/lease status, and additional comments) into a Property Index which can be found in Appendix A. The Property Index was reviewed by the study's Steering Committee for accuracy; however, the index has no legal status and is intended to be used primarily as a resource and informational tool. It is important to note that the Village's land uses may change periodically, and the index represents a snapshot in time.





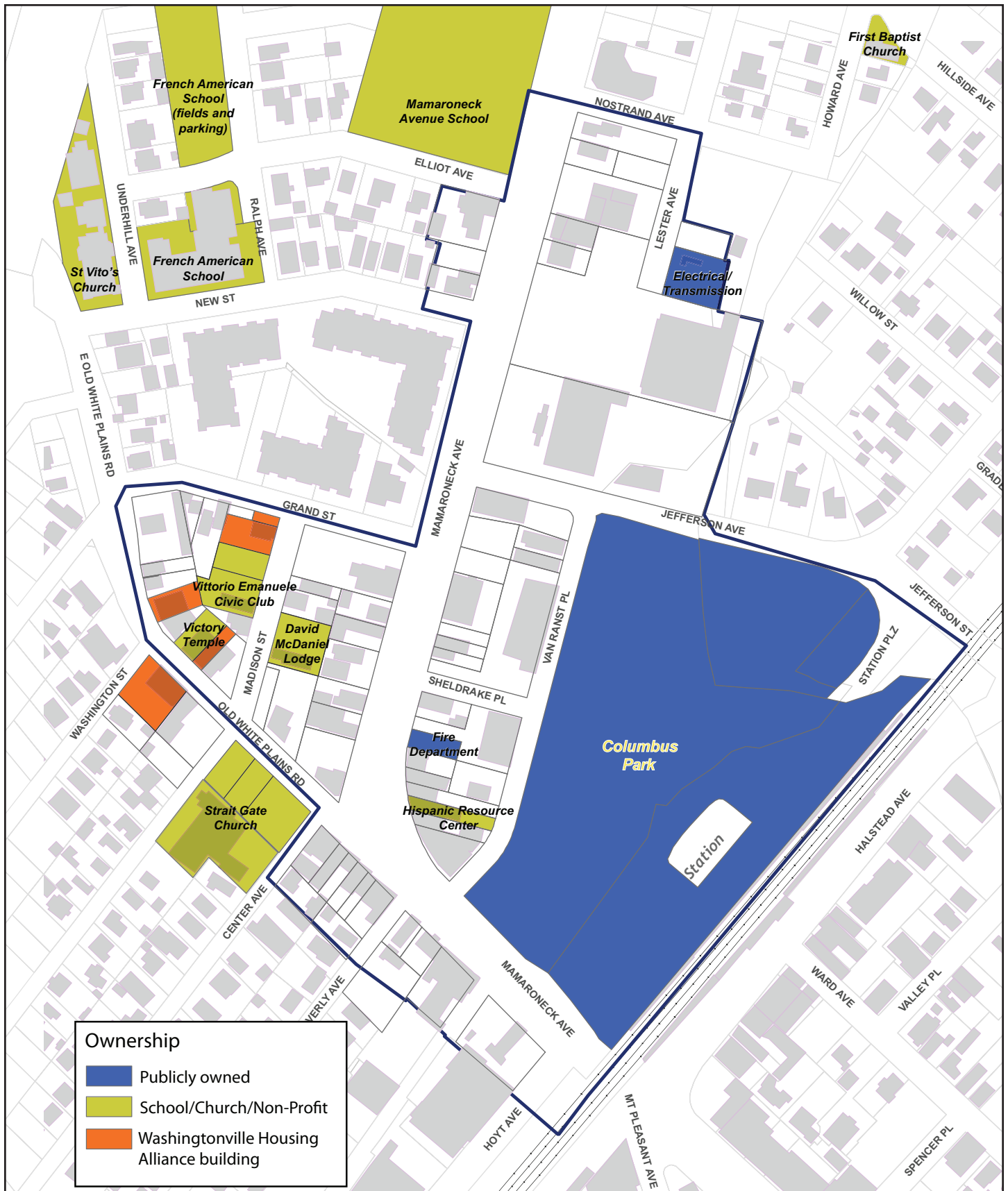


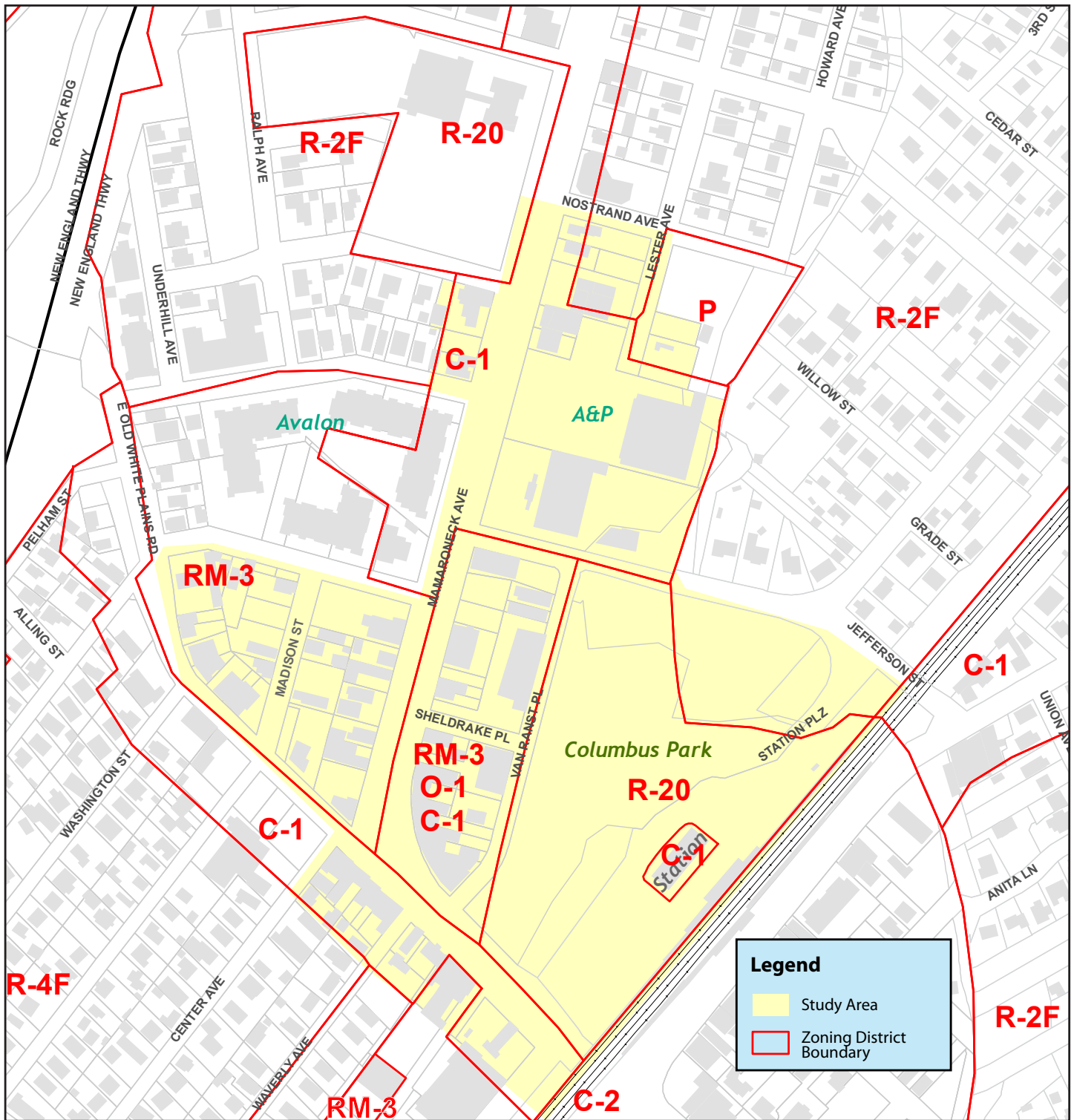
Land uses in the TOD zoning study area are consistent with Washingtonville's status as one of Mamaroneck's older residential neighborhoods, characterized by a broad mix of uses. Along Mamaroneck Avenue and Old White Plains Road, commercial uses predominate, including small-scale retail and restaurants, auto-related uses, office buildings, gas stations and an A&P grocery store. Residential uses are also interspersed along these two corridors, but are primarily found on the side streets and along Madison Street and Van Ranst Place. Two large multifamily complexes are also located in the neighborhood: the 50-unit Parkview Station condominium project recently constructed adjacent to Columbus Park, and the 225-unit rental development Avalon Willow, located just outside of the study area on Mamaroneck Avenue between Grand and New Streets. Major institutional uses within and around the study area include several churches; a Village of Mamaroneck fire station; civic organizations; Mamaroneck Avenue School (public); the French-American School (private) and the Hispanic Resource Center, a nonprofit community-based advocacy organization serving new immigrant families in Mamaroneck and Larchmont. Figure 5 shows the institutional uses and nonprofit-owned properties, specifically those owned by the Washingtonville Housing Alliance (WHA). The primary open space area is Columbus Park, a six-acre Village Park containing basketball courts, fields and a playground. In addition, Pape Memorial Park, a small sitting area, is located at the corner of Old White Plains Road and Madison Street. These parks – as well as community recreational facilities available at Mamaroneck Avenue School – provide significant open space resources for the Washingtonville neighborhood.

A major focal point of the study area, and the impetus for the study itself, is the Metro-North commuter railroad station. This heavily used station provides frequent service on the New Haven Line to Grand Central Terminal in New York City, with a typical travel time of less than 40 minutes during peak hours. A total of approximately 620 Metro-North- and Village-owned parking spaces are available at the train station.

C. Zoning

The TOD zoning study area contains a range of zoning classifications, ranging from single-family to industrial to high-density residential (see Figure 6). The C-1 General Commercial zone is mapped along both lower and upper Mamaroneck Avenue within the study area, and allows for a variety of business and commercial uses, as well as residential uses subject to a special permit from the Planning Board. The RM-3 Multiple Residence zone, the Village's highest-density multifamily zoning district, is mapped on the western side of Mamaroneck Avenue between Old White Plains Road and Grand Street. This zone permits high-density residential uses (dwellings for three or more families), as well as single-family homes and professional offices. Commercial uses are not permitted in the RM-3 district, although a number of small-scale retail and commercial uses do exist in this zone along Mamaroneck Avenue, as nonconforming uses.





Summary of Existing Zoning Districts

District		FAR	Minimum Lot Size/ Density
R-20	One-Family Residence	0.3	20,000 square feet
RM-3	Multiple Residence	1.2	20,000 but not less than 1,000 per dwelling unit
C-1	General Commercial	0.8 Residential (0.2 bonus for affordable housing)	40,000 for infill housing; no minimum for below-market rate housing development.
P	Parking	N/A	5,000 square feet

Source: Village of Mamaroneck Code, Chapter 342, Zoning

In addition to C-1 and RM-3, several other zones are present in the study area. The Village's lowest-density residential zone, R-20, is mapped on Columbus Park, as is the case for most of Mamaroneck's municipal parks and environmentally sensitive areas. The R-2F two-family zone is found on the parking lot at Jefferson Avenue and Station Plaza, and in several parcels at the end of Lester Avenue, in the northeastern portion of the study area. An M-1 manufacturing zone is located on one parcel on Mamaroneck Avenue, the site of the Bilotta Kitchens headquarters. Although changes to the M-1 regulations in 2010 made this business a permitted use, the Village's Comprehensive Plan still recommends that it be rezoned to C-1 to be consistent with the prevailing land-use patterns fronting Mamaroneck Avenue. Finally, one parcel in the TOD zoning study area is zoned for the P Parking district, which allows for off-street private parking areas as accessory uses to permitted principal uses or uses on an adjoining property. These four zoning districts – R-20, R-2F, M-1 and P – are either not a focus of the TOD zoning study recommendations or are proposed to be eliminated as part of the recommendations.

A large portion of the study area contains one of the Village's few remaining dual-zone areas. The land bounded by Mamaroneck Avenue, Van Ranst Place and Jefferson Avenue is zoned RM-3, C-1 and O-1 (office) district. This area contains uses permitted by each of these three zones, but their combined presence creates confusion, and the Village's overall planning efforts have supported eliminating dual zones since 1984.

Table 1 summarizes area and bulk requirements for the C-1, RM-3 and O-1 zones, which are the focus of the study recommendations. Some of these requirements, especially for minimum lot size, setbacks and parking, are problematic for properties in the study area, as they create nonconformities. Zoning issues are discussed in greater detail in Section III.

Table 1: Area and Bulk Zoning Regulations

	RM-3 Multiple Residence	C-1¹ General Commercial	O-1 Office
<i>Minimum Lot Size</i>	20,000 sf/ 1,000 sf per d.u.	None	3 acres
<i>Floor Area Ratio (FAR)</i>	1.2	0.8 ²	0.5
<i>Maximum Height</i>	4 stories ³ /50'	3 stories/40'	3 stories/45'
<i>Minimum Frontage/ Lot Depth</i>	100' frontage/ 150' depth	50' frontage	300' frontage
<i>Minimum Required Yards</i>	Front: 50' Lesser Side: 25' Both sides combined: 50' Rear: 30'	Front: 10' Side: None Rear: 45	Front: 50' Side: 50' Rear: 50'
<i>Maximum Building Coverage</i>	35%	50%	25%
<i>Open Space</i>	200 sf per d.u.	200 sf per d.u.	None
<i>Parking Requirements</i>	1 space per d.u., plus ½ space per bedroom	Varies by use	1 space per 250 sf gross floor area

¹ The building height, setback and yard controls are different for infill housing in the C-1 zone.

² FAR for infill housing in the C-1 zone is 0.6 but may be increased to 0.8 for below-market housing.

³ Maximum height of 4 ½ stories allowed on Mamaroneck Avenue and Boston Post Road.

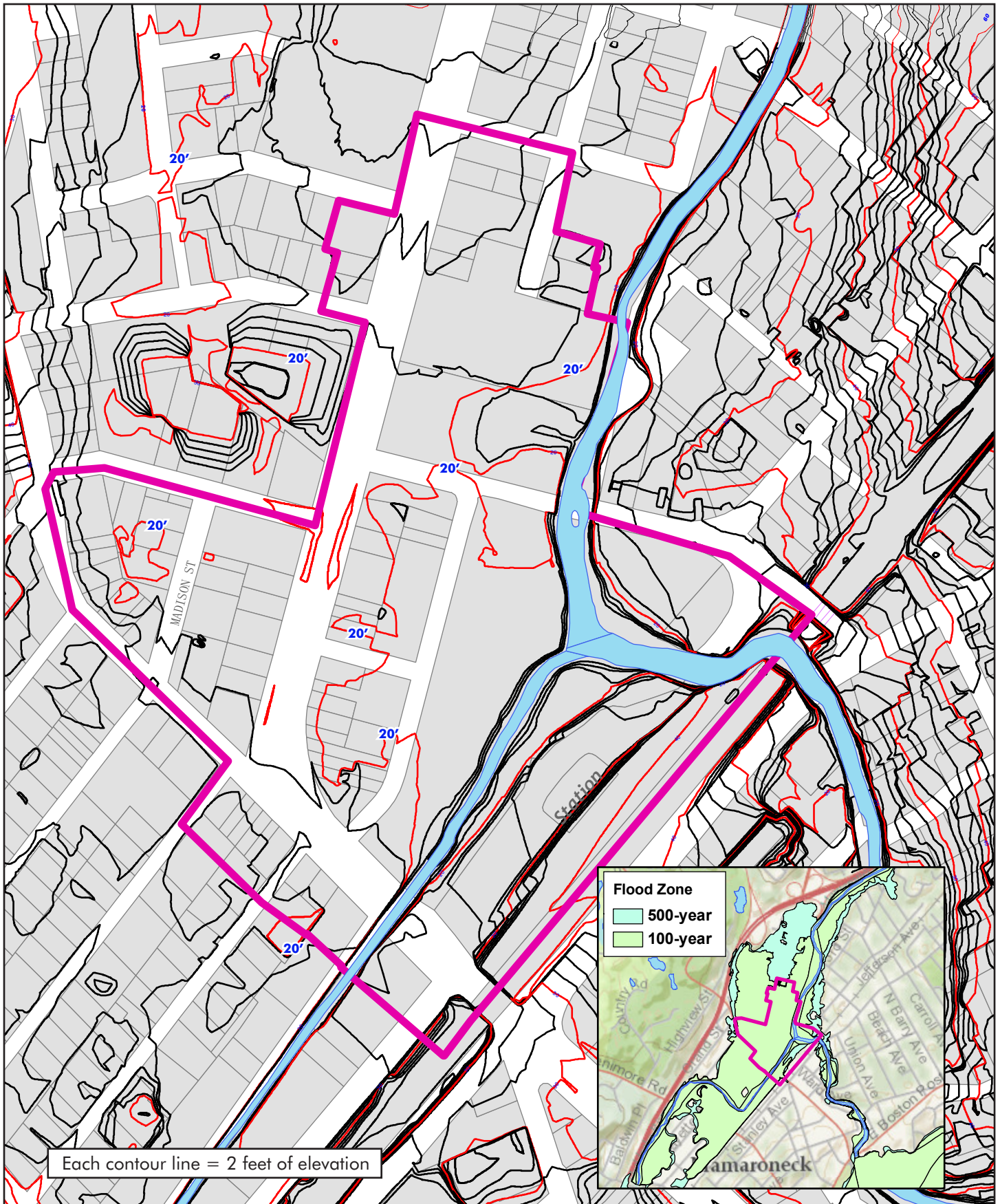
D. Topography and Flooding

The study area, and the Washingtonville neighborhood as a whole, is located on low-lying land, leading to its commonly used name, “the Flats.” These characteristics, as well as its location near the confluence of the Mamaroneck and Sheldrake Rivers, combine to create significant flooding risks. In fact, almost the entire study area is located within a 100-year floodplain, with the remaining portion in a 500-year floodplain (see Figure 7).

Given these factors, Washingtonville has been severely affected by riverine flooding events, most recently in April 2007 and August 2011 (Tropical Storm Irene). In addition to creating risks for personal safety and damage to personal property and infrastructure, floods are extremely costly. According to the *Mamaroneck All-Hazard Mitigation Plan* (May 2012), the Federal Emergency Management Agency (FEMA) reports that more than \$16 million was paid out in insurance claims for flood damage in the Village between January 1, 1978, and May 31, 2011. With the tendency for flood insurance claims to be underreported, actual flood damages are probably higher.

The photos below, taken by Mamaroneck resident Tony Gelber, illustrate the flooding impacts within the TOD zoning study area in the immediate aftermath of Tropical Storm Irene in August 2011. These photos show, clockwise from top left: Columbus Park, the bridge on Mamaroneck Avenue facing Bilotta Kitchens and Jefferson Avenue facing Mamaroneck Avenue and the Avalon Willow complex.





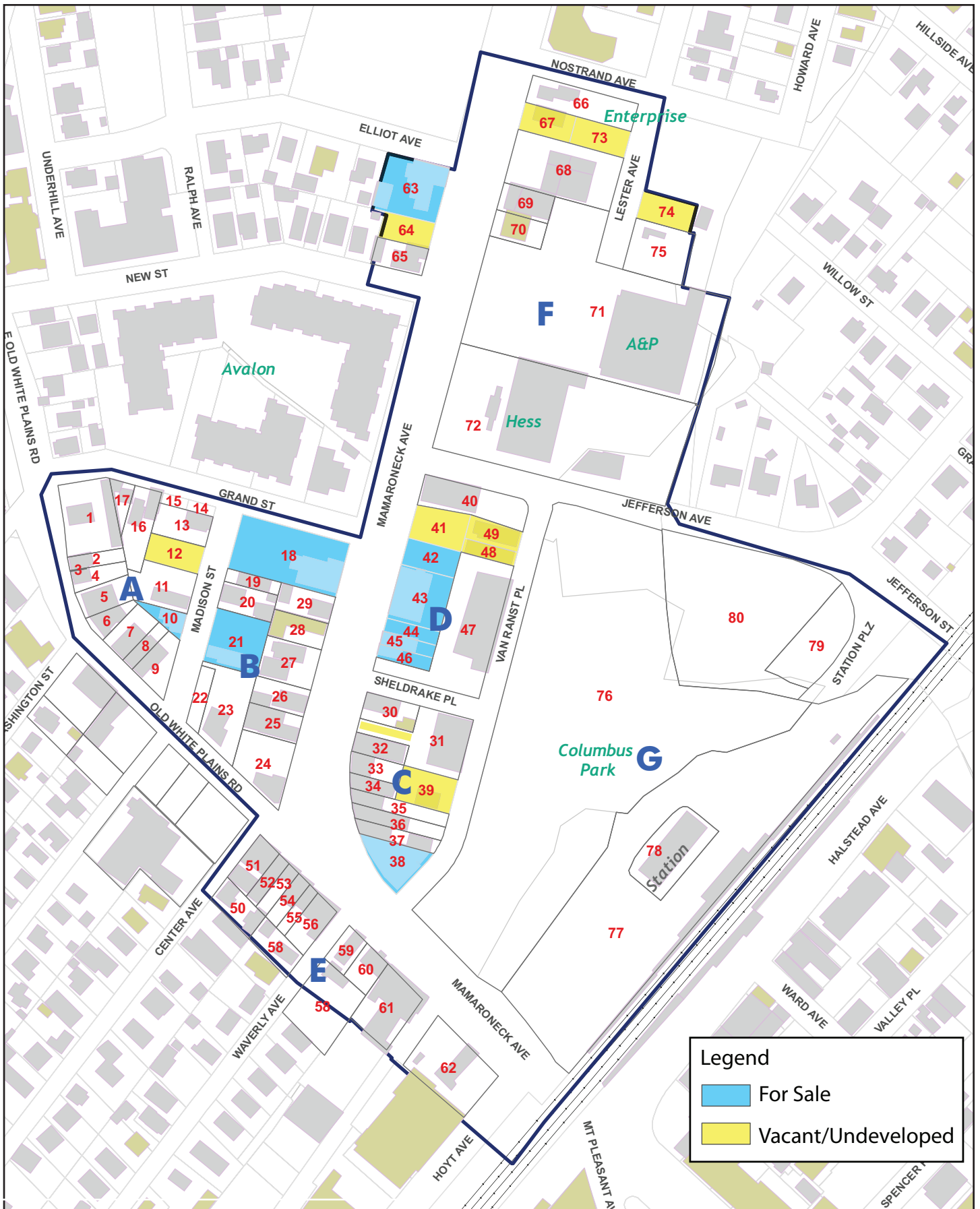
Because of the significant land area covered, there are several base flood elevations for the 100-year floodplain in Mamaroneck. In the development of the Village's All-Hazard Plan, elevation reference marks were measured, resulting in varying base flood elevations along each flooding source. For the purposes of that plan's assessment of potential flooding impacts, the referenced base flood elevations were averaged to determine the mean base flood elevation for each Flood Insurance Zone. Therefore, the mean base flood elevation in the 100-year floodplain is 21 feet. Given the study area's low-lying location, this elevation would mean that most, if not all study area properties could experience first-floor flooding.

Section III of this report discusses flooding in greater detail, in the context of the potential for development or redevelopment in the TOD study area.

E. Vacant/Underutilized Sites and Properties for Sale/Lease

There are a number of vacant or underutilized parcels in the area. Some of the vacant properties have no buildings or improvements, while others, such as the former 3 Jalapenos restaurant have empty and/or distressed buildings. These properties, as well as those that are listed as for sale, are shown in Figure 8. The numbers on each parcel corresponds to the Property Index, which can be found in Appendix A. The Property Index includes site photos and other information such as the number of floors, units, parcel size, business name, tax lien if applicable, sale/lease status, and additional comments.

Not all of the parcels that are currently vacant or for sale can be expected to be redeveloped in the short-term. Of the parcels shown, some are labeled as "soft sites," or those sites where potential redevelopment can reasonably be expected to occur because of existing vacancies or potential for parcel consolidation. A discussion of these soft sites is found in Section V.



III. ANALYSIS OF EXISTING ZONING AND BARRIERS TO DEVELOPMENT

A. Zoning

As indicated above, zoning in the TOD study area presents a major barrier to development or redevelopment. Not only do the present regulations – both in terms of uses and in area and bulk standards – inhibit the potential for TODs, but they also largely prevent development under the existing zoning. The discussion below summarizes the barriers for each of the primary zoning districts found in the study area: RM-3, C-1 and O-1. While other zones are present, they are generally not a focus of the analysis or recommendations for this study.

RM-3

The RM-3 district represents Mamaroneck's highest-density residential zone, and is only found in the TOD Study Area and in one other location within the industrial area (the Sheldrake Estates site on Waverly Avenue). As with all of the Village's multifamily districts, the RM-3 zone allows the following permitted uses:

- Any principal or accessory use permitted in a one-family residence district
- Dwellings or dwelling groups for three or more families, provided that the entire lot occupied by these dwellings is maintained in single ownership
- Professional offices or studios, provided that the number of these uses on any lot does not exceed one for each 25 dwelling units on the lot, and that such uses are located only on the street floor of any building and are accessed separately from residential uses

Significantly, retail or commercial uses are not allowed in the RM-3 district. However, as noted throughout this report and shown in Figure 9, below, a number of such uses do exist as nonconforming uses, either as the primary use or as part of a mix of uses in the same building. Most of these commercial or mixed uses are found along Mamaroneck Avenue and Old White Plains Road, though they are also present within the largely residential areas along Madison Street and Van Ranst Place.

In addition to issues of use, most properties in the RM-3 zone are nonconforming with respect to area and bulk standards. As shown in Table 2, below, the RM-3 minimum lot size is 20,000 square feet, a standard that is met by only one study area parcel – the currently vacant 3 Jalapeños site. Other standards for required yards, building coverage and parking, are more consistent with lower-density development than for the Village's highest-density zone within a half-mile of transit. The required front and side yard and maximum building coverage requirements do not reflect existing conditions, nor are they appropriate for TOD. The parking requirements of 1 space per dwelling unit, plus 1 space per bedroom, necessitate at least 2 parking spaces per multifamily unit, a standard that is extremely difficult to meet given the area's small lot sizes.



Table 2: RM-3 Zone: Area and Bulk Standards

<i>Minimum Lot Size</i>	20,000 sf/ 1,000 sf per d.u.
<i>Floor Area Ratio (FAR)</i>	1.2
<i>Maximum Height</i>	4 stories ¹ /50'
<i>Minimum Frontage/ Lot Depth</i>	100' frontage/ 150' depth
<i>Minimum Required Yards</i>	Front: 50' Lesser Side: 25' Both sides combined: 50' Rear: 30'
<i>Maximum Building Coverage</i>	35%
<i>Open Space</i>	200 sf per d.u.
<i>Parking Requirements</i>	1 space per d.u., plus ½ space per bedroom

¹Maximum height of 4 ½ stories allowed on Mamaroneck Avenue and Boston Post Road.

Excessive area and parking requirements for the RM-3 district mean that buildings typically do not meet the floor area ratio (FAR) standard, which, at 1.2, is appropriately among the highest in the Village (second only to the C-2 district in the downtown core, at 2.0). In fact, the inability to reach the maximum potential FAR in RM-3 makes development of any new multifamily uses challenging. It is worth noting that the Parkview Station complex on Van Ranst Place, the most significant new residential development of the past decade, was developed under the C-1 zoning also in place for that property.

Nonconformity in the RM-3 zone is a major issue, as it contributes to the poor condition of certain properties in the area, particularly those along Madison Street. Property owners may be deterred in making much-needed building upgrades by the prospect of seeking a variance from the Zoning Board of Appeals or – more significantly – the difficulty in getting bank financing given the property's nonconformity.

Adjusting the area and parking requirements of the RM-3 zone to better reflect the existing context would allow the current zoning requirements to function as desired. In addition, such adjustments could substantially reduce both the number and degree of nonconformity, making it easier for property owners to upgrade buildings and improve street conditions and quality-of-life for residents.

C-1

The C-1 zone is designated along most of Mamaroneck Avenue in the study area (except for the western side between Old White Plains Road and Grand Street, which is zoned RM-3). However, the area on the eastern side of Mamaroneck Avenue between Van Ranst Place and Jefferson Avenue is zoned for C-1, RM-3 and O-1.

C-1 is Mamaroneck's general commercial zone and allows most business or commercial uses, plus infill housing via a special permit from the Planning Board. Within the study area, this zone encompasses a range of uses, including commercial/retail, office, multifamily, institutional and mixed-use (see Figure 10). Area and bulk standards are generally consistent with supporting commercial uses, but the Village Code gives the Planning Board flexibility in those requirements to promote infill housing (see Table 3).

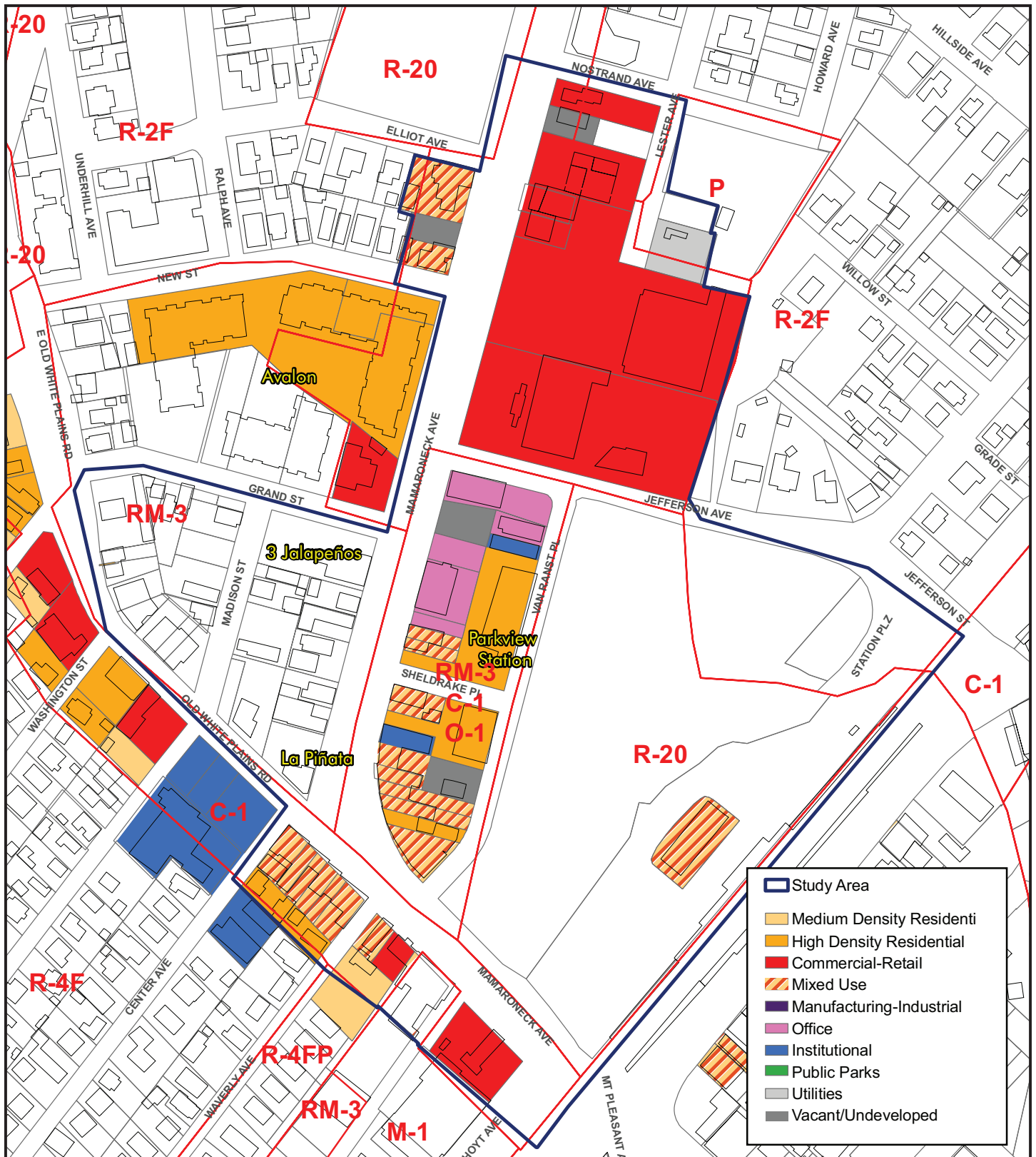


Table 3: C-1 Zone: Area and Bulk Standards

	Commercial Uses	Infill Housing
<i>Minimum Lot Size</i>	None	Only applies to sites under 40,000 sf ¹
<i>Floor Area Ratio (FAR)</i>	0.8	0.6 ²
<i>Maximum Height</i>	3 stories/40'	3 stories/40' ³
<i>Minimum Frontage/ Lot Depth</i>	50' frontage	50' frontage/ 100' depth
<i>Minimum Required Yards</i>	Front: 10' Side: None Rear: 45	Front: 20' Lesser Side: 10' Two sides combined: 20' Rear: 25'
<i>Maximum Building Coverage</i>	50%	30% ⁴
<i>Open Space</i>	None	200 sf per d.u.
<i>Parking Requirements</i>	Varies by use	1 space per d.u., plus ½ space per bedroom

¹No restriction on lot size for below-market-rate housing.

²May be increased to 0.8 for below-market-rate housing.

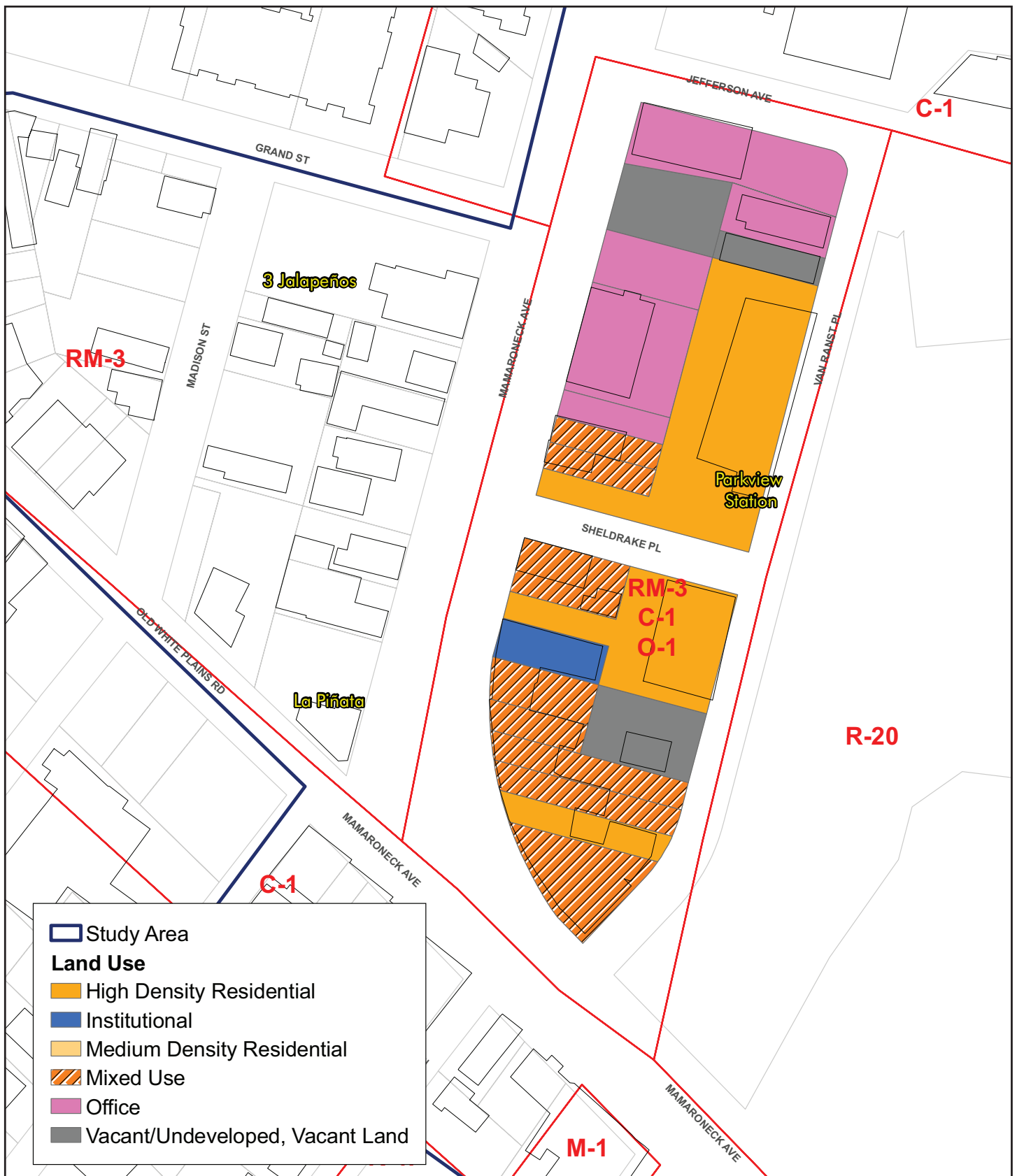
³Maximum height is 4 stories/50 feet on Mamaroneck Avenue, Boston Post Road & Van Ranst Place.

⁴Maximum building coverage is 35% on Mamaroneck Avenue, Boston Post Road & Van Ranst Place, or for below-market-rate housing.

The C-1 district is ideal for much of the TOD study area, as it allows residential uses, with a special permit, as well as commercial or retail uses. There are two main issues with the C-1 zone. The first involves the outdated and confusing presence of the multi zone area bounded by Van Ranst Place, Jefferson Avenue and Mamaroneck Avenue, which is proposed to be eliminated. The second issue is that C-1 promotes the type of traditional suburban, commercial strip development typically found on Boston Post Road and upper Mamaroneck Avenue, rather than the higher-density, village-scale development that is more suitable for areas near a train station. Rezoning the C-1 district to C-2 in the TOD study area would not be appropriate, given the Village's desire to maintain the viability of its downtown core and therefore to concentrate C-2 in the Central Business District, as well as the need to preserve lower-density residential neighborhoods near the study area. For this reason, the use of a TOD overlay zone for the C-1 district in the study area was suggested. An overlay zone can be more useful than a rezoning, as it allows a targeted approach to promoting development desired and appropriate for a small area, without generating potential negative impacts at a larger scale. Overlay zones can also allow for the use of zoning incentives directed toward a specific geographic area or neighborhood. Specific elements of the proposed TOD overlay zone are discussed in Section V.

O-1

The O-1 zone exists in only three locations in Mamaroneck: one within the area bounded by Van Ranst Place, Jefferson Avenue and Mamaroneck Avenue, and two along Harrison Avenue to encompass existing office uses. Each of these locations are dual-zoned, meaning that O-1 is not found anywhere in the Village as a standalone zone.



The O-1 zone allows most offices, laboratories (subject to special permit), hospitals and nursing homes, as well as any use permitted by other zones in the multi-zone arrangement. In the O-1 zone within the TOD study area, the primary land uses are either multifamily or mixed use, given that most developed has utilized either the C-1 or RM-3 zones, which are designated for the same area. Only one large-scale office use is present (see Figure 11).

The primary issues with the O-1 zone, aside from its confusing status in a dual zone, are the extremely large requirements for minimum lot size, lot depth and yards. As shown in Table 4, the minimum lot size in the O-1 district is 3 acres, with a corresponding frontage requirement of 300 feet. No parcels in the zone presently meet this requirement, which is more appropriate for a larger-scale corporate use, as is found farther north on Mamaroneck Avenue. The substantial setback requirements – 50 feet for the front, rear and side yards – are also consistent with a more intensive office use than is generally possible or desired for the study area.

Table 4: O-1 Zone: Area and Bulk Standards

<i>Minimum Lot Size</i>	3 acres
<i>Floor Area Ratio (FAR)</i>	0.5
<i>Maximum Height</i>	3 stories/45'
<i>Minimum Frontage/ Lot Depth</i>	300' frontage
<i>Minimum Required Yards</i>	Front: 50' Side: 50' Rear: 50'
<i>Maximum Building Coverage</i>	25%
<i>Open Space</i>	None
<i>Parking Requirements</i>	1 space per 250 sf gross floor area

B. Flooding

As discussed above, flooding is a serious problem for the entire Village of Mamaroneck, and for the TOD study area in particular. Some potential impacts of floods that have been identified for the Village in its Multi-Hazard Mitigation plan include:

- Stormwater could exceed the drainage capacity of the natural and manmade drainage systems, causing flooding of basements and roads.
- Groundwater levels could rise, causing flooded basements.
- High groundwater levels could cause significant seepage into storm and sanitary sewers.
- Clogged or ineffective storm and sanitary sewers could fail to drain floodwaters.

- Surges could flood and erode natural barriers along the Sheldrake and Mamaroneck Rivers, and along Long Island Sound.
- Damage could occur to buried fuel tanks, building foundations and swimming pools.
- Critical facilities and Village infrastructure could be affected or isolated.
- Weakened structural strength of soil could increase susceptibility to falling trees.
- Repetitive damage to structures in the floodplain could result in significant flood insurance claims.

On the final point, because such a large portion of Mamaroneck lies within a 100-year floodplain, many properties have experienced repetitive losses, causing a high number of flood insurance claims. The Village also has a total of 23 properties designated as Severely Repetitive Loss (SRL) Properties, defined by FEMA as a residential property that is covered under a National Flood Insurance Program (NFIP) flood insurance policy and:

- a. That has at least four NFIP claim payments (including building and contents) over \$5,000 each, and the cumulative amount of such payments exceeds \$20,000; or
- b. For which at least two separate claims payments (including building payments only) have been made, with the cumulative amount of the building portion of such claims exceeding the market value of the building.

For both (a) and (b), at least two of the referenced claims must have occurred within any 10-year period, and must be greater than 10 days apart.

Mamaroneck's Multi-Hazard Mitigation Plan does not provide the specific location for Repetitive Loss or Severely Repetitive Loss sites, but it is reasonable to assume that the Washingtonville neighborhood, and the TOD study area, contain some of them.

The Village of Mamaroneck continues to work extensively at the local, state and federal level to address flooding issues. Adoption of the Multi-Hazard Mitigation Plan in 2012 was a key step in assessing and preparing for both natural and manmade hazards. In addition, the Village is working with FEMA and the New York State Office of Emergency Service to assist residents in applying for grants to elevate their homes above the base flood elevation. The Village is also in the process of replacing the Jefferson Avenue Bridge, and has completed or is planning for additional upgrades to stormwater and sewer lines to assist in flood mitigation efforts. Maintenance dredging has been conducted during the past two years by the Village along the Mamaroneck and Sheldrake Rivers, and Westchester County is working to complete replanting along the Sheldrake with native grasses and plants to stabilize the river bank. Finally, the U.S. Army Corps of Engineers is in the process of a \$6 million, five-year re-evaluation study of the Mamaroneck and Sheldrake Rivers to identify potential flood mitigation strategies for the Village. The project will analyze low channel capacity, small bridge openings and poor river flow at the confluence of the two rivers, and will consider several alternatives, such as channel

modification and a diversion tunnel. Each of these efforts can be expected to have a positive effect on flood control in the study area.

This TOD Zoning Study is intended to promote transit-oriented, mixed-use development within the Washingtonville neighborhood, primarily through the use of available zoning tools. The study is not meant to speak to flooding issues in a comprehensive way. Nonetheless, flooding has been and will continue to be an issue in the development and redevelopment of this area, and should be addressed to the extent that there is potential to confront the issue through zoning tools. Therefore, this study recommends the use of zoning incentives that leverage potential development or redevelopment activities into assistance to study area property owners to implement flood mitigation measures. Section V describes these incentives in greater detail.

C. Streetscape and Pedestrian Environment

Figures 12 and 13, below highlight some of the positive and negative streetscape attributes in the TOD study area. In general, the neighborhood is highly walkable, with sidewalks present throughout, and recent landscaping improvements by the Village along Mamaroneck Avenue have enhanced the pedestrian experience. However, this study has identified a number of urban design and streetscape elements in the study area that are in need of improvement:

- **Gaps in the street wall on Mamaroneck Avenue:** A consistent, well-maintained street wall is an important design element that establishes a sense of enclosure and, through consistency and proportion of the individual architecture, creates an impression of unity. The Mamaroneck Avenue street wall is often interrupted by buildings that are separated from the sidewalk by parking areas, and by large open space areas that are often poorly maintained or lack a sense of purpose.





Attractive brick facades



Attractive brick facades



Attractive brick facades



Attractive brick facades



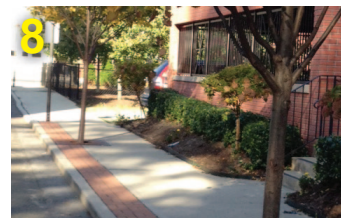
Attractive brick facades



Quality signage



Attractive signage and lighting



Buffered Sidewalks



Pape Memorial Park



Landscaping in front of ground floor parking



Columbus Park



Columbus Park



Columbus Park



Vacant buildings on Van Ranst Street



Vacant buildings on Van Ranst Street



Vacant property



Vacant property



Curb cuts and parking prevent streetwall continuity



Poor quality storefront



Difficult intersection



Vacant property



Sidewalk/street in disrepair



Yard in poor condition



Rear entrances in poor condition

- **Buildings or sidewalks in disrepair:** Some properties or sidewalks in the TOD study area are either not well maintained or are actively deteriorating. This is particularly apparent along Madison Street in the RM-3 zone, where a prevalence of nonconforming properties, weak economic conditions and an apparent lack of owner-occupancy have combined to produce blight conditions in some areas.

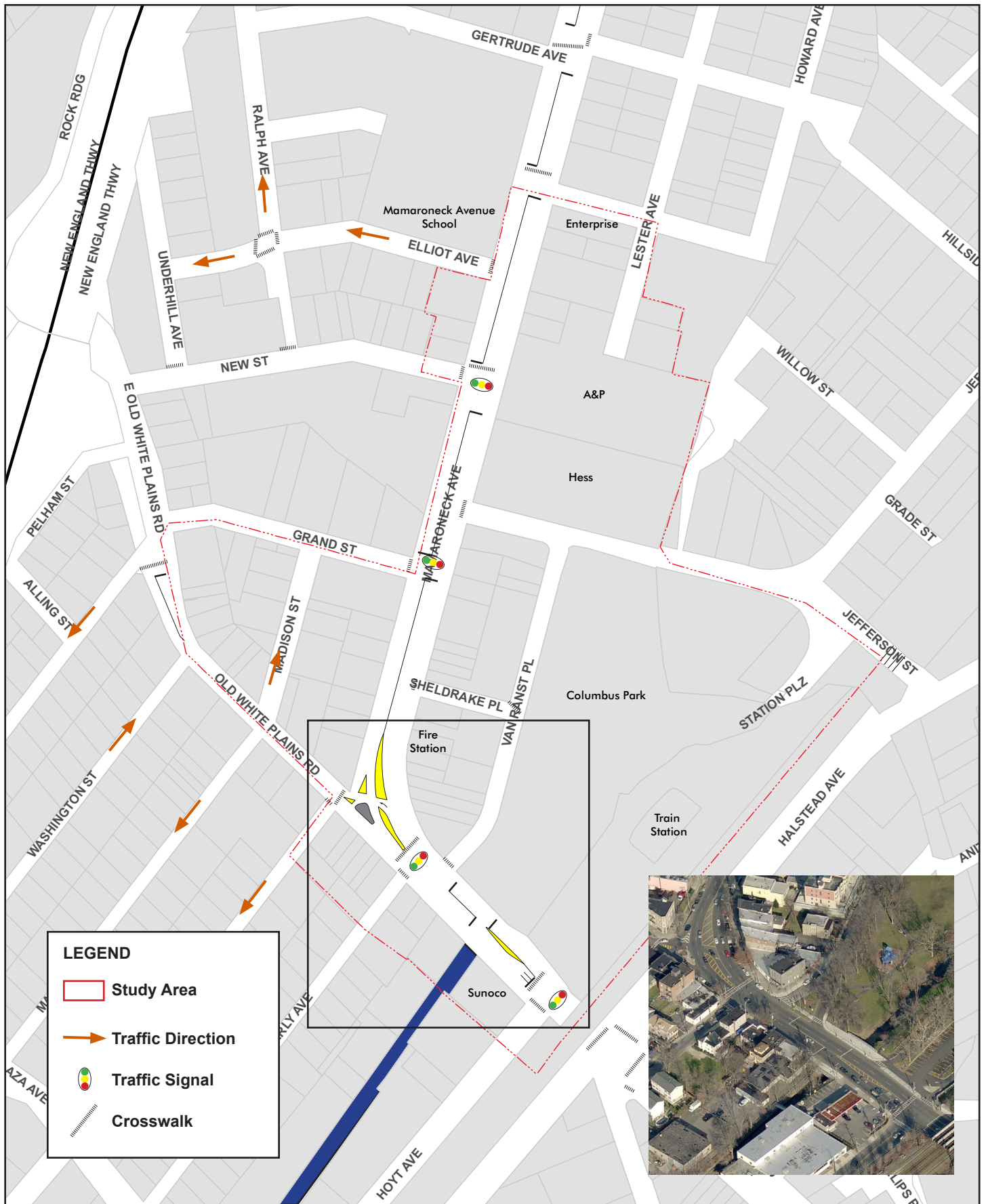


- **Vacant buildings/parcels:** The TOD study area contains a number of properties that are either entirely vacant or that contain empty buildings. Although some of these vacancies appear relatively short-term, and are in certain cases reflective of properties that are for sale or lease, others are more longstanding. Enduring vacancies can be highly detrimental to neighborhoods over time, because they can create a feeling of abandonment and can reduce the sense of security that results from having many “eyes on the ground.”



In addition to these design elements, the TOD study also revealed a number of concerns regarding pedestrian safety, primarily related to the Mamaroneck Avenue/Old White Plains intersection. This connection serves as the key intersection of the Washingtonville neighborhood, as well as a key regional transportation node. The tendency for vehicles to travel down Mamaroneck Avenue at high speeds, combined with the curvature of the roadway; adjacent connections with the important neighborhood corridors of Center Street, Waverly Avenue and Van Ranst Place; and the large surface area of the intersection itself, make this an extremely difficult pedestrian crossing. And yet the Mamaroneck Avenue/Old White Plains Road intersection is a very significant crossing, as it is one of the few available links between the Washingtonville neighborhood and critical assets such as Columbus Park, the train station and the downtown area as a whole (see Figure 14).

Participants at the public workshops for this study expressed a strong desire to address the safety concerns of the Mamaroneck Avenue/Old White Plains Road intersection, as a means to improve the pedestrian experience and also to capitalize fully on the potential to create a community anchor. However, the potential for improvements to the intersection is highly limited by the fact that this portion of Mamaroneck Avenue is a County-owned road, and that the space in the roadway – while large enough to inhibit pedestrian crossing – is not sufficient for major changes such as a roundabout. Nonetheless, this study considered several options to address pedestrian safety at this intersection and along Mamaroneck Avenue; see Section V for a complete discussion.



IV. PUBLIC OUTREACH

As discussed in the Introduction, the TOD zoning study involved a total of three public charrettes, to provide ample opportunity for members of the public to be informed of the process and to provide meaningful input. The overall input and results for each of the three charrettes is described below (see the Appendix for full summaries of each session).

A. Public Charrette #1

This first charrette was held on September 19, 2012, at the French-American School cafeteria, and served as the official public kick-off meeting for the project. After a brief presentation by the consultant team outlining the overall project, explaining its purpose and goals and presenting initial work on existing conditions, participants dispersed into small discussion groups for in-depth conversation relating to several key topic areas (general TOD issues, planning and zoning issues and streetscaping).

A primary concern raised by a number of charrette participants was the issue of displacement caused by neighborhood gentrification. There was widespread agreement about the need to promote development and redevelopment in the study area, but in a way that avoids displacing current residents. Participants were also interested in using zoning tools that harness funds from new development to help the neighborhood, particularly through innovative solutions to flooding problems. Finally, the safety and aesthetic value of the Mamaroneck Avenue/Old White Plains Road intersection was identified as a major concern of residents, which would need to be addressed in the TOD study.

B. Public Charrette #2

The second public charrette was held on November 17, 2012, at the Hispanic Resource Center, and was intended to highlight development constraints and solicit feedback on study area opportunities and issues. This session began with an open house session that gave participants the opportunity to review preliminary proposals for zoning, urban design and transportation, with the consultant team available to answer questions. After a short presentation summarizing the constraints and initial ideas, participants took part in a visioning session to express their preferences on the preliminary suggestions.

Participants at the second charrette identified a series of assets and constraints of the TOD study area. The main assets were seen as the area's close proximity to positive attributes located elsewhere: downtown retail, the train station, Columbus Park and other vibrant neighborhoods. However, the study area's walkability was also seen as a plus. In terms of constraints, the most significant limitation, by far, was identified as flooding, although parking issues and outdated zoning were also seen as problems.

Participants were highly interested in the potential to implement floodproof design and mitigation measures in the study area. There was also general support for adding a Mamaroneck Avenue pedestrian crossing at Grand Street. Other suggested improvements, including providing a landscaped median in the curve of Mamaroneck Avenue, installing a traffic signal at the Mamaroneck Avenue/Old White Plains Road intersection and providing landscaped “neck-down” areas at this intersection, received a more mixed reaction, and would likely require further study.

Regarding the C-1 and TOD overlay zone recommendations, charrette participants were largely supportive of the potential benefits resulting from creation of an incentive bonus in an overlay zone, but were perhaps less supportive of the bonus itself. Further reductions in parking requirements for both the overlay zone and the RM-3 zone were also suggested. For the RM-3 zone, participants generally agreed with adjusting minimum lot size, required yards and parking standards, but also suggested that more affordable housing should be encouraged.

C. Public Charrette #3

The third charrette was held at the Mamaroneck Village Hall Courtroom on Wednesday, December 19, from 7:30 to 10 p.m. Approximately 30 people were in attendance. This final public meeting was conducted in an informal “town hall” format. BFJ began with an overview of the study progress and the draft TOD regulations, which were informed by the public input from the previous two workshops. The presentation included a summary of the potential impact on key sites and a discussion of how the zoning changes could affect various stakeholders in the community.

The conversation was very productive, showing overall support for the various zoning recommendations proposed. There was general support to reduce the proposed new minimum lot size in RM-3 from 10,000 to 7,500 square feet to further decrease nonconformity. Some questions were raised regarding the potential impacts of development, specifically on school children, taxes, affordable housing and parking. It was agreed that these impacts would be addressed in the report as well as in the SEQRA review in the process of adopting the zoning changes. There was general support for improving the intersection at Mamaroneck Avenue and Old White Plains Road; however, some participants questioned whether a suggested landscaped median would achieve the desired safety goals.

V. RECOMMENDATIONS

A. Proposed Zoning Regulations

As discussed in Section III, the TOD study area suffers from outdated and inappropriate zoning that neither promotes the type of mixed-use, higher-density development that is suitable for urban areas near transit, nor readily allows for development or redevelopment under the existing zoning. The presence of multi-zones; excessive area, bulk and parking requirements; and prohibitive use regulations – combined with other issues such as flooding and the pedestrian streetscape – substantially discourage property upkeep and improvements in the study area. Left unchecked, these barriers deter neighborhood investment, leading to potential blight and a generally challenging environment.

The proposed TOD zoning regulations in this report seek to remove these barriers to the greatest extent practicable through the following general strategies, representing a targeted approach with no changes to any allowed uses, height or density:

- Adjusting existing zoning boundaries to eliminate multi-districts and reduce nonconformities with respect to land use
- Revising area and bulk regulations in the RM-3 zone to better reflect current conditions, lessen the number and degree of nonconforming properties and allow for appropriately scaled development and redevelopment
- Creating a TOD overlay zone to promote development along Mamaroneck Avenue to capitalize on proximity to the train station and Central Business District

Based on these strategies, this study proposes the following zoning changes:

Proposed Map Changes

1. Elimination of the O-1 Zone

The O-1 zone is mapped on the area bounded by Mamaroneck Avenue, Van Ransst Place and Jefferson Avenue, a multi-zoned area that is also mapped for C-1 and RM-3. As discussed, the requirements of the O-1 district are inconsistent with both existing and desired land-use conditions. The significant required minimum lot size, frontage and setbacks are more applicable to a larger-scale, campus-type office use than could be developed in the study area. In fact, the only significant office use, located on Mamaroneck Avenue adjacent to the Parkview Station development, does not meet the requirements of O-1 and was developed under the C-1 zoning regulations. Given the inapplicability of the O-1 zone for the study area, this study supports eliminating it.

2. Rezone Mamaroneck Avenue Frontage to C-1

Study area properties on Mamaroneck Avenue and a portion of Old White Plains Road exhibit a diverse mixed-use character, with retail (both as a single use and as a ground-floor-only use), residential, office and institutional uses all present. Yet most of these properties are either zoned RM-3 – where retail is not permitted – or are dual-zoned as C-1/RM-3/O-1, creating confusion for property owners and prospective investors. To remove this uncertainty and reduce nonconformities with respect to use, this study supports rezoning all properties fronting on Mamaroneck Avenue, as well as the parcel at the corner of Old White Plains Road and Madison Street, to C-1. RM-3 zoning designation would remain in place in the area centered on Madison Avenue and along the frontage of Van Ranst Place.

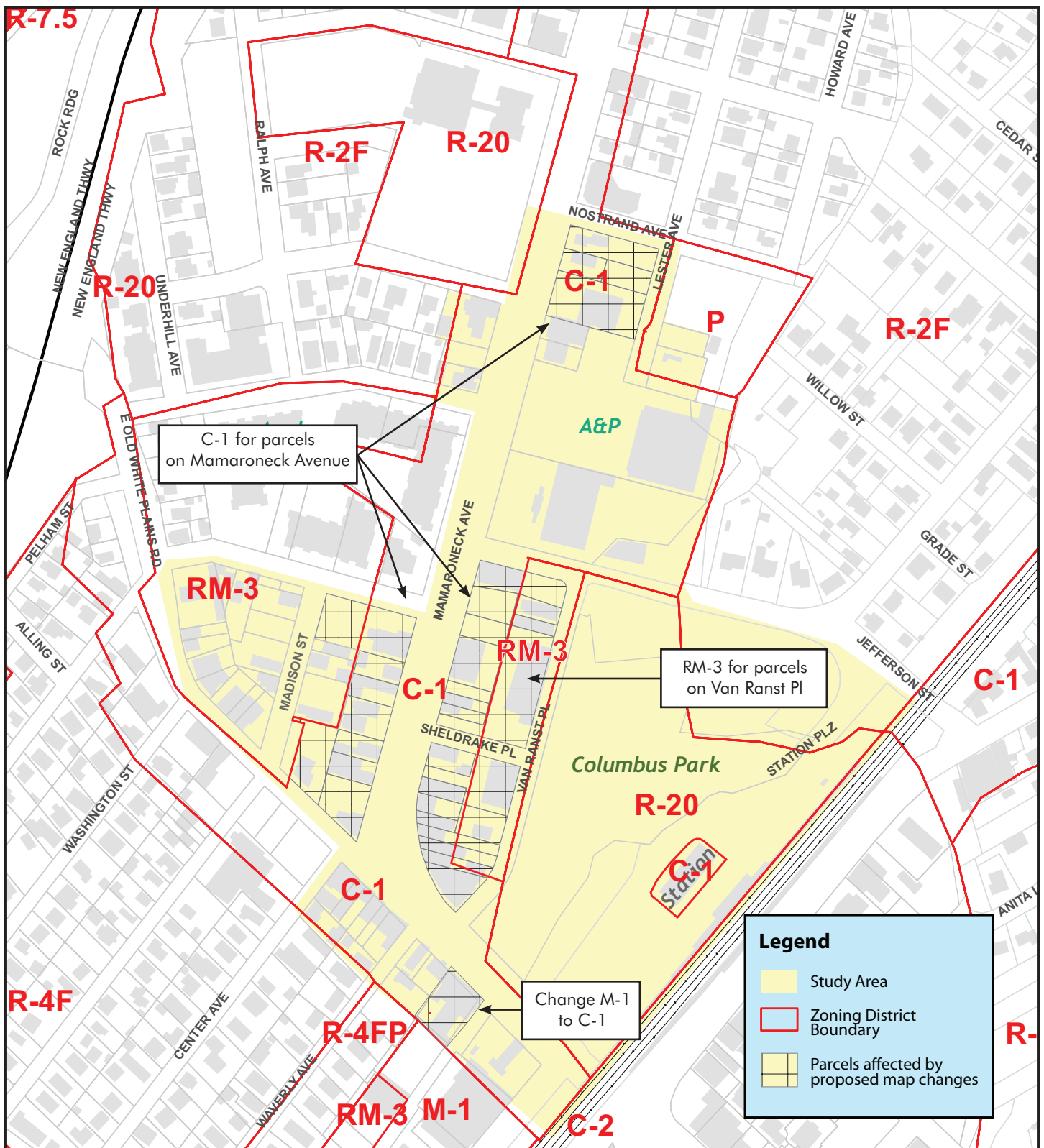
The C-1 district is the most appropriate zoning designation for Mamaroneck Avenue sites, given that it allows both retail and residential uses (subject to special permit approval from the Planning Board). This change would make all of these properties conforming with respect to use, which is significant given that approval of a use variance requires a substantially higher burden than an area variance. It is also worth noting that one of these parcels, the Bilotta property, is specifically recommended for C-1 by the Village's 2012 Comprehensive Plan. No changes to any zoning standards for the C-1 district are proposed.

With the proposed zoning map changes discussed above, all dual zoning in the study area would be eliminated, and the zones in place would support the type of mixed-use development that has historically existed along Mamaroneck Avenue, while preserving the neighborhood residential character along Madison Street and Van Ranst Place. Figure 15, below, summarizes the proposed map changes.

Revisions to RM-3 Zoning Regulations

1. Changes to RM-3 Area/Bulk and Parking Standards

To fully understand the zoning-related barriers to development and redevelopment in the RM-3 zone – and to propose appropriate remedies – the consultant team conducted a comprehensive analysis of the existing properties within this zone. This analysis shows that the most significant barrier to development, redevelopment or even relatively simple property improvements in RM-3 is the set of overly restrictive, inappropriate area and bulk standards and parking requirements. These regulations are outdated and appear to be more appropriate to a suburban, low-scale pattern of development, than the urbanized, higher-density character that is contemplated by existing zoning and the area's proximity to both the train station and the Central Business District. A substantial number of properties in this zone – particularly along Madison Street – are nonconforming because they do not meet one or more of these standards.



Based on the analysis of existing and potential development in the RM-3 district, this study proposes the following changes to regulations for the zone, both within the TOD Study Area and in the one other RM-3 area (the Sheldrake Estates site):

Table 5: Proposed Revisions to RM-3 Regulations

	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 square feet	7,500 square feet
Minimum Land Area Per Unit	1,000 square feet	800 square feet
Open Space Area Per Unit	200 square feet	150 square feet
Minimum Lot Depth	150 feet	100 feet
Maximum Building Coverage	35%	50%
Minimum Required Yards	Front: 50 feet	Front: 5 feet
	Lesser side: 25 feet	Lesser side: 8 feet
	Both sides combined: 50 feet	Both sides combined: 20 feet
	Rear: 30 feet	Rear: 25 feet
Parking Requirements	1 space per unit, plus ½ space per bedroom	Studio: 1 space
		1 BR: 1.25 spaces
		2 BR: 1.50 spaces
		3 BR: 1.75 spaces
		4 or more BR: 2 spaces

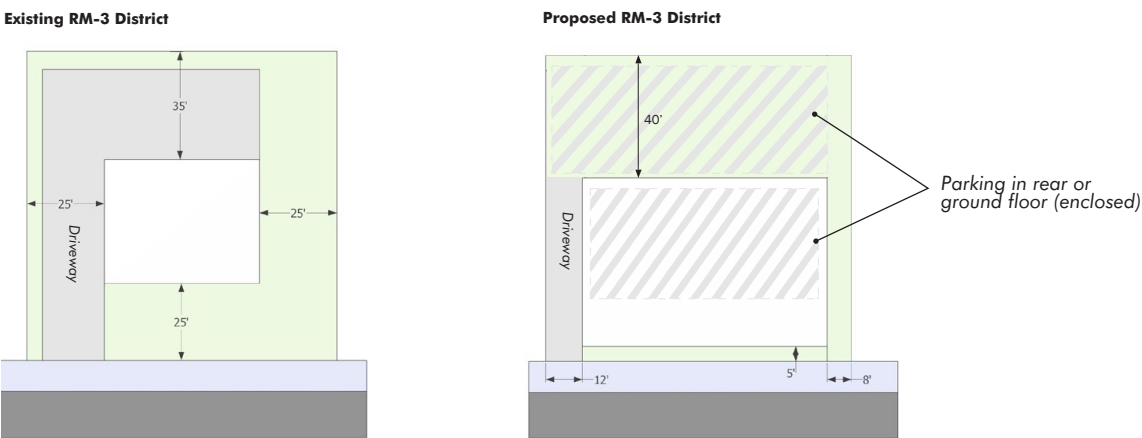
To test the potential effect of these proposed changes on existing lots in the study area, the consultant team analyzed a prototypical 100- x 100-foot (10,000 square feet) lot that conforms to all area and bulk requirements, under existing regulations and the proposed changes. For both scenarios, it is assumed that the ground floor would be devoted to parking, given the need to elevate residential uses above the base flood elevation and to maximize efficiency on a small site.

As shown in Figure 16, a multifamily building conforming to current regulations would be set back significantly from property lines, reducing its connection to the street, sidewalk and neighborhood. This configuration is out of character with the prevailing development pattern, more in line with low-scale, single-family uses.

In contrast, a conforming multifamily building under the proposed zoning changes would be oriented to the front of the property, as consistent with the rest of the neighborhood and relating to the sidewalk, which produces a stronger sense of place and a safer street-level environment. Potential open space remains in the rear of the building; in addition, substantial off-site community open space remains (Columbus Park, Mamaroneck Avenue School, Pape Memorial Park, etc.)

The analysis further tested the impact of the proposed changes on an actual 10,000-square-foot potential development site in the study area, on Madison Street (see Figure 16). As shown, a four-story building (three stories of housing over one of parking) is possible at a scale and configuration generally consistent with nearby development, and could enliven the street and neighborhood. These renderings are theoretical, based on zoning requirements; any actual building could differ substantially in appearance based on development considerations.

Layout of 100' x 100' site that conforms to bulk requirements:



Potential Layout of 100' x 100' Site with Proposed Zoning Code Changes



FIGURE 16: ANALYSIS OF POTENTIAL DEVELOPMENT UNDER EXISTING AND PROPOSED ZONING

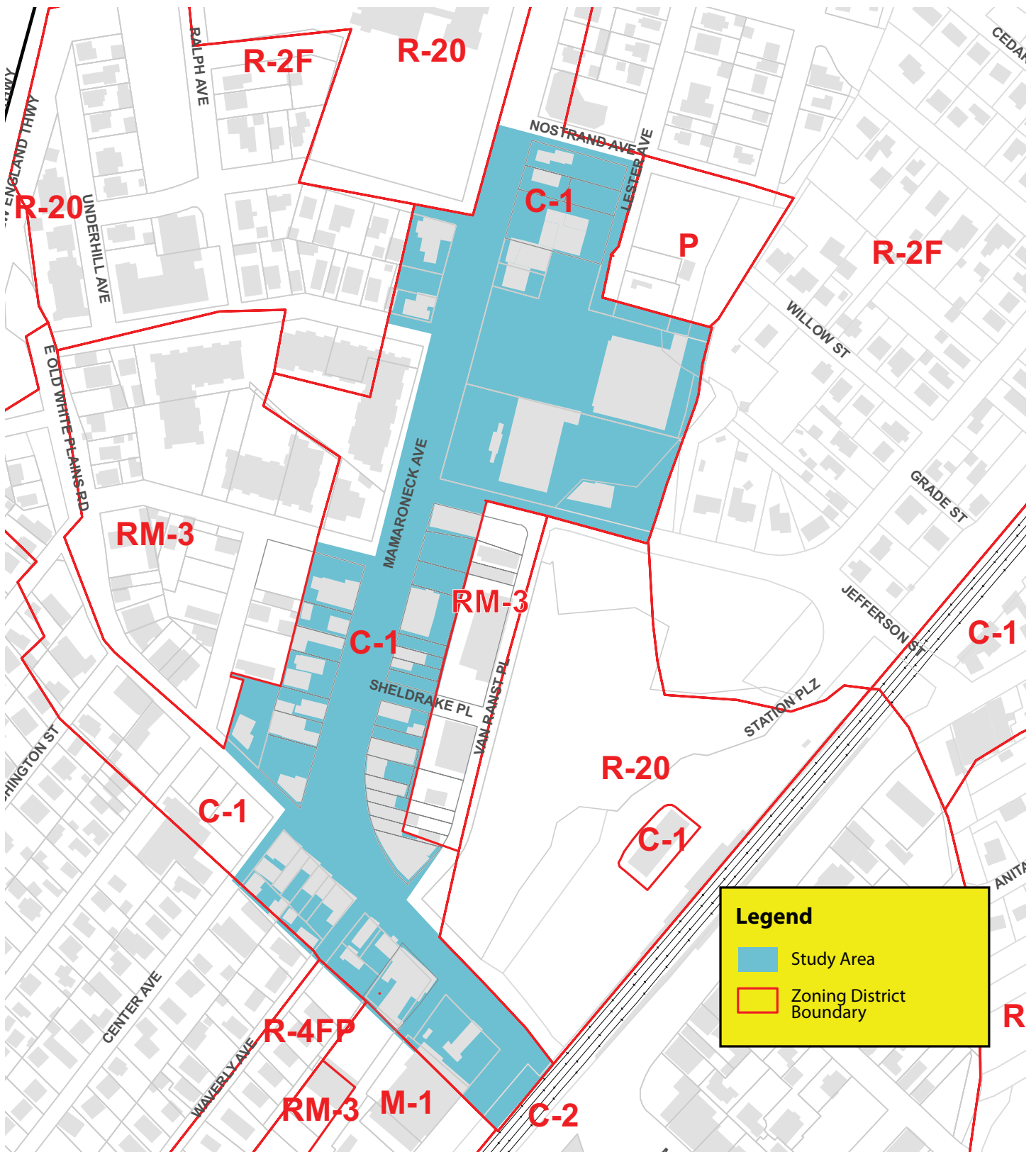
Creation of TOD Overlay Zone

In addition to the zoning changes discussed above, the creation of a TOD Overlay Zone is proposed for the C-1 zone within the study area, to more fully leverage the proximity to the train station by allowing more density than would otherwise be possible in that zone (see Figure 17). An overlay zone is a suitable and effective approach to achieving specific planning goals without changing the underlying zoning of an area. In this case, preserving the C-1 zone is particularly important given its significant presence within the Village: farther north on Mamaroneck Avenue, on portions of Halstead and Barry Avenues and throughout the length of Boston Post Road. An overlay zone is also valuable because it can create zoning bonuses to incentivize the type and scale of development most needed and appropriate for a given area, and can provide the opportunity to test, on a small scale, ideas that may be applicable to other areas of the Village. For example, the question arose during this study process as to whether the TOD study area could be extended to include a portion of the C-2 zone immediately south of the railroad tracks, in the neighborhood around Ward Avenue and Valley Place. While the issues and zoning implications are clearly different in that area, there may be some elements of the TOD Overlay Zone that could be replicated or adapted to meet revitalization goals.

The key zoning strategy of the TOD Overlay Zone is to provide a floor area ratio (FAR) bonus to allow for increased density in the C-1 zone within the study area, up to the same maximum FAR presently allowed under the RM-3 zone. However, the maximum FAR possible with this bonus could only be achieved by meeting certain development requirements (as described below) and by providing affordable housing (tapping into the existing incentive bonus in the C-1 zone). In addition, the overlay zone would allow for a reduction in parking requirements to the same levels as proposed for the RM-3 zone. Thus, the FAR and parking requirements of the overlay zone would be consistent with that allowed elsewhere in the neighborhood. Proposed regulations for the TOD Overlay Zone are as follows (all other zoning requirements would be the same as those existing in C-1):

Table 6: Proposed TOD Overlay Zone Regulations

Maximum Floor Area Ratio (FAR)	1.2 (0.4 TOD Overlay Zone bonus + Potential 0.2 affordable housing bonus from underlying C-1 zone)
Parking Requirements	Studio: 1 space 1 BR: 1.25 spaces 2 BR: 1.50 spaces 3 BR: 1.75 spaces 4 or more BR: 2 spaces



Meeting the following requirements is proposed as necessary to achieve the FAR bonus:

- ***Provision of “green” building and/or flood mitigation measures*** (see Section V.C for examples)
- ***Payment into a flood mitigation fund*** to be managed by the Village and administered to property owners within a designated area (either conterminous with or a larger area within the flood zone encompassing the TOD study area) for building upgrades to mitigate flood damage
- ***Compliance with design guidelines*** to be developed for the TOD study area

The intent of these requirements is to capitalize on potential development in the study area to return tangible, meaningful benefits to existing neighborhood residents. The specific level of satisfaction of these requirements, and logistics in administering them, will need to be developed with the Village Board of Trustees as part of adoption of the TOD Zoning Overlay regulations. One suggestion is a point system in which applicants are awarded a set number of points for meeting all, or aspects of, each of the three development requirements. The full FAR bonus could be contingent on meeting a specified total of points. This system, as well as the flood mitigation fund payment, could be administered by the Building Department as part of development application processing, similar to the handling of the existing recreation and in-lieu parking fees.

B. Impacts of Proposed Zoning Changes

The overall effect of these proposed changes would be twofold: first, to make it less problematic for existing property owners to upgrade and renovate buildings on their properties by reducing the number and scale of area nonconformities, so that fewer variances are likely to be required for development applications, and that bank financing is easier to obtain. Secondly, sites within the study area will become more attractive for investment, given this effect on nonconformities and the fact that a smaller number of properties would need to be consolidated to allow for new multifamily buildings. Figure 18 shows the effect on property nonconformities with the proposed zoning changes. As shown on the map, there are 36 parcels in the study area that appear to be nonconforming. Most of these properties are located on the block bounded by Madison Street, Grand Street, Mamaroneck Avenue and Old White Plains Road. With the proposed zoning changes, 11 of those parcels (30%) would become conforming.

These effects can be anticipated to result in a number of positive impacts for stakeholders within the study area. For residential or commercial tenants, the added flexibility afforded to property owners in development or redevelopment increases the likelihood of upgrades to existing buildings, which can reduce blight conditions and improve quality-of-life for these tenants. The potential for new development in the area, meanwhile, can be expected to increase foot traffic – a benefit to merchants – and generally to promote a safer environment due to more ground-level activity and “eyes on the street.”

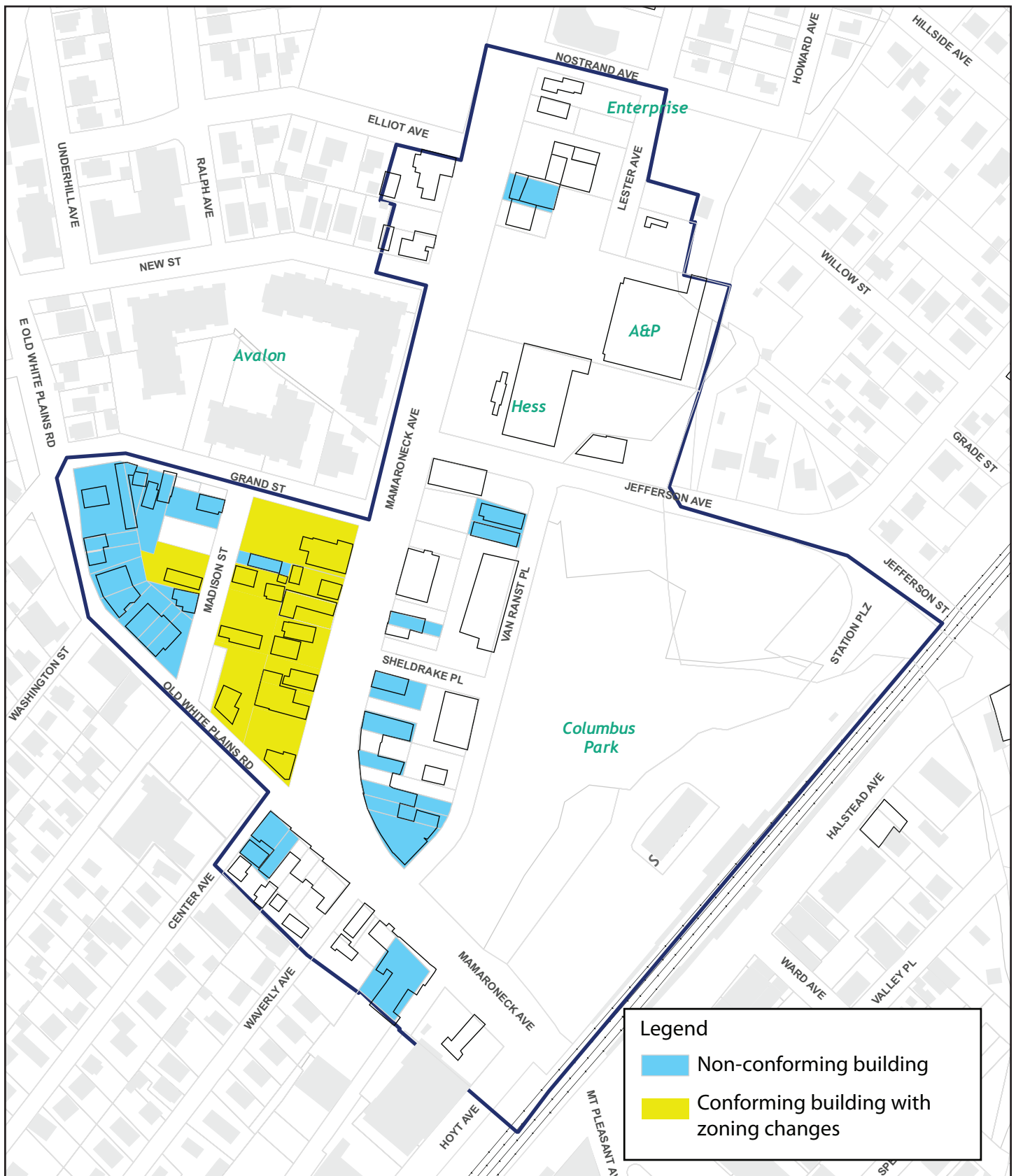


FIGURE 18:
CONFORMING PARCELS WITH PROPOSED ZONING CHANGES

For property owners, the reduction in nonconformity provides more flexibility in seeking upgrades and renovations to current buildings, while the TOD Overlay Zone gives access to a new flood mitigation fund, which mitigates flooding risk and creates added incentive for development and redevelopment. These benefits are likely to generate higher property values and increase the area's attractiveness to prospective tenants and investors.

In terms of fiscal impacts, the proposed zoning changes offer the potential for net increases in tax revenues relative to other increased costs associated with transit-oriented development. The recommendations of this report focus on new multifamily residential development that would be at a moderate scale (four-floor maximum) and would be composed of building types and locations that are normally more suited to couples and individuals without children than for families. In terms of real estate tax revenues and incremental Village costs, such developments typically produce a net positive in tax revenue relative to municipal costs.

The graphics below illustrate the potential overall impacts for tenants and property owners:

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

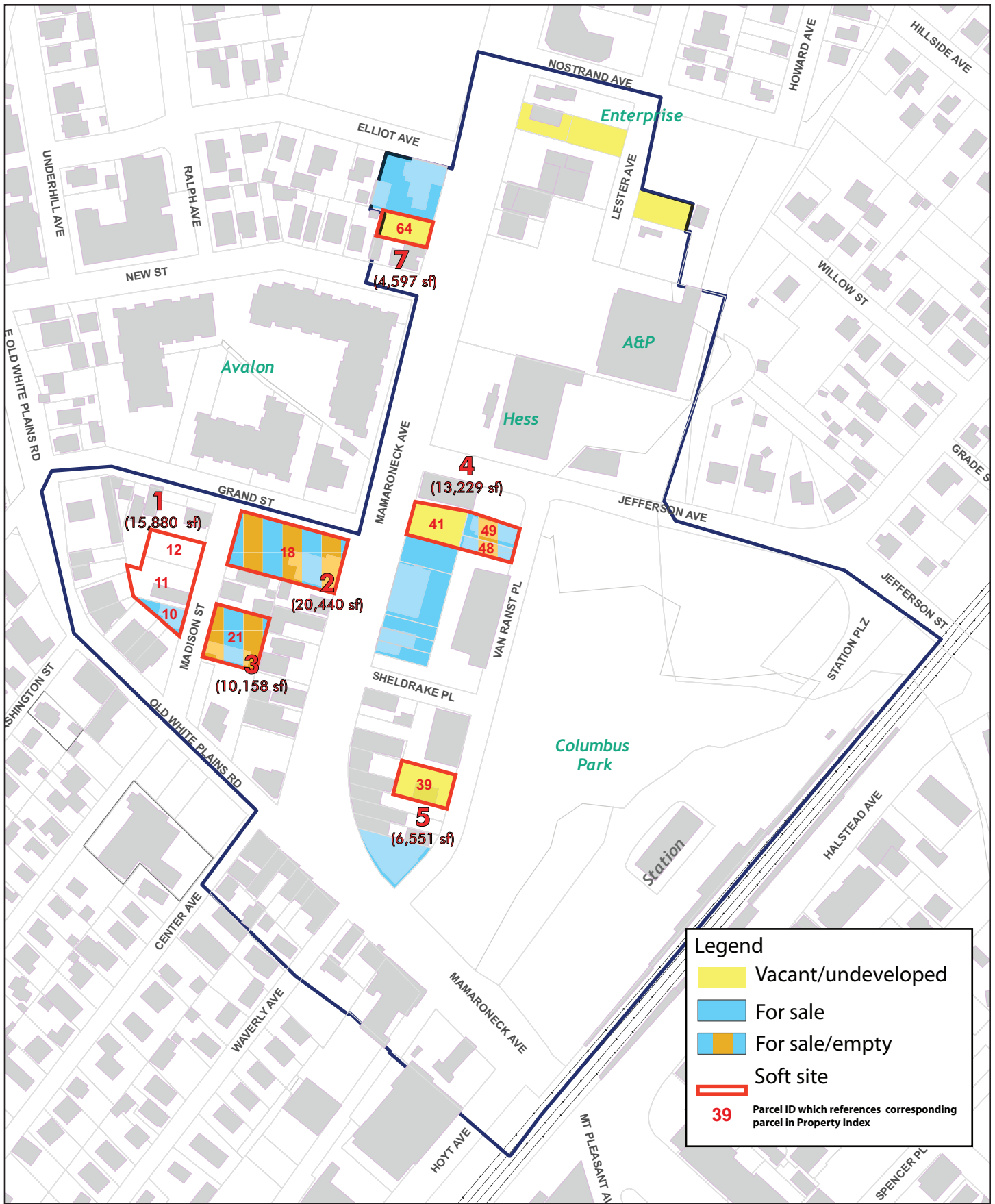
Higher property values

Area more attractive to prospective tenants

Anticipated Development

Based on the growth rate and the economic climate in Mamaroneck and Westchester County, development in the TOD study area would not happen right away. Not all parcels in the study area are expected to be redeveloped in the short-term, including some that are for sale. For example, the office building at 689 Mamaroneck Avenue will most likely continue in that use regardless of ownership. Many buildings in the study area are already two stories or more, most of which already have residential uses, and therefore they are unlikely to be redeveloped. However, the following have been identified as “soft sites,” or those where near-term redevelopment can reasonably be expected to occur because of existing vacancies or potential for parcel consolidation (see Figures 19 and 20):

1. ***Consolidation of three midblock parcels at 39 Madison Street*** (1 family residence, Vittorio Emmanuele Civic Club and parking lot)
2. ***690 Mamaroneck Ave – Former 3 Jalapenos restaurant*** (vacant property for sale)
3. ***46 Madison Street*** (vacant property for sale)
4. ***Consolidation of three vacant properties at 705 Mamaroneck Avenue*** (vacant parcel), ***650 Van Ranst Place*** (G.I. Civic Assoc.) and ***656 Van Ranst Place*** (1 story office building)
5. ***572 Van Ranst Place*** (vacant/underdeveloped property)
6. ***810 Mamaroneck Avenue*** (vacant property for sale)





1. The Consolidation of 3 midblock parcels at 39 Madison Street (1 family residence, Vittorio Emmanuele Civic Club and parking lot)
 3. 46 Madison Street (vacant building)



2. 690 Mamaroneck Ave - 3 Jalapenos restaurant (vacant building)



3. 46 Madison Street (vacant building)



4. 3 vacant parcels: 705 Mamaroneck Ave (vacant property), 650 Van Ranst Pl (G.I. Civic Assoc. - abandoned) and 656 Van Ranst Pl (vacant 1-story office building)



5. 572 Van Ranst Place (vacant building)



6. 810 Mamaroneck Ave (vacant property)

Based on a standard build-out analysis, the maximum potential development that could occur under the proposed zoning changes would be approximately 107 units over the seven soft site areas (Table 7). It is assumed that any new residential developments created within the study area will be comprised of some mix of efficiency (studio), one-bedroom and two-bedroom units. This analysis assumes the following allocation percentage of units for new development in study area.

Studio:	10%	2-Bedroom:	30%
1-Bedroom:	50%	3-Bedroom:	10%

Table 7 shows the total number of potential residential units in the soft site areas by unit type. Using population multipliers¹ by unit type, maximum anticipated population increases are calculated for the soft sites.² However, several factors limit this build-out:

- Existing owners may not wish to sell/redevelop their properties immediately
- Configurations of existing buildings may not be conducive to redevelopment unless parcels are consolidated
- Some parcels may have development impediments including multiple owners or family inheritances and financing difficulties
- Assumes sites achieve maximum FAR of 1.2 – this is only possible if each development provides affordable housing and certain incentive factors to achieve the maximum FAR bonus.

Table 7: Potential Maximum Residential Development of Soft Sites in TOD Area

Soft Site Area	Parcels	Land Area (acres)	Land Area (sf)	FAR*	Total Buildable Floor Space	Avg. Unit Size	Total Unit Yield	Unit Type				Population Increase			
								Studio (10%)	1 BR (50%)	2 BR (30%)	3 BR (10%)	Studio (1.1x)	1 BR (1.67x)	2 BR (2.31x)	3 BR (3.81x)
1	3	0.36	15,880	1.2	19,056	800	24	2.4	12.0	7.2	2.4	2.64	20.04	16.63	9.14
2	1	0.47	20,440	1.2	24,528	800	31	3.1	15.5	9.3	3.1	3.41	25.89	21.48	11.81
3	1	0.23	10,158	1.2	12,190	800	15	1.5	7.5	4.5	1.5	1.65	12.53	10.4	5.72
4	3	0.30	13,229	1.2	15,875	800	20	2.0	10.0	6.0	2.0	2.2	16.7	13.86	7.62
5	1	0.15	6,551	1.2	7,861	800	10	1.0	5.0	3.0	1.0	1.1	8.35	6.93	3.81
6	1	0.11	4,597	1.2	5,516	800	7	0.7	3.5	2.1	0.7	0.77	5.85	4.85	2.67
Total	10	1.62	70,855	-	85,026	-	107	11	54	32	11	12	89	74	41

* Build-out based on a 1.2 FAR achievable in both the RM-3 and the TOD Overlay District

¹ Rutgers University, Center for Urban Policy Research. Residential Demographic Multipliers: Estimates of the Occupants of New Housing, June 2006.

² This analysis is based on land area and floor area ratio (FAR) and does not take into account other factors which may further limit development, such as required land area per unit and open space area per unit. The unit count generated can be considered conservative; actual unit counts are likely to be lower.

The consultant team's experience with other build-out projects of soft sites indicates that it can take 15 to 20 years or longer to bring all potential units into the market. As a result, we would only expect approximately 25% of these 107 units to be built in the next five years. This would be a build-out of approximately 27 units. This report uses a projection of 24-30 units. To test this projection, the New York Metropolitan Transportation Council (NYMTC) growth estimates were obtained, which show growth in households of 416 through 2035 in the Village's four census tracts. This translates into approximately 90 units in the next five years. Thus, total growth of 24-30, which is about 23% to 28% of the anticipated units, appears reasonable. Clearly, economic conditions and financial markets will affect the exact pace of development.

School Age Children

Most of the units will most likely be one- and two-bedroom apartments, with some studios and three-bedrooms, and, because of this mix and the proximity to transit, would be more likely to attract singles, couples and empty nesters, all of whom typically have relatively few school age children. In June 2006, the Rutgers University Center for Urban Policy Research published "Residential Demographic Multipliers – Estimates of the Occupants of New Housing," a study that addresses the potential number of public school-age children for different types of residential units. Table 8 shows overall school children generation data for multifamily units by housing tenure and value. According to the report, which includes New York State-specific residential demographic multipliers, the generation rate for apartments in the Mamaroneck TOD study area would be 0.12, using the anticipated mix of units as derived in Table 7 above. This means that it takes nearly 10 apartment units to generate one public school child. Thus, the 24-30 units expected in the next five years would generate approximately 3-5 public school children in total.

Table 8: Rutgers University's Multipliers for School Children

	Multi-family Near Transit	Low Income Multi-family (Rent)	Low Income Multi-family (Own)
1-Bedroom	0.05	0.14	0.06
2-Bedroom	0.12	0.62	0.18
3-Bedroom	0.56	1.27	0.54

Detailed school children data from two development projects in Tuckahoe, NY (Crestwood Loft at the Crestwood train station and the Glenwood project on Main Street, a 10-minute walk from the Tuckahoe train station) were presented to that planning board in the past year. Those studies indicated that a public school children ratio of about 0.10 was expected per unit. Recent data from *completed* development in Garden City, NY, show that apartments there generated 0.098 school children per unit. In Mamaroneck, data from completed multifamily buildings in and near the study area (Parkview Station, Sweetwater and Avalon), shown in Table 9, confirm the low generation rate.

Table 9: School Children in Recent Mamaroneck Multifamily Developments

Name	Address	Units	School Children	School Children/Unit
Parkview Station	Van Ranst/ Sheldrake/Columbus Park	50	0	0
Sweetwater	Stanley Ave/Bishop Ave	90	1	0.01
Avalon	Mamaroneck Ave/New St/Grand St	225	8	0.04

New development will be a mix of affordable and market-rate housing, and the number of schoolchildren will largely depend on the size of units provided. For example, the Washington Housing Alliance buildings have a higher ratio of schoolchildren (0.48)³ than the developments shown above, mostly due to the fact that they have a mix of larger apartments⁴. WHA is also a nonprofit entity which serves a wide-ranging population including families with young children. The WHA's schoolchildren ratio is consistent with the Rutgers University's public school children multiplier for low income, multifamily rentals shown in Table 8 (which is higher than the multiplier for multifamily buildings near transit).⁵ This category is appropriate because the WHA buildings are all affordable and not all of their buildings are considered transit-oriented.

In evaluating the potential impacts on the school district, the consultant team looked at the current capacity of Mamaroneck Avenue School, the pre-K through 5th grade elementary school serving the study area. According to the New York State Education Department, for 2010-2011 (the most recent school year for which data are available), the school had a total enrollment of 704 students, representing an approximately 5.5% increase from the prior year and about an 8.6% increase from the 2008-2009 year.

Table 10: Mamaroneck Avenue School Enrollment, 2008-2011

	2008-09	2009-10	2010-11
Pre-K	85	90	99
Kindergarten	118	89	112
Grade 1	94	122	85
Grade 2	92	91	122
Grade 3	79	93	95
Grade 4	97	78	98
Grade 5	81	92	80
Ungraded	<u>2</u>	<u>12</u>	<u>13</u>
Total K-5	648	667	704

Source: NYS Education Department, School Report Card, Accountability and Overview Report 2010-11

³ The WHA apartments have 19 schoolchildren in 40 units.

⁴ Breakdown of WHA's 40 units: 4 - studios (10%), 13 - 1BR (32.5%), 16 - 2BR (40%), 7 - 3BR (17.5%).

⁵ Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.

As shown in Table 10, annual enrollment numbers at Mamaroneck Avenue School tend to fluctuate significantly on a grade-by-grade basis. To better understand how enrollment numbers directly affect the school's overall capacity and functionality, it may be more useful to look at how the numbers impact the school's ability to meet class size guidelines set by the Mamaroneck Union Free School District Board of Education. In November 2012, the board presented a report on elementary school class size guidelines, with the intent to better understand the range of issues related to class size and to gain support for its efforts to meet class size goals. The board's report indicated that, for each of the past six school years, Mamaroneck Avenue School's classes have been below the size guidelines, and in most years, have been among the smallest among all elementary schools in the district.

Table 11: Mamaroneck Avenue School: Class Size Guidelines vs. Actual Sizes

		Kindergarten	First	Second	Third	Fourth	Fifth
2007-08	<i>Guideline</i>	22	22	23	23	25	25
	<i>Actual</i>	15.5	16.2	20	17.8	18.5	17.0
2008-09	<i>Guideline</i>	22	22	23	23	25	25
	<i>Actual</i>	16.6	18.4	18.2	19.5	23.8	16.3
2009-10	<i>Guideline</i>	22	22	25	25	27	27
	<i>Actual</i>	17.4	20.3	18.2	18.6	19.3	23.0
2010-11	<i>Guideline</i>	22	22	25	25	27	27
	<i>Actual</i>	17.2	21.0	20.7	19.2	24.3	19.5
2011-12	<i>Guideline</i>	22	22	25	25	27	27
	<i>Actual</i>	18.5	19.8	21.0	20.8	24.5	24.0
2012-13	<i>Guideline</i>	22	22	25	25	27	27
	<i>Actual</i>	18.4	18.2	19.6	21.0	24.2	22.3

Source: Mamaroneck Union Free School District, 2012

It is also worth noting that, for the 2012-2013 school year, two of Mamaroneck Avenue School's 63 total classrooms are not being used for instruction; therefore, it can be assumed that the school has some available capacity to accommodate future enrollment growth. Given an average class size for all grades of 24.7 (based on the Board of Education class size guidelines), these two available classrooms could accommodate a total of about 49 additional students.

In terms of future planning, the school board's report does not provide enrollment projections broken out by school, but projects K-12 districtwide enrollment to increase at a very low rate in the near term, peaking at 5,112 students in 2018 (a 1.2% increase from 5,050 in 2010, but significantly less than the nearly 11% growth experienced from 2000 to 2010). After this peak level, the board projects enrollment to begin decreasing; projections have not been made past 2020.

In the United States as a whole, birth rates have continued to decline due to changing preferences among young families – reflecting at least in part the national recession –

leading to a record low American birthrate in 2011. This trend has been especially marked among the Hispanic population, which was hit particularly hard by the weak economy. According to a recent report by the Pew Research Center, Latinos experienced larger percentage declines in household wealth than white, black or Asian households from 2005 to 2009, and their rates of poverty and unemployment also grew more sharply after the recession started. In 2010, birthrates among Hispanics reached their lowest level in 20 years⁶. These trends are significant for Mamaroneck Avenue School, as 44% of its students are of Hispanic or Latino ethnicity.

Given the School Board's projections of moderating districtwide enrollment growth in the short-term followed by declines after 2018, national and regional decreases in birth rates and the apparent excess capacity at Mamaroneck Avenue School, it can be assumed that the addition of 3-5 public school children in the next five years would not create any significant adverse impact on the school's ability to adequately serve its community.

Economic Impact

The current Mamaroneck Village Budget lists village tax rates in 2011 as follows:

Village:	\$296/1,000	of assessed value		
Library:	\$28/1,000	"	"	
County:	\$263/1,000	"	"	
School:	\$764/1,000	"	"	

As can be seen from the above, the school tax rate is the largest portion of taxes (approximately 56% of the total tax burden). In 2011, the Town of Mamaroneck tax assessor estimated that a prototypical rental apartment building with a mix of 1- and 2-bedroom units (consistent with the current real estate market) might generate approximately \$4,200 in school tax revenue⁷. With school taxes representing 56% of the total, this would mean the overall taxes paid by a residential unit would be \$7,500. If there were 20 units, the building taxes could be \$150,000.

Given these factors, new transit-oriented development in the study area can be expected to be a tax benefit for both the school district and the Village. With an annual cost to the school district of approximately \$20,000 per student⁸, it would take approximately five units to pay for one student assuming a tax income of \$4,200 per unit. Since projected development is expected to generate one school child per 10 apartments, additional

⁶ Saulny, Susan. "Hispanic Pregnancies Fall in U.S. as Woman Choose Smaller Families." *New York Times*, December 31, 2012.

⁷ *Draft Generic Environmental Impact Statement (DGEIS) for Proposed B and SB Zoning Text and Map Amendments*. Prepared by BFJ Planning on behalf of the Town of Mamaroneck, October 2012. Note: As the tax rates change, the estimated school district tax revenue may fluctuate.

⁸ *Ibid.*

development would be a tax generator for the school district. Assuming that 25 units are projected to be built, this would generate approximately \$105,000 in school district tax revenue (\$4,200 x 25). The cost to educate one student is \$20,000; therefore with the 2.5 students generated, which add an annual cost of \$50,000, there is a net gain in school district tax revenue of approximately \$55,000 per year.

In addition to the school district, new development in the study area would be anticipated to be a tax benefit to Mamaroneck. Discussions with Village staff indicate that roughly two-thirds of tax revenue is raised from the residential tax base. This represents approximately \$15 million out of \$22.7 million raised by real estate taxes in Mamaroneck, according to the latest Village budget. With a 2010 village population of 18,929, this represents about \$792 per capita in income to pay for Village services. The per capita number covers the cost of all municipal services: police, fire, public works, etc. Based on consultation with the Chief of Police, police calls from the large multifamily complexes in and near the study area – Avalon, Parkview Station and Sweetwater – are not considered above normal. From May 2011 and June 2012, Avalon generated 70 calls, Parkview Station 14 and Sweetwater three. Most calls were for minor issues like noise complaints.

If, as discussed on the previous page, \$7,500 is paid per unit in taxes by multifamily development, this would lead to each unit generating \$1,575 in local tax income (assuming 21% tax ratio). Based on the assumed population mix and the population generation rates shown in Table 7, there will be 1.69 people on average in each multifamily residential unit. Thus, the per capita tax generation is \$931, which more than offsets the per capita cost of Village services of \$792.

Traffic and Parking

Presumably, some of the people who lived in the TOD study area either would commute by train to work or would work nearby. Studies have shown that households living in new housing near transit are approximately 58% less likely to use cars to commute to work than those living in new housing far from rail⁹. Auto ownership is a third lower in an apartment/condominium setting and 25% lower in a rowhouse/townhouse setting, compared with single-family homes¹⁰. According to the Institute of Traffic Engineers, 25 residential units would generate 12 trips in the AM peak hour and 15 trips in the PM peak hour.¹¹ The Annual Average Daily Traffic (AADT) along Mamaroneck Avenue is approximately 20,000 vehicles.¹² Therefore, an additional 25 units would generate trips amounting to less than 1% of the daily traffic along the road. No changes in roadway level of service are anticipated.

⁹ Eliminating Barriers to Transit-Oriented Development. NJDOT and FHWA. Chatman, Daniel Ph.D., Stephanie DiPetrillo. March, 2010.

¹⁰ *Ibid.*

¹¹ Institute of Traffic Engineers (ITE) trip generation for apartments (land use 220), with 50% of units owned. 50% rented.

¹² MPSI, 2006

In terms of parking, a recent (July 2012) study conducted by BFJ Planning for the Hudson Park multifamily development on the Hudson River in Yonkers, NY, near the train station, projected parking demand of 0.70 spaces per unit for studios, 0.93 spaces per unit for one-bedroom units and 1.31 spaces per unit for two-bedroom units. It is worth noting that the proposed parking ratios for the RM-3 district and TOD Overlay Zone are far more conservative, at 1 space for a studio, 1.25 spaces for a one-bedroom and 1.5 spaces for a two-bedroom. The bedroom mix assumptions of the development analysis discussed above assume that of the total projected 114 units, 29 would be studios, 56 would be one-bedrooms and 29 would be two-bedrooms. With that mix, the projected development could be expected to generate a total on-site parking demand for approximately 110 spaces ($0.70 \times 29 + 0.93 \times 56 + 1.31 \times 29$).

C. Recommendations for TOD Bonus Requirements

The TOD overlay district's FAR bonus is intended to encourage development along Mamaroneck Avenue which will help make the area a more walkable and vibrant community, more resilient to flooding and also be responsive to global climate change. In order to encourage these improvements, buildings wishing to gain 0.4 FAR bonus must:

- Comply with Design Guidelines
- Pay into a Flood Mitigation Fund
- Comply with the Overlay District's Green Technology Requirements

The details of these requirements will be refined by the Village when it develops the zoning amendments for TOD Overlay District. The sections below describe potential strategies to consider for the three requirement areas.

1. Design Guidelines

Mamaroneck Avenue has a number of buildings with attractive facades, some with historic brick details. However, the wide mix of uses, building layouts and architectural styles has contributed to an inconsistent streetscape and a lack of a sense of place. Design guidelines, if incorporated into the overlay district, would help to:

- Ensure that future site planning and architectural design respect the village scale and character of existing development.
- Enhance the pedestrian environment with improved streetscape, an attractive and safe pedestrian network and amenities such as outdoor seating areas.
- Encourage high-quality mixed-use development which will create a more vibrant neighborhood and help to sustain existing businesses.
- Establish an overall design vocabulary that will give the area a clear identity and special sense of place.

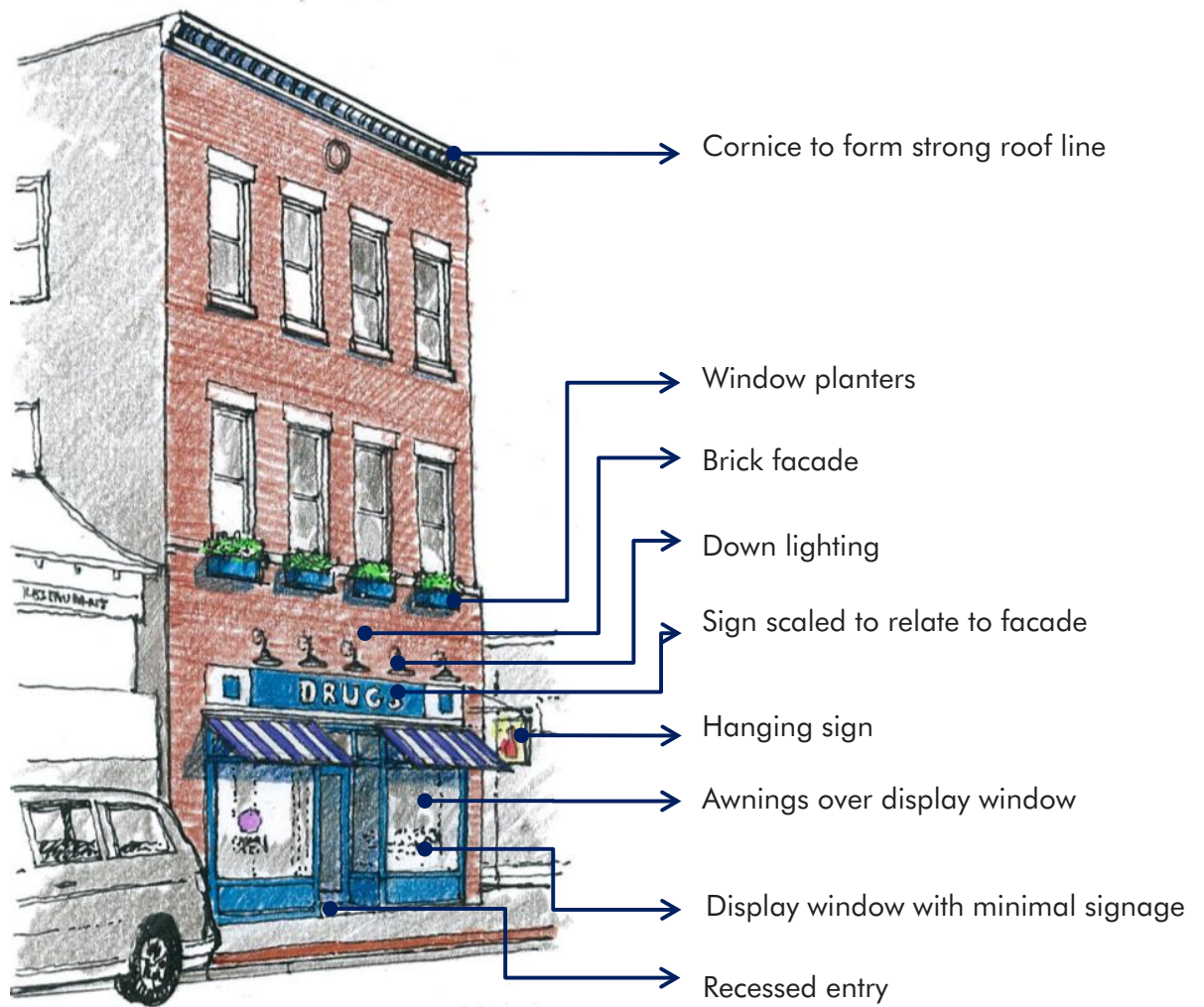
New development should provide variety yet be designed to blend with the scale and design approach of the older buildings on the Avenue. A single architectural style would not be encouraged; new buildings may be contemporary or traditional in approach. However, standards should preserve and enhance the strengths of the area while complementing its overall character and complying with municipal codes. Features such as façade treatments, signage, lighting, window displays and landscaping all contribute to the area's attractiveness. Some examples of guidelines the Village could consider are below and are shown in Figure 21.

Storefronts

- Storefront should act as the unifying element within the block by creating strong horizontal elements such as continuous display windows, a consistent design frieze and use of colorful awnings.
- Main entrances should be recessed and inviting, allowing for views into commercial areas.
- Storefront designs should maximize window exposure and include at least one display window.
- Architectural features and details such as projecting storefront cornices, decorative below-window panels, prominent display windows, etc. are encouraged.
- Awnings that complement the scale of display windows and provide color accent for the streetscape
- Wall signage related to the scale and character of the storefront
- Hanging signs which add visual interest to streetscape
- Window displays that incorporate unobtrusive signage
- Landscape treatment should establish an attractive link between rear building entrances and parking areas.
- Lighting should be of a height and intensity to ensure a pleasant and safe sidewalk for pedestrians.

Building Facades

- Upper floor windows should be vertically oriented.
- Varied roof forms involving use of gables, dormers and decorative cornices are encouraged.
- Building materials are to be compatible with nearby structures. Use of brick, stucco, stone and clapboard is appropriate in this regard.
- Facade articulation using bay windows, setbacks, pilasters and other features are encouraged.



Awnings over display window



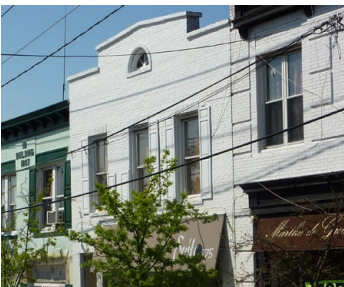
Signage and down lighting



Uncluttered window display



Hanging sign



Vertically oriented windows



Garden/landscaping in under-utilized space



Landscaped storefront



Consistent street wall

Off-street Parking, Loading & Service Areas

- Landscape screening, such as shrubs should be used to screen parking lots and service areas from roads, pedestrian paths and other facilities.

Landscaping

- All land not covered by structures or parking areas shall be landscaped with lawn, vegetative ground cover, shrubs, trees, or appropriate pedestrian walkways or amenities.

The guidelines would state the principles the Board of Architectural Review could use to review proposed development applications. Many options would be available to the owner in following the intent of the guidelines.

2. Flood Mitigation Fund

Flooding is a major concern both in design considerations for new development as well as for existing homes and businesses in the area. New buildings can be built above the design flood level and can be designed to withstand flood conditions and loads. Retrofitting homes and businesses is a difficult and expensive endeavor for existing property owners. It is recommended that the Village establish a Flood Mitigation Fund to help residents prepare for and deal with future flooding events, with funds to be used to make improvements to public or private property. The specific amount of payment would be decided by the Village Board of Trustees, but a reasonable payment could be calculated at 15% of the market value of the bonusable floor space, as determined by the Town Assessor.

To be eligible, a project must offer a long-term solution to a specific risk, such as:

- Elevating flood-prone homes or businesses with a higher first floor, allowing floodwater to flow under the building rather than through it
- Retrofitting buildings to minimize damage from flooding events
- Purchase of generators (placed on the top floor)
- Floodwall systems to protect critical facilities

Most of the funding would be geared to providing long-term solutions; however, funding could also be made available to the Village to assist in severe flooding events (e.g. purchase of emergency equipment such as a rescue boat to evacuate residents).

Flooding impacts affect properties in the flood zone throughout the Village. Therefore, when addressing long-term issues such as stormwater management and floodplain construction requirements, these changes need to be evaluated and implemented village-wide. For example, building height requirements in all flood zones could be adjusted to allow owners to elevate buildings, and rooftop generators could be excluded from FAR calculations, as with other building mechanicals.

3. Green Technology Requirements

The TOD land use strategy has the inherent benefit of addressing global climate change. Increased transit use, reduced driving and more walking and biking leads to lower greenhouse gas emissions, improved air quality and other benefits. There are other green technologies the Village should promote in the TOD to facilitate sustainable development that addresses flood mitigation, stormwater runoff, energy efficiency and generation. Rooftops can serve a range of purposes, such as managing stormwater, providing recreation space or generating renewable energy. In addition, systems such as boilers and cogeneration facilities can be safer and more efficient when located on roofs, while key building features like stair and elevator bulkheads must also be placed on roofs. A variety of active and passive methods can improve energy efficiency and reduce solar gain. Specific green technologies the Village should encourage in the overlay district include:

Energy Generation and Energy Efficiency Improvements:

- *Solar Power*
Solar power can provide pollution-free energy for electricity or hot water, reducing utility bills and carbon emissions. Solar panels should be allowed on flat roofs anywhere below the parapet, regardless of building height. Portions of taller solar installations that are higher than 4' would be subject to limits on roof coverage and height. On sloping roofs, panels would be allowed to be flat-mounted (less than 18" high).
- *Energy-efficient building walls*
Existing buildings should be allowed to add external insulation within the property line, without adding to floor area calculations and yard/open space rules. Installing external insulation usually adds about 4" in wall thickness, but up to 8" would be allowed to promote highly efficient retrofits.
- *Restriction of Sunlight*
Sun-control devices which are horizontal or vertical projections from a building's facade can help reduce air-conditioning needs and lighting bills by providing glare-free natural light, while adding interest to the building facade. Buildings should be allowed to add these devices without adding to floor area calculations and yard and open space regulations
- *Mechanicals on rooftop*
Equipment systems like boilers and cogeneration facilities can be safer and more efficient when located on rooftops, and should be placed there in flood zones. Building features such as stair and elevator bulkheads must also be located on roofs. Allow low-lying features like green roofs, recreational decks, stormwater detention systems and skylights anywhere below the parapet, regardless of building height.

- *Energy-efficient temperature and lighting controls*
Includes lighting using natural light, automated ventilation control, high-efficiency heating equipment, lighting control using motion detection sensors and high-efficiency light fixtures

Stormwater Runoff Mitigation – Rainwater Utilization Systems:

- Permeable paving materials in lieu of the conventional impervious surfaces for drives and parking lots.
- Vegetated roofs for flat or low sloping roofs to reduce stormwater runoff, reduce heat sinks, and to promote energy efficiency.
- Collection of rainwater from project roofs, where feasible, to be stored for reuse or slow release
- Landscaping that has a higher rate of absorption than conventional turf grass.
- Stormwater bio-retention basins, swales or rain gardens within the project site or within the adjacent clusters of buildings.
- Locate systems such as boilers and cogeneration facilities on roofs.

D. Traffic and Parking Recommendations

As discussed, while traffic issues were not initially intended to be a focus on this study, a number of participants at the public charrettes were concerned about traffic and pedestrian safety. The main problems noted were the lack of pedestrian options to reach the train station and Central Business District from the northern portion of the study area, due to the absence of sufficient crossings of Mamaroneck Avenue, and overall safety at the Mamaroneck Avenue/Old White Plains Road intersection.

Based on these concerns, the consultant team evaluated a number of options to improve pedestrian safety and connectivity while maintaining satisfactory traffic flow and circulation. The team looked at alternatives from both a traffic engineering standpoint and an urban design point of view. These options were discussed thoroughly with the Steering Committee and the public, resulting in two key recommendations for which the Village should pursue grant funding:

1. ***Pedestrian crosswalk at Grand Street:*** This suggestion, shown in the graphic below, would add a painted pedestrian crosswalk at the existing signalized intersection of Mamaroneck Avenue and Grand Street, providing an important crossing opportunity for pedestrians and users of land uses in the northern portion of the study area (particularly the Avalon and Mamaroneck Avenue School). Because there is already a light at this intersection, costs to implement this option would be fairly minimal, primarily involving paint and the installation of crossing signals. However, as Mamaroneck Avenue at this section is a Westchester County road, approval would be needed from the County Department of Public Works.

2. **Comprehensive transportation study of Mamaroneck Avenue/Old White Plains Road intersection:** Various traffic alternatives were discussed during this study that require further analysis, given the complex issues surrounding this intersection in terms of road ownership, functionality of the surrounding area (many adjacent streets are one-way), presence of a Village fire station, pedestrian safety and cost of improvements. Options that should be included in a larger study include adding landscaping in the curve of Mamaroneck Avenue; a complete redesign of the intersection to include bulb-outs; installing a pedestrian crossing of Mamaroneck Avenue at Sheldrake Place; and adjusting signal timing at the Mamaroneck Avenue/Waverly Avenue crossing. Some of these alternatives are shown below. A comprehensive study is needed to properly evaluate these and other options for their likely impacts on the neighborhood and Village overall.



Proposed pedestrian crosswalk at Grand Street.



Potential options for Mamaroneck Avenue/Old White Plains Road intersection.

In addition, Steering Committee members and the public raised concerns about parking, especially in light of the proposed changes to parking requirements in the RM-3 district (which would be replicated in the TOD Overlay Zone). It was suggested that parking for retail uses in the study area is problematic, and that on-street parking on the side streets is often used by commuters. It is worth noting that commercial uses in the C-2 zone require no parking. However, several potential solutions to these issues were discussed which would require further evaluation:

- Negotiating a shared-parking agreement with Strait Gate Church (and potentially other property owners) for off-street Village parking, primarily for retail shoppers
- Placing pay parking stations/meters on Mamaroneck Avenue to promote turnover
- Looking at the potential to create a neighborhood residential permit parking zone

VI. IMPLEMENTATION AND NEXT STEPS

The implementation of the TOD recommendations as described within this report will require many coordinated actions over a period of several years. For the proposed zoning changes in particular, the Village Board of Trustees will need to conduct a thorough consideration of their potential impact – including an environmental review under the State Environmental Quality Review Act (SEQRA) – before ultimately adopting the changes as a local law. Once the revisions are adopted, there would be no immediate changes in the study area (i.e. no Village land acquisition, land clearance or residential displacement), as potential development would be up to individual property owners. Any proposed development would need to receive all applicable local land-use approvals (e.g. Planning Board, Zoning Board of Appeals) and would also need to obtain any required financing. As discussed in Section V.B, the actual anticipated development in the study area could be expected to occur very gradually, over a period of many years.

In addition to the zoning changes as described within the previous section of this report, the TOD area will benefit substantially through circulation and streetscape improvements along Mamaroneck Avenue. Table 12, below, summarize many of the principal recommendations that would require municipal initiatives in order to proceed:

Table 12: Implementation Strategies

Action	Components	Resources	Responsibility
Initiate TOD Zoning Update	- Revise RM-3 zoning text - RM-3, C-1 and O-1 map changes - Create TOD Overlay District - Environmental Review (SEQR) - Adoption of zoning	Village and grant resources (e.g. CDBG funds)	Board of Trustees, Village Manager, Village Planner
Prepare Design Guidelines for TOD Overlay District	- Prepare Design Guidelines in concert with zoning change proposal - Choose method for applying Guidelines - Approve Guidelines	Village and grant resources (e.g. CDBG funds)	Board of Trustees, Village Manager, Village Planner
Prepare Green Design Requirements	- Prepare Design Guidelines in concert with zoning change proposal - Choose method for applying Guidelines - Approve Guidelines	Village and grant resources if available	Board of Trustees, Village Manager
Establish Flood Mitigation Fund	- Set up fund - Decide upon mechanisms for payment into fund by developer and acquisition of funds by residents	Village and grant resources if available	Clerk Treasurer, Village Manager

Seek Funding for Pedestrian Improvement on Mamaroneck Avenue	- Addition of pedestrian crossing at Mamaroneck Avenue and Grand Street	Village and grant resources if available	County DOT, Village Manager
Seek Funding for Comprehensive Transportation Study of Mamaroneck Avenue/Old White Plains Road Intersection	- Coordinated study of intersection including surrounding circulation patterns, with emphasis on improving pedestrian safety, alleviating congestion and adding to the streetscape - Potential landscaped median - Complete redesign of intersection - New pedestrian crosswalk at Mamaroneck Avenue/Sheldrake Place - Adjusting signal timing at Waverly Avenue/Mamaroneck Avenue	Village and grant resources if available	County DOT, Village Manager
Explore Potential Parking Changes	- Negotiate with Strait Gate Church for off-street village parking - Consider on-street parking management (e.g. parking stations or meters on Mamaroneck Avenue) - Explore potential for neighborhood residential parking permit	Village and grant resources if available	Village Manager
Explore TOD Strategies on the South Side of Station	- Look at potential to replicate some strategies of this study in C-2 zoned area including Valley Place	Village and grant resources if available	Village Planner
Implement Village-wide Flood Mitigation/Control Measures	- Adjusting maximum building heights to allow owners to elevate buildings above base flood elevation - Provide assistance and funding for homeowners to raise their houses - Implement recommendations of Army Corps of Engineers flood control project - Explore Village acquisition of key floodprone properties	Village, potential bond initiatives and grant resources if available	Village Manager, Board of Trustees

APPENDIX A

PUBLIC WORKSHOP SUMMARIES



PUBLIC CHARRETTE #1 WORKSHOP STUDY

Mamaroneck TOD Zoning Study

Mamaroneck, NY

Workshop Date: September 19, 2012

Prepared on behalf of:

**The Village of Mamaroneck and
the Washingtonville Housing Alliance**

Prepared by:

BFJ Planning
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Date: September 27, 2012



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- 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 has 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 are being 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.

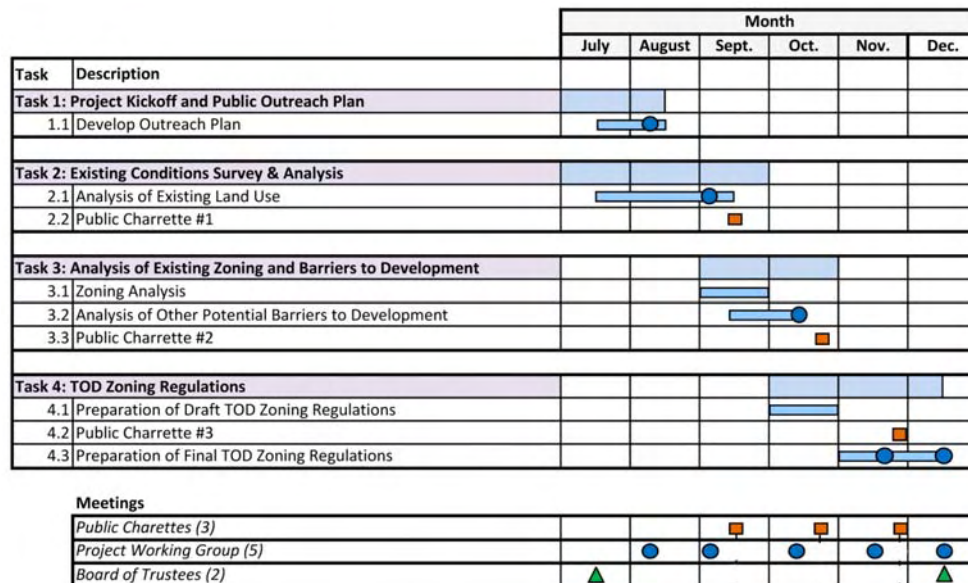
This report summarizes the first charrette (Task #1) which was held on September 19, 2012, in the French-American School. This first meeting was intended to introduce the study to the public and to obtain initial feedback on its vision.

Charrette #1 – Introduction
What is the study about?

Charrette #2 – Opportunities and Issues
(Thursday, October 25th)

Charrette #3 – Draft TOD Regulations and Recommendations
(Mid-November)

Final Report with TOD Zoning Regulations
(December)



II. CHARRETTE OVERVIEW

To kick off the workshop, Mayor Norman Rosenblum introduced the project by emphasizing the importance of having a community-based vision and planning effort. Mayor Rosenblum then introduced Frank Fish from BFJ Planning, who presented an overview of the study and the public outreach effort.

Next, Noah Levine of BFJ explained transit-oriented development (TOD), providing some of the known benefits of this type of development, as well as examples within Mamaroneck and throughout the region. This portion of the presentation noted that, while many recent TODs have been relatively large-scale new projects, the historical Village-scale development around train stations – as well as smaller-scale, infill projects – also represents a viable type of TOD that may be relevant in portions of the Mamaroneck study area.

Susan Favate of BFJ continued the presentation by explaining the study area boundaries and existing conditions, including the key issues of outdated and inappropriate zoning regulations and ongoing flooding concerns. Ms. Favate also identified both publicly owned (municipal) properties and nonprofit-owned properties, especially those owned by the Washingtonville Housing Alliance (WHA), which has a significant presence in the study area and could be an appropriate partner for future TOD projects. Properties known to be for sale or for lease – and those that are either vacant or clearly underutilized – were also identified, providing some initial potential development sites.

Mr. Fish concluded the presentation by outlining some preliminary ideas that have been discussed by the Steering Committee, and the working assumptions that will govern the study.

After a brief coffee break participants split into roundtable discussion groups corresponding to the following topics: Streetscape and Open Space, General TOD issues, and Planning and Zoning Issues.

With handout materials and maps as a starting point the tables each discussed their assigned topics. Each table chose a “scribe” to compile the salient points and a “reporter” to share their discussion with the entire workshop group. Members of the Steering Committee and BFJ Planning were also present at each table to listen and assist in the discussion.

After the discussion period, the attendees reconvened and the reporter from each table presented a summary of the issues or recommendations they discussed. The presentations were beneficial for all the attendees because they provided an opportunity to hear all the points discussed and to see the interconnectedness of issues facing the neighborhood in the TOD area. Understanding how these issues are related, and how they impact each other, is a key step in the development of a TOD plan and zoning recommendations.

III. PRESENTATION BY BFJ PLANNING

Below is a summary of BFJ's presentation (see attached full presentation at the end of this summary):

1) *Introduction to TOD Study*

Frank Fish, Principal of BFJ Planning, provided an overview of the Study including an overview of the grant, the project team, the schedule, and a description of the study goals:

- ▶ Public outreach (including three public charrettes)
- ▶ Existing Conditions Survey and Analysis
- ▶ Analysis of Existing Zoning and Barriers to Development
- ▶ TOD Zoning Regulations

2) *What is a TOD?*

Noah Levine of BFJ Planning continued with an explanation of what a typical transit-oriented development is. Transit Oriented Development (TOD) is a land-use strategy that focuses development around locations that are well served by transit, and that typically includes a mix of land uses and a more dense development pattern. The idea is to capitalize on transit assets to create vibrant "24/7 neighborhoods that serve residents and attract new activity.

Some benefits of TOD's include:

- ▶ Slightly reduced driving / Increased transit ridership
- ▶ Walkable communities, promoting healthier, more active lifestyles
- ▶ Improved access to jobs and economic opportunity for low-income people and working families
- ▶ Greater mobility choices that reduce automobile dependence

Mr. Levine explained that many communities (i.e. Mamaroneck, Tuckahoe, Rye and Larchmont) in Westchester County are already considered TODs, as their downtowns were built around the train station years ago. Some examples of recently built and proposed TODs in the area were shown. However, not all TODs have to be large in scale; contextual infill development is possible and may be more appropriate for many of the soft sites in the study area.



Rendering of community vision for proposed Harrison Station TOD (Harrison, NY)

3) Study Area Existing Conditions

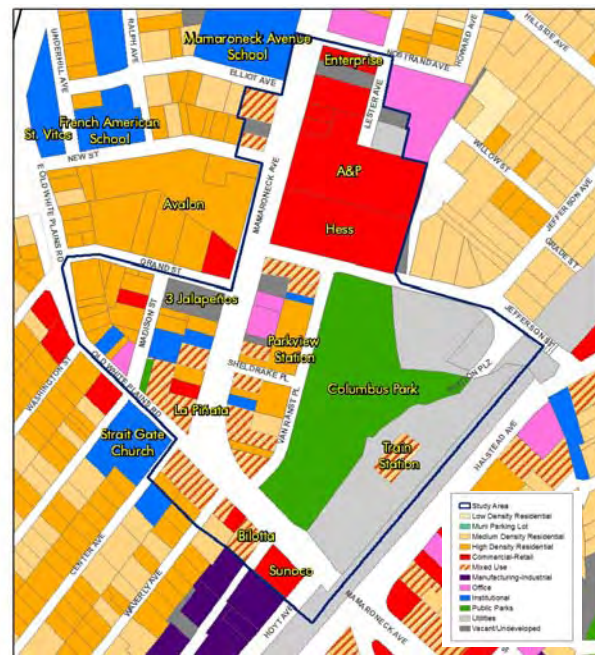
Susan Favate, Project Manager from BFJ, then reviewed the existing conditions in the area. The land use map shows that there are a mix of uses, especially along Mamaroneck Avenue, which contains a number of buildings of varying scale, including some with ground-floor retail and residential above.

Most of the district is zoned either RM-3 (multiple residence district) or C-1 (general commercial). The M-1, O-1, R-2F, R-20 and P zoning districts are also present in the study area but are not a focus for zoning recommendations. Ms. Favate explained that the zoning is outdated in that many buildings that exist in the study area were built before zoning regulations were enacted and could not be rebuilt in-kind. One example she used was the 3 Jalapenos restaurant site, which is zoned RM-3. Although this site has long been a location for restaurant or commercial use, those uses would not be allowed to continue under the RM-3 zoning. Meanwhile, if the site were developed as multifamily residential, its location along Mamaroneck Avenue would make it ideal to contain ground-floor retail. However, this use would also not be permitted. Thus, the site's present zoning severely constrain its development potential.

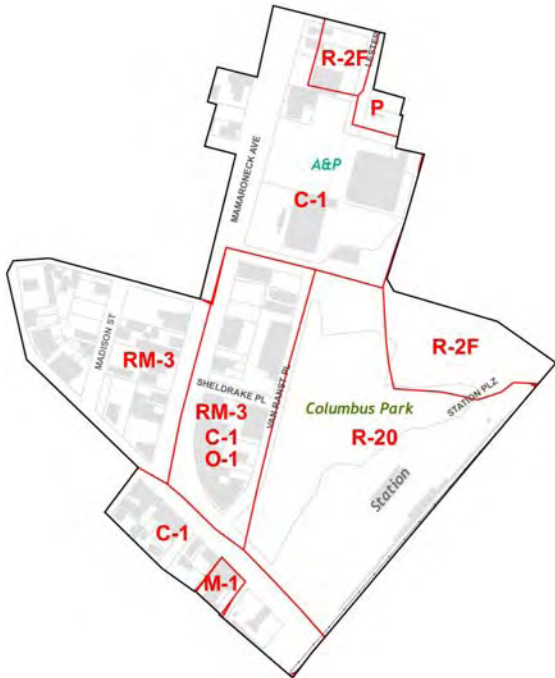
Flooding issues were then reviewed by Ms. Favate with topography and floodplain maps, photos of the neighborhood during major flooding events. A few mitigation strategies were discussed as well as the current mitigation measures the Army Corps of Engineers is reviewing. The key alternatives being studied by the Army Corps are straightening the confluence of Sheldrake/Mamaroneck Rivers as well as the potential to widen and deepen the Mamaroneck River channel and/or dredge the Mamaroneck Reservoir and Larchmont Dam to improve capacity.



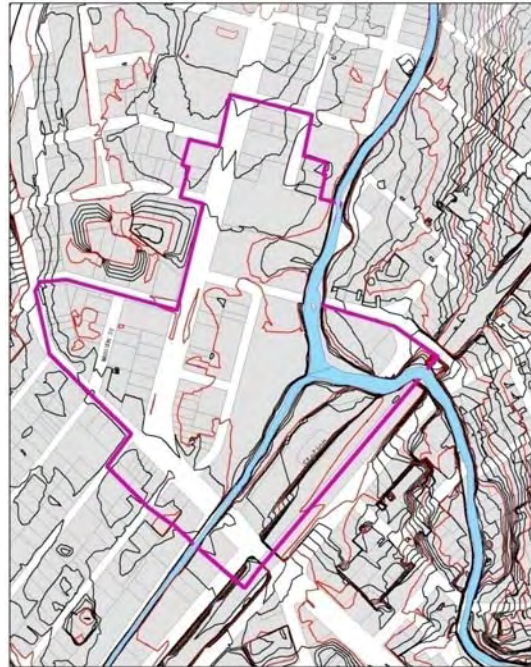
Study Area: Aerial



Study Area: Land Use



Study Area: Zoning



Study Area: Topography



Study Area: Vacant/Underdeveloped and For Sale/Lease



Study Area: Public and Institutional/Nonprofit Uses

4) *Preliminary Assumptions*

Mr. Fish concluded the presentation with a summary of some of the team's working assumptions as well as preliminary ideas. Some of these ideas included encouraging mixed-use and affordable housing. There are various techniques that can be used to achieve this, including requiring a percentage of affordable housing in new development. Building heights are anticipated to be contextual with the rest of the neighborhood, with a height limited 4 to 4.5 stories and 50 to 60 feet. Because there are a number of uses that share parking spaces and the area is near transit, reductions to parking requirements and provisions for shared parking should be considered. Changes to the zoning regulations would be accompanied by design guidelines that would address flooding issues, façade design, signage and lighting, landscaping and green building design.

Mr. Fish then summarized some of the major working assumptions of the study:

- ▶ This is not urban renewal (no use of eminent domain)
- ▶ Development would be infill and privately done or with a nonprofit and locally controlled
- ▶ Aim is to eliminate blight, unlock potential of neighborhood while maintaining diversity
- ▶ Study area is narrowly focused
- ▶ TOD zoning regulations would be generally consistent with existing zoning/land use
- ▶ Affordable and equitable development is a priority
- ▶ Any new development would meet flood regulations
- ▶ This study could form the basis for future grants

IV. ROUNDTABLE DISCUSSIONS

After a coffee break, participants broke up into roundtable discussions to develop preliminary issues and opportunities in the study area. The three roundtable topics were planning and zoning issues, open spaces and streetscape and general TOD issues. All groups expressed concerns about retaining the community's character, and the trade-off of having new development. Some of the other major themes that came up included:

- 1) How to promote improvement/development without displacing residents who currently live in the neighborhood.
- 2) How can we harness funds from new development to improve the neighborhood? One idea: require new development to contribute funds to assist existing property owners in addressing flooding issues (such as raising the structure above the flood elevation).
- 3) We have to come up with creative/new solutions to deal with flooding.
- 4) The intersection of Old White Plains Road and Mamaroneck Avenue is dangerous and should be improved.

Planning and Zoning Roundtable

- RM-3 zone is outdated and needs to be changed.
- Flooding is a major concern, and putting houses up on stilts is not the best answer.
- Can money for new development be used to improve the neighborhood (i.e. infrastructure & streetscape), especially if they are given incentives (density & flexibility of use)?
- Why doesn't study area encompass more of the village within the ½ mile radius, there are some other neighborhoods that might want to capitalize on zoning changes?
- Should the C-2 zone extend to I-95?
- O-1 district doesn't make sense in this particular area.
- Zoning should not make existing property owners non-conforming; changes to zoning need to be inclusive of existing uses.
- There should be more comprehensive and consistent code enforcement in area.
- If new developers are permitted to build more than allowed in existing districts, then they should be required to provide more amenities in return for incentives.



TOD General Issues Roundtable

- TOD is how the village developed in the first place; however, now we have to deal with flooding issues.
- We have to figure out creative ways in the floodplain to ensure properties deals with flooding. This is especially an issue for ground-floor retail: these uses would need to be able to flood, but how could tenants be induced to locate in the study area given the risks?
- For example, 3 Jalapenos site (if rebuilt would need restrictions/design guidelines that deal with flooding).
- Need to slow down traffic along Mamaroneck Avenue because it is the least “walkable” aspect of the neighborhood.
- Need to look at the overall impact of what zoning changes would do to current residents.
- Could the study area be expanded to the other side of Halstead Avenue, to include portions of Ward Avenue and Valley Place?



Streetscape and Open Space Roundtable

- Some Positives:
 - Openness of space, people know each other, convenient for transportation, many people of color – very mixed area.
 - Feeling that it is a smaller community within the larger community.
- Concerns about displacement:
 - There is fear that people might be displaced, want to keep diversity in the neighborhood.
 - How do you maintain affordability?
 - Is purpose to attract people from outside; is this just about upper-income housing?
- Improve public space:
 - Theater at Columbus Park should be continued, use Columbus Park as a community amenity.
 - Bring back grilling in Columbus Park
 - Possibility of forming Business Improvement District, more programming in public space.
- Flooding concerns:
 - We don't have a flood mitigation plan.
 - Zoning should require permeable surfaces.
- Intersection of Old White Plains Road and Mamaroneck Avenue:
 - Heavily utilized area that is very dangerous and needs to be fixed.
 - Discussion on possibility of changing traffic pattern on Center/Waverly/Madison (reverse the flow).
 - Discussed potential to reconfigure intersection.
- Parking is problem because commuters use on-street spaces.



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. While participants were asked to choose one general topic area for roundtable discussion, the table presentations at the end of the workshop demonstrated that the main discussion areas are interconnected and can significantly affect one another.

The next public charrette is scheduled for Thursday, October 25. This meeting will discussed some of the identified development constraints and solicit feedback on study area opportunities and issues. Preliminary interactive models will show the existing development of key sites, to fully illustrate the development roadblocks that exist without zoning changes. A final public charrette, to be held in late November, will present the draft TOD regulations and illustrate their potential impact on key sites. This will allow participants to visualize the impact of different TOD scenarios, which can be varied and refined based on feedback. The input from this final charrette will be instrumental in making final revisions to the proposed TOD zoning regulations, which will then be submitted to the Board of Trustees for consideration and final approval.



MAMARONECK TOD ZONING STUDY

Village of Mamaroneck, NY

Public Charrette #1

BFJ Planning

Meeting Outline

- ▶ Part 1: Presentation
- ▶ Coffee Break
- ▶ Part 2: Roundtable Discussions
- ▶ Part 3: Roundtable "Report Back"

MAMARONECK TOD ZONING STUDY

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TOD Grant Background

- ▶ January 2012 – Grant RFP issued by Tri-State Transportation Campaign and the One Region Funders' Group
- ▶ Grant application sponsored by the Village in partnership with the Washingtonville Housing Alliance
- ▶ April 2012 – Village awarded \$38,500 in private funding (no taxpayer funds involved) to build community/stakeholder consensus for suitable development in Washingtonville



MAMARONECK TOD ZONING STUDY

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Grant and Study Purpose

- ▶ Support transit-oriented development (TOD) planning efforts in 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

MAMARONECK TOD ZONING STUDY

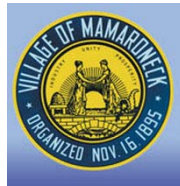
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Broad-Based Effort

Mamaroneck TOD Zoning Study Steering Committee

Mayor Norman Rosenblum
Village Manager Rich Slingerland
Assistant Village Manager Dan Sarnoff
Trustee Toni Ryan
Lee Wexler, Planning Board
Lou Mendes, Planning Board
Jeremy Ingpen, Washingtonville Housing Alliance
Bob Galvin, WHA Chair

Helen Rosenberg, WHA Board, Westhab
Beverly Brewer Vila, WHA Board
Zoe Colon, Hispanic Resource Center
Paul Ryan, neighborhood resident
Tom Loguidice, neighborhood business owner
Rose Silvestro, Hudson Valley Bank
Keith Yizar, neighborhood resident



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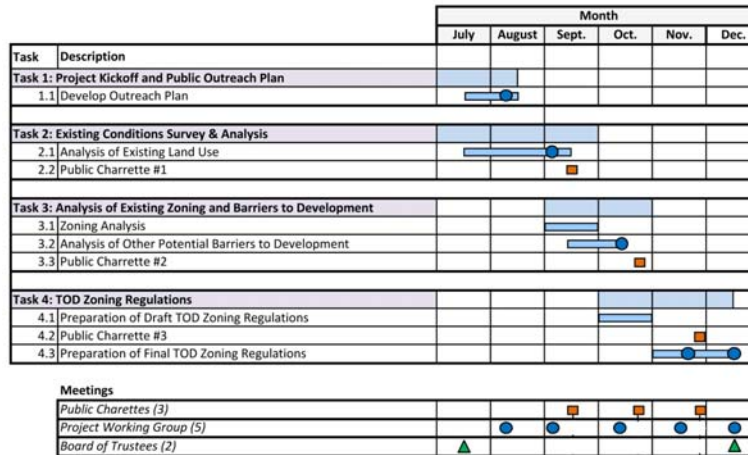
TOD Zoning Study Elements

- ▶ Public outreach (including three public charrettes)
- ▶ Existing Conditions Survey and Analysis
- ▶ Analysis of Existing Zoning and Barriers to Development
- ▶ TOD Zoning Regulations

MAMARONECK TOD ZONING STUDY

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Timeline



MAMARONECK TOD ZONING STUDY

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Public Participation

Charrette #1 – Introduction - What is the study about?

Charrette #2 – Opportunities and Issues
(Thursday, October 25th)

Charrette #3 – Draft TOD Regulations and Recommendations
(Mid-November)

Final Report with TOD Zoning Regulations
(December)

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What is a “TOD”?

Transit-oriented development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of public transportation.

- Idea is to capitalize on transit assets to create vibrant, “24/7” neighborhoods that both serve residents and attract new activity.
- Involves building on existing advantages, not wholesale clearance for new development.

TOD Benefits

- Slightly reduced driving / Increased transit ridership
- Walkable communities, promoting healthier, more active lifestyles
- Improved access to jobs and economic opportunity for low-income people and working families
- Greater mobility choices that reduce automobile dependence

Mamaroneck TOD Examples – Recent New Development



Parkview Station



Sweetwater

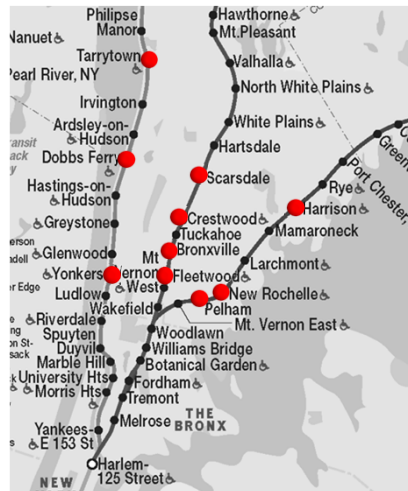


Avalon Willow

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Some Recent TOD Projects Nearby



- ▶ NYC region's extensive public transit network makes it a natural fit for TODs
- ▶ Historical Village-scale development was around train stations
- ▶ Communities are seeing TOD projects as catalysts for downtown revitalization

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Recent TODs in the Region



Scarsdale, NY Christie Place



Bronxville, NY Avalon

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Recent TODs in the Region

Harrison Station (proposed)
Harrison, NY



Aerial View

Architect:
Richard Henry Behr Architect P.C.
Scarsdale, NY

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Infill Housing TODs



MAMARONECK TOD ZONING STUDY

BEJ Planning

Study Area



MAMARONECK TOD ZONING STUDY

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Study Area



MAMARONECK TOD ZONING STUDY

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Mamaroneck Train Station



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Existing Land Use



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Mix of Uses



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Existing Conditions - Zoning

RM-3 - Multiple Residence

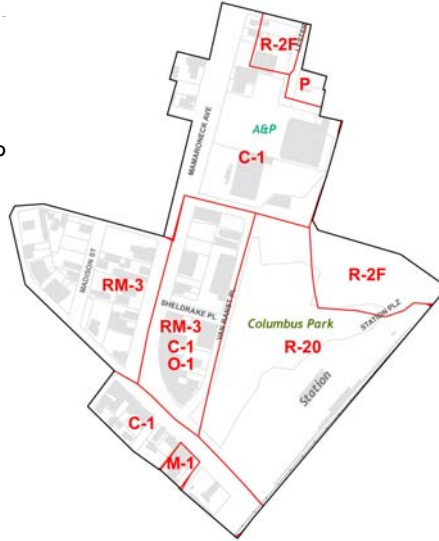
Uses allowed: Primarily high-density multifamily, with professional offices, single-family homes, schools, membership clubs also allowed

C-1 - General Commercial

Uses allowed: Most business/commercial uses, plus infill housing by special permit

Both RM-3 and C-1 districts allow places of worship/religious instruction and municipal uses

M-1, O-1, R-2F, R-20 and P are in study area but are not a focus for zoning recommendations



MAMARONECK TOD ZONING STUDY

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Existing Zoning Bulk Regulations - Issues

District		Minimum Lot Size	FAR	Maximum Height	Minimum Frontage/Lot Depth	Open Space
RM-3	Multiple Residence	20,000 sf/ 1,000 sf per d.u.	1.2	4 ½ stories/ 50 feet	100 ft frontage 100 ft lot depth	200 sf per d.u.
C-1*	General Commercial	None	0.8	3 stories/ 40 feet	50 ft frontage	200 sf per d.u.
O-1	Office	3 acres	0.5	3 stores/ 45 feet	300 ft frontage	None

*FAR, building height, yard and setback requirements are different for infill housing in the C-1 zone.

MAMARONECK TOD ZONING STUDY

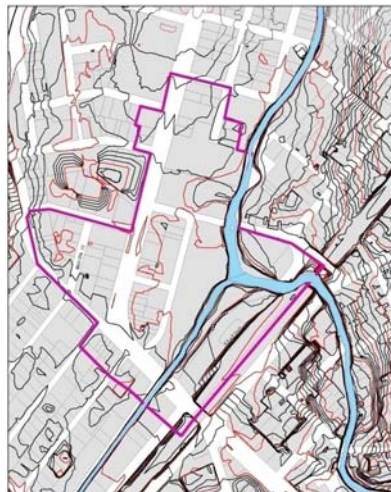
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Zoning Case Study – 3 Jalapeños Restaurant Site

- ▶ Currently zoned RM-3, so could not continue as former restaurant or other commercial use
- ▶ 0.47-acre site, could support 20-24 residential units, but no retail component allowed



Topography (Flooding Issues)



Flooding Issues



Source: Don Sutherland, 2007

MAMARONECK TOD ZONING STUDY

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Flooding Mitigation Measures



Use of permeable pavement to reduce stormwater runoff



Ground-floor parking allows for flooding with minimal damage. All residential uses located on higher floors.

MAMARONECK TOD ZONING STUDY

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Flooding Mitigation Measures – Army Corps of Engineers Project



- ▶ Key alternative being studied: straightening the confluence of Sheldrake/Mamaroneck Rivers
- ▶ Other potential measures: widen and deepen Mamaroneck River channel, dredge Mamaroneck Reservoir & Larchmont Dam to improve capacity

MAMARONECK TOD ZONING STUDY

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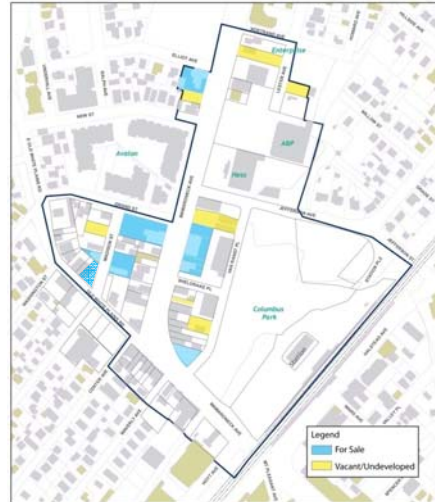
Public and Institutional/Nonprofit Uses



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Vacant/Underdeveloped and For Sale



MAMARONECK TOD ZONING STUDY

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Preliminary Ideas

- ▶ **Encourage Mixed-use and Affordable Housing**
 - ▶ Percentage affordable housing would be set aside in new development
- ▶ **Area and Bulk Standards**
 - ▶ Height: 4 to 4.5 stories, 50 to 60 feet
 - ▶ FAR: 1.2 to 1.6
- ▶ **Parking Reductions and Provisions for Shared Parking**
- ▶ **Design Guidelines**
 - ▶ Flooding issues
 - ▶ Façade design
 - ▶ Signage and lighting
 - ▶ Landscaping
 - ▶ Green building design
- ▶ Possible development fee in study area would go into fund to help existing property owners elevate structures above the flood elevation, complete other renovations

MAMARONECK TOD ZONING STUDY

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Working Assumptions

- ▶ This is not urban renewal (no use of eminent domain)
- ▶ Development would be infill and privately done or with a nonprofit and locally controlled
- ▶ Aim is to eliminate blight, unlock potential of neighborhood while maintaining diversity
- ▶ Study area is narrowly focused
- ▶ TOD zoning regulations would be generally consistent with existing zoning/land use
- ▶ Affordable and equitable development is a priority
- ▶ Any new development would meet flood regulations
- ▶ Basis for future grants

MAMARONECK TOD ZONING STUDY

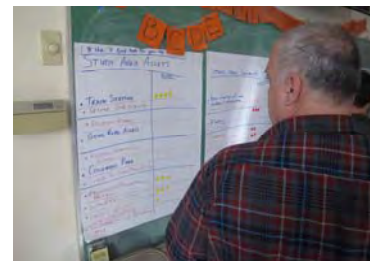
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Roundtable Discussion

- ▶ Roundtable discussions
 - ▶ Planning and Zoning Issues
 - ▶ TOD Discussion
 - ▶ Streetscape: Open Space, Parking, Pedestrian Circulation
- ▶ Report Back
- ▶ Next meeting – Thursday, October 25th

MAMARONECK TOD ZONING STUDY

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PUBLIC CHARRETTE #2 WORKSHOP STUDY

Mamaroneck TOD Zoning Study Mamaroneck, NY

Workshop Date: November 17, 2012

Prepared on behalf of:

**The Village of Mamaroneck and
the Washingtonville Housing Alliance**



Prepared by:

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Date: November 29, 2012



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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 grant's expressed goals 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).

Because citizen participation is an important element of the study, the process includes three separate public charrettes for stakeholders to give input on how to revitalize the study area in a way that is appropriate in scale, fiscally positive and community building.

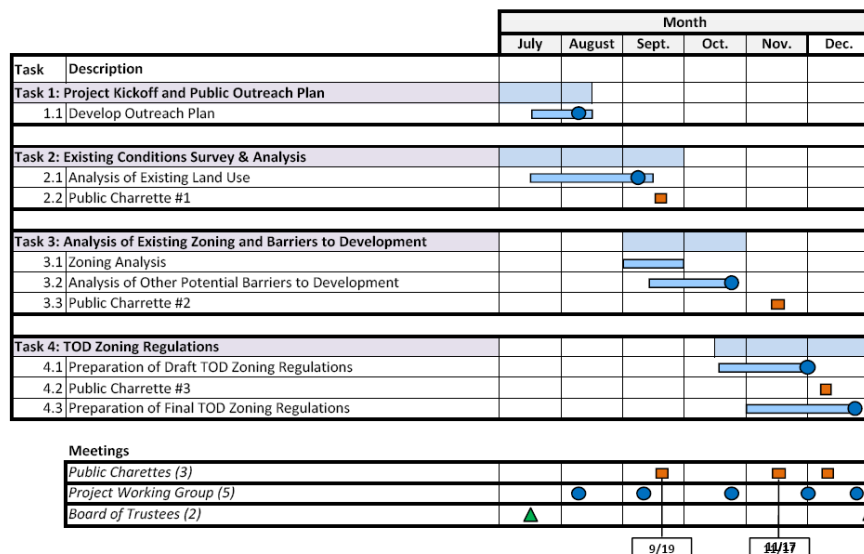
Charrette #1 – Introduction - What is the study about?
(Wednesday, September 19th)

Charrette #2 – Opportunities and Issues
(Saturday, November 17th)

Charrette #3 – Draft TOD Regulations and Recommendations
(December)

Final Report with TOD Zoning Regulations
(Late December/January)

This report summarizes the second charrette which was held on November 17, 2012, at the Hispanic Resource Center (HRC). This session was intended to present preliminary recommendations and gather continued feedback on issues and opportunities from the community.



Village of Mamaroneck TOD Zoning Study – Charrette #2 Summary Report
11/29/12

II. CHARRETTE OPEN HOUSE

The second workshop began in the style of an open house with coffee and breakfast provided. Approximately 40 people were in attendance. Participants were invited to walk around the HRC to review the three different presentation stations with the following topics: zoning, traffic and circulation and streetscape/building design. Each station had large boards with illustrations of preliminary recommendations for the respective subject areas. The consultants were present at each of the stations to discuss any questions from the public. After 45 minutes, participants were invited to listen to a formal presentation of the preliminary recommendations by BFJ Planning.

III. PRESENTATION BY BFJ PLANNING

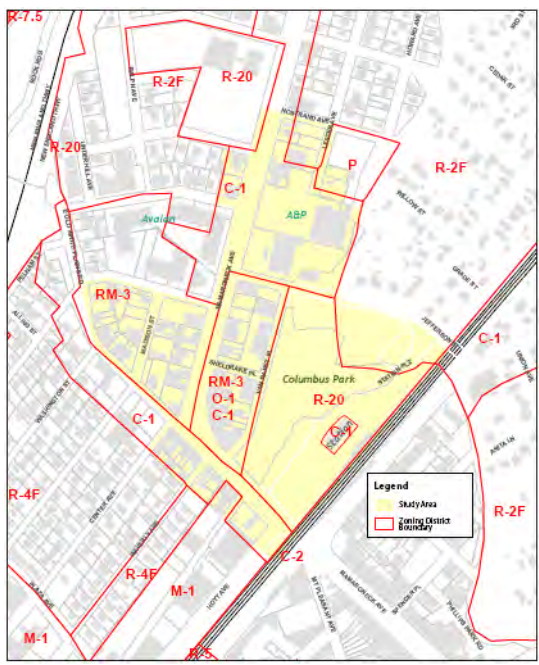
1) Introduction to TOD Study

To kick off the formal part of the workshop, HRC Executive Director Zoe Colon welcomed everyone and gave an overview of the services HRC provides. Village Manager Richard Slingerland followed with a brief introduction to the goals and objectives of the study and then introduced Susan Favate from BFJ Planning, who presented an overview of the study progress to date including a summary of the first public workshop.

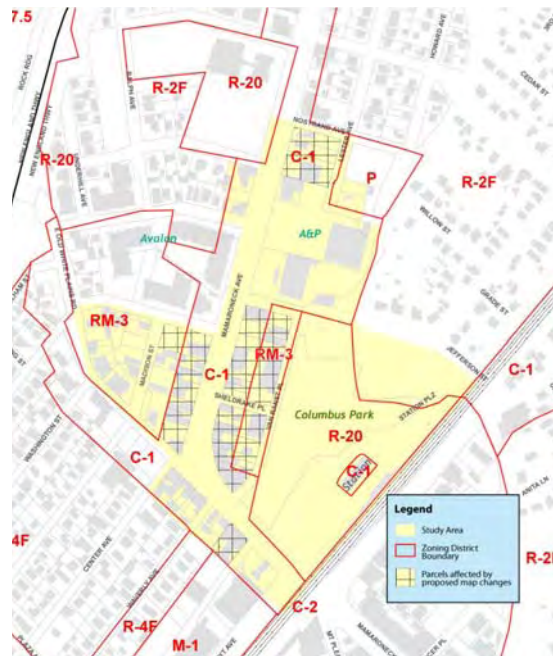
2) Zoning Issues and Opportunities

Frank Fish of BFJ continued the presentation with an explanation of the various zoning issues in the study area. Currently, many of the RM-3 lots are nonconforming for minimum lot size and depth and yards. Retail uses on the western side of Mamaroneck Avenue are zoned RM-3 and are nonconforming. The O-1 zone is also outdated. Mr. Fish reviewed proposed map changes to zone all properties in the TOD area that front Mamaroneck Avenue as C-1. RM-3 would be limited to primarily residential lots on Madison Street and Van Rans Street. The O-1 zone would be eliminated.

Existing Zoning



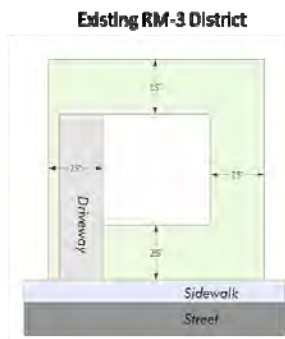
Proposed Zoning Map Changes



Mr. Fish explained that an overall goal for changes to the RM-3 is to reduce nonconformity and promote desired development while maintaining the existing neighborhood character. No changes are proposed for density, height or coverage regulations. Proposed changes to lot area/dimensions, yards and parking are shown in the table below. A typical 100' x 100' lot (e.g. on Madison Street) was shown as an example for what is currently allowed and what a building might look like under the revised regulations.

	Existing RM-3 District	Proposed Changes
Minimum Lot Area (square feet)	20,000 SF	10,000 SF
Minimum Lot Depth (feet)	150'	100'
Minimum Required Yards	Front: 50' Lesser side: 25'; Both sides combined: 50' Rear: 30'	Front: 10' Lesser side: 10' Both sides Combined: 25' Rear: 25'
Parking Requirements	1 space per unit, plus ½ space per bedroom	Studio: 1 space; 1BR: 1.25 spaces; 2BR: 1.75 spaces; 3BR+: 2 spaces

Layout of 100' x 100' site that conforms to bulk requirements:



No zoning text changes are proposed for the C-1 district; however an overlay zone is proposed for the C-1 parcels 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 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). Parking requirements would be changed to the proposed ratios for RM-3 (table above).

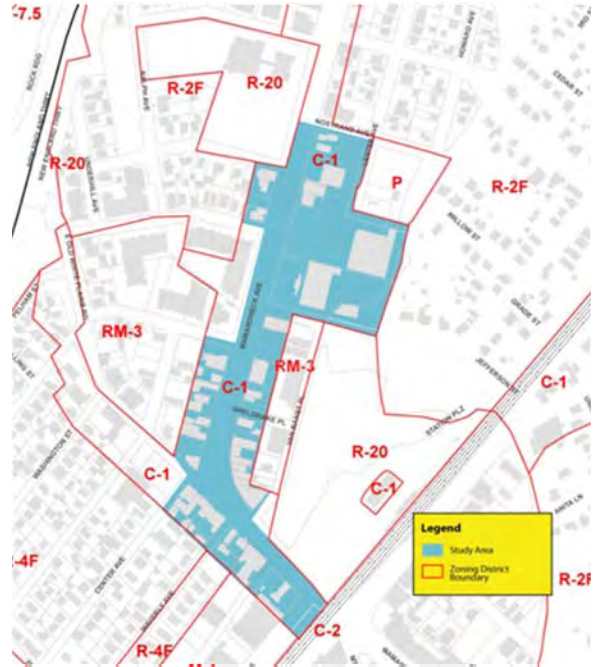
3) *Traffic and Circulation*

Mr. Fish continued with a discussion of traffic and circulation issues identified by BFJ. Two recommended improvements include 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. Some additional concepts suggested by the public for that intersection were shown along with their positive and negative aspects.

4) *Streetscape and Design Guidelines*

Noah Levine concluded the presentation by discussing how design guidelines can be used to promote buildings whose siting, massing, scale, materials, and street rhythm are compatible with the neighborhood context. The design guidelines aim to promote harmonious development that has attractive signage, lighting, landscaping and façade design. BFJ's work in Port Washington, NY was cited as a comparable example for design guidelines for a downtown commercial corridor. A handful of green design and flood mitigation technologies were also discussed as potential options the Village can encourage in the TOD overlay district.

C-1 Overlay Zone



Traffic and Circulation Recommendations



IV. FEEDBACK ON ISSUES AND OPPORTUNITIES/PRELIMINARY RECOMMENDATIONS

Following the presentation, BFJ invited participants to comment on the issues and opportunities that were most important to them, as well as other recommendations which should be considered. These comments were recorded on large posters and placed at the front of the room. After a lively discussion, participants were asked to place dots on those comments they agreed with or disagreed with. If they had a specific comment, they could write it on a post-it note. All participants were encouraged to participate, even children. It is important to recognize that this method is very informal and subjective (i.e. not a quantitative scientific study). However, the



process is a helpful way to get feedback, collectively prioritize the comments and recognize some of the suggestions that were supported by participants. Some of the comments did not receive votes, which was partially due to the fact that participants had a limited number of dots to use and were directed to indicate their top three choices. Nevertheless, all of the comments were brought up by the public and are still important considerations. A summary of the various topics covered is provided below along with a record of the dot exercise.

1) Assets and Constraints

The top three assets were the train station, the area's access to retail and its walkability. These characteristics are especially important in a TOD area. Considering recent past flooding events, it is not surprising that flooding was a major concern and was rated as the top constraint in the area. Other major concerns were parking and the mishmash of zoning districts.

Dot Exercise Results (participants placed dots on top assets/constraints):

<u>Study Area Assets</u>		<u>Study Area Constraints</u>	
• Train station	8 agree	• Poor condition of some buildings/infrastructure	-
• Senior accessibility	-	• Lack of ADA Compliance	-
• Pocket parks	2 agree	• Flooding	14 agree
• Good road access	-	• Lighting	-
• French-American school	-	• Parking	7 agree
• Columbus Park	3 agree	• Zoning mishmash	7 agree
• Close to fire/police/etc	-	• Pedestrian safety	5 agree
• Regional/downtown retail	9 agree	• Traffic	3 agree
• Walkability	6 agree	• Bicycle Safety facilities	4 agree
• Near vibrant neighborhoods	5 agree	• Neighborhood desirability/crime	4 agree
• Interesting building mix	-		

2) Urban Design Recommendations

The participants seemed to support the encouragement of floodproof design and a flood mitigation fund. Some specific recommendations that came out of the meeting are listed in the C-1 & TOD Overlay District Recommendations below.

Dot Exercise Results:

• Façade design	2 agree	<u><i>Other comments:</i></u> - <i>Need to increase retail/ commercial development in the village</i>
• Signage & lighting	-	
• Landscaping	1 agree	
• Green building design	2 agree	
• Floodproof design & mitigation	10 agree	
• EMT	-	

3) Traffic and Transportation Recommendations

In general, there was agreement that a new pedestrian crossing was needed along Mamaroneck Avenue, either at Grand Street (as proposed by BFJ) or at Waverly Avenue (suggestion from public). A new signal would be needed at Waverly Avenue, whereas there is already a signal at Grand Street. There were a number of comments about ways to improve safety at Mamaroneck Avenue and Old White Plains Road. There was some discussion about the potential to make that intersection signalized and as a result make the intersection at Waverly Street and Mamaroneck Avenue non-signalized. This change would require an extensive traffic study.

Dot Exercise Results:

• New pedestrian crossing on Mamaroneck Ave & Grand St	4 agree	<u><i>Other comments:</i></u> - <i>New public parking should be located centrally (i.e. near the train) or on village outskirts to encourage walking.</i> - <i>Upgrade intersection at Old White Plains Rd including pedestrian walkways and signal.</i> - <i>Dangerous - proposed median landscaping could cause children to be attracted to landscaped area and walk across road.</i>
• Landscaped median area in curve of Mamaroneck Ave	2 agree/2 disagree	
• New signal at Waverly	7 agree	
• Other landscape areas	1 agree	

4) C-1 & TOD Overlay District Recommendations

Participants had a number of good ideas for ways to utilize the proposed green technology requirements and flood mitigation fund. Some examples included requiring a generator on the top floor/roof of new buildings and using flood mitigation funds for emergency vehicles (e.g. boats) if residents need to evacuate. One participant commented that the area is a good test case for the village to see if the proposed standards can respond to the issue of flooding.

In general, there was support to keep C-1 on Mamaroneck Avenue frontage. There was some discussion about the FAR bonus and whether that is enough of an incentive for developers to

invest. Additionally, there was some discussion about whether parking requirements in the overlay zone should be further reduced from the proposed ratios.

Dot Exercise Results:

• Keep C-1 on all Mamaroneck Ave frontage	6 agree	<u><i>Other comments:</i></u> - Reduce parking requirements in C-1 overlay zone
• No other changes to C-1	3 disagree	
• Create FAR bonus in overlay zone for:	2 agree/5 disagree	
o Contribution to flood mitigation fund	5 agree/1 disagree	
o Green building technology	3 agree/2 disagree	
o Design guidelines	4 agree/1 disagree	

5) RM-3 Zoning District Recommendations

There was a lot of agreement that changes to RM-3 were necessary to eliminate nonconformity and to promote development that is context sensitive. There were some concerns about displacement and the need to keep diversity in the neighborhood. One noteworthy comment was to consider encouraging even more below market-rate housing.

Dot Exercise Results:

• Keep RM-3 zoning for Madison St & Van Ransst Pl neighborhoods	1 agree/ 2 disagree	<u><i>Other Comments:</i></u> - Encourage more affordable/ below market rate housing - On Mamaroneck Ave, want C-1 all along with more parking (both sides)
• Make changes to RM-3 zone to eliminate nonconformity & promote desired development/redevelopment:	11 agree	
o Minimum lot size	6 agree	
o Yards	4 agree	
o Parking	4 agree/1 disagree	

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 next public charrette will most likely be held in mid-December, at which BFJ Planning will present the draft TOD recommendations to the public. This workshop will also feature a question and answer session. The input from this final charrette will be instrumental in making final revisions to the proposed TOD zoning regulations, which will then be submitted to the Board of Trustees for consideration and final approval.



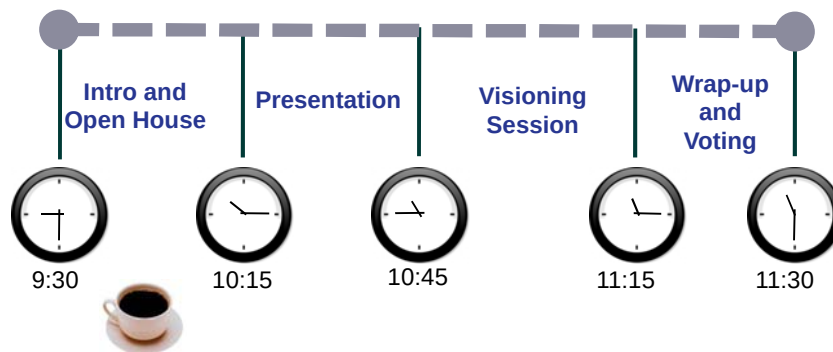
MAMARONECK TOD ZONING STUDY

Village of Mamaroneck, NY

Public Charrette #2: Issues and Opportunities

BFJ Planning

Today's Schedule



MAMARONECK TOD ZONING STUDY

BFJ Planning

TOD Grant Background

- ▶ January 2012 – Grant RFP issued by Tri-State Transportation Campaign and the One Region Funders' Group
- ▶ Grant application sponsored by the Village in partnership with the Washingtonville Housing Alliance
- ▶ April 2012 – Village awarded \$38,500 in private funding (no taxpayer funds involved) to build community/stakeholder consensus for suitable development in Washingtonville



MAMARONECK TOD ZONING STUDY

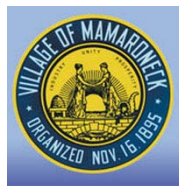
BFJ Planning

Broad-Based Effort

Mamaroneck TOD Zoning Study Steering Committee

Mayor Norman Rosenblum
Village Manager Rich Slingerland
Assistant Village Manager Dan Sarnoff
Former Trustee Toni Ryan
Lee Wexler, Planning Board
Lou Mendes, Planning Board
Jeremy Ingpen, Washingtonville Housing Alliance
Bob Galvin, WHA Chair

Helen Rosenberg, WHA Board, Westhab
Beverly Brewer Villa, WHA Board
Zoe Colon, Hispanic Resource Center
Paul Ryan, neighborhood resident
Tom Loguidice, neighborhood business owner
Rose Silvestro, Hudson Valley Bank
Keith Yizar, neighborhood resident



MAMARONECK TOD ZONING STUDY

BFJ Planning

TOD Zoning Study Purpose

- ▶ Support transit-oriented development (TOD) planning efforts in community
- ▶ Build local 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

MAMARONECK TOD ZONING STUDY

BFJ Planning

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

MAMARONECK TOD ZONING STUDY

BFJ Planning

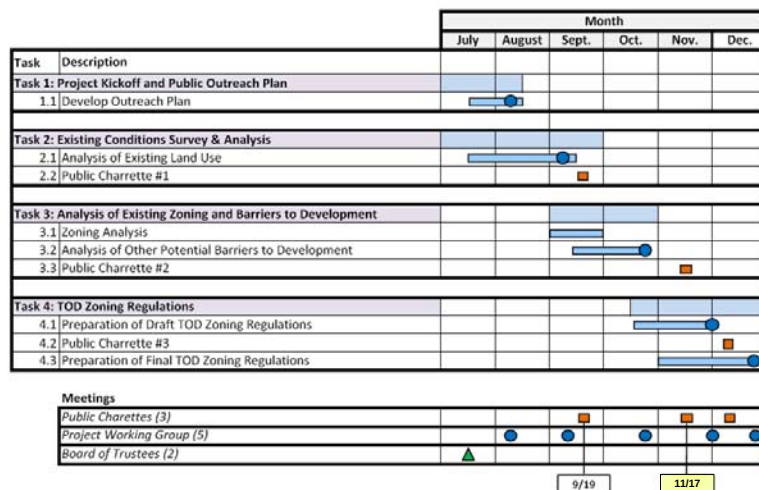
TOD Zoning Study Elements

- ▶ Public outreach (including three public charrettes)
- ▶ Existing Conditions Survey and Analysis
- ▶ Analysis of Existing Zoning and Barriers to Development
- ▶ TOD Zoning Regulations

MAMARONECK TOD ZONING STUDY

BFJ Planning

Timeline



MAMARONECK TOD ZONING STUDY

BFJ Planning

Public Participation

Charrette #1 – Introduction - What is the study about?
(Wednesday, September 19th)

Charrette #2 – Opportunities and Issues
(Saturday, November 17th)

**Charrette #3 – Draft TOD Regulations
and Recommendations**
(December)

Final Report with TOD Zoning Regulations
(Late December/January)

MAMARONECK TOD ZONING STUDY

BEJ Planning

First Public Charrette: Key Themes

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



MAMARONECK TOD ZONING STUDY

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Study Area



MAMARONECK TOD ZONING STUDY



BFJ Planning

Study Area



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Existing Conditions - Zoning



MAMARONECK TOD ZONING STUDY

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Zoning in TOD Area

RM-3 - Multiple Residence

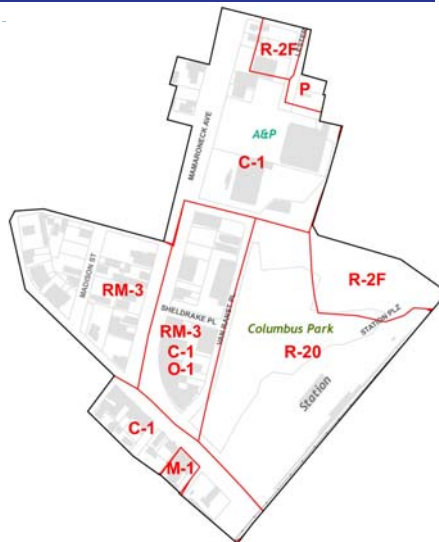
Uses allowed: Multifamily, with professional offices, single-family homes, schools, membership clubs also allowed

C-1 - General Commercial

Uses allowed: Most business/commercial uses, plus infill housing by special permit

Both RM-3 and C-1 districts allow places of worship/religious instruction and municipal uses

M-1, O-1, R-2F, R-20 and P are in study area but are not a focus for zoning recommendations

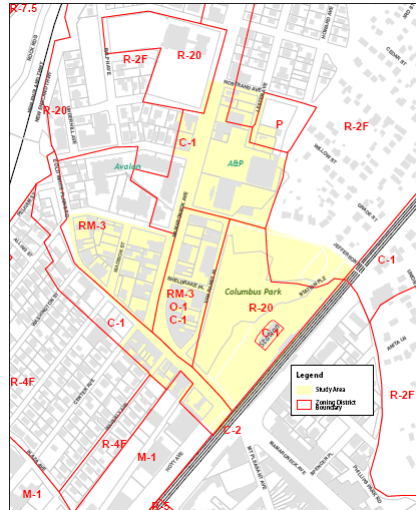


MAMARONECK TOD ZONING STUDY

BEJ Planning

Issues: Zoning

- ▶ Most lots in RM-3 zone are nonconforming for:
 - ▶ Minimum lot size/depth
 - ▶ Setbacks/yards
 - ▶ Land area per dwelling unit
 - ▶ Open space per dwelling unit
- ▶ Frontage on western side of Mamaroneck Avenue zoned RM-3, so retail uses not allowed, current retail uses nonconforming
- ▶ O-I office zone outdated



MAMARONECK TOD ZONING STUDY

BEJ Planning

Opportunities: Zoning

- ▶ Eliminate O-I zone
- ▶ Rezone Mamaroneck Avenue frontage to C-1
 - ▶ Allows for mix of retail and housing
 - ▶ Existing retail meets zoning
- ▶ Retain RM-3 in neighborhoods on Madison Street, Van Ransst Place



MAMARONECK TOD ZONING STUDY

BEJ Planning

Potential RM-3 Changes

- ▶ Goal: Adjust RM-3 to reduce nonconformity, promote desired development:
- ▶ No changes: density, height, coverage
- ▶ Changes: lot area/dimensions, yards, parking

	Existing RM-3 District	Proposed Changes
Minimum Lot Area (square feet)	20,000 SF	10,000 SF
Minimum Lot Depth (feet)	150'	100'
Minimum Required Yards	Front: 50' Lesser side: 25'; Both sides combined: 50' Rear: 30'	Front: 10' Lesser side: 10' Both sides Combined: 25' Rear: 25'
Parking Requirements	1 space per unit, plus ½ space per bedroom	Studio: 1 space; 1BR: 1.25 spaces; 2BR: 1.75 spaces; 3BR+: 2 spaces

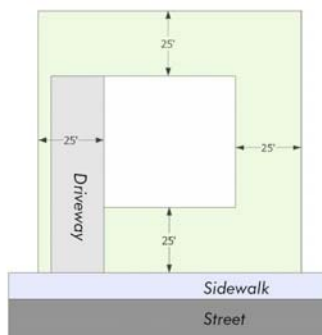
MAMARONECK TOD ZONING STUDY

BEJ Planning

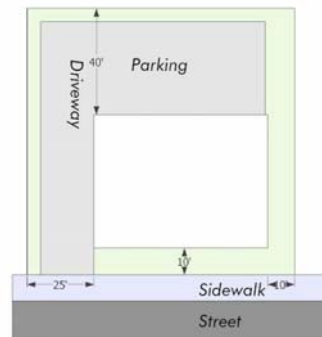
Potential RM-3 Changes

Layout of 100' x 100' site that conforms to bulk requirements:

Existing RM-3 District



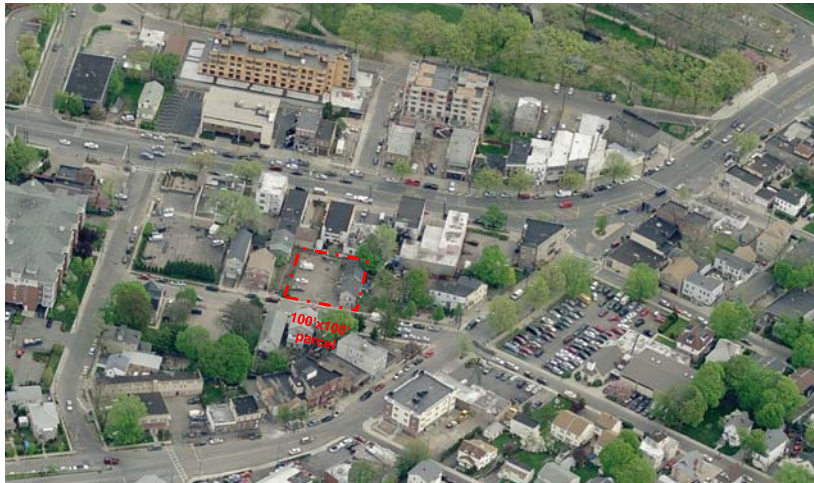
Proposed Changes to RM-3 District



MAMARONECK TOD ZONING STUDY

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Opportunities: Potential Layout of Site with Proposed RM-3 Changes



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Opportunities: Potential Layout of Site with Proposed RM-3 Changes



MAMARONECK TOD ZONING STUDY

BEJ Planning

Opportunities: Potential Layout of Site with Proposed RM-3 Changes

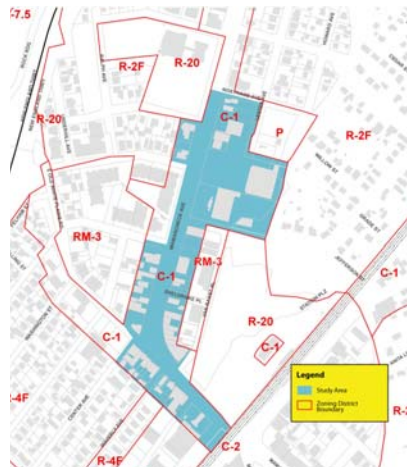


MAMARONECK TOD ZONING STUDY

BEJ Planning

C-1 and Potential Overlay Zone

- ▶ C-1 District: No changes
- ▶ Overlay Zone:
 - ▶ FAR up to 1.2 (increase of 0.4 in overlay, 0.2 for affordable housing)
 - ▶ Reduction of parking requirement: Studio: 1 space; 1BR: 1.25 spaces; 2BR: 1.75 spaces; 3BR+: 2 spaces
- ▶ Requirements for Bonus:
 - ▶ Green technology requirements
 - ▶ Payment to a flood mitigation fund
 - ▶ Comply with design guidelines

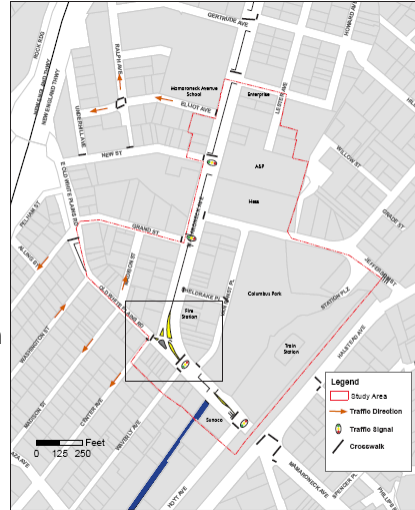


MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

Traffic and Circulation Recommendations

- ▶ Add pedestrian crosswalk on Mamaroneck Ave. at Grand St.
- ▶ Explore replacing large striped area in curve of Mamaroneck Ave. with landscaped island to:
 - ▶ Prevent pedestrian crossing in non-crosswalk areas
 - ▶ Reduce speed and calm traffic
 - ▶ Improve aesthetics



MAMARONECK TOD ZONING STUDY

BEJ Planning

Other Traffic and Circulation Concepts Explored

- ▶ Crossing at Sheldrake Place
 - ▶ Doesn't add major crossing opportunity
 - ▶ Safety issue: no traffic light
- ▶ Bulb-outs at Old White Plains Road/Mamaroneck Avenue, with added crosswalk
 - ▶ Funding issue
 - ▶ Fire truck turning radius
 - ▶ Merchant parking
 - ▶ Safety: Crosswalks too close (<15 yards)



MAMARONECK TOD ZONING STUDY

BEJ Planning

Opportunities: Positive Urban Design/Streetscape Elements



MAMARONECK TOD ZONING STUDY

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Opportunities: Positive Urban Design/Streetscape Elements



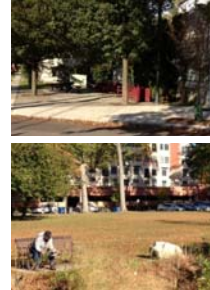
Convenient retail



Attractive sidewalks



Attractive buildings



Recreation opportunities

MAMARONECK TOD ZONING STUDY

BEJ Planning

Issues: Urban Design/Streetscape Elements in Need of Improvement



MAMARONECK TOD ZONING STUDY

BEJ Planning

Issues: Urban Design/Streetscape Elements in Need of Improvement



Gaps in street wall on
Mamaroneck Ave



Crossing opportunities



Buildings/sidewalk in disrepair



Vacant buildings/parcels

MAMARONECK TOD ZONING STUDY

BEJ Planning

Opportunities: Urban Design and Streetscaping

► Potential Design Guidelines for RM-3 and TOD Overlay Zones

- Façade design
- Signage and lighting
- Landscaping
- Green building design



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Signage and Lighting



MAMARONECK TOD ZONING STUDY

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Landscape



MAMARONECK TOD ZONING STUDY

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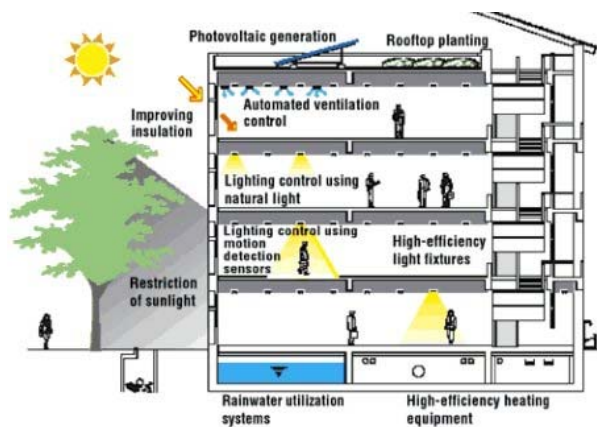
Façade Design



MAMARONECK TOD ZONING STUDY

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Green Building Design



Source: Collin Dunn, treehugger.com

MAMARONECK TOD ZONING STUDY

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Visioning Session

Brainstorming Session: 10:45 – 11:15

- All ideas and forms of expression welcome – think outside the box!



Wrap-Up and Dot Point Exercise: 11:15 – 11:30

- Record your preferences with dots:
 - Use gold dots to vote for concepts you agree with
 - Use red dots to vote for concepts you don't support
 - Use post-its to add other ideas or notes



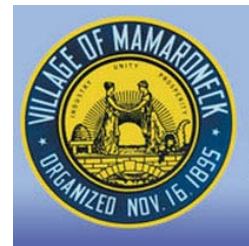
PUBLIC CHARRETTE #3 SUMMARY REPORT

Mamaroneck TOD Zoning Study Mamaroneck, NY

Workshop Date: December 19, 2012

Prepared on behalf of:

**The Village of Mamaroneck and
the Washingtonville Housing Alliance**



Prepared by:

BFJ Planning
115 Fifth Avenue
New York, NY 10003
(212) 353-7474



Date: January 8, 2013

BFJ Planning
WWW.BFJPLANNING.COM

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III. Presentation by BFJ Planning.....	2
IV. Question and Answer Session	5
V. Conclusions and Next Steps.....	6

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

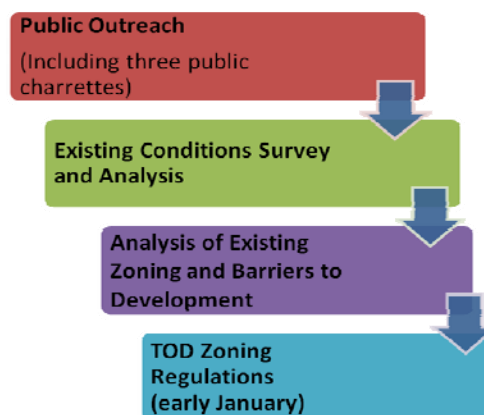
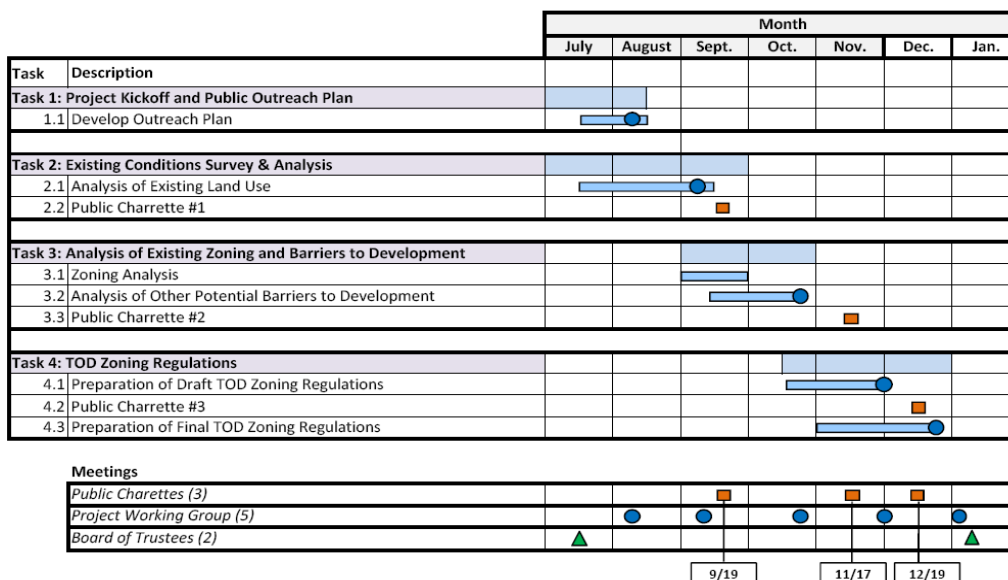


Figure 2: Study Timeline



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.

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 Ransst 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 3: Proposed Zoning Map Changes

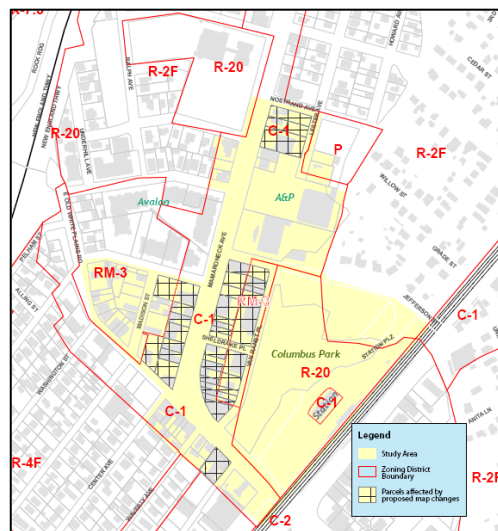
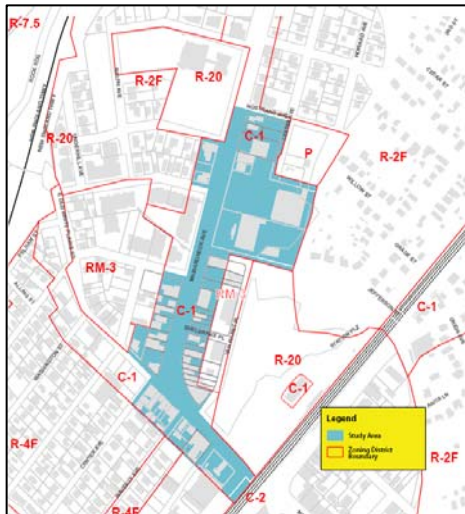


Figure 4: Proposed RM-3 Zoning Changes

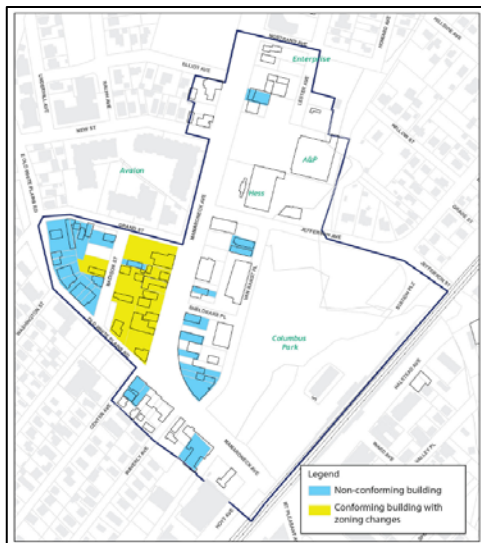
	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 SF	10,000 SF
Minimum Lot Depth	150'	100'
Maximum Building Coverage	35%	45%
Minimum Required Yards	Front: 50' Lesser side: 25' Both sides combined: 50' Rear: 30'	Front: 5' Lesser side: 8' Both sides Combined: 20' Rear: 25'
Parking Requirements	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.

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.

Figure 7: Potential Soft-Sites



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.

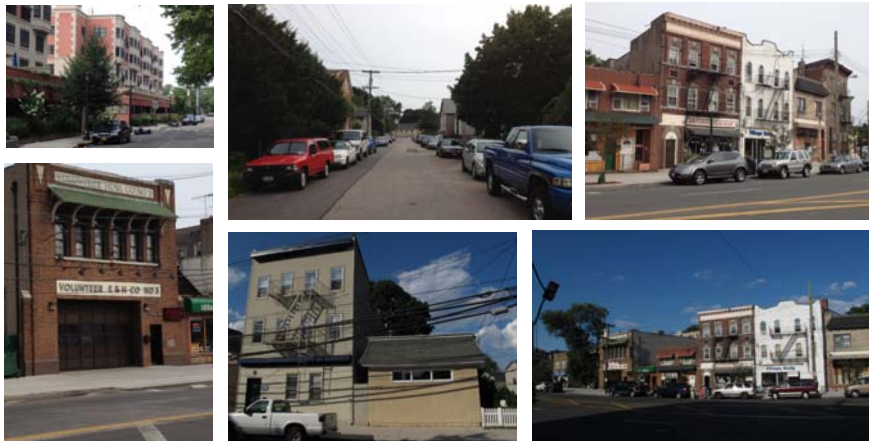
- Affordable housing: A question was asked by Randy Scott about the affordability standard and how affordable new apartments in the study area would be. Mr. Ingpen responded that the Village's affordable housing provision is 80% of annual median income (per household), which equates to just over \$100,000. 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



MAMARONECK TOD ZONING STUDY

BFJ Planning

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

MAMARONECK TOD ZONING STUDY

BEJ Planning

TOD Zoning Study Elements

Public Outreach

(Including three public charrettes)

Existing Conditions Survey and Analysis

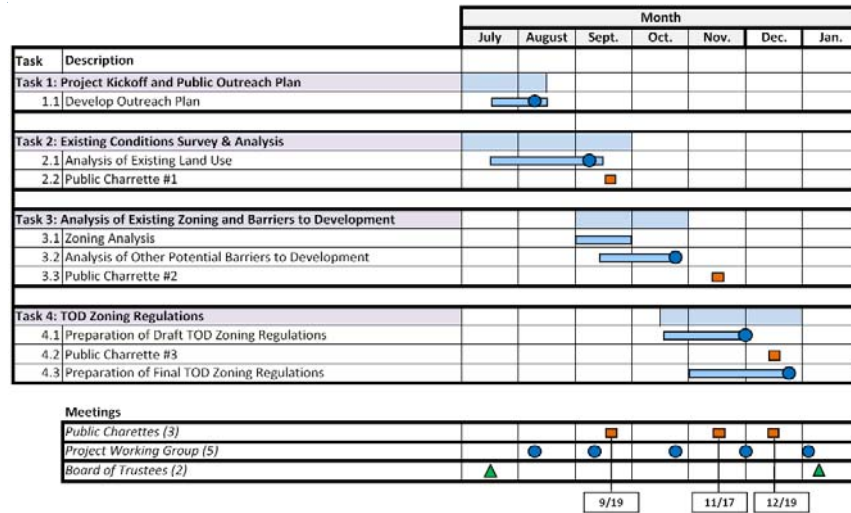
Analysis of Existing Zoning and Barriers to Development

TOD Zoning Regulations (early January)

MAMARONECK TOD ZONING STUDY

BEJ Planning

Timeline



MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

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

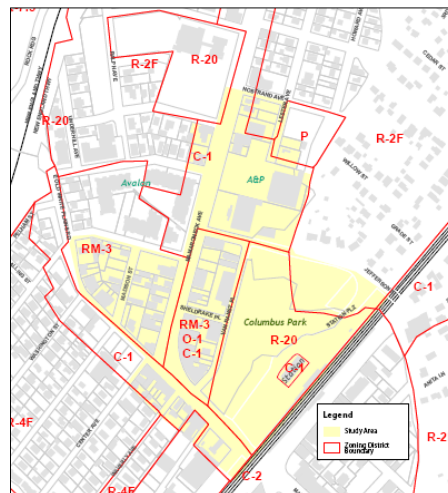


MAMARONECK TOD ZONING STUDY

BEJ Planning

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

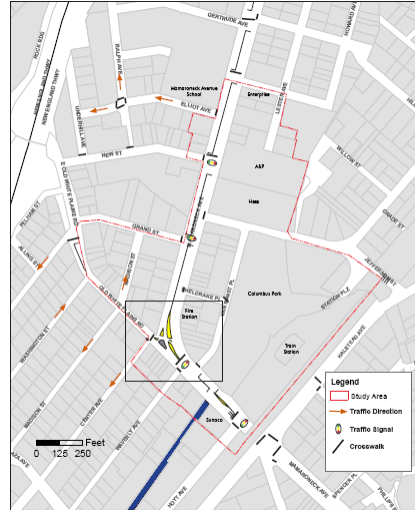


MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

Issues: Urban Design/Streetscape Elements in Need of Improvement



Gaps in street wall on Mamaroneck Ave



Crossing opportunities



Buildings/sidewalk in disrepair



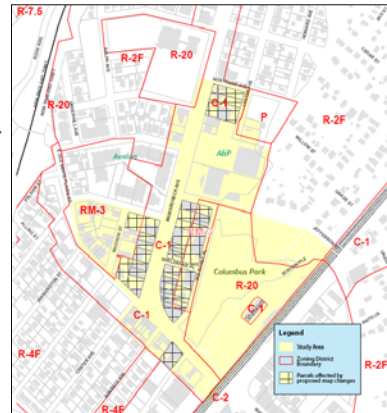
Vacant buildings/parcels

MAMARONECK TOD ZONING STUDY

BEJ Planning

Proposed TOD Zoning Regulations

- ▶ Eliminate 0-I
- ▶ 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



MAMARONECK TOD ZONING STUDY

BEJ Planning

Proposed RM-3 Changes

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

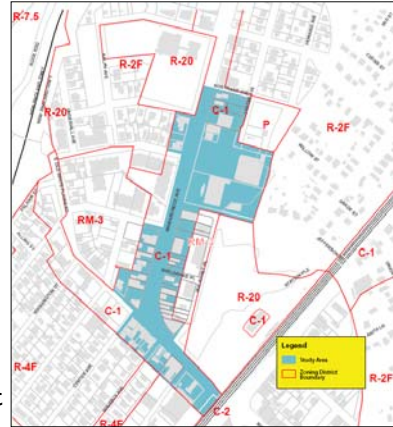
	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 SF	10,000 SF
Minimum Lot Depth	150'	100'
Maximum Building Coverage	35%	45%
Minimum Required Yards	Front: 50' Lesser side: 25'; Both sides combined: 50' Rear: 30'	Front: 5' Lesser side: 8' Both sides Combined: 20' Rear: 25'
Parking Requirements	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

MAMARONECK TOD ZONING STUDY

BEJ Planning

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-I 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

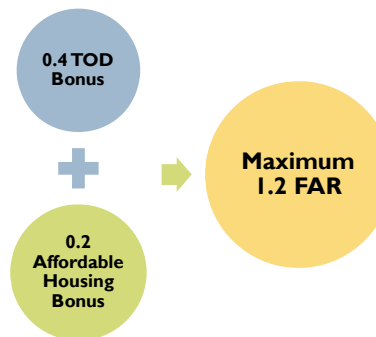


MAMARONECK TOD ZONING STUDY

BEJ Planning

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-I

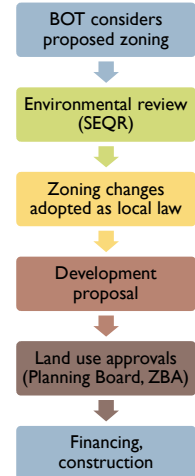


MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

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

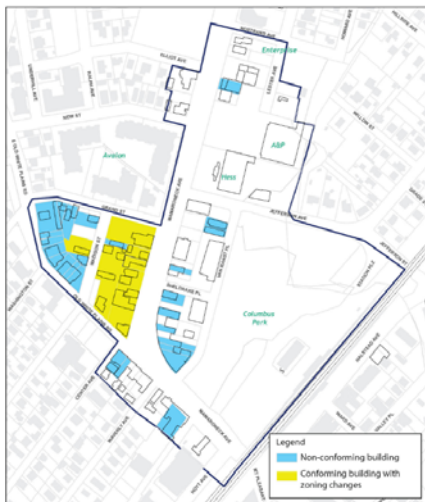
Area more attractive to prospective tenants

MAMARONECK TOD ZONING STUDY

BEJ Planning

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

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

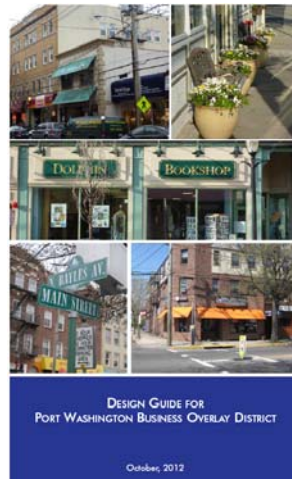


MAMARONECK TOD ZONING STUDY

BEJ Planning

Urban Design and Streetscaping Recommendations

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



MAMARONECK TOD ZONING STUDY

BEJ Planning

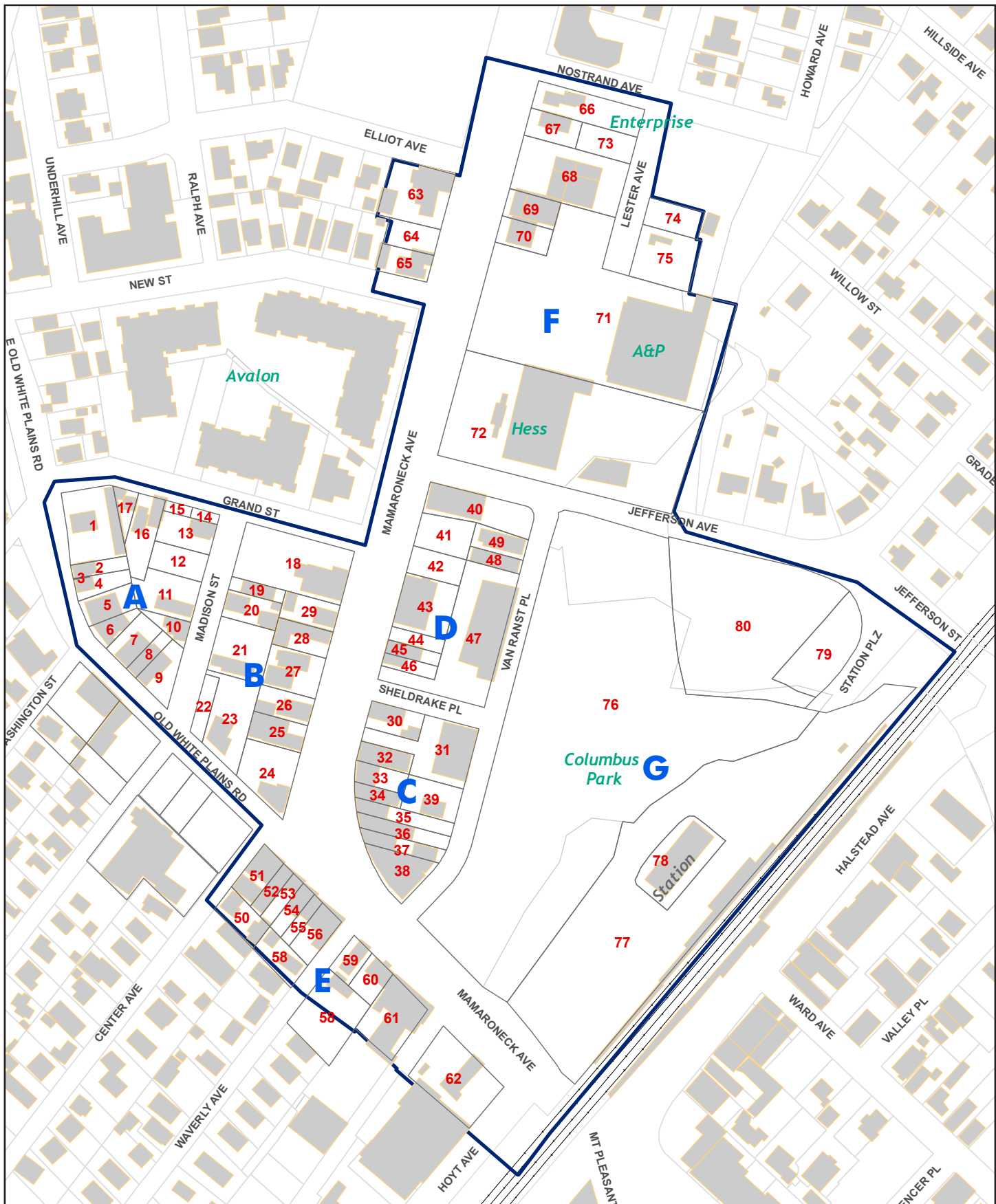


Coffee Break

Question and Answer Session

APPENDIX B

STUDY AREA PROPERTY INDEX





1-A

Address 751 Old White Plains Rd

Land Use High Density Residential

(Subcategory) Multiple Residences

Section - Block - Lot 8-19-444

Floors: 2

Acres 0.29

of units: 6

Business name NA

Tax lien

COMMENTS Back building is approx. 2-3 feet below street level



2-A

2-A

Address 741 Old White Plains Rd

Land Use High Density Residential

(Subcategory) One Family Year-Round Residence

Section - Block - Lot 8-19-467

Floors: 1

Acres 0.06

of units: 1

Business name NA

Tax lien

COMMENTS



3-A

4-A

3-A/4-A

Address 739 Old White Plains Rd

Land Use High Density Residential

(Subcategory) Two Family Year-Round Residence

Section - Block - Lot 8-19-398

Floors: 2

Acres 0.08

of units: 2

Business name NA

Tax lien

COMMENTS

5-A



Address 731 Old White Plains Rd

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-474

Floors: 2

Acres 0.11

of units: 6

Business name NA

Tax lien

COMMENTS WHA BUILDING

6-A



Address 729 Old White Plains Rd

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-480

Floors: 3

Acres 0.07

of units: 9

Business name NA

Tax lien

COMMENTS

7-A



Address 727 Old White Plains Rd

Land Use Institutional and Public Assembly

(Subcategory) Religious

Section - Block - Lot 8-19-484

Floors: 1

Acres 0.11

of units: 0

Business name VICTORY TEMPLE

Tax lien

COMMENTS

8-A



Address 725 Old White Plains Rd

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-489

Floors: 3

Acres 0.05

of units: 7

Business name NA

Tax lien

COMMENTS WHA BUILDING

9-A



Address 721 Old White Plains Rd

Land Use Institutional and Public Assembly

(Subcategory) Social Organizations

Section - Block - Lot 8-19-387

Floors: 1

Acres 0.12

of units: 0

Business name NA

Tax lien

COMMENTS



10-A



Address 39 Madison St

Land Use High Density Residential

(Subcategory) One Family Year-Round Residence

Section - Block - Lot 8-19-398

Floors: 2.5

Acres 0.06

of units: 1

Business name NA

Tax lien

COMMENTS FOR SALE

Houlihan Lawrence

914 636 6700

11-A



Address Madison St

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-403

Floors: 2

Acres 0.19

of units: 1

Business name VICTTORIO CIVIC CENTER

Tax lien

COMMENTS Ground floor is rented; top floor
is used by the organization

12-A



Address Madison St

Land Use Commercial-Retail

(Subcategory) Parking Lot

Section - Block - Lot 8-19-403.2

Floors: 0

Acres 0.12

of units: 0

Business name NA

Tax lien

COMMENTS PARKING LOT

13-A



Address 11 Madison St

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-416 **Floors:** 2.5

Acres 0.13 **# of units:** 4

Business name NA

Tax lien

COMMENTS WHA BUILDING

14-A



Address Madison St

Land Use Vacant/Undeveloped

(Subcategory) Vacant Land Located in
Commercial Areas

Section - Block - Lot 8-19-422 **Floors:** 0

Acres 0.02 **# of units:** 0

Business name NA

Tax lien

COMMENTS VACANT/EMPTY LOT

15-A



Address Madison St

Land Use Vacant/Undeveloped

(Subcategory) Vacant Land Located in
Commercial Areas

Section - Block - Lot 8-19-429 **Floors:** 0

Acres 0.02 **# of units:** 0

Business name NA

Tax lien

COMMENTS VACANT/EMPTY LOT

16-A



Address 64 Grand St

Land Use High Density Residential

(Subcategory) Three Family Year-Round Residence

Section - Block - Lot 8-19-434 **Floors:** 2.5

Acres 0.16 **# of units:** 3

Business name NA

Tax lien Lawrence Spano, 10/15/09

COMMENTS

17-A



Address 72 Madison St

Land Use High Density Residential

(Subcategory) One Family Year-Round Residence

Section - Block - Lot 8-19-439 **Floors:** 2

Acres 0.05 **# of units:** 1

Business name NA

Tax lien

COMMENTS

18-B



Address 690 Mamaroneck Ave

Land Use Commercial-Retail

(Subcategory) Restaurants

Section - Block - Lot 8-19-41

Floors: 0

Acres 0.47

of units: 0

Business name NA

Tax lien

COMMENTS VACANT/FOR SALE

Tony DiCamillo

914 787 9571

19-B



Address 24 Madison St

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-8

Floors: 2+GARAGE

Acres 0.06

of units: 4

Business name NA

Tax lien

COMMENTS

20-B



Address 28 Madison St

Land Use High Density Residential

(Subcategory) Multiple Residences

Section - Block - Lot 8-19-84

Floors: 2.5

Acres 0.12

of units: 4

Business name NA

Tax lien

COMMENTS

21-B



Address 46 Madison St

Land Use Institutional and Public Assembly

(Subcategory) Social Organizations

Section - Block - Lot 8-19-89

Floors: 2

Acres 0.23

of units: 0

Business name NA

Tax lien David M. Longe; \$3,832,
3/14/2012

COMMENTS VACANT/FOR SALE

Era Champions Realty
718 904 8200

22-B



Address Old White Plains Rd

Land Use Public Parks, Parkway Lands

(Subcategory) City/Town/Village Public Parks
and Recreation Areas

Section - Block - Lot 8-19-101

Floors: 0

Acres 0.07

of units: 0

Business name NA

Tax lien

COMMENTS

23-B



Address 661-663 Old White Plains Rd

Land Use Mixed Use

(Subcategory) Multiple Residences

Section - Block - Lot 8-19-100

Floors: 2

Acres 0.27

of units: 0

Business name TARRYTOWN NO2

Tax lien

COMMENTS DISREPAIR

24-B



Address 632 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-19-1

Floors: 3

Acres 0.23

of units: 0

Business name LA PINATA

Tax lien

COMMENTS PARKING LOT NEGLECTED,
DISREPAIR, VISIBLE SIGNS OF
FLOOD DAMAGE

25-B



Address 650 Mamaroneck Ave

Land Use Commercial-Retail
Auto Body, Tire Shops, Other

(Subcategory) Related Auto Sales

Section - Block - Lot 8-19-13

Floors: 2

Acres 0.12

of units: 0

Business name AUTO PARTS

Tax lien

COMMENTS

26-B



Address 658 Mamaroneck Ave

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-19-18

Floors: 3

Acres 0.12

of units: 4

Business name NA

Tax lien

COMMENTS

27-B



Address 660 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Mixed Use-Downtown Row Type

Section - Block - Lot 8-19-23

Floors: 1

Acres 0.18

of units: 0

Business name SUPREME AUTO SPA; LANZA
BROS PAINTING & CONTRACTING

Tax lien

COMMENTS

28-B



Address Old White Plains Rd

Land Use Public Parks, Parkway Lands

(Subcategory) City/Town/Village Public Parks
and Recreation Areas

Section - Block - Lot 8-19-101

Floors: 0

Acres 0.07

of units: 0

Business name NA

Tax lien

COMMENTS

29-B



Address 661-663 Old White Plains Rd

Land Use Mixed Use

(Subcategory) Multiple Residences

Section - Block - Lot 8-19-100

Floors: 2

Acres 0.27

of units: 0

Business name TARRYTOWN NO2

Tax lien

COMMENTS DISREPAIR

Mamaroneck TOD Zoning Study - 2012

Property Index: **SECTION C**

30-C



Address 657 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-283

Floors: 2

Acres 0.11

of units: 0

Business name

LA ESQUINA SALVADOREÑA

Tax lien

RESTAURANT

COMMENTS



31-C



Address 100 Sheldrake Pl

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-22-261.1

Floors: 4+GARAGE

Acres 0.06

of units: 24

Business name NA

Tax lien

COMMENTS STRIP OF LOT EXTENDS TO
MAMARONECK, UNDERUTILIZED

32-C



Address 645 Mamaroneck Ave

Land Use Institutional and Public Assembly

(Subcategory) Police and Fire Protection,

Electrical Signal Equipment and

Section - Block - Lot 8-22-301

Floors: 2

Acres 0.08

of units: 0

Business name FIRE DEPT

Tax lien



Address 635-39 Mamaroneck Ave (33-C)

Land Use Mixed Use

One Story Small Structure - Multi

(Subcategory) occupant

Section - Block - Lot 8-19-89

Floors: 2

Acres 0.08

of units: 0

Business name VERACRUZ II RESTAURANT

Tax lien

COMMENTS NEGLECTED/DISREPAIR

Address 631-33 Mamaroneck Ave (34-C)

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-309

Floors: 3

Acres 0.05

of units: 0

Business name WESTCHESTER ITALIAN BAKERY

Tax lien

COMMENTS



Address 627 Mamaroneck Ave (35-C)

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-252

Floors: 3

Acres 0.11

of units: 0

Business name VILLAGE SUDS LAUNDROMAT

Tax lien

COMMENTS NEGLECTED/DISREPAIR



Address 623 Mamaroneck Ave (36-C)

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-249

Floors: 2

Acres 0.10

of units: 0

HISPANIC RESOURCE

Business name CENTER/WORKER'S CENTER IN

Tax lien

COMMENTS DISREPAIR ON SECOND LEVEL



COMMENTS

Address 619-21 Mamaroneck Ave

Land Use High Density Residential

(Subcategory) Apartments

Section - Block - Lot 8-22-246

Floors: 3

Acres 0.09

of units: 4

Business name NA

Tax lien



COMMENTS SINGLE STORY GARAGE EXTENDS
TO VAN RANST ST



Address 601 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-236

Floors: 1 to 3

Acres 0.16

of units: 0

Business name MAMARONECK VARIETY

GROCERY (3FL); NANA'S KIDS

Tax lien



COMMENTS Single story - For Sale -
Development potential



39-C



Address 572 Van Ranst Pl

Land Use Medium High Density Residential

(Subcategory) Two Family Year-Round Residence

Section - Block - Lot 8-22-255

Floors: 2.5

Acres 0.15

of units: 2

Business name NA

Tax lien Harold Watson Estate,
06/20/2012

COMMENTS VACANT/ABANDONED

40-D



Address 715 Mamaroneck Ave

Land Use Mixed Use

(Subcategory)

One Story Small Structure - Multi occupant

Section - Block - Lot 8-22-366

Floors: 2

Acres 0.24

of units: 0

Business name DANSE ELITE

Tax lien

COMMENTS

41-D



Address 705 Mamaroneck Ave

Land Use Medium High Density Residential

(Subcategory) Two Family Year-Round Residence

Section - Block - Lot 8-22-398

Floors: 0

Acres 0.15

of units: 0

Business name NA

Tax lien

COMMENTS VACANT/EMPTY LOT

42-D



Address 701 Mamaroneck Ave

Land Use Office and Research

(Subcategory) Office Building

Section - Block - Lot 8-19-84

Floors: 2.5

Acres 0.12

of units: 4

Business name NA

Tax lien Sheldrake River Realty, Inc,
\$1,784.69; 03/14/2012

COMMENTS

ACCESSORY PARKING (For Sale)

43-D



Address 689 Mamaroneck Ave
Land Use Office and Research
(Subcategory) Office Building

2+GR FL

Section - Block - Lot 8-22-409 **Floors:** PARKING
Acres 0.23 **# of units:** 0

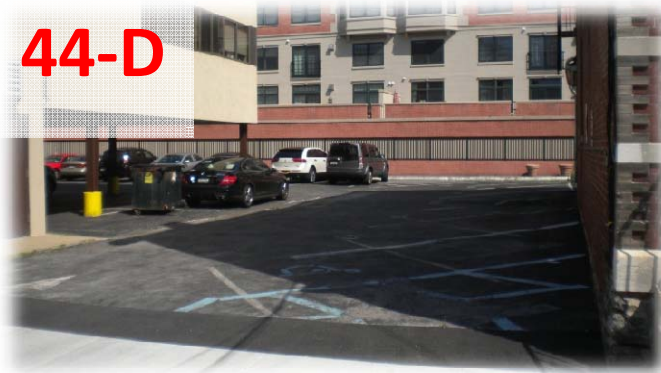
Business name NA

Tax lien Mamaroneck Associates LLC,
\$16,222.57, 03/14/2012

COMMENTS FOR SALE

Tony DiCamillo
914 787 9571

44-D



Address 683 Mamaroneck Ave

Land Use Vacant/Undeveloped
Vacant Land Located in Commercial

(Subcategory) Areas

Section - Block - Lot 8-22-419 **Floors:** 0
Acres 0.06 **# of units:** 0

Business name NA

Tax lien 3IMO Realty Corp, \$892.34,
03/14/2012

COMMENTS

ACCESSORY PARKING (For Sale)

45-D



Address 679 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-22-421 **Floors:** 3
Acres 0.05 **# of units:** 0

Business name FOREVER YOUNG HAIR SALON

Tax lien

COMMENTS FOR SALE

46-D



Address 675 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Mixed Use-Downtown Row Type

Section - Block - Lot 8-22-424

Floors: 2

Acres 0.06

of units: 0

Business name EXOTIC AUTO DETAIL

Tax lien

COMMENTS For Sale -

Kathleen Sporado

914 646 3202

47-D



Address 101 Sheldrake Pl

Land Use High Density Residential

(Subcategory) Apartments

4+GR FL

Section - Block - Lot 8-22-333.1

Floors: PARKING

Acres 0.63

of units: 36

Business name NA

Tax lien Shaviv Eddie, \$616.46,
03/14/2012

COMMENTS LOT EXTENDS TO MAMARONECK
AVE



48-D



Address 650 Van Ranst Pl

Land Use Institutional and Public Assembly

(Subcategory) Social Organizations

Section - Block - Lot 8-22-359 **Floors:** 1

Acres 0.06 **# of units:** 0

Business name G.I. CIVIC ASSOCIATIONS

Tax lien

COMMENTS VACANT

49-D



Address 656 Van Ranst Pl

Land Use Mixed Use

(Subcategory) One Story Small Structure - Multi occupant

Section - Block - Lot 8-22-362 **Floors:** 1

Acres 0.09 **# of units:** 0

Business name NA

Tax lien

COMMENTS VACANT/EMPTY STORE FRONT

50-E



Address 124-26 Center Ave

Land Use High Density Residential

(Subcategory) Multiple Residences

Section - Block - Lot 8-23-596 **Floors:** 2.5

Acres 0.11 **# of units:** 2

Business name NA

Tax lien 124: Center Av Properties LLC,
\$2,256.79, 03/14/2012

COMMENTS

51-E



Address 626-28 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-581 **Floors:** 1

Acres 0.11 **# of units:** 0

Business name LILY'S FOOT SPA; JUAREZ
MEXICAN RESTAURANT (626)

Tax lien

COMMENTS HALF VACANT STOREFRONT

52-E



53-E

Address 622-24 Old White Plains Rd (52-E)

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-578 **Floors:** 2

Acres 0.06 **# of units:** 0

Business name NEW PALACE NAILS (624)

Tax lien

COMMENTS

Address 618-20 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-575 **Floors:** 2

Acres 0.06 **# of units:** 0

Business name THOMSON LOCK CO (618)

Tax lien

COMMENTS

54-E



Address 614-16 Old White Plains Rd

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-572

Floors: 3

Acres 0.06

of units: 0

Business name 2ND NATURE (614)

Tax lien

COMMENTS

55-E



Address 608 Old White Plains Rd

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-570

Floors: 1

Acres 0.05

of units: 0

Business name NA

Tax lien

COMMENTS VACANT; BUILDING PERMIT #11-0887

56-E



Address 600-604 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) One Story Small Structure - Multi occupant

Section - Block - Lot 8-23-555

Floors: 1

Acres 0.11

of units: 0

Business name ALLSTATE (600); COMPUTER SERVICE (602); MUSIC & ARTS

Tax lien

COMMENTS UNDERUTILIZED

Mamaroneck TOD Zoning Study - 2012

Property Index: **SECTION E**



57-E

Address 115 Waverly Ave

Land Use High Density Residential

(Subcategory) Two Family Year-Round Residence

2.5+BASE

Section - Block - Lot 8-23-545.2 **Floors:** MENT

Acres 0.11 **# of units:** 2

Business name NA

Tax lien

COMMENTS



58-E

Address 118 Waverly Ave

Land Use Medium High Density Residential

(Subcategory) Two Family Year-Round Residence

Section - Block - Lot 8-23-351 **Floors:** 2

Acres 0.31 **# of units:** 2

Business name NA

Tax lien

COMMENTS



59-E

Address 584 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Downtown Row Type (detached)

Section - Block - Lot 8-23-339 **Floors:** 2

Acres 0.08 **# of units:** 0

Business name FORMULA ONE DRIVING SCHOOL

Tax lien

COMMENTS

60-E



Address 576 Mamaroneck Ave
Land Use Commercial-Retail
(Subcategory) Restaurants

Section - Block - Lot 8-23-334 **Floors:** 1
Acres 0.09 **# of units:** 0

Business name IL CASTELLO

Tax lien

COMMENTS

61-E



Address 560 Mamaroneck Ave
Land Use Mixed Use
(Subcategory) Downtown Row Type (detached)
Section - Block - Lot 8-23-314 **Floors:** 2
Acres 0.06 **# of units:** 0

Business name Bilotta

Tax lien

COMMENTS Zoned M-1

62-E



Address 540 Mamaroneck Ave
Land Use Commercial-Retail
(Subcategory) Service and Gas Stations
Section - Block - Lot 8-23-89 **Floors:** 0
Acres 0.36 **# of units:** 0

Business name SUNOCO

Tax lien

COMMENTS

Mamaroneck TOD Zoning Study - 2012

Property Index: **SECTION F**

63-F



Address 818-22 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Mixed Use-Downtown Row Type

Section - Block - Lot 8-17-11

Floors: 2.5

Acres 0.28

of units: 0

Business name NA

Tax lien

COMMENTS VACANT STORE/FOR SALE

Tony DiCamillo

914 787 9571

64-F



Address Mamaroneck Ave

Land Use Vacant/Undeveloped

Vacant Land Located in

(Subcategory) Commercial Areas

Section - Block - Lot 8-17-6

Floors: 1

Acres 0.11

of units: 0

Business name NA

Tax lien

COMMENTS VACANT/FOR SALE; COLDWELL

BANKER COMMERCIAL, NANCY

WASSERMAN (914 656 4200)

65-F



Address 806-08 Mamaroneck Ave

Land Use Mixed Use

(Subcategory) Mixed Use-Downtown Row Type

Section - Block - Lot 8-17-1

Floors: 3

Acres 0.11

of units: 0

Business name JIMMY'S PIZZA

Tax lien

COMMENTS

66-F



Address 859 Mamaroneck Ave

Land Use Commercial-Retail

(Subcategory) One Story Small Structure

Section - Block - Lot 8-21-178

Floors: 1

Acres 0.23

of units: 0

Business name ENTERPRISE

Tax lien

COMMENTS

67-F



Address 853 Mamaroneck Ave

Land Use Vacant/Undeveloped

Vacant Land Located in

(Subcategory) Commercial Areas

Section - Block - Lot 8-21-208

Floors: 0

Acres 0.11

of units: 0

Business name ENTERPRISE

Tax lien

COMMENTS

68-F



Address 829 Mamaroneck Ave

Land Use Commercial-Retail

Auto Body, Tire Shops, Other

(Subcategory) Related Auto Sales

Section - Block - Lot 8-21-162.1

Floors: 1

Acres 0.46

of units: 0

Business name MAVIS DISCOUNT TIRES

Tax lien

COMMENTS

69-F



Land Use Commercial-Retail
(Subcategory) Auto Body, Tire Shops, Other Relat
Section - Block - Lot 8-21-162.1 **Floors:** 1
Acres 0.11 **# of units:** 0

Business name TONY&SONS AUTOBODY; MG
CUSTOM COLLISION INC

Tax lien

COMMENTS

70-F



Address 817-19 Mamaroneck Ave
Land Use Commercial-Retail
(Subcategory) Large Retail Food Stores
Section - Block - Lot 8-21-233 **Floors:** 3
Acres 0.11 **# of units:** 0

Business name NA

Tax lien 818 Mmnk: Lawrence J Santiago,
\$6,674.69, 03/14/2012

COMMENTS RESIDENTIAL BUILDING

71-F



Address 805 Mamaroneck Ave
Land Use Commercial-Retail
(Subcategory) Large Retail Food Stores
Section - Block - Lot 8-21-233 **Floors:** 0
Acres 2.32 **# of units:** 0

Business name A&P

Tax lien

COMMENTS



Land Use Commercial-Retail
(Subcategory) Service and Gas Stations
Section - Block - Lot 8-21-1 **Floors:** 0
Acres 1.98 **# of units:** 0

Business name HESS GAS STATION
Tax lien

COMMENTS



Address **Lester Ave**
Land Use Vacant/Undeveloped
(Subcategory) Residential Vacant Land
Section - Block - Lot 8-21-162.3 **Floors:** 0
Acres 0.12 **# of units:** 0

Business name NA
Tax lien

COMMENTS ACCESSORY PARKING



Address **Lester Ave**
Land Use Vacant/Undeveloped
(Subcategory) Residential Vacant Land
Section - Block - Lot 8-21-54.1 **Floors:** 0
Acres 0.12 **# of units:** 0

Business name NA
Tax lien

COMMENTS VACANT/UNDERUTILIZED;
PRIVATE PARKING SIGN





Address 801 Lester Ave

Land Use Transportation, Communication,
Utilities

(Subcategory) Electric Transmission and
Distribution

Section - Block - Lot 8-21-44

Floors: 0

Acres 0.25

of units: 0

Business name

Tax lien

COMMENTS

76-G



Address Van Ranst Pl

Land Use Public Parks, Parkway Lands

(Subcategory) City/Town/Village Public Parks
and Recreation Areas

Section - Block - Lot 8-22-1 **Floors:** 0

Acres 8-22-1 **# of units:** 0

Business name NA

Tax lien

COMMENTS COLUMBUS PARK

77-G



Address

Land Use Transportation, Communication,
Utilities

(Subcategory) Parking Lots

Section - Block - Lot 0 **Floors:** 0

Acres 3.21 **# of units:** 0

Business name NA

Tax lien

COMMENTS ACCESSORY PARKING

78-G



Address

Land Use Mixed Use

(Subcategory) Mixed Use

Section - Block - Lot 0 **Floors:** 0

Acres 0.32 **# of units:** 0

Business name NA

Tax lien

COMMENTS

79-G



Address Jefferson Ave

Land Use Transportation, Communication,
Utilities

(Subcategory) Parking Lots

Section - Block - Lot 15404100C **Floors:** 0

Acres 0.33 **# of units:** 0

Business name NA

Tax lien

COMMENTS

80-G



Address Jefferson Ave

Land Use Vacant/Undeveloped

(Subcategory) Residential Vacant Land

Section - Block - Lot 154041000 **Floors:** 0

Acres 1.49 **# of units:** 0

Business name NA

Tax lien

COMMENTS VACANT/UNDERDEVELOPED

APPENDIX C

GRANT APPLICATION TO TRI-STATE TRANSPORTATION CAMPAIGN



***Village of Mamaroneck TOD Zoning Study
Grant Application***

Tri-State Transportation Campaign

Prepared by:

***The Village of Mamaroneck in Partnership with
the Washingtonville Housing Alliance, Inc.***

February 28, 2012

Village of Mamaroneck

Office of the Mayor

Village Hall

P.O. Box 369

Mamaroneck, N.Y. 10543

From the desk of

Norman S. Rosenblum, Mayor

February 27, 2012

Mr. Steven Higashide
One Region Funders' Group
Tri-State Transportation Campaign
350 West 31st Street, Suite 802
New York, NY 10001

Re: 2011 – 2012 Grant Application – *Mamaroneck Village TOD Zoning Study*

Dear Mr. Higashide:

The foregoing application, on behalf of the Village of Mamaroneck with our community partner, the Washingtonville Housing Alliance, Inc., illustrates a broad based effort by the many economic and cultural entities representing the diverse makeup of the Village. I point to a most recent publication by *CNN Money Magazine* in which the Village of Mamaroneck was rated number 60 of the top 100 small towns and villages to live in the United States, and rated number one in New York State.

The Village has a long and successful history dating back to our incorporation as a Village in 1895 through today. I firmly believe the key element of our continued success is the diversity of this community's residents and businesses. This TOD application is part of the Village's ongoing commitment to enhancing the diversified the Washingtonville neighborhood, along with the rest of the Village. The study funded by this grant will support our continued efforts by encouraging the creation of mixed-use developments that will take better advantage of our quality public transportation system.

On behalf of our great Village and community, I thank you for your consideration and the opportunity to share the mutual success possible through this program with the Tri-State Transportation Campaign and its One Funders' Group.

Respectfully,


Norman S. Rosenblum
Mayor

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Map A – Regional Location
Map B – Study Area
Team Member Resumes
BFJ Planning – TOD Project Experience
Resolutions
Letters of Support

Executive Summary and Background – Mamaroneck Village TOD Zoning Study

Over the last four years, the Village has worked diligently with our professional planning consultants, the 2025 Vision Committee and the general community to develop a consensus on the update of the Village Comprehensive Plan. After extensive review, public hearings, reviews by the Planning Board and the Harbor Coastal Zone Management Commission and the completion of the SEQRA process, the Board of Trustees adopted the Village's updated Comprehensive Plan at their meeting on February 27, 2012. The Plan's recommendations encourage a mix of uses, support Transit-Oriented Development (TOD) and promote sustainable development. In alignment with the recommendations of the Plan regarding mixed uses and TOD development along Mamaroneck Avenue near the Metro-North Train Station, the following proposal is being submitted for consideration.

Mamaroneck Village is located in the Sound Shore area of Westchester County, NY. It is bordered by the Town of Mamaroneck, Villages of Larchmont and Scarsdale, the Town/Village of Harrison and Rye City. Growth to the 2010 population of 18,929 is an increase of only 0.9% from 2000. The Village's population is diverse, including 77% white, 4% African American and 5% Asian. Over 24% of residents classify themselves as Hispanic.¹ The Village is accessible to major transportation corridors and public transit including Metro-North Commuter Rail, Westchester County Bee-Line Bus and I-95 (New England Thruway). The Mamaroneck Train Station is one of the busiest on the New York section of the New Haven Line, serving over 2,500 average daily trips. The station is adjacent to the Central Business District; Columbus Park; Mamaroneck Avenue and the Washingtonville neighborhood, an identified low-to moderate-income Community Development Block Grant (CDBG) area. The two-story, 8,250-square-foot historic station building, fronting on the six-acre Columbus Park, is currently completing an adaptive reuse for a restaurant, retail and office use. The Village is committed to providing affordable units, and has implemented successful affordable housing projects over the past 20 years, including construction of 215 affordable units since 1990, some 129 units above the County's recommended allocation.²

There are constraints to this development, including periodic flooding and outdated zoning. The Village is working on the local, state and federal level to address the area's flooding issues. Together with the Washingtonville Housing Alliance (a NYS Neighborhood Preservation Company serving Washingtonville and the Village since 1980), the Village is requesting planning funds to develop a ***TOD Zoning Study*** around the Mamaroneck Train Station. The intent of this study will be to transform the area into a viable transit-oriented, mixed use zone. Specifically, the ***TOD Zoning Study*** will include the following:

- Inventory a parcel-based study within a generalized ½ mile radius from the Mamaroneck Train Station, focused along Mamaroneck Avenue and the Washingtonville neighborhood
- Conduct three charrettes with residents and property owners from the study area for data collection, development and testing of proposals and feedback
- Analyze the existing underlying zoning of the study area and inhibitions to development
- Above charrettes will include visualizations using the latest software to determine the potential impact of proposed zoning regulations from both a numeric and 3D modeling perspective.
- Develop and deliver a Draft TOD Zoning Ordinance for the study area including elements of a hybrid Form Based Code. New regulations should incorporate design requirements, sustainable design, affordable housing incentives, a range of housing types, street standards, residential over retail incentives, TOD parking modifications, vibrant public spaces and diverse commercial and office space.

¹ US Census, 2010.

² 2025 Vision Committee, Village of Mamaroneck. *Comprehensive Plan Update, Village of Mamaroneck*. BFJ Planning Associates. December 2011.

The Project work plan is estimated to be completed within five (5) months of receipt of the grant and the signing of the professional services contract. The Village will be the award recipient and will be responsible for grant administration and reporting. The Washingtonville Housing Alliance will be the community partner with the Village of Mamaroneck and will be actively involved in the work plan of the grant, specifically data collection, community outreach, hosting charettes and overall planning and design. The proposed amount of the grant request is \$40,000. The details of the budget and timeline are presented within the grant application. The grant request is not proposed to cover the costs of SEQRA, legislative review and adoption and implementation of the resulting new TOD zone.

The Appendix includes the resumes of project staff and allocated staff from the Village and the Washingtonville Housing Alliance, specific TOD project experience, maps showing the regional location and Study Area, resolutions of the Village's legislative body authorizing the grant submission and approval of the Village updated Comprehensive Plan (to be submitted under separate cover) and letters of support from the community.

Narrative

Needs Analysis

Transit-oriented development (TOD) is typically defined as walkable, compact, higher density development, located within an easy walking distance (approximately one-half mile) of quality transit stations, generally with a mix of residential, employment, amenities and shopping opportunities. A TOD land use strategy can lead to reduced driving, lower household transportation costs, reduced demand for parking, increased transit use, more walking and biking, lower greenhouse gas emissions, improved air quality and other benefits.³

Transit-oriented development already exists in many communities throughout Westchester County. In fact, many communities traditionally developed their downtowns around their train stations. A number of larger cities such as Stamford and Yonkers are using TOD as part of their redevelopment efforts. The implementation of additional TODs is not restricted to larger cities. The strategy also has potential in smaller communities throughout the region, around existing rail. In communities like Mamaroneck, TOD development has the additional benefit of spurring investment and redevelopment in low and moderate income neighborhoods. It can also serve as a model to encourage TOD development in similar, smaller communities in the region.

A TOD strategy as envisioned in the updated Comprehensive Plan would incentivize badly needed new affordable residential units as well as providing market rate housing, encourage sustainable development, increase transit ridership, add to shopping opportunities, provide quality public space and link the neighborhood's existing retail district to the adjacent Village CBD.

The Study Area consists primarily of the Washingtonville neighborhood. Map B in the Appendix shows a ½ mile radius around the train station, depicting the Study Area. Generally, the area is bounded on the north by I-95, the New Haven railroad tracks on the south and the Sheldrake River and I-95 on the west. The 2010 population of Washingtonville as defined above is 2,905. This represents approximately 15% of the Village's total population. The racial and ethnic breakdown of the population is as follows: 85% White, 10% African American and 3% Asian. The Hispanic population of the neighborhood is 55%.⁴ This represents almost 35% of the Village's total Hispanic population. Washingtonville is a low and moderate income area, designated as a Community Development Block Grant Census Tract.

³ Anderson, Alicia and White Kate. *10 Strategies for Attracting Investment Near Transit, Lessons Learned from the San Francisco Bay Area*. Urban Land Institute – San Francisco, October 2011.

⁴ US Census, 2010.

The Study Area is an older neighborhood characterized by a mix of single-family, four-family and multi-family buildings. There are several commercial uses on Old White Plains Road. Institutional uses include several churches, the Mamaroneck Avenue School and Columbus Park, adjacent to the train station. Along Mamaroneck Avenue there are retail uses; smaller office buildings; an A&P grocery store; gas stations; auto related uses; older, mid-rise multi-family buildings; and a modern, 225-unit rental complex, Avalon Willow. A 50 unit condominium, Parkside Station, was recently constructed adjacent to Columbus Park and is fully occupied. The Study Area has several vacant and underutilized properties along Mamaroneck Avenue and Madison Street with redevelopment potential.⁵

These sites include 1) the former 20,000 square foot Three Jalapenos restaurant site at the corner of Mamaroneck Avenue and Grand Street; 2) frontage property along Mamaroneck Avenue from New Street to Elliott Street; 3) 576 Van Ranst Place, a vacant, boarded up six-family building; 4) properties along Madison Street from Old White Plains Road to Grand Street; 5) underdeveloped properties along Mamaroneck Avenue at its corner with Nostrand Avenue; and 6) underutilized properties in vicinity of Tri-City along Mamaroneck Avenue. The Washingtonville Housing Alliance has already had several meetings with owners, brokers and potential developers of many of these properties.

On its own initiative, the Washingtonville Housing Alliance is already engaged in a Phase I Concept Plan for properties fronting along Madison Street from Old White Plains Road to Grand Street. WHA has retained DeAngelis Architectural Services (DAS) to prepare a study on these properties and illustrate a conceptual scenario for how each parcel or group of parcels might be developed. WHA has contracted with DAS for an initial fee of \$2,500. The data generated will be used as part of the **TOD Zoning Study**. WHA will also provide staff resources for data collection, community outreach and hosting charrettes.

Washingtonville has a long tradition of neighborhood planning. In 1981, the Washingtonville Neighborhood Program worked with Westchester County Planning and Mamaroneck Village to develop the “*Washingtonville Neighborhood Analysis*,” the first cooperative neighborhood planning initiative in the County. This plan was later incorporated into the Village’s first Master Plan (1986). Subsequently, the Village has had a long-standing commitment to the Washingtonville neighborhood and a shared vision of linking the neighborhood’s retail area to the vibrant, adjacent Central Business District. With that vision in mind, the Village has invested a total of approximately \$800,000 in CDBG grants and Village matching funds in the last year. The funding has been used to improve the streetscape along Mamaroneck Avenue and Old White Plains Road to the same standards as that implemented in the adjacent Central Business District. The Village and the Washingtonville Housing Alliance are planning to submit a grant application in 2012 to the NYS Main Street Program to foster residential over retail development in the neighborhood’s retail district.

One constraint to TOD development in the Study Area is outmoded zoning. The current zoning in the blocks between Columbus Park and Mamaroneck Avenue include: O-1 (office), C-1 (general commercial) and RM-3 (multi-family). The O-1 zone has a minimum lot size of 3 acres; no property in the area has this minimum size. The C-1 zone has an FAR of 0.8 for a residential project that includes below market-rate housing. The RM-3 zone has a maximum FAR of 1.2 with below market-rate housing. This zone has numerous disincentives including a property depth of 150 feet and a minimum lot size of 20,000 square feet but not less than 1,000 square feet per unit. An individual project would need to be developed under one selected zoning category. The blocks between Mamaroneck Avenue and Madison Street and the block bounded by Madison Street, Old White Plains Road and Grand Street are zoned RM-3. Thus, the retail uses fronting on Mamaroneck Avenue are all non-conforming; the zone does not allow mixed-use development, only residential. Generally, the zoning does not promote mixed-use development and,

⁵ 2025 Vision Committee, Village of Mamaroneck. *Comprehensive Plan Update, Village of Mamaroneck*. BFJ Planning Associates. December 2011.

at the same time, area properties do not have the size or depth to allow development without a ZBA variance. Finally, parking required for residential properties is much higher than is typical for TODs.

Another constraint is the periodic flooding experienced in the Study Area. The Village is working on the local, state and federal levels to address flooding issues; several studies are nearing completion. These include a *Local Multi-Hazard Mitigation Plan, (draft completed January 2012)* and the in-process *update of the Local Waterfront Revitalization Program*. The Village has invested \$70,000 on these studies. The Village is also working with FEMA and the NYS Office of Emergency Services to assist residents in applying for grants to elevate homes above the floodplain. The Village is completing the engineering design on the Jefferson Avenue Bridge, which is next to the train station and represents a significant remediation of flooding. The grant funding for this reconstruction is \$400,000. The Village has just received \$2 million in Westchester County grants for the replacement of a sewer line on Anita Lane, located just south of the Jefferson Avenue Bridge along the Mamaroneck River. The removal of the center support structure currently in the river will further contribute to flood mitigation. The Village has also spent \$100,000 in maintenance dredging along the Mamaroneck and Sheldrake Rivers during the last two years. Westchester County, in cooperation with the Village, has invested \$250,000 to complete the replanting along the Sheldrake River in Columbus Park with native grasses and plants to stabilize the river bank. The County has also completed dredging and replanting of native grasses and plants upriver just north in Saxon Woods Park. This project will be completed for the entire Saxon Woods Park wetlands by 2013. These remediation efforts will have a direct impact on flood control in the Study Area.

Other obstacles to TOD implementation include citizen concerns regarding density and impacts on flooding. It is important to **“Get Density Right.”** An extreme mismatch in density or design between a new TOD project and an adjacent existing neighborhood can provoke a negative public reaction and create an unattractive public realm. Design elements like streetscaping or stepping-down densities as a new project approaches nearby neighborhoods can address this issue. Creating denser development around transit nodes is a fundamental principle of TOD. The “right” density and building height for each place will depend on a number of factors, including land value, development costs, existing community characteristics and needs, recent development activity, proximity to jobs and retail and other factors. However, the most successful TODs exhibit a variety of densities, heights and building types—rather than all buildings being constructed at the same scale.⁶ The team hopes to address these concerns through the use of computer simulation modeling for specific key sites in the Study Area, as part of an interactive process that actively involves citizens and elected officials in the planned charrettes. The concerns with flooding impacts will also be addressed with strict adherence to the Village’s recently enacted stormwater management and floodplain construction requirements, height modifications to accommodate elevated structures two feet above 100-year flood bases, green roofs, rain gardens, and other sustainable design criteria which will be incorporated into a draft TOD ordinance. This will all be visually shown and explained during the charrette process.

Approach and Scheduling

The ***TOD Zoning Study*** will review implications of existing zoning and floodplain regulations for potential TOD development in the Study Area. This will inform revisions required to make true TOD development feasible. The consultants will complete conceptual site planning and design for several key properties in the Study Area. The centerpiece of the planning study will be the development of three-dimensional site plans for these targeted areas using interactive modeling software. This will be used in charrettes to allow participants to visualize development concepts for properties under different TOD scenarios. The results of these site planning efforts in the context of a charrette will be the basis for the development

⁶ Anderson, Alicia and White Kate. *10 Strategies for Attracting Investment Near Transit, Lessons Learned from the San Francisco Bay Area*. Urban Land Institute – San Francisco, October 2011.

of draft TOD zoning regulations. Another goal will be to take the uncertainty out of developing in the Study Area, fully inform potential developers and owners of the vision for TOD development and, thus, increase the chance for successful TOD developments.

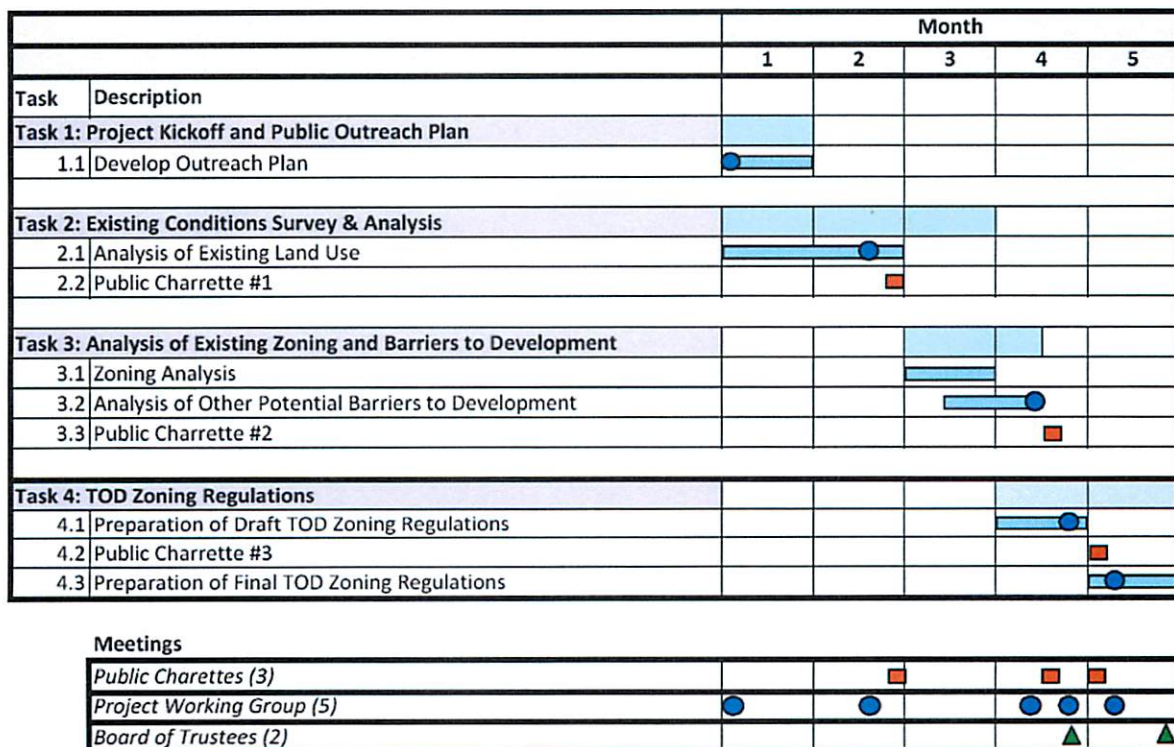
Specific tasks for the study will include the following:

- Project Initiation/Steering Committee Formation
- Develop Public Outreach Plan
- Existing Conditions Survey and Analysis
 - Existing land use
 - Public Charrette #1
- Analysis of Existing Zoning and Barriers to Development
 - Public Charrette #2
- Preparation of Draft TOD Zoning Regulations
 - Public Charrette #3
- Preparation of Draft Recommended TOD Zoning Regulations

The first charrette will be the official kick-off meeting for the project. All attendees will get an overview of the project, explaining the purpose and goals of the project and a summary of existing conditions. The second charrette will discuss identified development constraints and solicit feedback on Study Area opportunities and issues. Preliminary interactive models will show the existing development of key sites. Initial feedback will be solicited. The third charrette will present the draft TOD regulations and illustrate their potential impact on key sites, using the latest available software to show interactive three-dimensional models. These models will allow participants to visualize the impact of different TOD scenarios and can be varied and refined based on feedback.

The following is a Gantt chart showing the schedule for the *TOD Zoning Study*.

Mamaroneck Village Proposed Transit-Oriented Development (TOD) Study



Government and Organizational Background

The Village of Mamaroneck, a community of nearly 19,000 residents, was incorporated in 1895 as a Village under the laws of the State of New York. Its community partner, the Washingtonville Housing Alliance, have joined together in submitting this application for funding from the Tri-State Transportation Campaign. The Washingtonville Housing Alliance (WHA) is a New York State Neighborhood Preservation Company (NPC) established in 1980. It is one of the oldest NPCs in New York State. It has been responsible for the development and rehabilitation of over 115 units, including 75 section 202 senior citizen units. In addition to its housing development efforts, WHA provides emergency assistance, tenant education, financial literacy programs, senior home repair services, tenant eviction and foreclosure prevention. Since 1980, WHA has completed 11 projects, including both new construction and rehabilitation. The latest development is new construction consisting of a ten unit LIHTC building on Old White Plains Road and Washington Street. The WHA is led by an Executive Director with a 5 person staff. The Washingtonville Housing Alliance has an 18 person Board of Directors which sets policy for the agency. As required by NPC regulations, more than 50 percent of the Board includes community residents of the service area. The remainder of the Board includes social service advocates, clergy and professionals including accountants, bankers, attorneys, architects and planners. We also have one director who is legal counsel to Westhab, and sits on our executive committee. WHA also has a close working relationship with the Hispanic Resource Center (HRC), which is located in the Study Area. Professional planning services will be provided by BFJ Planning, the Village's planning consultants.

If successful, the grant will be administered by the Village Manager, Richard Slingerland, and Assistant Manager, Dan Sarnoff. The Village will be responsible for evaluation and grant reporting in cooperation with the staff of Tri-State Transportation Campaign. The Assistant Village Manager and the Chair of the WHA will be co-project leaders, serving as the primary point of contact for BFJ Planning and the steering committee. The Executive Director of the Washingtonville Housing Alliance will be responsible for working with BFJ Planning in providing data collection and staff resources for community outreach, and hosting charrettes. The Executive Director will also assist with generating information on potential redevelopment sites with data from potential developers and brokers. Based on the information collected, the steering team will be working with BFJ Planning to develop and test conceptual site plans.

See Appendix for resumes of team members from the Village, Washingtonville Housing Alliance and BFJ Planning. Specific TOD project experience for BFJ Planning is also included.

Relevant Historical Experience

Within the last five years, the Village has undertaken a number of important planning studies that directly affect the study area. On February 27, 2012, the Board of Trustees adopted an update to the Village's Comprehensive Plan, a multiyear effort that incorporated significant community input, including citizen committees and numerous public hearings/workshops. The update to the Comprehensive Plan has included recommendations on re-zonings in the study area. The Village also completed in January, 2012 a draft Local Multi-Hazard Plan, which identified flooding as the primary hazard facing Mamaroneck, particularly in several neighborhoods including Washingtonville. Finally, the Village is in the process of updating its 1984 Local Waterfront Revitalization Program (LWRP), which covers the entire Village and will focus heavily on flooding and storm water management, two critical issues for the study area.

Contact Information and Evidence of Municipal Support

Please see Application Attachment and the Board of Trustee's Authorizing Resolution included in the Appendix.

Appendix

2011--2012 APPLICATION ATTACHMENT

This grant is supported by the One Region Funders' Group and Tri-State Transportation Campaign.

On behalf of the community of the Village of Mamaroneck, we the undersigned submit this application for funding from the One Region Funders' Group and Tri-State Transportation Campaign. We attest to the appropriateness and accuracy of the information contained herein, and certify that this application, if funded, will comply with all relevant requirements of the state and federal laws and regulations. Any funds received from the funding partners will be used solely to support the purpose, goals and objectives as stated herein. We agree to participate in the evaluation, documentation and specified technical assistance provided through this grant opportunity.

Chief Elected Official

Name: Norman Rosenblum, Mayor _____

Signature _____

Date 2/27/12

Telephone 914-777-7703

Head of Agency Which Will Manage the Project (Planning, Transportation, Public Works, etc.)

Name Richard Slingerland, Village Manager

Signature Richard Slingerland

Date 2/27/12

Telephone 914-777-7703; RSlingerland@vomny.org

Project Manager/Applicant Contact Person

Name Daniel Sarnoff, Assistant Village Manager

Address: Village Hall at the Regatta

123 Mamaroneck Avenue

Mamaroneck, NY 10543

Signature Daniel Sarnoff

Date 2/27/12

Telephone 914-777-7703

E-Mail dsarnoff@vomny.org

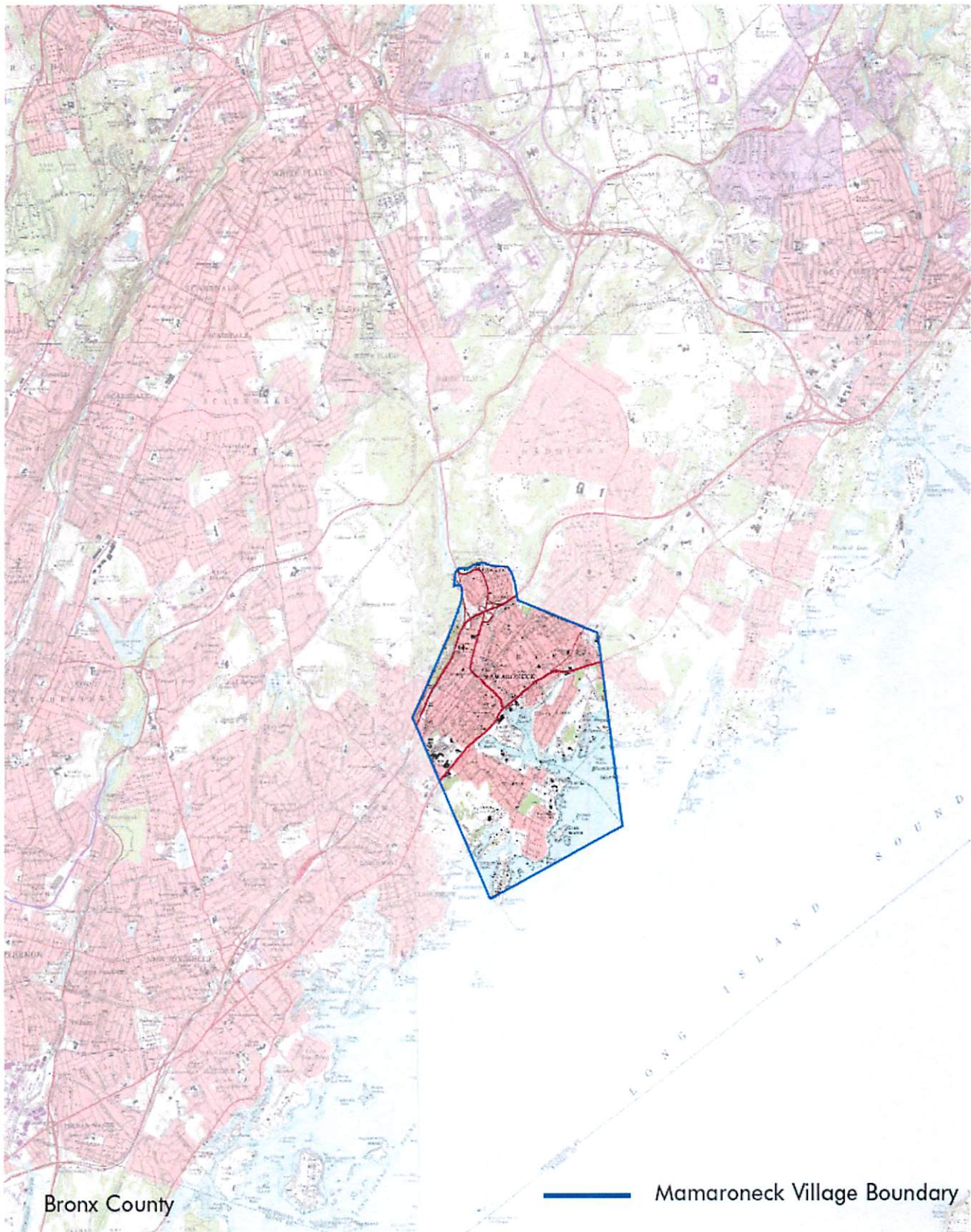
Project Budget

Mamaroneck Village Transit-Oriented Development (TOD) Zoning Study

Task	Fee
Task 1: Project Kickoff and Public Outreach Plan	2,000
Task 2: Existing Conditions Survey & Analysis	9,500
Task 3: Analysis of Existing Zoning & Barriers to Development	6,500
Task 4: TOD Zoning Regulations	15,000
Meetings (Charrettes, Working Group, Trustees)	7,000
TOTAL	\$ 40,000 *

***Includes \$7,500 for Washingtonville Housing Alliance staff resources related to data collection, field investigations/research, community outreach and hosting charrettes.**

Map A – Regional Location Map



REGIONAL LOCATION MAP

MAMARONECK VILLAGE PROPOSED TOD STUDY

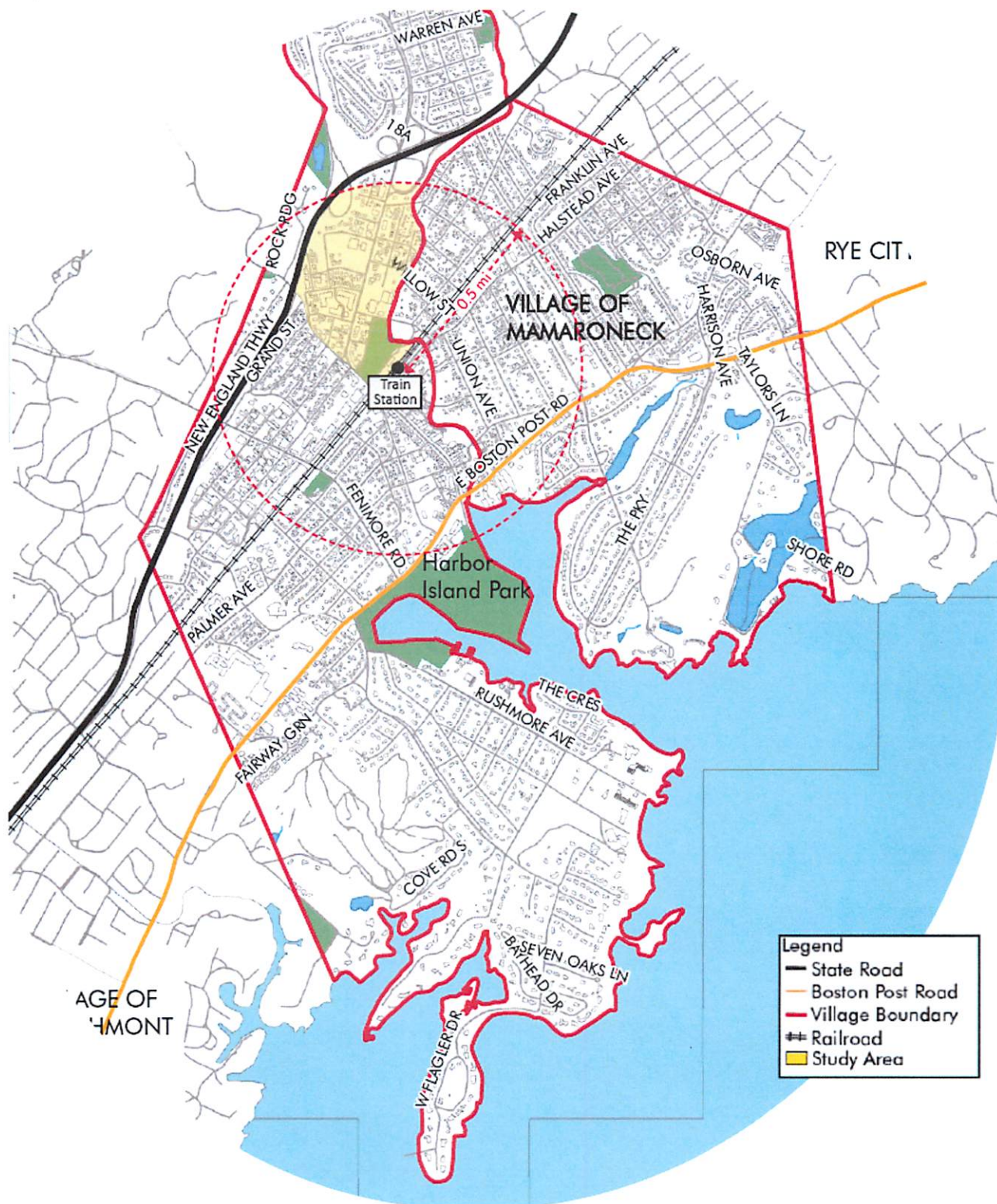
SOURCE: USGS, 1979



0 8000 ft

BFJ Planning

Map B - Study Area



STUDY AREA



Team Member Resumes

Village of Mamaroneck – Project Lead

Dan Sarnoff, Assistant Village Manager – Co-Project Manager

Curriculum Vitae (grant focus)

Daniel J. Sarnoff

Assistant Village Manager, Village of Mamaroneck

Education: B.S. Political Science and History, SUNY Brockport, 1997

M.P.A., SUNY Brockport, 1997

Current President of the Municipal Administrator Association of Metropolitan New York

On the Board of Directors of the New York State City/County Manager's Association

Member of the ICMA since 2002

Mr. Sarnoff has eleven years of experience in local government, starting in 2001. Past work experience includes working for in local government, as follows:

- Assistant Village Manager, Village of Mamaroneck
- Assistant to the Village Manager, Village of Scarsdale

Mr. Sarnoff currently serves as the Assistant Village Manager Village of Mamaroneck. In this capacity, Mr. Sarnoff is responsible for a number of activities, among which include oversight of multiple capital projects, long range and short term planning programs.

Mr. Sarnoff provides technical and administrative support to the Village Manager who is responsible for managing and overseeing all aspects of Village government, except the Police Department which is under the supervision of the Mayor and Trustees.

The Village operates under an approximate \$30 million annual budget.

Work with grant projects in the Village of Mamaroneck includes following:

- \$1,000,000 + for CDBG streetscape grants in Mamaroneck, including the area along Mamaroneck Avenue where the zoning study and analysis will cover.
- \$485,000 EPA grant for drainage improvement projects in the Village of Mamaroneck
- \$400,000 NYS Dormitory Auth. CCAP grant towards replacing Jefferson Ave. Bridge.
- \$125,000 FEMA grant for disaster mitigation efforts and equipment for Village facilities
- \$50,000 NYS Dept. of State grant to update the Local Waterfront Revitalization Plan
- \$50,000 NYS Dormitory Authority grant for streetlights to enhance pedestrian safety
- \$38,000 ARRA grant to upgrade the Village's traffic and pedestrian signals to L.E.D.'s
- \$37,500 grant from FEMA to prepare an All-Hazard Plan for the Village of Mamaroneck

Past work with grant projects in other jurisdictions includes following:

- \$80,000 – FEMA/NY SEMO money to prepare a Pre-Disaster Hazard Mitigation Plan for the Village of Scarsdale.
- \$100,000 – NYS DEC grant to create a regional stormwater management district for the Lower Long Island Sound Drainage basin.

Richard C. Slingerland
Mamaroneck Village Manager

Education: B.A. English Literature, Minor Pol. Sci., University of Rochester, NY, May, 1987
M.P.A. Management, NYU Robert F. Wagner School of Public Service, New York, NY, May, 2000
Past President of the Municipal Administrator's Association of Metropolitan New York
Past President of the New York State City/County Manager's Association
Member of the ICMA since 2002.

Mr. Slingerland has twenty five years of experience in local government, starting in 1987. Past work experience includes working for in local government, as follows:

- Village Manager/Chief Executive Officer in the Village of Mamaroneck, NY
- Village Administrator/Treasurer/Deputy Clerk/Water System Operator in Pelham, NY
- Village Administrator and Water System Operator in Tarrytown, NY
- Assistant to the Village Administrator in Rye Brook, NY
- Executive and Legislative Assistant for the Mayor's Office in the City of Yonkers, NY
- Staff Assistant for the Westchester County Executive's Office, White Plains, NY
- Intern in the Westchester County Department of Social Services, White Plains, NY

Presently as the Village Manager/Chief Executive Officer of the Village of Mamaroneck he is responsible for managing and overseeing all aspects of Village government, except the Police Department which is under the supervision of the Mayor and Trustees. Village Manager's duties and functions include Chief Operations Officer, Budget Officer, Personnel Officer/Labor Relations, Purchasing Administrator and Grants Administrator. The Village operates under approximately a \$30 million annual budget.

His work with grant projects in the Village of Mamaroneck includes following:

- More than a million dollars for CDBG streetscape grants in Mamaroneck, including the area along Mamaroneck Avenue where the zoning study and analysis will cover.
- \$485,000 EPA grant for storm-sewer remediation in the Village of Mamaroneck
- \$125,000 FEMA grant for disaster mitigation efforts and equipment for Village facilities
- \$400,000 NYS Dormitory Auth. CCAP grant towards replacing Jefferson Ave. Bridge.
- \$50,000 NYS Dept. of State grant to update the Local Waterfront Revitalization Plan
- \$50,000 NYS Dormitory Authority grant for streetlights to enhance pedestrian safety
- \$38,000 ARRA grant to upgrade the Village's traffic and pedestrian signals to L.E.D.'s
- And other grant projects not listed here.

Past work with grant projects in other jurisdictions includes following:

- More than a million dollars in CDBG grant projects in Tarrytown and Pelham
- \$742,000 FTA grant for an inter-modal commuter parking facility expansion in Pelham
- Work with two \$200,000 Main Street street-scape grants for Downtown façade and streetscape improvements in Pelham
- \$25,000 – FEMA/NY SEMO money to prepare in Pelham a Pre-Disaster Hazard Mitigation Plan
- \$75,000 – NYS Dept. of State Quality Communities grant; update Pelham Master Plan
- \$6,500 – NYS Education Dept. – State Archives grant in Pelham for GIS Needs Assessment
- \$86,265 –FEMA/DHS Assistance to Fire Fighters grant for Pelham emergency safety equipment
- \$7,500 – NYS Hudson River Greenway grant to Pelham for Wolfs Lane Park Improvement study
- \$25,000 – Senator Jeff Klein grant to Pelham for the Wolfs Lane Park implementation
- \$5,000 – NYS Power Authority – 50/50 grant to Pelham for the purchase of a G.E.M. electric car
- \$10,000 Assemblywoman Amy Paulin grant to Pelham for heat-sensing camera for Fire Dept.
- \$2,000 Assemblywoman Amy Paulin grant to Pelham for Harmon Clock Tower restoration

Washingtonville Housing Alliance – Community Partner

Robert James Galvin, AICP, Chairman – Co-Project Manager

Summary

My professional experience has included market studies for housing and retail developments, fiscal impact analyses, affordable housing and zoning/traffic/land use studies. Assignments have included market feasibility studies for housing and retail developments, including project management, demographic profiling, reviews of market comparables, demand/supply forecasting, stakeholder meetings and presentations. I have held senior level management positions with Fortune 500 companies such as Dun & Bradstreet, Donnelley Marketing Information Services, Claritas, Market Statistics, National Research Bureau and VNU/Nielsen.

Education

Pace University, School of Law – Land Use Leadership Alliance Certificate - Training Program in Mediation and Affordable Housing

Master of Urban Planning (MUP) - Hunter College of CUNY

University of Notre Dame – Summer Research Program

Bachelor of Arts - Saint Joseph's Seminary and College

Memberships

American Institute of Certified Planners (AICP)

American Planning Association, New York Metro Chapter

Westchester Municipal Planning Federation (WMPF) – 1st Vice President; Board of Directors

New York Planning Federation – Board of Directors

Village of Mamaroneck Planning Board – Total 25 years experience with 15+ years as Chairman

Washingtonville Housing Alliance, Inc. – non-profit NYS Neighborhood Preservation Company in Village of Mamaroneck – Chairman, Board of Directors

Housing Action Council – non-profit housing organization, focused on Westchester County and Hudson River Valley – Board of Directors

Urban Land Institute

Recent Publication: “Transit Oriented Developments in the United States: A Status Update,” *Practicing Planner*, December, 2010. Washington, DC: American Planning Association.

Selected Project Experience:

- **Project Coordinator, Hempstead Village Community Development Agency** – Provided coordination for the submission of NYS Consolidated Funding Application for a major downtown infrastructure project. Assignment included the definition of the downtown sewer/water project, and the development and submission of the application to the Long Island Regional Economic Council. Represented CDA and worked with the Mayor and Trustees, DPW and the Master Developer, Renaissance Downtowns/Urban America. The Project has just been approved by the Regional Council as a ***Transformative Project for Long Island***.
- **Measuring the Costs of Congestion, SWRPA Region and Westchester County Sub-Area** – This 2010 report estimates the costs associated with vehicular congestion in the region's major travel corridors. The report presents strategies to increase job access to

Robert James Galvin, AICP, Chairman – Co-Project Manager (continued)

employment opportunities. These include remediation for traffic “hot spots”, transit proposals and TOD development strategies.

- **Economic Impact of Rent Stabilization Deregulation in New York City** – This 2009 study determined the value of rent subsidies from rent stabilization for New York City’s boroughs and neighborhoods.
- **Parkchester Community Center, Bronx, NY** – Market feasibility study for proposed community center in the Parkchester section of the east Bronx.
- **Student Generation Study for Highland Cross Mixed Use Development, New Jersey Meadowlands** – National research study of mixed use developments (MXDs), developing comparable projects to proposed Highland Cross development and analyzing the number of public school children generated by comparable MXDs.
- **Transit Oriented Development Analysis of School Children, New Jersey** – Research project analyzing the number of school children generated by TODs nationwide, determining comparables for proposed TODs in West Windsor and Edison, N.J. and their anticipated generation of school-aged children.
- **Point Street Landing, Yonkers, NY** - Market analysis of residential component of Point Street Landing development in the Alexander Street waterfront redevelopment area.

Professional Experience

11/07 – Present	Principal, Monarch Planning Group, Mamaroneck, NY A planning/research firm specializing in market studies, including office, retail and residential feasibility, land use and zoning analysis for inclusionary housing, transit oriented developments and project management.
11/07 – 8/10	Senior Consultant, Urbanomics, New York, NY A privately held consulting firm specializing in economic and demographic forecasting, market feasibility analyses, and economic and fiscal impact assessments for major governmental entities and private developers.
10/06 – 11/07	VP, Business Development, Centers & Malls, LLC Centers & Malls provides information on over 26,000 shopping centers in the US, Canada and Puerto Rico. It also is in partnership with the International Council of Shopping Centers (ICSC), providing a web platform for the ICSC’s worldwide directory of shopping centers.
3/99 – 9/06	VP, Sales & Strategic Partnerships, National Research Bureau, Stamford, CT (VNU/Nielsen) National Research Bureau, founded in 1956, is the premier provider of shopping center information in the United States.
2/95 – 3/99	General Manager, Market Statistics, New York City (VNU/Nielsen, Claritas) The oldest demographic information company in the United States (1929), the firm’s products range from publications such as <i>The Survey of Buying Power</i> to internet-based demographic subscription services.
1/94 – 2/95	Group Product Manager, Strategic Mapping, Inc., Stamford, CT. A west coast-based information services company specializing in GIS software, demographic and industry specific databases and analytic solutions.
4/83 – 1/94	Donnelley Marketing Information Services, Inc., Stamford, CT. A leading geo-demographic company providing application solutions in the area of site selection, target marketing and geographic information systems. Held variety of senior positions including Director of Sales for Eastern Region, Director of Demographic Services and Director of Analytics and Site Modeling.
1/78 – 4/83	Principal Consultant, William H. Meyer & Associates, New York City A private management consulting firm specializing in retail site selection for financial and retail clients, merger & acquisition studies, regulatory applications and expert testimony.

Robert James Galvin, AICP, Chairman – Co-Project Manager (continued)

Selected Reports/Studies

Financial Analysis and Planning Review of The Chart House, East Basin Restaurant Proposal, prepared for the Village of Mamaroneck, Westchester County, NY.

Market Feasibility Study of Proposed Convention Center in Franklin Township, NJ, prepared for Department of Economic Development, Franklin Township, NJ.

Retail Market Analysis of the Business Districts in North and South Tarrytown, prepared for Westchester County Planning Department.

Housing Market Conditions in Baltimore County, MD, prepared for the National Birchwood Corporation.

Series of Due Diligence Housing Market Studies for Farmers Home Administration Section 515 Projects in the States of Maryland, North and South Carolina, Kentucky, and Tennessee, prepared for Chase Manhattan Bank, Real Estate Investment Division.

Housing Market Study for Proposed Condominium Development in Waterbury, CT., prepared for Rosewood Associates.

Market Feasibility Analysis for Parkchester Community Center, prepared for Parkchester Preservation Corporation, September, 2009.

Analysis of School Generation Factors for Comparable Transit-Oriented Developments in Edison and West Windsor, New Jersey, prepared for InterCap Holdings, Inc., 2008.

Point Street Landing Market Study, Yonkers, N.Y., prepared for Homes for America, Inc., 2008.

Economic Impact of Rent Stabilization Deregulation in New York City, prepared for New York City Rent Stabilization Association, 2009.

Measuring the Costs of Congestion, SWRPA Region and Westchester County prepared for Westchester County Department of Planning and South Western Regional Planning Agency, 2010.

"Transit-Oriented Developments in the United States: A Status Update", Practicing Planner, December, 2010. Washington, DC: American Planning Association.

"A Proactive Approach to Marketing Downtown: Mamaroneck Village CBD Retail Study." prepared for Mamaroneck Village Chamber of Commerce, October, 2010.

Highland Cross Student Generation Study, New Jersey Meadowlands, prepared for Linque-H.C. Partners, LLC, July, 2011.

Jeremy Ingpen, Executive Director – Project Partner

Not-for-Profit Management

Executive Director, Washingtonville Housing Alliance, Mamaroneck, NY, since 2007. Local affordable housing not-for-profit corporation. Responsible for oversight and direction of the five constituent corporations and associated boards. During this period, fundraising revenues have doubled and operating expenses have been reduced by 25%. Community impact is most effectively measured by tripling of emergency housing assistance grant making, and the re-establishment of WHA's reputation in the community as a highly effective local affordable housing agency.

Executive Director, Randolph Area Community Development Corp., Randolph, VT. Developed \$5 million of new residential and commercial properties and laid the ground work for a 25-30 unit affordable homeownership development. RACDC also managed revolving loan funds for small business and home repair with a \$500,000 micro-loan portfolio. 2002-2006.

New Project Development, venture capital, London, 1999-2001

Management Consulting 1980-1998

Director, Strategy and Restructuring, Deloitte & Touche, Moscow, 1997-1998

Senior Manager, Braxton Associates, subsidiary of Deloitte & Touche, UK, 1995-1997

USAID New Business Development Project, Deputy Director, USAID funded project, Deloitte & Touche, Moscow, Russia, 1994

Organizational and Management Specialist, agro-industry project team, Russian Ministry of Agriculture, Moscow, for European Bank for Reconstruction & Development, with Danagro, Denmark, 1993

Principal, The Ingpen Group, Organizational Consulting, Randolph, Vermont, 1988-1992

Senior Manager, Smith, Batchelder & Rugg, CPAs, Hanover, N.H. Management Consulting, 1984-1987

Principal, Ingpen Research, Organizational Consulting and Research, Randolph, Vermont, 1980-1983.

Vermont Department of Employment and Training, Research Analyst and Assistant Director of Research and Statistics, 1975-1979

Education

B.A. (Hons.) Modern History, Trinity College, Oxford University, UK

M.A. European Studies, University of Reading, UK

Specialized Training

Managing Executive Transitions - Non-Profit Coordinating Committee of New York, October 2010

Tenenbaum Fellow, Milano - The New School for Management and Urban Policy, 2008, *Leading after the Founder* program for non-profit executive directors

CHDO Basics – HUD training, January 2008

Land Use Leadership Alliance Training Program – Pace University, Fall 2007

Orientation to Capital Markets – Federal Reserve Bank of Boston, May 2003

Board and Committee Memberships

Community Housing Innovations, Inc., Board Member 2011-12

Neighborhood Preservation Coalition of NYS, Board Member and Vice-President

Larchmont-Mamaroneck Summit, past board member

St. Jacob Orthodox Church, Northfield Falls, Vermont, past president and parish council member 2004-2007

Vermont Community Development Association, past board member, 2003-2006

BFJ Planning Associate – Project Consultants

Frank S. Fish, FAICP

Principal

Frank Fish is an urban planner with experience in both public and private sectors. A major focus of his work has been in comprehensive planning, development advisory services, land use controls, zoning approvals and implementation techniques, neighborhood studies, and real estate feasibility in municipalities throughout the tri-state region.

Mr. Fish previously worked as a senior planner and project manager of Llewellyn-Davies Associates, and as a project manager for the New York State Urban Development Corporation's Southern Regional Office.

Education

Master of Science, Planning, Pratt Institute
Bachelor of Arts, Political Science, Boston College
Associate of Arts, Classics, St. Thomas Seminary

Memberships

Mr. Fish is a Fellow of the American Institute of Certified Planners and serves on the Board of the American Society of Consulting Planners. He has served as a Past President of the New York Metropolitan Chapter of the American Planning Association, and is a member of the Connecticut Chapter.

Awards

The Andrew Haswell Green Award for Distinguished Service, NY. Metro Chapter of the American Planning Association, 2009

Teaching and Professional Development

New York University, Robert Wagner School of Public Service, Adjunct Professor of Planning

Project Experience

Tarrytown Waterfront
Tarrytown, New York
Waterfront development Advisory Services. Services include giving advice to the Village on a major waterfront development proposal, and reviewing a proposed development plan and providing recommendations for improvements to enhance site layout and circulation.

Fairfield Station Development Economic Impact Study
Fairfield, Connecticut
Prepared a study for Blackrock Realty, LLC that assessed the economic impacts of a proposed mixed-use development on the Town of Fairfield. BFJ's studies produced a report reviewing the impacts of construction and operation of the proposed mixed-use development on the Town.

Harrison Comprehensive Plan
Town/Village of Harrison, New York
The Town/Village of Harrison appointed BFJ Planning (BFJ) to update their 1988 Master Plan. One of the key components of the plan was the formulation of redevelopment concepts for

the downtown, within walking distance of the Metro-North railroad.

Mount Vernon Comprehensive Plan
Mount Vernon, New York
Prepared the Comprehensive Plan for the City of Mount Vernon, NY. Created an effective planning instrument to guide preservation and development patterns and strengthen the City's unique character within Westchester County.

Village of Hempstead Revitalization
Hempstead, New York
BFJ Planning has been retained by the Village of Hempstead's Community Development Agency (CDA) to serve as their planning consultant on the redevelopment of Downtown Hempstead, a culturally, ethnically, and economically diverse downtown area that includes a multi-modal transit center.

Washington Square Development and Parking Study
Mamaroneck, New York
Reviewed the development potential and parking problems in the Town's Washington Square area, which

Project Experience (continued)

includes a 95,000 sf prime location for new development. With three major roadways, the unconstrained traffic flow was an important consideration, along with the parking needs of local residents and businesses.

Downtown Yonkers Zoning

Yonkers, New York

Preparation of a Generic EIS for the Downtown Yonkers Rezoning project in Yonkers, New York.

Bloomfield Plan of Development

Bloomfield, Connecticut

Updated plan of development, focused on preserving the Town's quality of life and improving the Town's economic base. Demographic trends, land use and zoning, housing and community facilities, transportation, and the environment were analyzed.

**Chappaqua Central School District
Seven Bridges Middle School
Environmental Impact Statement**

Chappaqua, New York

Draft and Final EISs for the construction of a new school facility. The DEIS evaluated two potential sites, and the FEIS addressed the preferred alternative in greater detail and provided additional analyses for that location.

Danbury Downtown Revitalization Plan

Danbury, Connecticut

Revitalization strategy for the Town's Central Business District. The plan addressed aesthetic, roadway, and circulation problems; made design suggestions; and provided a phasing schedule for improvements.

**Hartford Neighborhood Revitalization
Zones (NRZs)**

Hartford, Connecticut

Three strategic plans for separate NRZs, each addressing long- and short-term priorities to enable local revitalization.

**Route 25A Community Visioning Land
Use Plan**

Town of Brookhaven, New York

BFJ Planning currently is working with the Town of Brookhaven on a community visioning and land use, zoning, and design study for the Route 25A corridor. The purpose of the study is to update previous Hamlet studies, implement zoning changes, improve vehicular and pedestrian safety, revitalize existing Hamlets while preserving unique attributes, and maximizing citizen participation.

**Bristol Plan of
Conservation and Development**

Bristol, Connecticut

Plan of Conservation and Development update. Enhancing the City's economic base without compromising Bristol's open spaces and natural resources was kept in mind throughout the planning effort.

Bridgeport Master Plan

Bridgeport, Connecticut

Updated all its major planning and zoning documents. The comprehensive project created a once-in-a-generation roadmap for future development and redevelopment in an urban center poised for significant economic growth.

Jersey City Enterprise Zone

Jersey City, New Jersey

Prepared an Urban Enterprise Zone (UEZ) Five Year Strategic Plan. The study included an analysis of existing conditions, participation in meetings with stakeholders in each of the major commercial districts within the city, and the formulation of a strategic economic Action Plan.

Ashburton Avenue Renewal Plan

Yonkers, New York

Developed an urban renewal plan, a master plan, and a Draft Generic Environmental Impact Statement (DGEIS) for Ashburton Avenue and its residential neighborhood.

Susan Favate, AICP, PP
Associate

Susan Favate is a Senior Planner with experience in environmental and land use planning. At BFJ, Susan has worked with private and public-sector clients on projects including land use and zoning impact analyses, comprehensive planning, SEQR review and market analyses.

Prior to joining BFJ, Ms. Favate spent five years as a writer and editor for Dow Jones Newswires.

Education Master of Urban Planning, New York University, Robert F. Wagner Graduate School of Public Service
Bachelor of Arts in Journalism and Mass Communication, University of North Carolina at Chapel Hill

Memberships Susan is a member of the New York Metro and New Jersey chapters of the American Planning Association (APA). She is also a member of the Chatham, New Jersey Planning Board.

Awards Public Service Scholar, Robert Wagner Graduate School of Public Service, New York University
Robert F. Wagner School of Public Service: Dean Howard Newman Capstone Team Award, "Sing Sing Historic Prison Museum: Assessment of Economic Impacts and Planning Framework"

Selected Experience

Planning

Village of Mamaroneck:
Planning Advisory Services
Mamaroneck, New York
Ongoing planning services, such as site plan reviews including SEQR, traffic and transportation, neighborhood context and site layout, as well as zoning code amendments, planning studies, and environmental reviews on behalf of the Planning Board.

Rockland County
Comprehensive Plan
Rockland County, New York
Development of a long-term Comprehensive Plan for a suburban and semi-rural county, to address a range of interrelated land use, environmental, infrastructure and transportation issues. The Plan provides general recommendations on future land use issues and policies to implement those strategies, address key matters under direct County jurisdiction and identify potential land use conflicts among municipalities that should be resolved to allow for better functioning of land use on a regional level.

Village of Mamaroneck Local
Waterfront Revitalization Program
Mamaroneck, New York
Update to the Village's existing LWRP, which was the first such program in New York State outside of New York City. Key issues include updating the policies to reflect the State's current Long Island Sound waterfront policies, addressing jurisdictional and administrative issues with the Village's LWRP consistency review process, and increasing public waterfront access.

Village of Mamaroneck:
Comprehensive Plan
Mamaroneck, New York
Update to the Village's 1986 Master Plan. Significant planning issues include village growth, land use and zoning; environmental protection; housing; historic preservation; open space and recreation; parking; and promoting the Central Business District as the primary retail shopping area of the Village.

City of Bridgeport:
Land Use Policies Update
Bridgeport, Connecticut
Update to the City's 1996 Master Plan, intended to guide the city as it forges a

Selected Experience (continued)

new identify through revitalization. Key issues include neighborhood planning, land use, open space and economic development.

City of Newburgh: Local Waterfront Revitalization Program

Newburgh, New York

Coordination and preparation of an updated LWRP for the City to incorporate major redevelopment projects. Key issues include public access to the waterfront, consistency of land uses between private parcels and public elements, improved urban design, and expansion of pedestrian links between the waterfront and upland areas.

Village of Briarcliff Manor: Master Plan

Briarcliff Manor, New York

Update to the Village's 1988 Master Plan. Major issues included preserving open space throughout the Village, managing future growth along key corridors, promoting development that would maintain existing character and strengthening the Central Business District.

Environmental Analysis

Mahamudra Buddhist Hermitage
Wawarsing, New York

Preparation of a DEIS pursuant to State Environmental Quality Review (SEQR) for a 78,000 sf Buddhist Hermitage in the Town of Wawarsing.

Beacon Harbor/Heights
Bethlehem, New York

Preparation of an EIS for a new mixed-use Hudson River waterfront development. The project consists of approximately 2.8M sf of new office, warehouse, restaurant, retail, hotel, entertainment, residential, and flexible space.

Town of East Fishkill: Draft Generic Environmental Impact Statement (DGEIS) for Proposed Adoption of Local Laws

East Fishkill, New York

Preparation of a DGEIS to assess potential impacts of proposed local laws that would increase protection of wetlands and steep slopes, and add density and site design standards for subdivisions. The project included a build-out analysis using GIS data to determine the amount of vacant developable land in the town, which was then compared with the potential under the proposed laws to determine land use impacts.

Village of Briarcliff Manor: Bulk Law Amendments

Briarcliff Manor, New York

Preparation of SEQR documents for a series of amendments to the Village's zoning code that imposed lot coverage restrictions, granted more flexibility in the siting of new and expanded structures, and modified the regulatory language for greater clarification. The project involved evaluating the overall impacts of the amendments by calculating their effect on a sample of lots within the Village.

Real Estate Consulting

Photocircuits Property

City of Glen Cove and Town of Oyster Bay, New York

Study of the potential re-uses of the former Photocircuits site. The report examined the existing site conditions and regulatory context for the property, then explored the economic trends in the area. A range of development scenarios were examined, with their potential fiscal impacts upon the City and Town.

Trenton Property Market Analysis
Bar Harbor, Maine

Market analysis for the highest and best use of a 902-acre undeveloped parcel of land with a number of constraining environmental and practical issues.

Jonathan Martin, Ph.D.
Urban Designer/Planner

Jonathan Martin, Ph.D., has recently joined BFJ Planning. Mr. Martin has more than ten years of experience as an urban designer and community planner.

Education	City and Regional Planning (Ph.D.), Cornell University Master of Regional Planning (MRP), Cornell University BSD-Architecture, Arizona State University	
Memberships	American Planning Association, Association of American Geographers, Association of Collegiate Schools of Planning, National Low Income Housing Coalition	
Teaching and Professional Development	Assistant Professor, Pratt Institute: Graduate Center for Planning and the Environment, 2006-present; Columbia University: Department of Urban Planning, Adjunct Faculty, 2006-present; Danish Institute for Study Abroad: Architecture & Design Program, Visiting Faculty, 2011; Cornell University: Department of City and Regional Planning, Visiting Lecturer, 2003-2005	
Experience	Rockland County Psychiatric Hospital Campus Redevelopment* <i>Orangetown, New York</i> Coordination of NYS SEQRA process for proposed rezoning of 348 acre project site (a portion of municipal-owned portion of the Rockland County Psychiatric Center) to allow for Planned Residential Developments (PRD) with a mixture of housing types, including single family detached, single family attached and multifamily, primarily for persons 55 years of age or older. Action also includes acceptance of conceptual development plan for project site that includes 575 dwelling units on 72 acres of project site (including 20 units of volunteer housing), and relocation of a portion of an existing municipally-owned golf course to accommodate proposed residential development. City of Middletown Comprehensive Planning* <i>Middletown, New York</i> Conducting a full-scale comprehensive planning process for the City of Middletown (Orange County) that involves interviews, community outreach and visioning, population and housing projections, land use and infrastructure considerations and economic development opportunities. Following this planning process, the city's zoning ordinance will be fully updated and project includes stewardship of plan	and zoning ordinance through the NYS SEQRA approval process. Downtown Yonkers Large-Scale Urban Development* <i>Yonkers, New York</i> Coordination planning approval for \$1.3 billion mixed-use (residential, office, education, retail, entertainment and parking) urban redevelopment in downtown Yonkers, New York. Program includes 1,400 residential units, 450,000sf retail, 90,000sf restaurant, 80,000sf arts/cinema, 500,000sf office, 150 key hotel, 5,000 public parking spaces, a 6,500 seat minor league baseball field, and daylighting of approximately 1,900 linear feet of the Saw Mill River. Project includes preparation of 4,200 page DEIS for project including first application of tax increment financing in New York State, and stewardship of project through development/planning approval process including NYS SEQRA approvals. Nassau County Affordable Housing Site Planning* <i>Nassau County, New York</i> Development and presentation of numerous schemes to site affordable housing (mixed income, mixed programs) for Nassau County Planning Commission. Process includes site, area and contextual analyses and architectural/conceptual site plan designs.

* Designates work completed prior to joining BFJ Planning.

Project Experience (continued)

Beacon Residential Redevelopment Planning*

Beacon, New York

Planning involves analysis and preparation of a redevelopment program for four former industrial sites in the City of Beacon. Tasks include zoning, preliminary fiscal and school impact analyses, preparation of application and EAF form, and coordinate involvement of other required professionals required for the preparation of a DEIS.

Hamlet Area Conceptual Design*

Town of Highland Falls, New York

Design of rural downtown hamlet area as part of comprehensive planning process. Design process included analysis of existing and emerging conditions, existing built environment and potential for new contextual development in the hamlet area of the Town.

Hempstead Turnpike Corridor Plan*

Elmont, New York

Community-based planning process to revitalize a 2-mile stretch of Hempstead Turnpike Corridor in Elmont. Process includes working collectively with the Town of Hempstead, Nassau County and Sustainable Long Island through a comprehensive community outreach program over the last year and a half. Planning process employs a large-scale public visioning process as the foundation for a new corridor plan by supporting existing retail success, identifying additional parking resources, improving pedestrian access and safety, and recommending traffic calming solutions. This process has resulted in a conceptual corridor plan, which will be formalized in coordination with City and County officials.

Town of Newburgh Design Guidelines*

Town of Newburgh, New York

Analysis of existing design challenges and community preferences to produce a formally adopted set of guidelines aims to preserve open space, protect and strengthen rural character, and preserve architectural assets. Project

included guidelines for residential, commercial and hamlet development as well as a set "big-box" development guidelines.

Downtown Redevelopment DEIS & Tax Increment Financing Plan*

City of Yonkers, New York

Preparation of Blight Study, Urban Renewal Plan, DEIS and Tax Increment Financing Plan for redevelopment of three key sites in Yonkers downtown and waterfront areas. Plan includes private residential and commercial redevelopment as well as public sector redevelopment.

Roosevelt Housing and Urban Renewal*

Town of Hempstead, New York

Analysis and preparation of a revitalization strategy including residential plans for several key vacant and underutilized sites in Roosevelt. The Plan set out urban renewal objectives, conceptual site plans, and included proposed land uses and related zoning amendments, as well as recommendations for area acquisition, relocation and demolition activities.

Community Services Fiscal Impact Analysis*

Pine Plains, Dutchess/Putnam Counties, New York

Fiscal impact analysis that involved four interrelated tasks: 1.) Projecting future population levels of the Town under different build-out scenarios; 2.) Projecting the near-term fiscal impacts of residential growth through the use of an average-cost fiscal impact model; 3.) A qualitative examination of the long term community character and fiscal impacts of future growth through interviews with Town officials; and 4.) A review of the relevant literature on the subject as applied to rural towns (with Phillips Preiss Shapiro Associates, Inc.). This project included custom tabulations of US Census PUMS data to develop contextual student and population multipliers.

* Designates work completed prior to joining BFJ Planning.

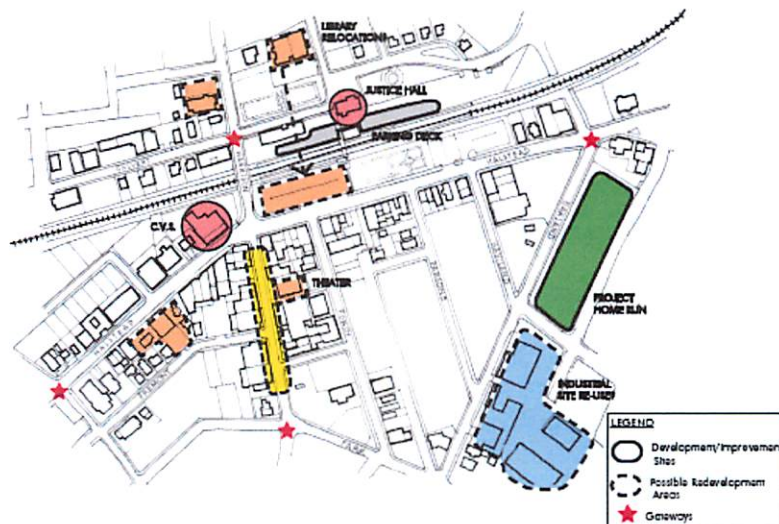
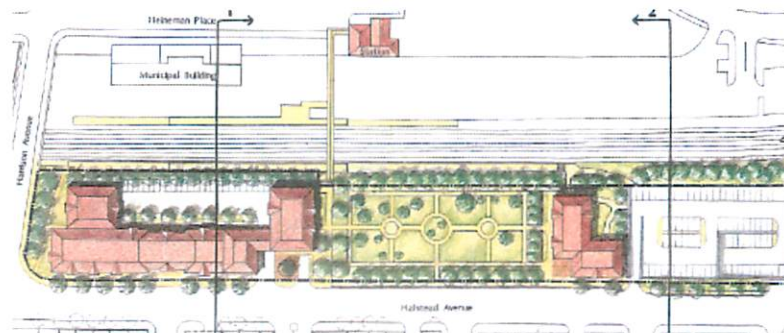
Harrison Comprehensive Plan

Town/Village of Harrison,
New York

The Town/Village of Harrison appointed BFJ Planning (BFJ) to update their 1988 Master Plan. The Comprehensive Plan involved three phases. Phase One involved updating the initial chapters of the 1988 plan, with a focus on the planning framework. Phase Two was the writing and reviewing of study area chapters, and the compilation of all chapters into a unified draft comprehensive plan document. Public participation was an integral part of the planning process, and a number of meetings were held with neighborhood representatives.

Phase Three is 1) preparing the final plan, 2) deciding on the SEQR course of action, and 3) conducting two public hearings on the final plan (and possibly including a generic EIS) prior to adoption. The new plan will provide planning action guides for geographically specific areas in town and will be a readable, concise guide for Harrison's decision-makers on resolving local planning issues.

One of the key components of the plan was the formulation of redevelopment concepts for the downtown, within walking distance of the Metro-North railroad.



Mount Vernon
Comprehensive Plan
Mount Vernon, New York

In January 2011, BFJ Planning was selected to prepare the Comprehensive Plan for the City of Mount Vernon, NY. Mount Vernon is a New York City inner ring suburb located in the southern portion of Westchester County.

Mount Vernon is a city based upon a sustainable development pattern due to its close proximity to a major metropolitan center, its diverse land uses in a compact geographic area, multitude of public transit options, and residential fabric of a wide range of unit types, affordability and architectural styles. These physical attributes allow the potential for the city to efficiently use energy and environmental resources in a responsible manner to accommodate future development the exemplifies best practices in protecting the environment.

BFJ Planning was charged by the City of Mount Vernon to create an effective planning instrument to guide preservation and development patterns and strengthen the City's unique character within Westchester County. The redevelopment of Mount Vernon in a sustainable manner will be accomplished through establishing policies, ordinances and guidelines related to new structure, adaptive reuse of existing buildings, and historic sites and sources. Additional sustainability concepts related to the physical development and preservation of the city will also include green education, green transportation, and green zones that offer incentives for instituting environmentally sustainable features.



Tarrytown Waterfront

Tarrytown, New York

BFJ Planning (BFJ) assisted the Village of Tarrytown in the redevelopment of its waterfront, serving as advisor to the Village in its review of a large-scale mixed use development. BFJ reviewed the developer's proposed site plan and recommended changes to the plan regarding the siting and scale of buildings, traffic circulation, public access to the waterfront, and the preservation of viewsheds, as well as economic issues, in order to ensure that the development project was consistent with the Village's vision for its waterfront. These changes were ultimately incorporated into the site plan.

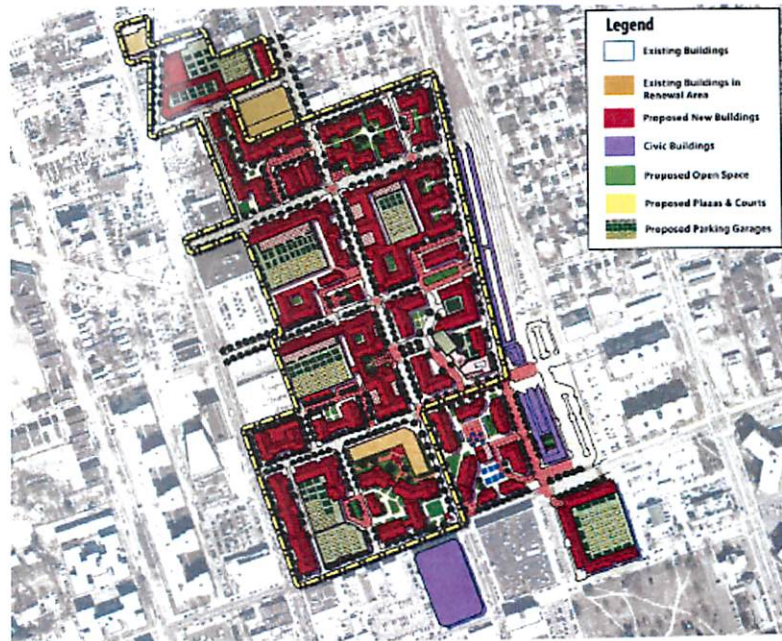


Village of Hempstead Revitalization

Hempstead, New York

BFJ Planning has been retained by the Village of Hempstead's Community Development Agency (CDA) to serve as their planning consultant on the redevelopment of Downtown Hempstead, a culturally, ethnically, and economically diverse downtown area that includes a multi-modal transit center. BFJ assisted the CDA and the Village in selecting a master developer for the downtown area. BFJ reviewed the submitted proposals in terms of land use, site layout, urban design, economic/fiscal impacts and transportation and environmental impacts.

Upon selection of the master developer, BFJ has been providing planning consultation to the CDA in order to meet the Village's redevelopment objectives. To date, BFJ has reviewed and provided recommendations on the master developer's Master Conceptual Plan, including strategies to improve design, street-grid layout, traffic and pedestrian circulation, parking layout and efficiency, the siting of parks and open space, and other recommendations that are in the best interests of the community. The result is a conceptual plan that will serve as a road map for future planning efforts in the creation of a sustainable and vibrant mixed-use Downtown.



BFJ Planning

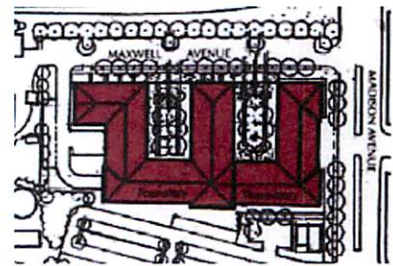
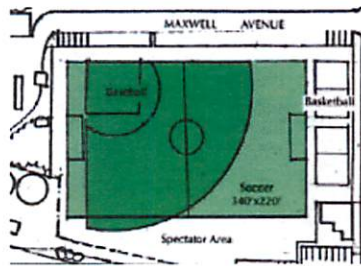
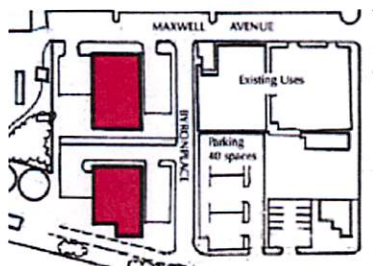
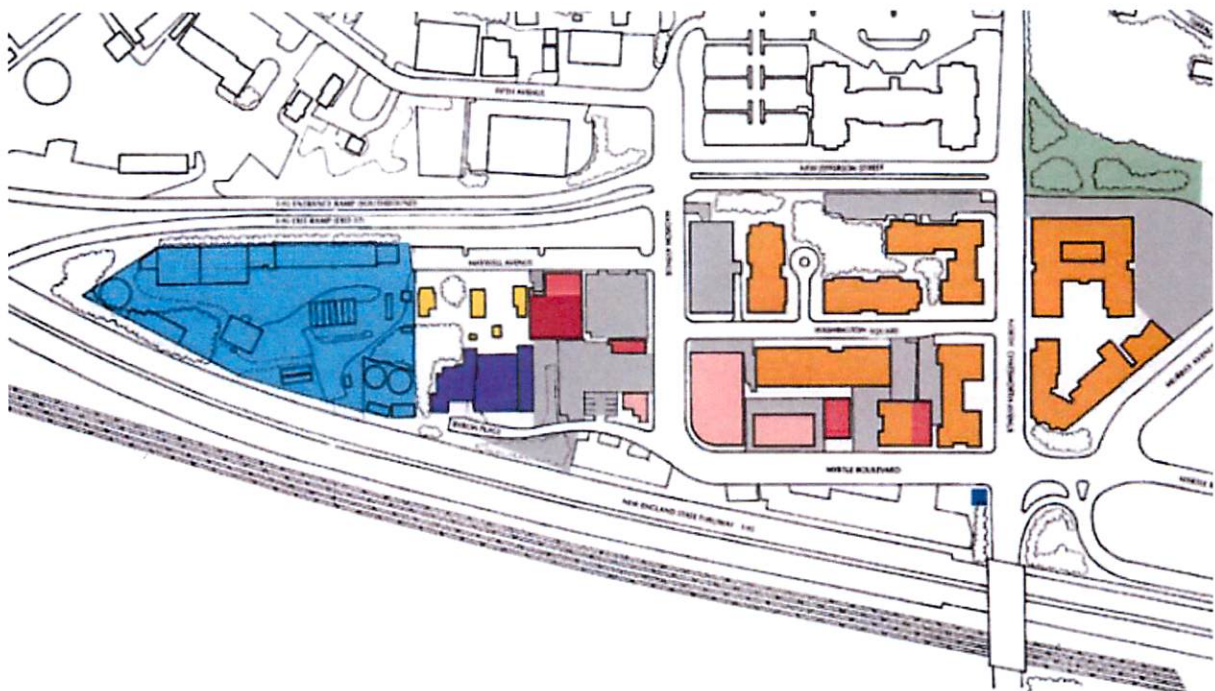
Washington Square

Development and Parking Study
Mamaroneck, New York

On behalf of the Town of Mamaroneck, BFJ Planning (BFJ) reviewed the development potential and parking problems in the Town's Washington Square area, which includes a 95,000 sf prime location for new development. With three major roadways, the unconstrained traffic flow was an important consideration, along with the parking needs of local residents and businesses.

BFJ's report presented three development options for the site: 1) redevelop the site for multi-family housing; 2) redevelop the site with Town-owned playing fields; 3) keep the site zoned as general business district. Modifications to the zoning text were created for each development option, along with three site plan concepts.

BFJ recommended better management of existing on- and off-street parking to alleviate parking shortages. If these parking strategies were not successful after a year, a new parking deck was to be created. Details of the deck's location, ingress and egress, important landscaping features, and feasible financing mechanisms were included. In addition to these strategies, BFJ also assisted the Town in working with the County on a streetscape project.



BFJ Planning

Fairfield Station Development
Economic Impact Study
Fairfield, Connecticut

BFJ Planning (BFJ), in association with Urbanomics, prepared a study for Blackrock Realty, LLC that assessed the economic impacts of a proposed mixed-use development on the Town of Fairfield. Blackrock Realty had proposed to rehabilitate a brownfield site along Fairfield's eastern boundary, south of Black Rock Turnpike and adjacent to Ash Creek. BFJ's development plan included a new Metro North railroad station, 1.1M sf of office space, 120,000 sf of retail space, a new hotel, and two parking garages.

BFJ's studies produced a report reviewing the impacts of construction and operation of the proposed mixed-use development on the Town. It also included analysis of the direct fiscal impacts on the Town: the number of new construction and office workers, their salaries, and new taxes resulting from the project. The report concluded that at full occupancy, the proposed office and retail development would create approximately 4,335 jobs and generate over \$6M in new annual taxes for the Town of Fairfield.



BFJ Planning

Village of



Mamaroneck

*Village Hall At The Regatta
P.O. Box 369
123 Mamaroneck Avenue
Mamaroneck, N.Y. 10543*

OFFICE OF
AGOSTINO FUSCO
CLERK TREASURER

TELEPHONE
(914) 777-7722
FAX NUMBER
(914) 777-7787

EXTRACT OF MINUTES OF A REGULAR MEETING OF THE VILLAGE OF MAMARONECK BOARD OF TRUSTEES HELD ON MONDAY, FEBRUARY 13, 2012 AT 7:30 P.M. IN THE COURTROOM AT VILLAGE HALL, MAMARONECK, NEW YORK.

RESOLUTION RE: SUBMISSION OF A GRANT APPLICATION FOR TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT NEAR TRANSIT HUBS

WHEREAS, the Tri-State Transportation Campaign is a 501(c)(3) organization that was founded by leading environmentalists and planners dedicated to reducing vehicle dependency and their attendant economic and environmental costs in the New York-metropolitan area; and

WHEREAS, a new initiative of the Tri-State Transportation Campaign is a community assistance grant program to help municipalities develop more equitable, sustainable, and transit-friendly communities by encouraging transit oriented development, or mixed use development within a quarter to half mile of a train or bus station, by offering funding support to municipalities ready to address the linkages between affordable housing, energy efficiency and equitable development near transit stations; and

WHEREAS, the Village of Mamaroneck, in partnership with the Washingtonville Housing Alliance is requesting planning funds to develop a Transit Oriented Development zoning study around the Mamaroneck Train Station with the intent of developing zoning regulations to transform the study area into a viable, equitable, transit-oriented mixed use zone; and

WHEREAS, in order to conduct this study, the Village envisions working with professional planning and engineering consultants, using a consultative, public outreach to local residents and businesses through charrettes, identifying potential sites and developing innovative zoning regulations and incentives for mixed use and affordable housing; and

WHEREAS, at this time, the application round has been opened and the Village of Mamaroneck has been invited to submit a formal proposal for such a planning grant; now therefore be it

RESOLVED, that the Board of Trustees herein authorizes the Village Manager to submit a formal proposal and grant application to the Tri-State Transportation Campaign for the development of a Transit Oriented Development zoning study around the Mamaroneck Train Station, and authorizes the Village Manager to take the necessary and appropriate steps to execute all paperwork, submit all back-up documentation to

THE FRIENDLY VILLAGE

support this application and accept the such grant funds, if awarded, in accordance with the requirements of the grant.

Voting Aye: Rosenblum, Santoro, Ryan, Hofstetter, Albert

STATE OF NEW YORK)
)SS:
COUNTY OF WESTCHESTER)

I, Agostino A. Fusco, Clerk of the Village of Mamaroneck, New York, do hereby certify that I have compared the foregoing copy of the Resolutions with the original on file in my office, and that the same is a true and correct transcript of said original Resolutions and of the whole thereof, as duly adopted by said Planning Board at a meeting duly called and held at the Village Hall office on Monday, February 13, 2012 by the required and necessary vote of the members to approve the Resolutions.

WITNESS My Hand and the Official Seal of the Village of Mamaroneck, New York, this 23th day of February 2012.



Agostino A. Fusco, Village Clerk

APPENDIX D

GRANT AWARD



Grant Awarded for Zoning Study near Mamaroneck Transit Hub Program Supports Equitable, Sustainable Development Throughout the Region

PRESS RELEASE

For immediate release: May 24, 2012

Contact: Kate Slevin, Steven Higashide

Tri-State Transportation Campaign

P: 212-268-7474, 908-705-3665

MAMARONECK VILLAGE HALL—Today, the Tri-State Transportation Campaign (TSTC) and One Region Funders' Group awarded a grant of \$38,500 to the Village of Mamaroneck to support efforts to promote equitable, sustainable development near the Mamaroneck Metro-North Railroad station.

The grant will support a Transit-Oriented Development Zoning Study, performed in partnership with the nonprofit Washingtonville Housing Alliance, which will involve community meetings with local residents and property owners, and will result in a draft zoning ordinance and form-based code that will support the village's recently adopted comprehensive plan. The comprehensive plan calls for incentivizing affordable housing, providing quality public space, and linking the village's retail and central business districts.

"The Village of Mamaroneck is taking bold steps to promote smart growth through revitalization of its downtown area surrounding the train station. This is good news for Mamaroneck and good news for other Westchester communities," said Catherine Marsh, Executive Director of the Westchester Community Foundation, a member of the One Region Funders' Group.

"Mixed-use development around existing transit service is good for the economy, environment and quality of life," said Kate Slevin, executive director of the Tri-State Transportation Campaign, a regional transportation policy and advocacy organization. "The Mamaroneck project is an ideal opportunity for successful, community-driven, transit-oriented development and can serve as a model for redevelopment statewide."

“The ‘Friendly Village’ of Mamaroneck once again is reaping the benefits of cooperation between its residents, not-for-profit organizations and business resulting in this grant award,” said Village of Mamaroneck Mayor Norman Rosenblum. “Our future development is a necessity to keep the vitality and quality of life we all currently enjoy. This grant awarded for a zoning study near the Village of Mamaroneck Transit Hub improves our development possibilities with the positive environmental goals sought by both the Village and Tri-State Transportation Campaign with the One Region Funders’ Group. Thanks to both for their guidance in this important step forward.”

TSTC and the One Region Funders’ Group received letters in support of the project from elected officials and civic groups including Congresswoman Nita Lowey, State Senator Suzi Oppenheimer, County Legislator Judy Myers, the Hispanic Resource Center of Larchmont and Mamaroneck, Mamaroneck Chamber of Commerce, and Westchester County.

“In our densely-populated region, it is especially important that development be executed in a planned, sustainable, and smart manner,” said Congresswoman Nita Lowey (D-Westchester/Rockland). “Promoting mixed-use development centered around existing transportation networks is a critical part of that effort. I am pleased this grant will help support smart growth that will add to our community.”

TSTC and the One Region Funders’ Group also awarded the following grants:

- \$48,000 to the Norwalk Redevelopment Agency, in Connecticut, for a market study and case study review aimed at stabilizing existing neighborhoods and supporting development around the South Norwalk Metro-North Railroad station.
- \$44,500 to the Town of Brookhaven, on Long Island, for a sewer infrastructure study which will support private redevelopment proposals for the area around the Bellport Long Island Rail Road station.
- \$14,000 for the Flushing-Willets Point-Corona LDC in Queens, New York, for a market analysis to support proposals for affordable and senior housing near the Flushing Long Island Rail Road station.

The four grantees were chosen from over forty applicants throughout the region. The grant award marks the second year of the transit-centered development grant program. In 2009, grants from the program were awarded to Mount Vernon and Peekskill.

####

The One Region Funders’ Group is a partnership of private funders from Connecticut, New York, and New Jersey learning and working together to advance and support transportation planning and reform in the Tri-State region. Foundations participating in the One Region Funders’ Group and contributing toward this initiative include Fairfield County Community Foundation, Emily Hall Tremaine Foundation, Long Island Community Foundation, New York Community Trust, Rauch Foundation, Surdna Foundation, Westchester Community Foundation, Fund for the Environment & Urban Life, Rockefeller Foundation, and Ford Foundation.

The Tri-State Transportation Campaign (TSTC) is a non-profit organization working towards a more balanced, transit-friendly and equitable transportation system in New York, New Jersey, and Connecticut.

APPENDIX E

NEEDS ASSESSMENT 2012:

WASHINGTONVILLE HOUSING ALLIANCE SERVICE AREA

Needs Assessment 2012

Washingtonville Housing Alliance
Service Area

Data Analyzed

- US Census Data
 - 2000 data set
 - 2010 data set
 - Tracts 72.00, 73.00 & 74.01
 - Block Groups 72.001, 72.003, 72.005, 73.001, 73.004, 74.012, 74.013
- Section 8
 - Applicants
 - Waiting List Demographics
- Washingtonville Housing Alliance Grant Recipients

US CENSUS

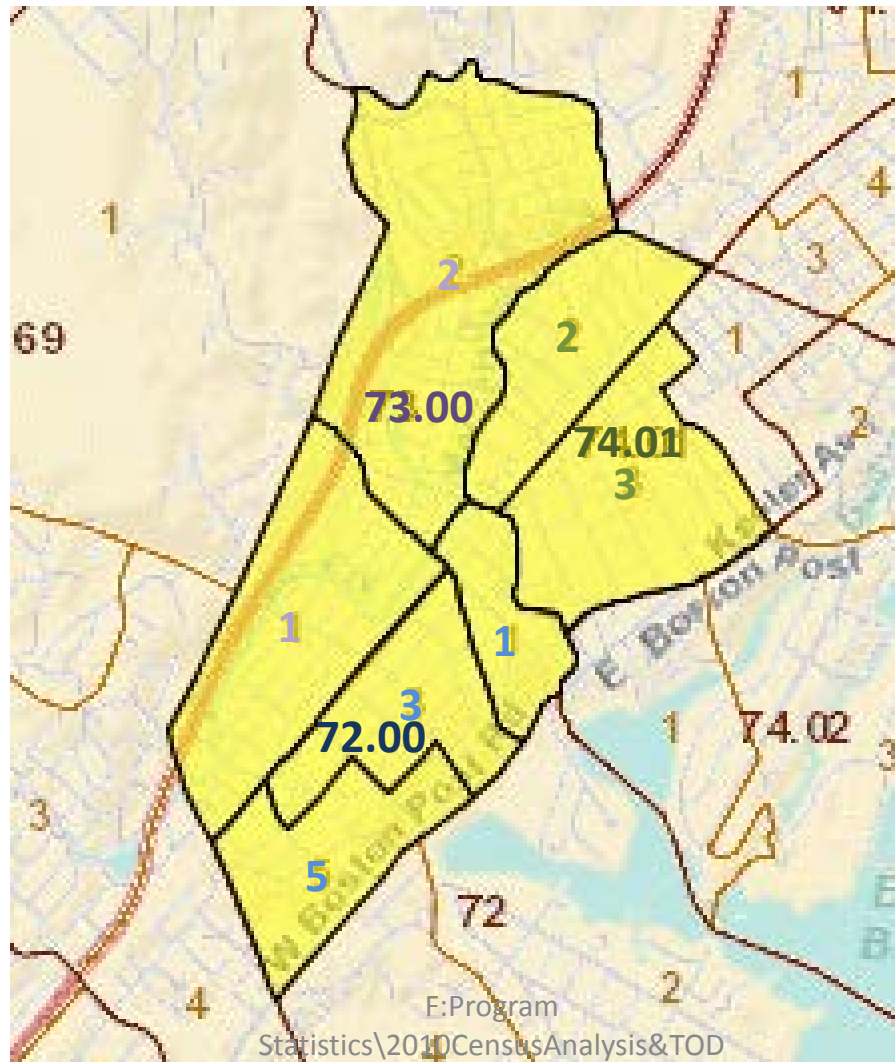
- Areas Analyzed
- Population Characteristics
- Social Characteristics
- Economic Characteristics
- Housing Characteristics

US Census Data

- *Census forms were delivered by the U.S. Post Office beginning March 15th, and collected through July 2010*
- *National results were released December 2010, and state results March 2011*
- *It is probable that the economic downturn in the Fall of 2008 (approximately one and a half year prior to the U.S. Census 2010 data collection period), impacted the results of U.S. Census 2010 particularly with regard to rental vacancies*

Areas Analyzed

Tracts and Block Groups as identified by the 2010 US Census Boundaries



Population Characteristics

DATA SNAPSHOT

Population Trends in the Village of Mamaroneck			2000	% of VOM	2010	% of VOM	# Change	% Change
Total population			18752		18929		177	1%
	Median Age		30.1		40			33%
	Black or African American		778	4.1%	767	4.1%	-11	-1%
	Hispanic or Latino		3284	17.5%	4602	24.3%	1318	40%
	Female head of household		699	9.9%	725	10.4%	26	4%

Population Characteristics by Tract		TRACT 72.00					73.00					74.00				
		2000	2010	-/+	% Change	% of VOM	2000	2010	-/+	% Change	% of VOM	2000	2010	-/+	% Change	% of VOM
	2010															
Total population	18929	6477	6514	37	1%	34%	4576	4801	225	5%	25%	4609	4768	159	3%	25%
Black or African American	767	214	259	45	21%	34%	327	279	-48	-15%	36%	163	214	51	31%	28%
Hispanic or Latino	4602	948	1417	469	49%	31%	1400	1935	535	38%	42%	748	1043	295	39%	23%
Family Households	4707	1622	1541	-81	-5%	33%	1161	1151	-10	-1%	24%	1229	1239	10	1%	26%
Renter-occupied housing units	2891	1078	1028	-50	-5%	36%	849	916	67	8%	32%	678	710	32	5%	25%
Avg. household size of owner-occupied units	2.67	2.41	2.38	-0.03	↓		2.85	3.01	0.16	↑		2.87	2.85	-0.02	↓	
Avg. household size of renter-occupied units	2.61	2.23	2.37	0.14	↑		2.88	2.87	-0.01	↓		2.49	2.63	0.14	↑	

Population Characteristics

TRENDS

Hispanic or Latino



*Hispanic population
increased by 1318 people,
or by 40%, in the Village of
Mamaroneck*



TRACT 72.00

BLOCK GROUPS 1, 3, 5

+469



TRACT 73.00

BLOCK GROUPS 1, 2

+535



TRACT 74.01

BLOCK GROUPS 2, 3

+295



Population Characteristics

TRENDS

Black or African American



-11
-1%

Black population decreased by 11 persons, or by 1% in the Village of Mamaroneck, from 2000 to 2010.

TRACT 72.00

BLOCK GROUPS 1, 3, 5

+21% / +45 persons

Total 259, 34% of VOM



TRACT 73.00

BLOCK GROUPS 1, 2

-15% / -48 persons

Total 279, 36% of VOM



TRACT 74.01

BLOCK GROUPS 2, 3

+31% / +51 persons

Total 214, 28% of VOM

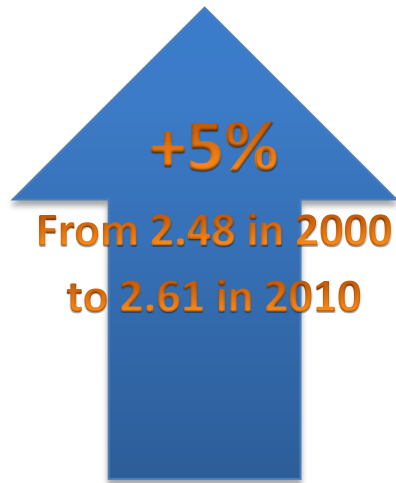


Black population decreased by 48 persons, or by 31%, in Tract 73.00. The Tract is home to 36% of the Black/AA population in the Village of Mamaroneck

Population Characteristics

TRENDS

Average household size of RENTER-occupied units



*Average household size in
renter-occupied units
increased by 5% between
2000 and 2010.*

POLICY QUESTION

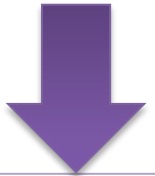
*Can an increase in average
household size can be attributed to
economic downturn of 2008?*

Average household size of RENTER-occupied units

TRACT 72.00 2.23 to 2.37
BLOCK GROUPS 1, 3, 5



TRACT 73.00 2.88 to 2.87
BLOCK GROUPS 1, 2



TRACT 74.01 2.49 to 2.63
BLOCK GROUPS 2, 3



*Data shows a slight decrease in average
renter-occupied household size in Tract
73.00, with an increase in Tracts 72.00 and
74.01*

Population Characteristics

TRENDS

Average household size of OWNER-occupied units

From **2.68** in 2000
to **2.67** in 2010

*No significant change in
the average household size
in owner-occupied units*

Average household size of OWNER-occupied units

TRACT 72.00 2.41 to 2.38
BLOCK GROUPS 1, 3, 5



TRACT 73.00 2.85 to 3.01
BLOCK GROUPS 1, 2



TRACT 74.01 2.87 to 2.85
BLOCK GROUPS 2, 3



*Data shows a decrease in the average
household size of owner-occupied units in
Tracts 72.00 and 72.01, with an increase in
Tract 73.00*

Social Characteristics

DATA SNAPSHOT

Social Characteristics in the Village of Mamaroneck		2000	% of VOM	2010	% of VOM	# Change	% Change
Educational Attainment							
	Percent high school graduate or higher	83%		89%			7%
	Percent bachelor's degree or higher	39%		48%			25%
Nativity and Place of Birth							
	Foreign born	4798	26%	5202	28%	404	8%
	Not a citizen	3045	16%	2918	15%	-127	-4%
Region of Birth of Foreign Born							
	Latin America	2302	48%	2862	55%	560	24%
Language other than English spoken at home		5918	34%	6617	38%	699	12%

Social Characteristics by Tract			TRACT 72.00					73.00					74.01				
			2000	2010	-/+	% Change	% of VOM	2000	2010	-/+	% Change	% of VOM	2000	2010	-/+	% Change	% of VOM
Education Attainment		VOM															
	Bachelor's degree	2701	881	711	-170	-19%	26%	552	613	61	11%	23%	655	713	58	9%	26%
	Graduate or prof	3550	1135	1702	567	50%	48%	363	483	120	33%	14%	502	691	189	38%	19%
Nativity Status																	
	Foreign born	5202	1605	1234	-371	-23%	24%	1583	2088	505	32%	40%	1000	1124	124	12%	22%
	Not a citizen	2918	1011	591	-420	-42%	20%	1124	1344	220	20%	46%	547	573	26	5%	20%
Region of Birth of Foreign Born																	
	Latin America	2862	778	634	-144	-19%	22%	943	1540	597	63%	54%	489	514	25	5%	18%
Language other than English spoken at home		6617	1808	1521	-287	-16%	23%	2007	2545	538	27%	38%	1380	1531	151	11%	23%

F:Program

Statistics\2010CensusAnalysis&TOD
Study\NeedsAssessment2012.ppt

Social Characteristics

TRENDS

Number with Bachelor's Degree
or higher*

+1142

*Number of people with Bachelor's
degree or higher increased by 1142,
or 45% in the Village of
Mamaroneck*

TRACT 72.00

BLOCK GROUPS 1, 3, 5

397



TRACT 73.00

BLOCK GROUPS 1, 2

181



TRACT 74.01

BLOCK GROUPS 2, 3

247



HYPOTHESIS

Young professionals are settling in the Village of Mamaroneck, Tract 72.00 in particular.

*Number with Bachelor's Degree or higher reflects population with Bachelor's Degree plus population with graduate degree or higher.

Social Characteristics

TRENDS

Foreign born



Number of foreign born residents increased by 404, or 8% in the Village of Mamaroneck

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-371



TRACT 73.00

BLOCK GROUPS 1, 2

505



TRACT 74.01

BLOCK GROUPS 2, 3

124



OBSERVATION

Significant shift in foreign born population from Tract 72.00 to Tract 73.00

Social Characteristics

TRENDS

Latin America as origin of birth



Number of residents originating from Latin American increased by 560, or 24% in the Village of Mamaroneck

TRACT 72.00 BLOCK GROUPS 1, 3, 5	-144	
TRACT 73.00 BLOCK GROUPS 1, 2	597	
TRACT 74.01 BLOCK GROUPS 2, 3	25	

OBSERVATION

Significant shift in Latin American population from Tract 72.00 to Tract 73.00

*Latin America bracket include Central America

Social Characteristics

TRENDS

Language other than English
spoken at home

+699

*Number of residents
speaking language other
than English at home
increased by 699, or 12% in
the Village of Mamaroneck*

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-287



TRACT 73.00

BLOCK GROUPS 1, 2

538



TRACT 74.01

BLOCK GROUPS 2, 3

151



Social Characteristics

TRENDS

Residents that are not citizens

-4%
-127

Number of residents who are not citizens decreased by 127, or 4%, between 2000 and 2010. However, it increased in Tract 73.00.

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-420



TRACT 73.00

BLOCK GROUPS 1, 2

220



TRACT 74.01

BLOCK GROUPS 2, 3

26



Population & Social Characteristics

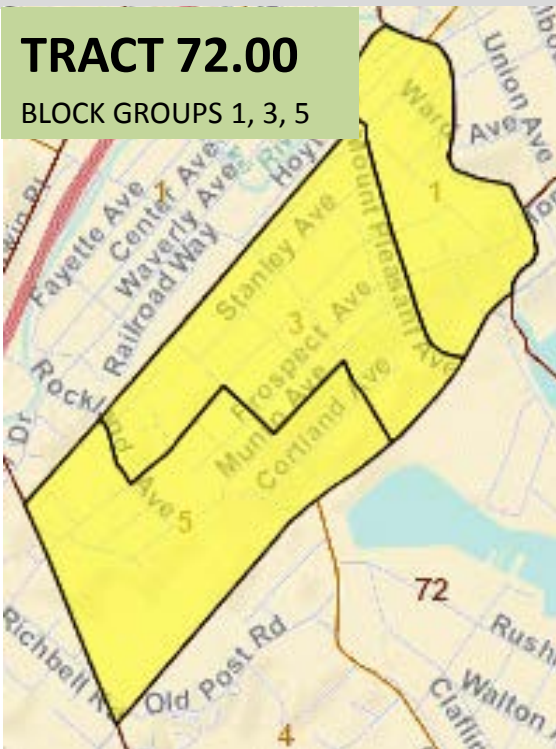
CONCLUSIONS

Tract 72.00

- ↓ Hispanic
- ↑ Educated
- ↓ Foreign Born
- ↓ Non-citizen

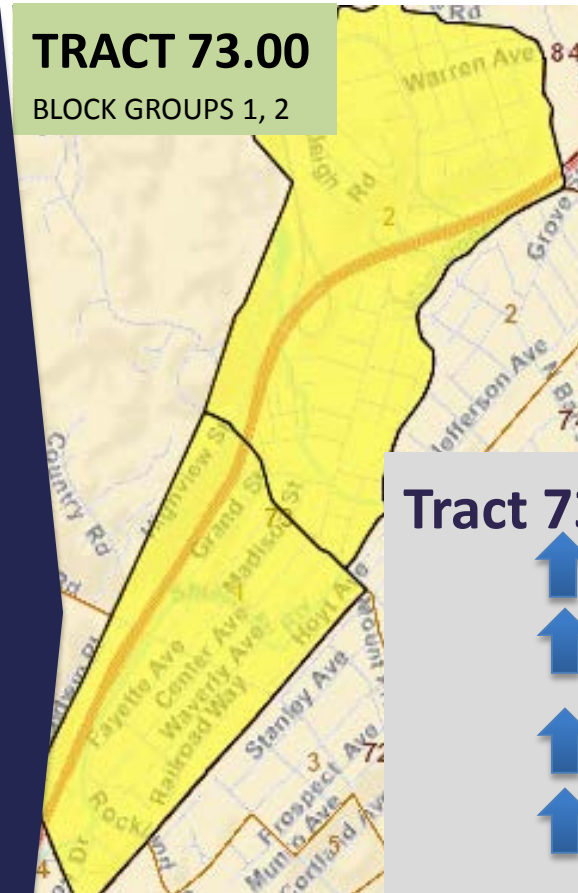
TRACT 72.00

BLOCK GROUPS 1, 3, 5



TRACT 73.00

BLOCK GROUPS 1, 2



Tract 73.00

- ↑ Hispanic
- ↑ Educated (*but much less than in Tract 72*)
- ↑ Foreign Born
- ↑ Non-citizen

HYPOTHESIS

Hispanic population is moving from Tract 72.00 to 73.00.

F:Program

Economic Characteristics

DATA SNAPSHOT

Economic Characteristics in the Village of Mamaroneck		2000	2010	# Change	% Change
Income					
Households		7097	6920	-177	-2%
	Median Income*	\$ 62,510	\$86,307		
	2010 dollars	\$ 81,800	\$86,307	\$4,507	5%
	Mean Income		\$140,626		
Families		4942	4596	-346	-7%
	Median Income*	\$ 75,093	\$97,813		
	2010 dollars	\$ 98,300	\$97,813	-\$487	0%
	Mean Income		\$163,122		
Poverty Status					
	Families	4.2%	2.5%	↓	-40%
	Individuals 18 and over	6.9%	4.5%	↓	-35%

OBSERVATION

Significantly higher median income in Tract 72.00, is consistent with previous data showing increase in higher education attainment

Economic Characteristics by Tract		TRACT 72				73.00				74.00			
		2000	2010	-/+	% Change	2000	2010	-/+	% Change	2000	2010	-/+	% Change
Households		2655	2553	-102	-4%	1613	1710	97	6%	1683	1587	-96	-6%
	Median Income*	\$56,496	\$ 98,715			\$56,010	\$ 78,140			\$66,723	\$ 86,477		
	2010 dollars	\$73,900	\$ 98,715	\$24,815	25%	\$73,300	\$ 78,140	\$4,840	6%	\$87,300	\$ 86,477	-\$823	-1%
	Mean Income		\$188,792				\$96,214				\$110,624		
Families		1634	1482	-152	-9%	1194	1179	-15	-1%	1228	1211	-17	-1%
	Median Income*	\$74,464	\$135,227			\$61,146	\$79,707			\$77,850	\$99,375		
	2010 dollars	\$97,500	\$135,227	\$37,727	28%	\$80,000	\$79,707	(\$293)	0%	\$102,000	\$99,375	(\$2,625)	-3%
	Mean Income		\$248,829				\$90,758				\$127,326		
Poverty Status													
	Families	9%	0.9%	↓	-90%	13%	7.7%	↓	-42%	3%	0.7%	↓	-79%
	Individuals 18 and over	7%	2.8%	↓	-61%	9%	10.20%	↑	13%	5%	1.7%	↓	-68%

*Median income from 2000 data set is converted to 2010 dollars using Consumer Price Index, as utilized by US Census Bureau

Economic Characteristics

TRENDS

Number of HOUSEHOLDS

-3%
-177

Number of households in the Village of Mamaroneck decreased by 3%, or 177.

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-4%

-102 households



TRACT 73.00

BLOCK GROUPS 1, 2

+6%

+97 households



TRACT 74.01

BLOCK GROUPS 2, 3

-6%

-96 households



HYPOTHESIS

Reduction in households resulted from vacancies caused by economic downturn in 2008. Number of households increased in Tract 73.00.

Economic Characteristics

TRENDS

Number of FAMILIES

-7%
-346

Number of families from 2000 decreased by 7%, or 346, in the Village of Mamaroneck

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-9%
-152 families



TRACT 73.00

BLOCK GROUPS 1, 2

-1%
-15 families



TRACT 74.01

BLOCK GROUPS 2, 3

-1%
-15 families



HYPOTHESIS

Reduction in families is a result of multiple families living under one roof in response to economic downturn of 2008

F:Program

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Study\NeedsAssessment2012.ppt

Reduction in number of families and households units in Tract 72 correlates to vacant rental units.

Economic Characteristics

TRENDS

Median HOUSEHOLD income
(2010 dollars)



Median household income increased by 5%, and was \$86,307 in 2010 in the Village of Mamaroneck

TRACT 72.00
BLOCK GROUPS 1, 3, 5

34%
\$98,715



TRACT 73.00
BLOCK GROUPS 1, 2

7%
\$78,140



TRACT 74.01
BLOCK GROUPS 2, 3

-1%
\$86,477



Tract 72.00 saw a 34% increase in median household income, with a 7% increase in Tract 73.00.

Economic Characteristics

TRENDS

**Median FAMILY income
(2010 dollars)**

-1%
\$97,813

Median family income showed a slight decrease, and was \$97,813 in 2010 in the Village of Mamaroneck

TRACT 72.00
BLOCK GROUPS 1, 3, 5

+39%
\$135,227



TRACT 73.00
BLOCK GROUPS 1, 2

0%
\$79,707



TRACT 74.01
BLOCK GROUPS 2, 3

-3%
\$99,375



Tract 72.00 saw a 39% increase in median family income, with no change in Tract 73.00.

Economic Characteristics

TRENDS

Poverty status in families

-40%

From 4.2% in 2000 to 2.5% in 2010



Family poverty status decreased from 4.2% of Village population to 2.5% of Village population (40% decrease)

NOTE

Poverty status is calculated based on a complex formula utilized by the US Census Bureau

TRACT 72.00

BLOCK GROUPS 1, 3, 5

-90%

9% to 1%



TRACT 73.00

BLOCK GROUPS 1, 2

-42%

13% to 8%



TRACT 74.01

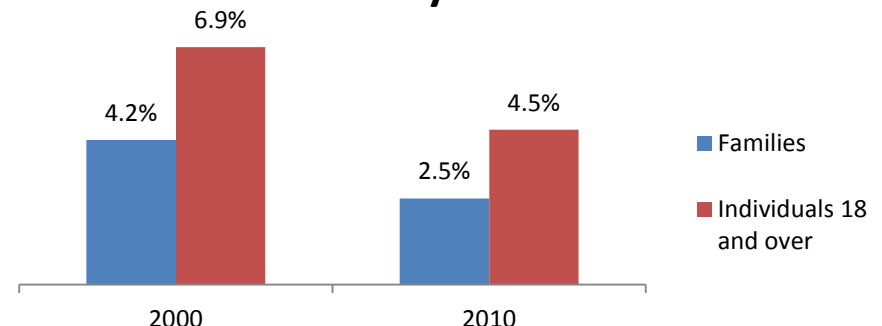
BLOCK GROUPS 2, 3

-80%

3% to 1%



Poverty Status



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Study\NeedsAssessment2012.ppt

Economic Characteristics

DISTRIBUTION OF LOW INCOME HOUSEHOLDS AND FAMILIES

Low-Income Distribution 2010		72.00	73.00	74.01	TOTAL VOM
Total Households		2553	1710	1587	
	<i>of which</i>				
	Less than \$10,000	17	60	25	102
	\$10,000 to \$14,999	180	72	20	272
	\$15,000 to \$24,999	49	151	84	284
	\$25,000 to \$34,999	130	156	141	427
	TOTAL	376	439	270	1085
Total Families		1482	1179	1211	
	<i>of which</i>				
	Less than \$10,000	0	37	9	46
	\$10,000 to \$14,999	13	30	0	43
	\$15,000 to \$24,999	49	98	27	174
	\$25,000 to \$34,999	69	118	92	279
	TOTAL	131	283	128	542

Economic Characteristics

Tract 72.00



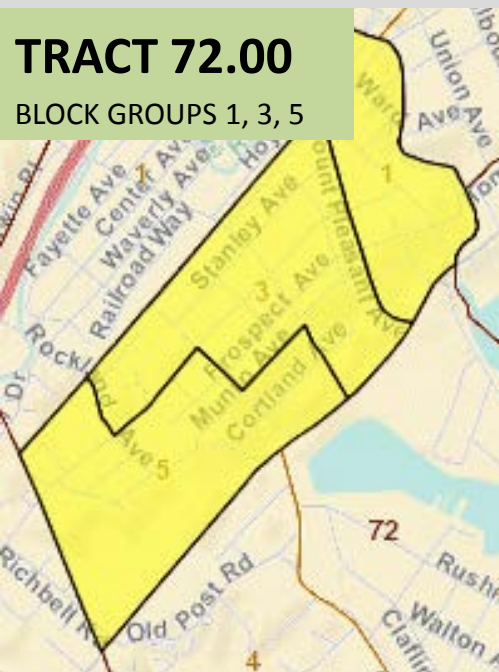
Median income

Poverty status

Number of families

TRACT 72.00

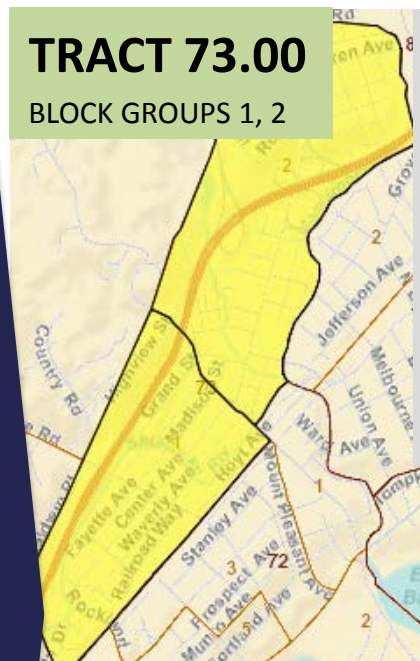
BLOCK GROUPS 1, 3, 5



CONCLUSIONS

TRACT 73.00

BLOCK GROUPS 1, 2



Tract 73.00

No growth in
median
income



Lower reduction
in poverty status

HYPOTHESIS

Low income population is migrating from Tract 72.00 to 73.00, while more affluent 'newcomers' are moving into 72.00

F:\Program

Housing Characteristics

DATA SNAPSHOT

Housing Characteristics by Tract			US CENSUS TRACT 72.00				73.00				74.00			
			2000	2010	-/+	% House holds	2000	2010	-/+	% Househ olds	2000 DATA	2010 DATA	-/+	% House holds
Gross Rent	VOM	%												
Occupied units paying rent	2421		1078	879	-199	36%	843	863	20	36%	670	462	-208	19%
\$1,000 to \$1,499	866	36%	395	342	-53	39%	303	361	58	42%	256	88	-168	19%
\$1,500 or more	1191	49%	82	335	253	38%	176	443	267	51%	88	282	194	61%
Median Gross Rent	1490		\$956	\$1,352			\$1,091	\$1,543			\$1,027	\$1,638		
2010 dollars	1490		\$1,250	\$1,352	\$102	8%	\$1,430	\$1,543	\$113	8%	\$1,340	\$1,638	\$298	22%
Gross Rent as a Percentage of Household Income														
30 to 34.9%	223	9%	100	114	14	13%	58	61	3	7%	115	33	-82	7%
35 or more %	918	38%	317	254	-63	29%	270	393	123	46%	170	170	0	37%

*Median Gross Rent from 2000 data set is converted to 2010 dollars using Consumer Price Index, as utilized by US Census Bureau

Housing Characteristics

TRENDS

Gross rent of \$1,500 or more

+741

Households within this bracket
(1191) account for 49% of all units
paying rent

*Number of households paying gross
rent of \$1,500 or more increased by
267, and totaled 1191 units in 2010,
accounting for 49% of all paying units.*

TRACT 72.00 +253
BLOCK GROUPS 1, 3, 5 14% of all rentals



TRACT 73.00 +267
BLOCK GROUPS 1, 2 18% of all rentals



TRACT 74.01 +194
BLOCK GROUPS 2, 3 12% of all rentals



OBSERVATION

*Tract 73.00 has shown the largest
increase in units paying \$1,500 or
more*

Housing Characteristics

TRENDS

Median gross rent



Median Gross Rent increased by 11%, and was \$1,490 in 2010 in the Village of Mamaroneck

TRACT 72.00

BLOCK GROUPS 1, 3, 5

8%

\$1,352



TRACT 73.00

BLOCK GROUPS 1, 2

8%

\$1,543



TRACT 74.01

BLOCK GROUPS 2, 3

22%

\$1,638



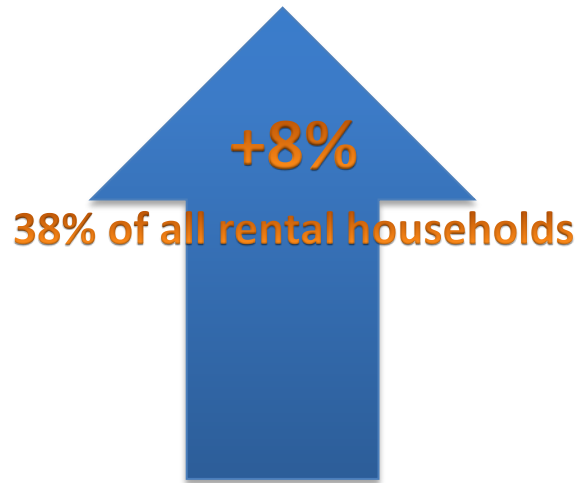
OBSERVATION

Tract 74.01 has shown the largest increase in median gross rent

Housing Characteristics

TRENDS

Households spending more than
35% of their income on rent



% of households spending more than 35% of their income on rent

TRACT 72.00 29%
BLOCK GROUPS 1, 3, 5



TRACT 73.00 46%
BLOCK GROUPS 1, 2



TRACT 74.01 37%
BLOCK GROUPS 2, 3



Demographics of Block Groups within 3 Tracts

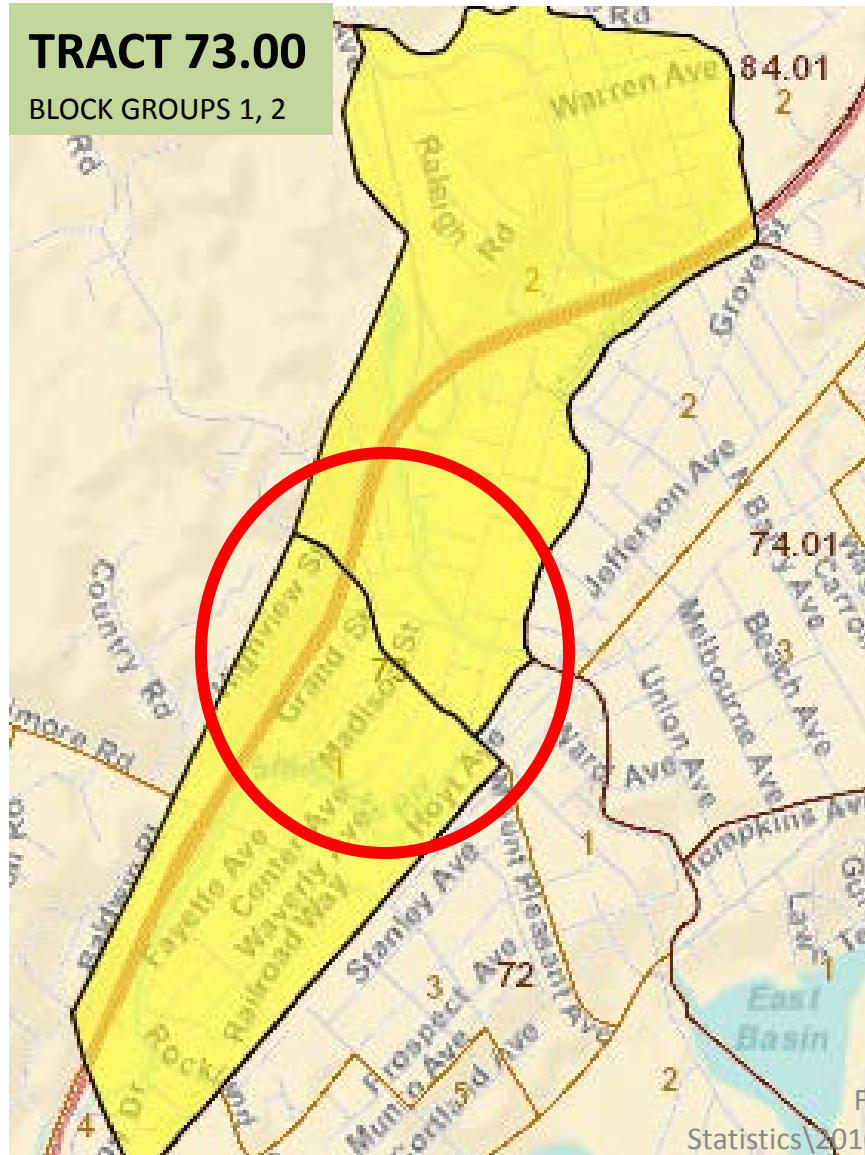
DATA SNAPSHOT

	VOM 2010	% of TOTAL	72.001	% of VOM	72.003	% of VOM	72.005	% of VOM	73.001	% of VOM	73.002	% of VOM	74.012	% of VOM	74.013	% of VOM
Total population	18929		1154	6%	1898	10%	1340	7%	1894	10%	2907	15%	1454	8%	2140	11%
Median Age	40		36.2		41.1		50.8		31		36.4		38.1		38.3	x
Black or African American	767	0.0405	90	12%	81	11%	72	9%	108	14%	171	22%	108	14%	60	8%
Hispanic or Latino	4602	0.2431	614	13%	340	7%	249	5%	1153	25%	782	17%	332	7%	520	11%
Total Households	6998		485	7%	830	12%	481	7%	538	8%	1100	16%	506	7%	786	11%
Family Households	4707	0.6726	231	5%	475	10%	249	5%	422	9%	729	15%	381	8%	546	12%
Female Head of Household	725	0.1036	62	9%	85	12%	44	6%	77	11%	124	17%	77	11%	73	10%
Housing Occupancy																
Total Housing Units	7512		520	7%	925	12%	506	7%	589	8%	1194	16%	531	7%	836	11%
Homeowner vacancy rate	2.80%		1.92%	x	6.59%	x	0.99%	x	3.06%	x	1.51%	x	0.4%	x	0.5%	x
Rental vacancy rate	5%		4.81%	x	1.51%	x	1.38%	x	4.75%	x	2.35%	x	1.9%	x	2.0%	x
Housing Tenure																
Occupied housing units	6998		485	7%	830	12%	481	7%	538	8%	1100	16%	506	7%	786	11%
Owner-occupied units	4107	0.5869	93	2%	529	13%	313	8%	224	5%	498	12%	324	8%	441	11%
Renter-occupied units	2891	0.4131	392	14%	301	10%	168	6%	314	11%	602	21%	182	6%	345	12%
Avg. household size of owner-occupied units	2.67		1.83		2.24		2.10		3.17		2.93		2.85		2.73	
Avg. household size of renter-occupied units	2.61		2.39		2.35		2.22		3.77		2.40		2.92		2.64	

CONCLUSIONS

TRACT 73.00

BLOCK GROUPS 1, 2



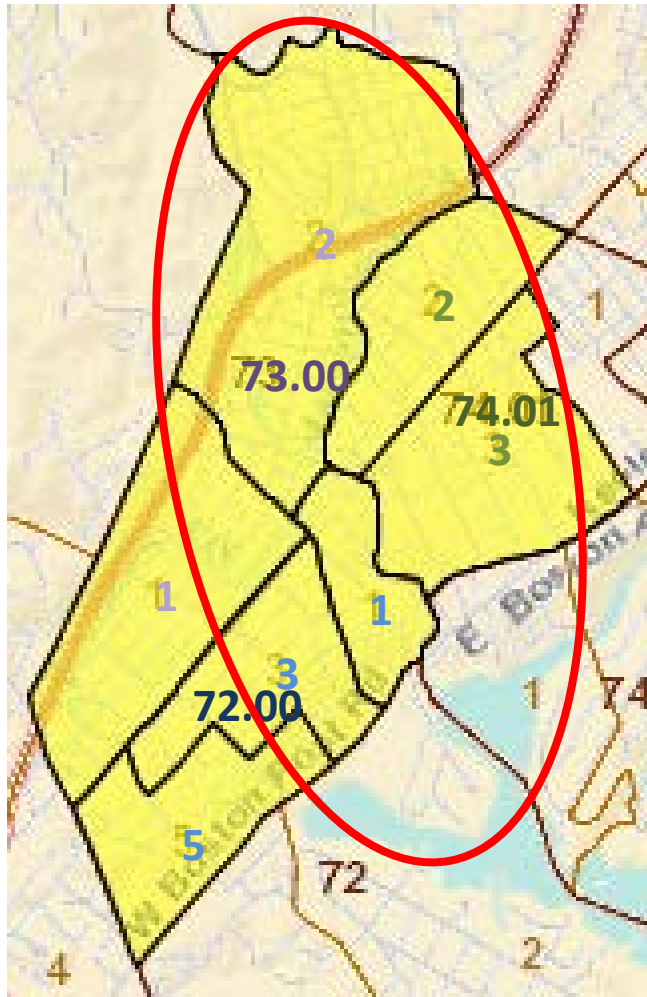
TOD Study Zone falls within Tract 73.00, which shows the following trends:

- Increase in
 - Hispanic
 - Foreign Born
 - Non-citizen
 - Education Attainment (though much lower than other tracts in the Village of Mamaroneck)
- Reduction in poverty status (much lower than other tracts)
- Highest number of households spending \$1,500 or more on rent
- Highest percentage of households spending 35% or more of their income on rent

Mamaroneck Avenue School Report Card

DEMOGRAPHICS AND FREE LUNCHES

Catchment Area is primarily Tract
73.00 and 74.01

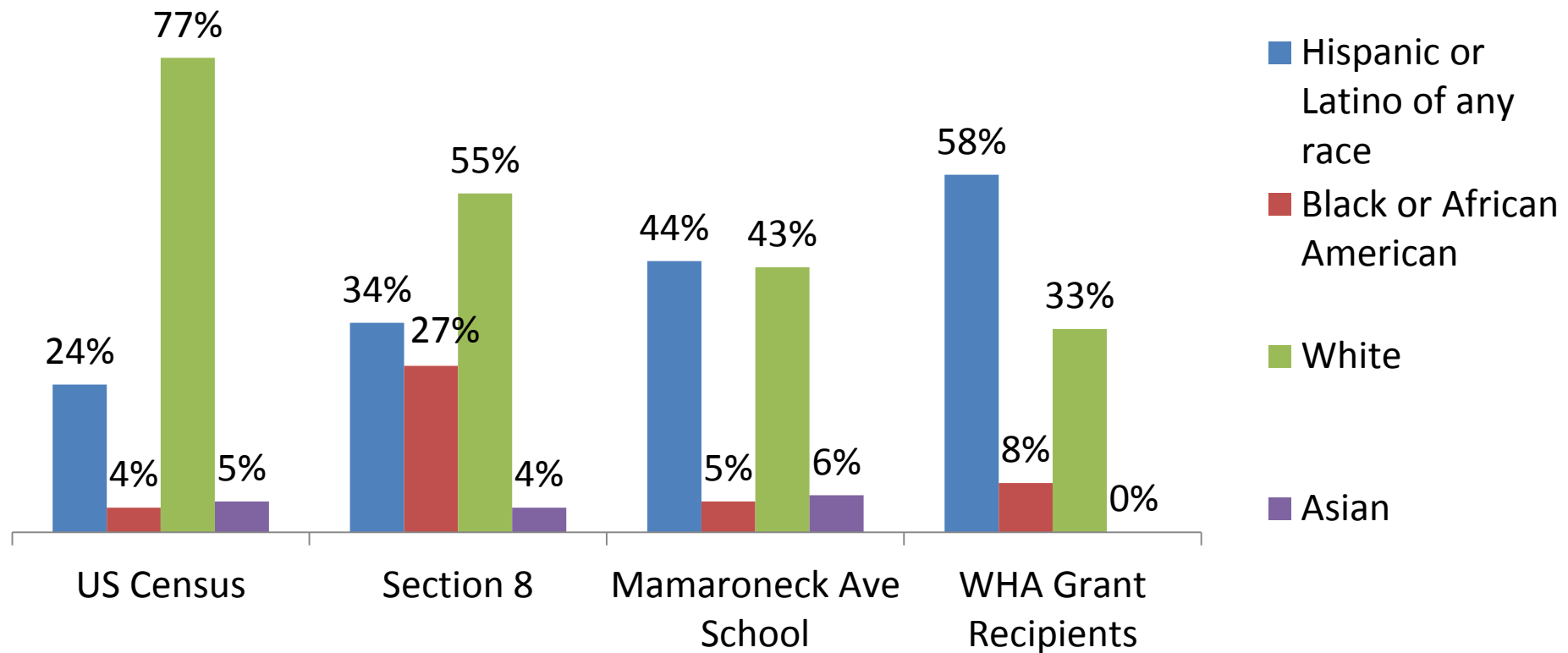


Mamaroneck Ave School	2008-2009		2009-2010		2010-2011	
Enrollment	563		577		605	
Eligible for Free Lunch	137	24%	149	26%	153	25%
Reduced-Price Lunch	44	8%	45	8%	42	7%
Limited English Proficient	55	10%	57	10%	66	11%
Black or African American	38	7%	37	6%	30	5%
Hispanic or Latino	247	44%	253	44%	268	44%

School Report Card data shows 195 children are recipients of free and reduced lunches, indicating low income families. This is consistent with findings in the US Census data for Tract 73.00. It shows 283 families below the income level that qualify for free or reduced lunch. *(This total includes families with no children and senior citizens).*

Mamaroneck Avenue School Report Card

COMPARATIVE DEMOGRAPHICS



SECTION 8

- Basic Statistics
- Waitlist Demographic

Section 8 Voucher Recipients

VILLAGE OF MAMARONECK RECIPIENTS

SECTION 8 RECIPIENTS

- **217 families are receiving Section 8 Assistance**
- 2008-2012, 188 families went off Section 8
 - *Includes those who exceeded maximum income, violated conditions, deceased, etc.*

SECTION 8 WAITING LIST

- **82 families are on the waiting list for Section 8 Assistance**
 - *Includes 76 families that were approved between 2008 and 2012*

SECTION 8 APPLICANTS

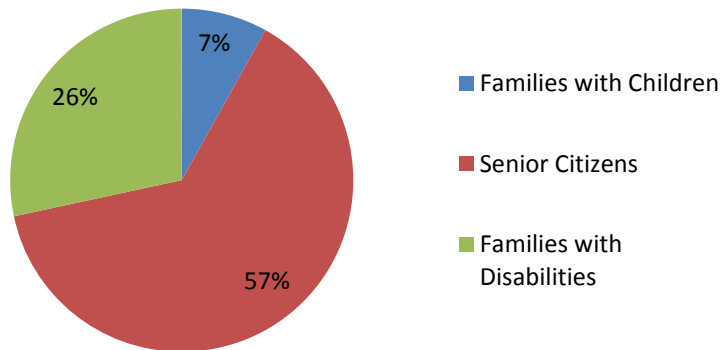
- **203 applicants between 2008 and 2012**
 - *1 of 5 received assistance*
 - *2 of 5 were waitlisted*

Waitlist Demographics

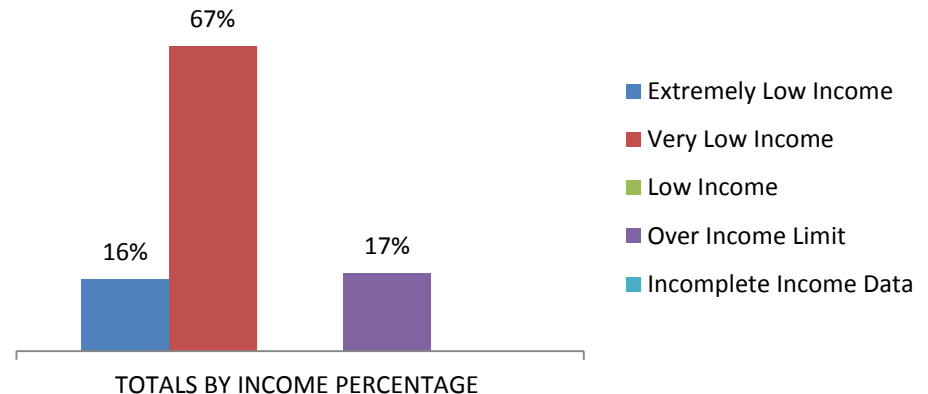
POPULATION AND INCOME

Senior citizens make up the largest portion of the waiting list

Section 8 Data: Demographics



Section 8: Income



Majority of families on the waiting list earn at or below 50% of median income

WHA Grant Recipients

- Demographic of Clients Served

WHA Grant Recipients

DEMOGRAPHICS

<i>Calendar Year</i>		% of		% of		% of		% of
	2009	TOTAL		TOTAL		TOTAL		TOTAL
Average Grant	\$ 538		\$ 645		\$393		\$360	
Grant Recipients	65		34		40		12	
Hispanic	34	52%	13	38%	28	70%	7	58%
African American	15	23%	11	32%	6	15%	1	8%
White	16	25%	10	29%	6	15%	4	33%
Female Head of Household	32	49%	24	71%	16	40%	5	42%
Total clients served*	146		80		106		28	
AMI 30%	49	75%	22	65%	27	68%	11	92%
AMI 50%	8	12%	8	24%	6	15%	1	8%
AMI 80%	5	8%	0	0%	4	10%	0	0%
Unemployed	3	5%	3	9%	3	8%	1	8%
Section 8	13	20%	10	29%	7	18%	5	42%

*Total clients served is the number of applicants plus the family members, children and spouses

Awarded grants are emergency housing assistance, used by recipients to avoid eviction. Number of recipients in 2009 reflects the impact from the economic downturn in 2008.

Thank you

