

Village of Mamaroneck Transit Oriented Development



Background & Goals

April 2012 - Village and Washingtonville Housing Alliance were awarded a grant from the Tri-State Transportation Campaign/One Region Funders' Group to:

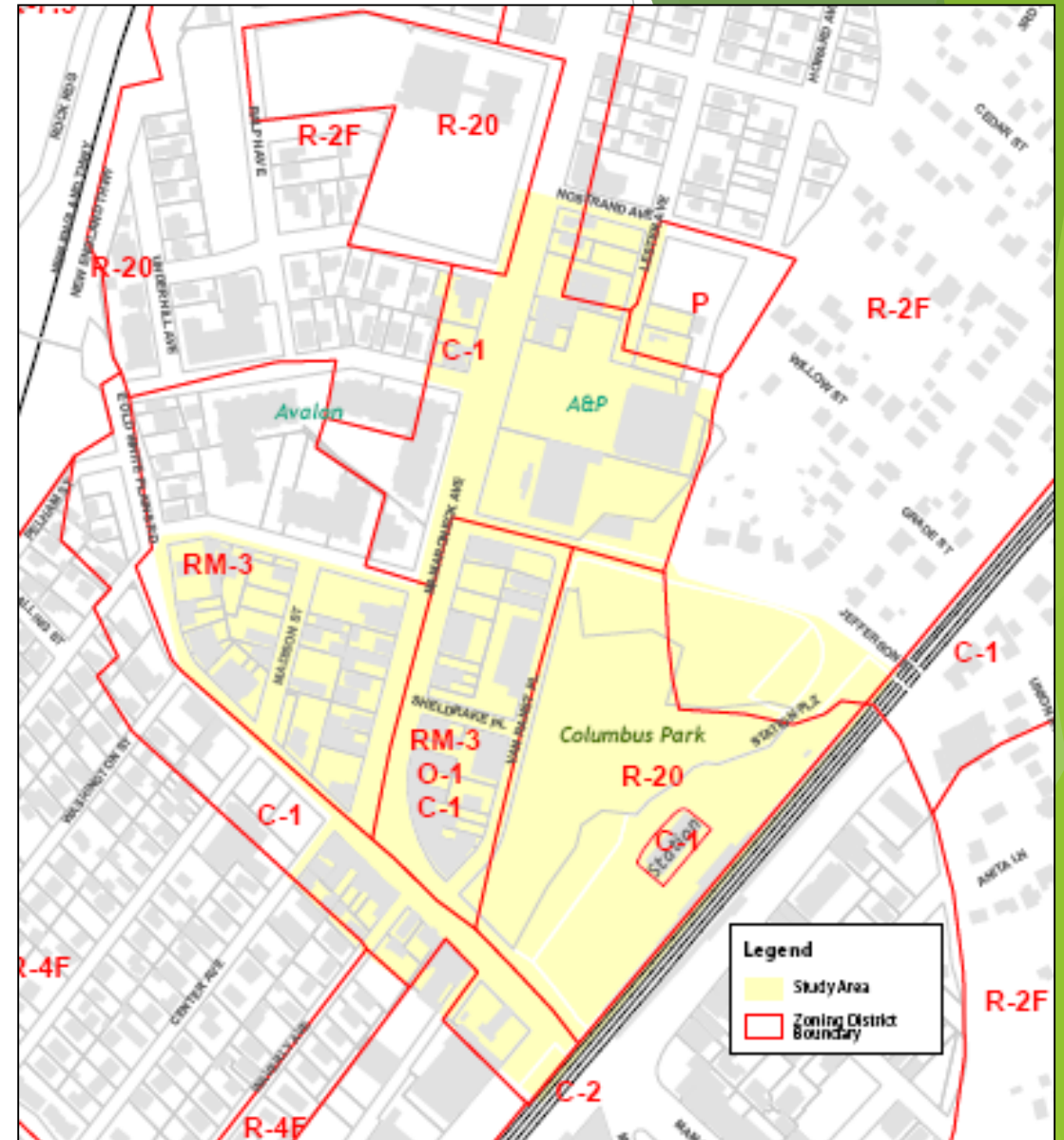
- ▶ Support TOD planning efforts in the community
- ▶ Build support with community participation
- ▶ Foster more walkable communities
- ▶ Support mixed-use development (affordable and market-rate) and “green” building design

Assumptions & 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
- ▶ Reflect current flood regulations

Zoning Issues Prior to TOD

- ▶ Most RM-3 lots nonconforming for:
 - Minimum lot size/depth
 - Setbacks/yards
 - Building coverage
- ▶ Frontage on west side of Mamaroneck Avenue zoned RM-3, so current retail uses are nonconforming
- ▶ O-1 office zone outdated



Zoning Changes

- ▶ Eliminate 0-1
- ▶ Rezone Mamaroneck Ave. frontage to C-1
 - Allows for mix of retail and housing
 - Existing retail meets zoning
 - Preserves neighborhood residential character
 - Eliminates dual zones in study area
- ▶ Rezone some Hoyt Ave. frontage to C-1
 - Consistent with 2012 Comprehensive Plan
- ▶ Adjust RM-3 area/bulk standards to boost conformity, promote redevelopment
- ▶ Create TOD Overlay Zone
- ▶ Revise C-1 text to reflect TOD Overlay Zone

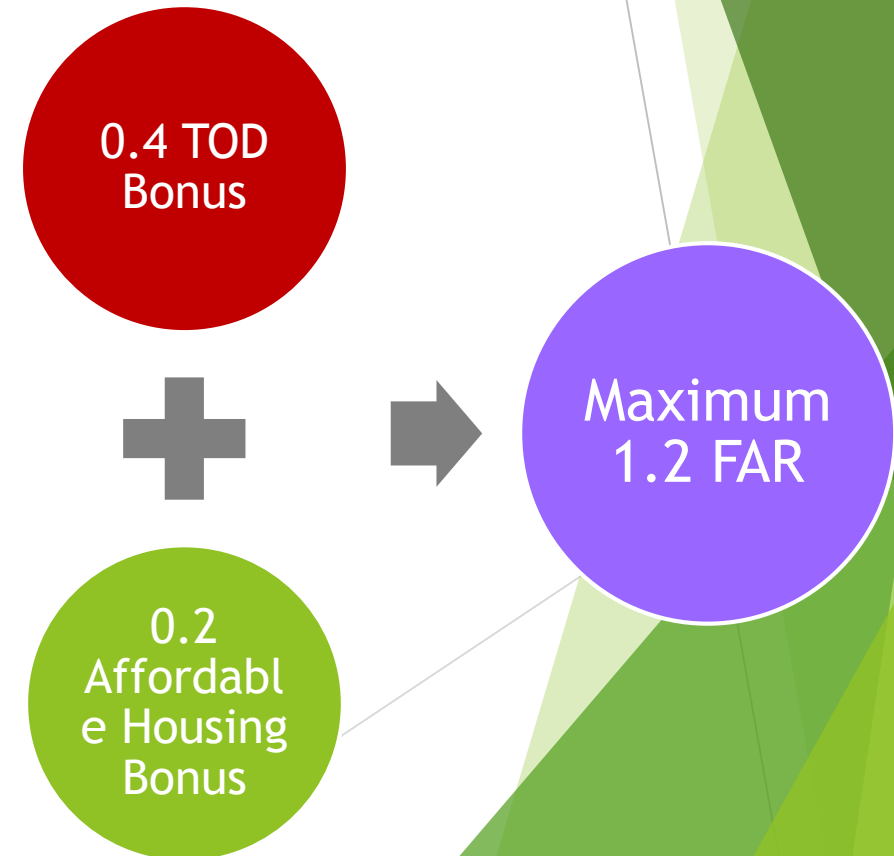
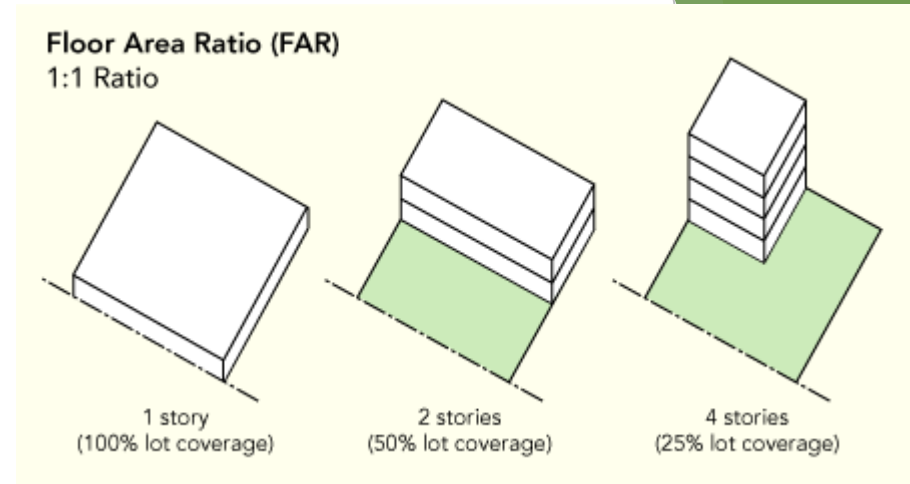
RM-3 Changes

- ▶ No changes to overall density or height
- ▶ Adjustments to lot area/dimensions, coverage, yards, parking
- ▶ Changes were made to reflect existing conditions.

	Existing RM-3 District	Proposed Changes
Minimum Lot Area	20,000 SF	7,500 SF
Minimum Lot Depth	150'	100'
Maximum Building Coverage	35%	50%
Minimum Required Yards	Front: 25' 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	1 space per unit, plus ¼ space per bedroom

Overlay Zoning in C-1

- ▶ FAR bonus of 0.4, up to total of 1.2
 - FAR is 0.6, may be increased to 0.8 for affordable housing in **any** C-1 Zone in the village.
 - Must provide affordable housing to get maximum FAR in TOD Overlay Zone.
- ▶ Requirements for bonus:
 - Green building/flood mitigation measures.
 - Payment to neighborhood stabilization fund.
- ▶ Reduction of parking requirements to more closely match RM-3. 1 per dwelling unit plus ¼ space per bedroom.



Transit Oriented Development Zoning



Concerns conveyed to the Village

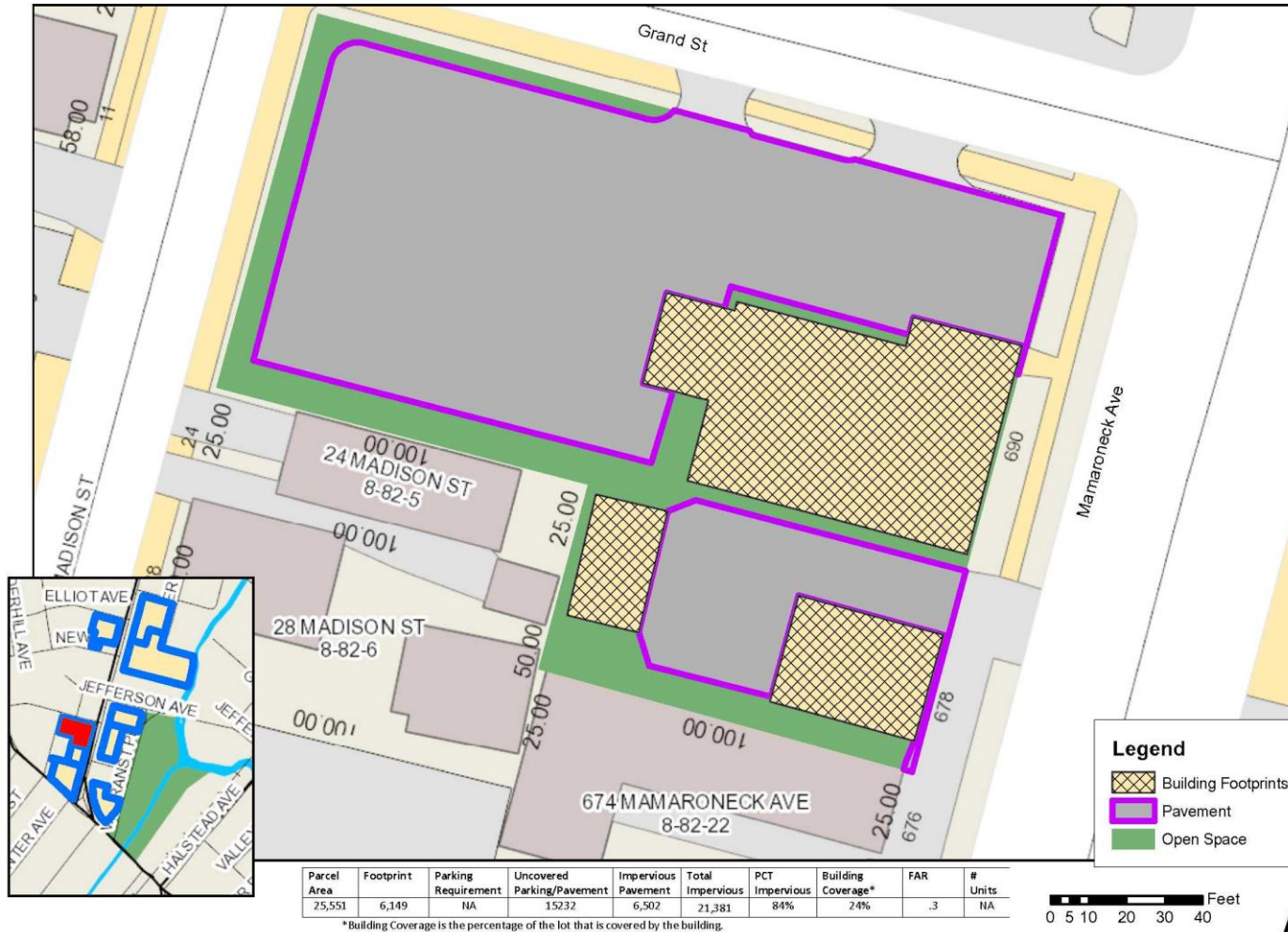
- ▶ Flooding
- ▶ Air Quality
- ▶ Water Quality
- ▶ Increased Traffic
- ▶ Parking
- ▶ Impacts on Aquifer

Flooding

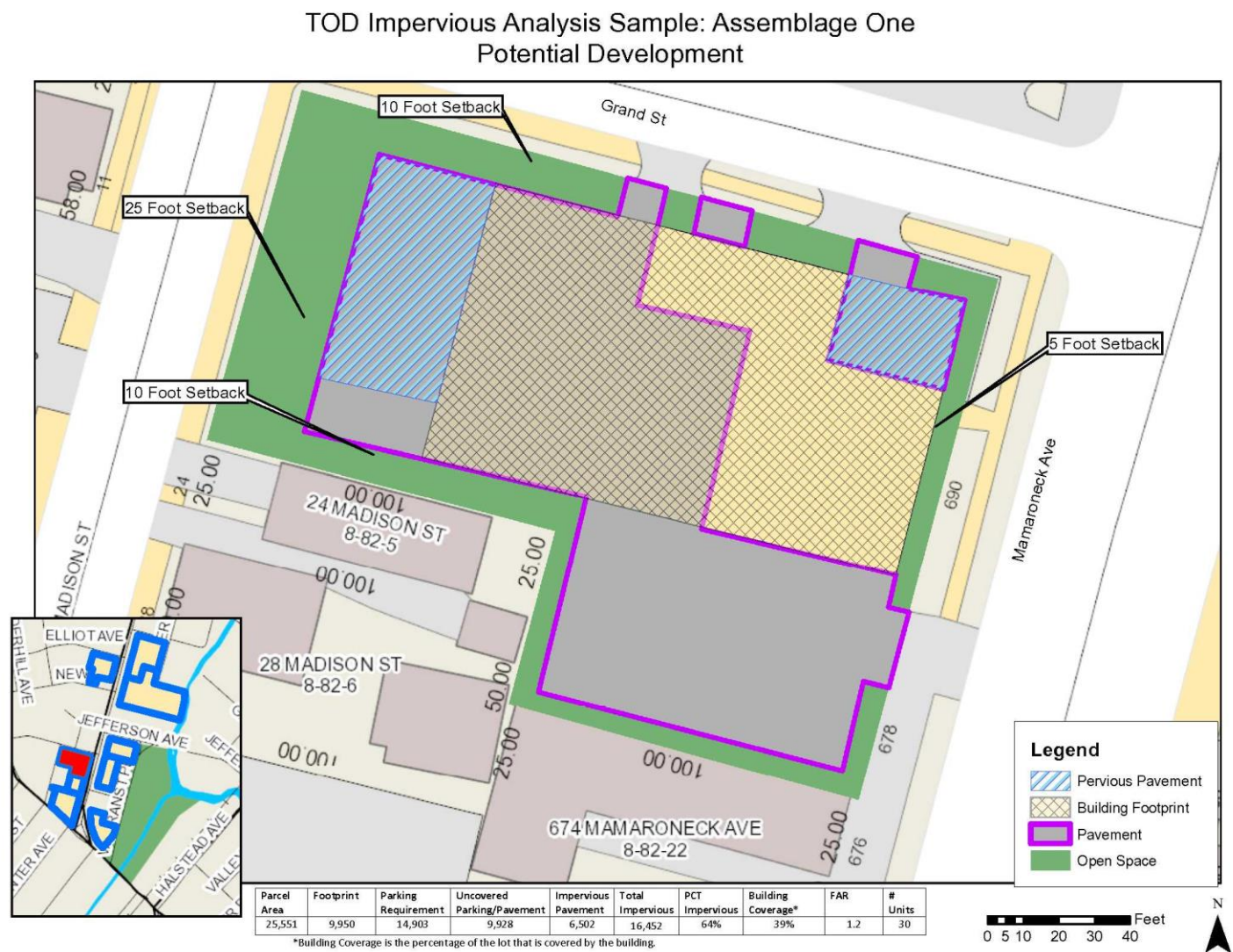
- ▶ New construction will have to meet Village storm water law. This means new construction must have no net increase in storm water run off.
- ▶ Development with 30% or more permeable pavement/pavers are eligible for green infrastructure incentive. Use of permeable pavement translates to less storm water entering catch basins.
- ▶ New construction must meet FEMA and Village standards in terms of flood proofing *or* elevating above BFE.
- ▶ Existing buildings do not meet these standards.
- ▶ New construction will comply with higher public safety standards for emergency preparedness.
- ▶ Village of Mamaroneck is at the bottom of large watershed.
- ▶ Expected reduction in total impervious surfaces in overlay zone: 19%

Existing Impervious Surfaces: 84%

TOD Impervious Analysis Sample: Assemblage One
Existing Conditions



Post Development Impervious Surfaces: 64%



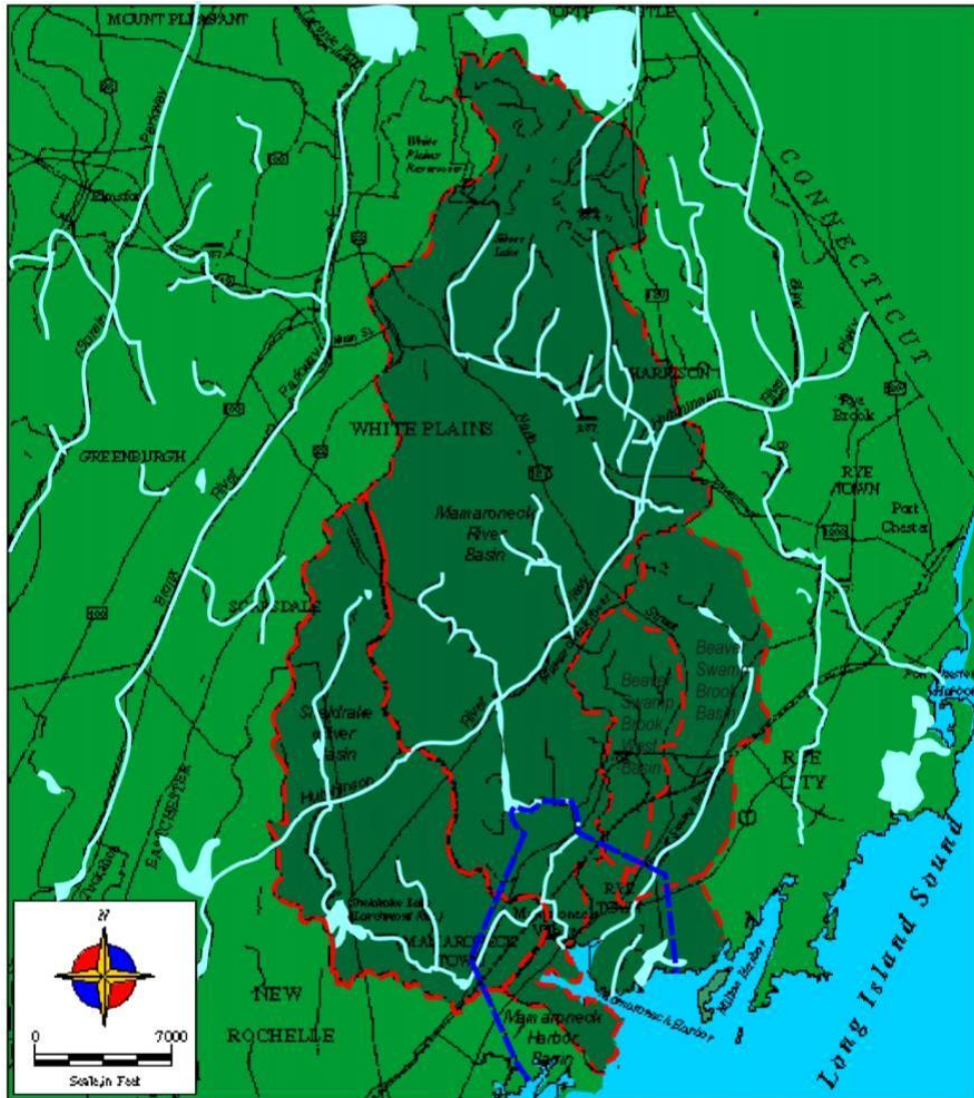
*Prepared by as a hypothetical model by Village Planning, not a proposed development



Example Model

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Watershed Map



Approximately 32
Square Miles
(20,480 Acres)

Air Quality

- ▶ Distance to train station promotes use of mass transit and less reliance on car transportation.
- ▶ Mixed-use development fosters street level activity and walkability.
- ▶ Solar panels, and alternative energy sources qualify for green infrastructure incentives.
- ▶ If applicant exceeds NYS energy code by 10% or more they are eligible for green infrastructure incentive.(applicants with this feature may also be eligible for NYSERDA incentives)
- ▶ Electric vehicle charging stations qualify for green infrastructure incentive.
- ▶ Existing buildings do not meet current standards for energy efficiency.

Water Quality

- ▶ Use of bio-retention areas qualify for green infrastructure incentive.
- ▶ Use of rain gardens with at least a 25% reduction in run off qualify for green infrastructure incentive.
- ▶ SEQR Environmental Review still required for all applicants through the regulated land use process.
- ▶ Village storm water law regulates for both quality and quantity.
- ▶ If soil contamination is found NYS DEC regulations are in place.

Traffic: Three Jalapenos Site Example

Applying similar TOD trip generation rates from Yonkers to 30 potential apartments will yield the following additional vehicle trips generated for the three jalapenos site:

AM Peak Hour Inbound: 1 vehicle trips Outbound: 5 vehicle trips

PM Peak Hour Inbound: 4 vehicle trips Outbound: 2 vehicle trips

*a 25% increase was added to the Yonkers trip generation rates to be more conservative.

- Proximity to train station, and potential availability of mixed use businesses within walking distance promote less reliance on personal automobiles.

Parking

- ▶ Recent parking surveys in TOD projects in Yonkers have demonstrated lower levels of car ownership and parking demand.
- ▶ Demographic trends show growing preferences of households with two wage-earners to move to TOD developments because they can live with only one car.
- ▶ Parking requirements are still conservative when compared to other TOD areas in places like White Plains and New Rochelle.
- ▶ Shared parking allows for parking spaces to be utilized around the clock.
- ▶ Nearby developments have too much parking that goes unused.

Parking: Three Jalapenos Example

- ▶ 30 Residential units will require 34 spaces.
- ▶ 4500 Sq. Ft. of retail will require 12 spaces.
- ▶ **46 Spaces required.**
- ▶ With shared parking the 12 spaces dedicated for retail will be available to residents, particularly during hours when the businesses are closed.
- ▶ Additional parking spaces may be added, zoning does not restrict additional parking.

Impacts on Aquifer

- ▶ Aquifer will not be used as drinking water. Developers will use public water source.
- ▶ Direct underground injection of contaminated material is not proposed or anticipated.
- ▶ Contaminated materials present at former ITT Sealectro Superfund site are below concrete and clean backfill, and will only be affected by below surface digging, which is restricted by NYSDEC. It remains an active cleanup site with NYS DEC retaining jurisdiction over any future development, irrespective of TOD.
- ▶ Expected decreases in impervious surfaces will allow for healthy groundwater recharge of the aquifer.
- ▶ SEQR process still in place.
- ▶ 4 Story building construction does not require deep basements or unusually deep structural support.
- ▶ Hydro-geologist hired by the Village found the legislation to have no negative impacts, and potentially positive impacts on the aquifer.
- ▶ Water quality regulations for storm water may have positive impact on the water quality of the aquifer.

Aquifers

TYPE

- Confined, No Overlying Surficial Aquifer
- Confined, Unknown Depth and Thickness
- Kame, Kame Terrace, Kame Moraine, Outwash or Alluvium
- Lacustrine or Eolian
- Moraine
- Unconfined, High Yield
- Unconfined, Mid Yield
- Unknown

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