

COMPREHENSIVE PLAN *UPDATE*

Village of Mamaroneck, NY

FIRST FULL DRAFT: OCTOBER 4, 2019

»» INTRODUCTION

»» VILLAGE VOICES

»» DATA SNAPSHOTS

»» FRAMEWORK FOR A SUSTAINABLE VILLAGE

»» RESIDENTIAL NEIGHBORHOODS

»» LAND USE & DEVELOPMENT

»» HISTORIC PRESERVATION

»» TRANSPORTATION SYSTEMS

»» ENVIRONMENTAL PROTECTION, OPEN SPACE & RESILIENCE

»» MUNICIPAL, PARKS & RECREATION, AND CULTURAL FACILITIES





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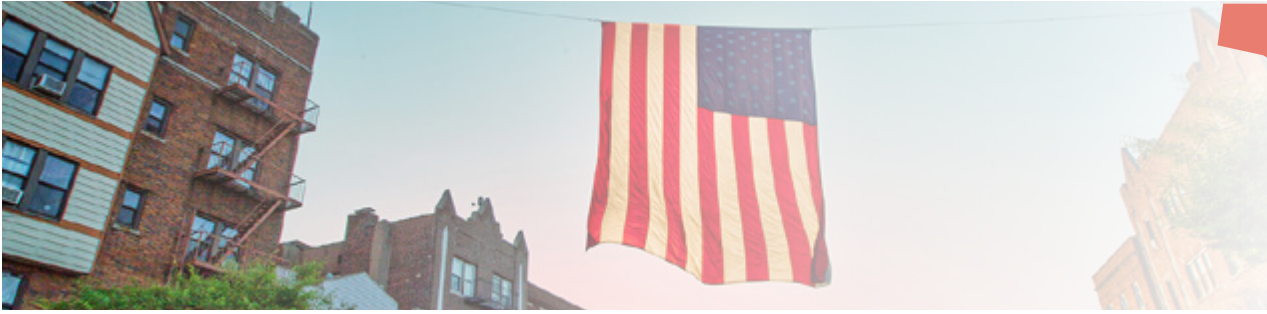
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1. INTRODUCTION

a. Purpose

This plan is the update to the Village's **2012 Comprehensive Plan**. The 2012 Plan recommended a review after five years to keep the plan dynamic, up-to-date, reflective of the evolving needs and values of the community, and responsive to key trends and significant events. The update should also track progress on the implementation of the 2012 Plan's goals, objectives, and recommendations. Furthermore, the Board of Trustees would like the update to provide more focused attention on two aspects of the Village:

- ▶ **Resiliency and Environmental Sustainability.** Create a framework through which the Village can organize its existing resiliency and sustainability initiatives, plan new initiatives, and set goals and targets in a comprehensive, long-range manner. See **Chapters 4 and 9**.
- ▶ **Residential Neighborhood Character.** Support and contribute to ongoing efforts to maintain or enhance the existing character of residential neighborhoods through modifications to zoning and subdivision regulations. See **Chapter 5**.

The overall goals, objectives, and recommendations of the 2012 Plan remain relevant today. Since the plan's adoption, the Village has formed a Planning Department that has guided and managed a number of significant planning initiatives that implemented the 2012 Plan.

a. Purpose

b. Trends, Challenges & Events

c. The Region Today

d. The Village Today

b. Trends, Challenges & Events

The planning process for the *2012 Comprehensive Plan* started at least two years prior to 2012, which means that **almost ten years have passed since its publication**. During this time, demographic and economic trends; regulatory and infrastructure challenges; technological innovations and trends; and critical weather-related events have presented communities across the country, especially those within metropolitan regions, with new challenges.

This subsection also examines the Village’s responses to these trends, challenges, and events, referencing local plans, studies, and/or other actions since the adoption of the 2012 Plan.

Demographic & Economic Trends

Demographic trends and generational preferences combined with both macro- and micro-economic changes can have powerful impacts on communities. Among them are the following:

- ▶ Aging of the population and the change in housing needs and preferences as adults age.
- ▶ Shifts in employment from the suburbs to major cities as many corporations relocate to places where the young and talented want to live. Plus, an increase in self-employment in the “gig” economy.
- ▶ Preference of young professionals and “empty-nesters” to live in a more walkable, active, urban environment, which has renewed interest among these demographics in downtowns throughout the region.
- ▶ Shortages of housing and increasing housing costs combined with a lack of comparable growth in salaries, especially in the lower- and middle-income brackets.
- ▶ Growing interest in and action toward environmental sustainability and climate adaptation among municipalities and residents.

Village Responses to Demographic & Economic Trends

- ☑ **Adopted a Transit-Oriented Overlay Zone.** The Village had adopted a zoning overlay to encourage development around



Figure 1: A lively downtown environment attracts people of all ages.



Figure 2: A vacant office building in suburban New Jersey.



Figure 3: A newly-constructed building in the Village’s transit-oriented development overlay zone.



Figure 4: The busy Metro North Railroad platform in Stamford, CT



Figure 5: The train station parking lot is at capacity, and there is a long waiting list. Parked among commuter vehicles in the lots are two ZipCars

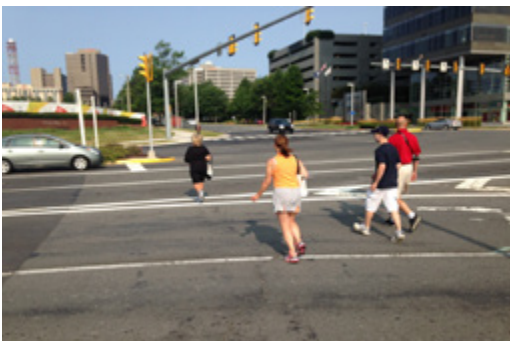


Figure 6: Pedestrians put their lives at risk to cross a street that was not designed for them to cross

the train station, which can provide new residential options within walking distance to the Metro North Railroad station and downtown (see Figure 3 on page 2). The overlay had originally included incentives for providing affordable units, installing green infrastructure, and investing in streetscape enhancements.

- ☑ **Sustainability Plan, Resilience Planning.** See **Chapter 4** and **Chapter 9.**

Regulatory & Infrastructure Challenges

Regulations and transportation systems were designed for the way people **used to** live, work, shop, play, and move around. The following are some examples:

- ▶ Zoning regulations in downtown and industrial areas that still permit antiquated types of commerce but do not have the flexibility to accommodate contemporary types of commercial and industrial operations.
- ▶ Streets and intersections that had been designed for cars being more frequently utilized by people who want to or need to walk or bike, which can be hazardous and deadly (see Figure 6).
- ▶ Commuter rail facing increasing demand to take people to jobs in major cities has led to record high ridership, but deferred maintenance and infrastructure investments due to lack of funding and support limit the ability to adapt to accommodate more riders and make travel more efficient.
- ▶ Bus systems with antiquated routes that have not been recently assessed and modified to reflect changes in the way employment centers or locations have shifted geographically.

Village Responses to Regulatory & Infrastructure Challenges

- ☑ **Revitalizing the Industrial Area.** The Village is re-envisioning parts of the industrial area as the “MAKER Zone” and drafting new zoning to allow contemporary industrial business types to grow and flourish here. It also aims to remake Waverly Avenue (see Figure 7) as a pedestrian-friendly corridor.

☑ **Adaptive Reuse of Religious & Educational Buildings.**

The Village revised zoning and streamlined the permitting process to facilitate reuse of eligible older buildings.

- ☑ **Complete Streets & Vision Zero.** Residents are eager for streets to be safer for walking and bicycling, especially for children. Streets need to be redesigned to slow traffic and provide safe crossings for pedestrians and accommodations for bicyclists where appropriate. The Village has adopted a Complete Streets policy and a Vision Zero resolution, which are critical first steps toward committing to designing safe transportation systems with all users in mind.



Figure 7: The “MAKER Zone” Industrial Area Study and rezoning aims to revitalize a part of the Village while maintaining its industrial character and base.

Technological Innovations & Trends

The prevalence of smart phones, apps, and “disrupters” of traditional ways of doing business through apps have revolutionized commerce, transportation and mobility. “Smart City” technologies can help communities become more efficient and sustainable.

- ▶ Online shopping continues to increase, presenting more competition for retailers with physical stores. According to the report, “Forrester Data: Online Retail Forecast, 2017 to 2022,” e-commerce will account for 17% of retail sales by 2022, which is an increase from a projected 13% in 2017.
- ▶ Car-sharing services such as ZipCar and ride-hailing services such as Lyft can enhance mobility and reduce the need for personal vehicles, especially in urban areas. However, they can also contribute to congestion.
- ▶ Internet-based parking management systems can help communities better manage parking and communicate parking information. Apps such as ParkMobile can make finding and paying for parking simpler.
- ▶ Energy-efficient lighting provides cost savings and software can help track and manage energy consumption.



Figure 8: People wait to traverse the long crossing at Boston Post Road and Mamaroneck Avenue to get to Harbor Island Park.

Village Responses to Technological Innovations & Trends

- ☑ **Car-Sharing and Ride-Hailing.** The Village has two ZipCar car-sharing vehicles at the train station, which can provide certain types of transportation for people who do not own a car. Taxis are still an important part of providing “last mile”



Figure 9: A person requests an UBER ride service through a mobile phone.



Figure 10: A satellite image of Superstorm Sandy

transportation to and from the train station. Ride-hailing services such as Lyft and Uber are available in the Village.

- ☑ **Parking Technologies.** The Village has implemented Park Mobile, an app-based parking system, in Downtown.
- ☑ **Sustainable Technology.** The Village has adopted new technologies that are more sustainable and less expensive in the long run, such as switching traffic lights and street lights from incandescent bulbs to LED bulbs.

Climate Change & Critical Weather-Related Events

A warming climate and sea level rise have contributed to stronger and more frequent storm events and caused immense amounts of damage in communities throughout the country, especially those in coastal areas.



Figure 11: Hurricane Irene caused significant flooding in the Village in 2011 (photo by Andrew Dallos, licensed under CC BY-NC-ND 2.0)

- ▶ Superstorm Sandy was a “wake-up call” for the region because of the wide swath of destruction it wrought on communities throughout the Eastern Seaboard, leading to a greater interest in “resilience” planning.
- ▶ Sea-level rise is a looming threat to property and life in coastal communities. Many agencies are involved in producing projections on its possible extent and impacts.

Village Responses to Technological Innovations & Trends

- ☑ **Army Corps of Engineers’ Mamaroneck-Sheldrake River Project.** Authorization was secured to move forward. It involves constructing retaining walls and a diversion culvert, deepening and widening of river channels, structure elevation, and replacing two vehicular bridges that constrict flood flow.
- ☑ **Village Bridge Replacements.** The Village will be replacing the bridges on Hillside Avenue and Waverly Avenue, and Jefferson Avenue.
- ☑ **Seawall Reconstruction.** The Village is in the early planning stages of replacing the West Basin Seawall at Harbor Island Park and incorporating resiliency measures to protect against sea level rise and associated increases in coastal flooding.



Figure 12: Flooding in Harbor Island Park after Superstorm Sandy (photo by June Marie, licensed under CC BY-SA 2.0)

c. The Region Today

The Village of Mamaroneck is part of several geographic and governmental “regions.” From a federal, transportation planning perspective, the Village is part of the **New York Metropolitan Transportation Council (NYMTC) region**, which includes New York City, Long Island, and the counties of Putnam, Rockland, and Westchester. The U.S. Census Bureau places the Village within the **New York-Newark-Jersey City, NY-NJ-PA Metropolitan Statistical Area**. From a regional planning perspective, the Village is within the area of analysis of the **Regional Plan Association (RPA)**, which covers a broader range of counties in southeastern Connecticut, southern New York, and northern New Jersey. From a political and jurisdictional standpoint, the Village is part of **Westchester County**.

Regional Plans & Studies

Among the roles of these regional entities is the production of plans and studies at the regional scale. Appendix A includes a list and brief summaries of relevant regional, state, and federal plans and studies that have been published since 2010. These documents cover a wide range of topics that address many of the Trends, Challenges, and Events described in the previous page. Among the topics covered are affordable housing, storm resilience, coastal adaptation, and infrastructure and transportation improvements.

One of the most recent plans to be published is RPA’s *Fourth Regional Plan*. The plan, which includes 61 recommendations to achieve **greater equity, shared prosperity, better health, and sustainability**, reports that for the bottom three-fifths of households in the region in terms of incomes, wages have stagnated since 2000 and more people are living below the poverty level today than a generation ago. Furthermore households earning incomes that have sustained middle-class lifestyles have fewer suitable job opportunities and are less economically mobile. Meanwhile, the costs of renting or purchasing a place to live have risen considerably, consuming a larger share of household budgets. The plan reports that these trends have, in part, been caused by a legacy of discrimination in housing, transportation, and education.

Several reports and studies published by regional entities are referenced in other parts of this Plan Update. This includes the following:

- ▶ RPA’s *Mid-Hudson Sustainability Smart Growth Tool Kit*, which is described in **Chapter 4**.
- ▶ RPA’s *Building Coastal Resilience*.
- ▶ Westchester County’s *Hazard Mitigation Plan Update* is described in **Chapter 9**.
- ▶ New York City’s Department of City Planning contains a new regional planning unit created by recommendation of the City’s 2015 Strategic Plan, *One New York: The Plan for a Strong and Just City (OneNYC)*. Its NYC Metro Region Explorer interactive map highlights population, housing, and employment trends within the tri-state metropolitan region and shares key insights about how the region has changed from 2000 to today.

d. The Village Today

Today the Village is cherished by its residents, but there are concerns about its future especially with respect to how to accommodate growth without sacrificing quality of life; how it can remain an affordable place to live; remain diverse in its socioeconomic and ethnic/racial composition; and whether it can continue to bounce back from riverine and coastal floods. In the meantime, young families with children have been moving to the Village from New York City for a relatively lower cost of living space, well-regarded schools, active downtown, proximity to the Long Island Sound, and a short commute on the train to New York City.

Village-Focused Plans & Studies

The Village, along with several other organizations, have prepared a number of reports, plans, and studies since the adoption of the **2012 Comprehensive Plan** that carry forward its objectives and recommendations or address additional or new topics. Table 1 on page 8 provides a complete list, along with brief descriptions of each one.

Figure 13: A page from the Urban Forest Management Plan that provides information on the Village’s tree cover and comparisons with other places.

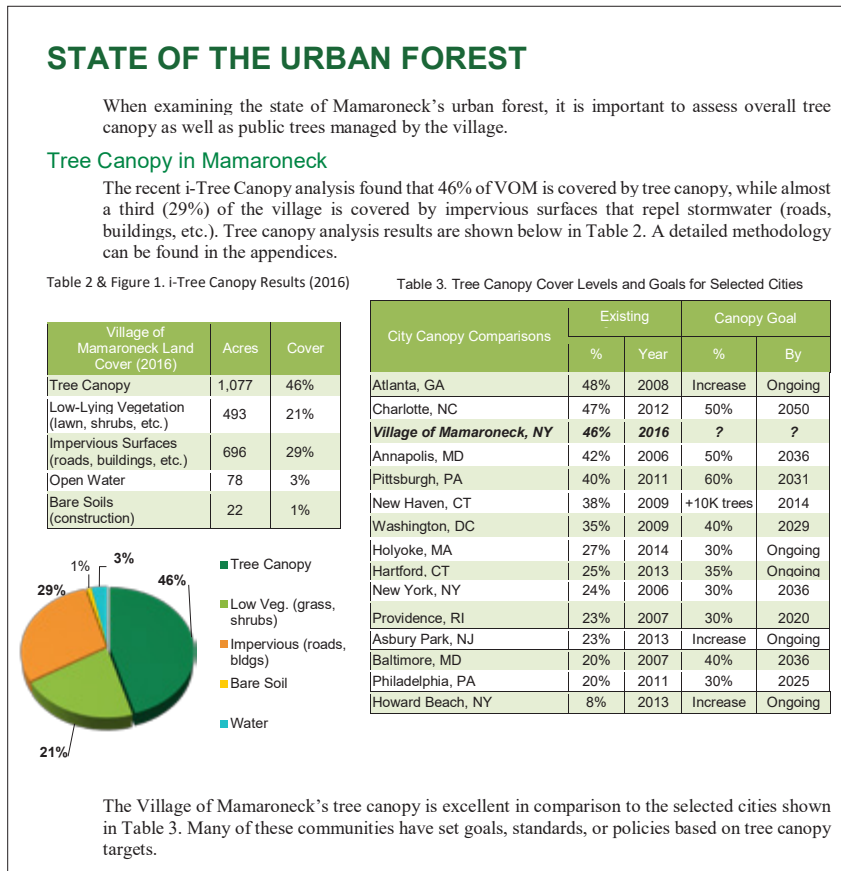
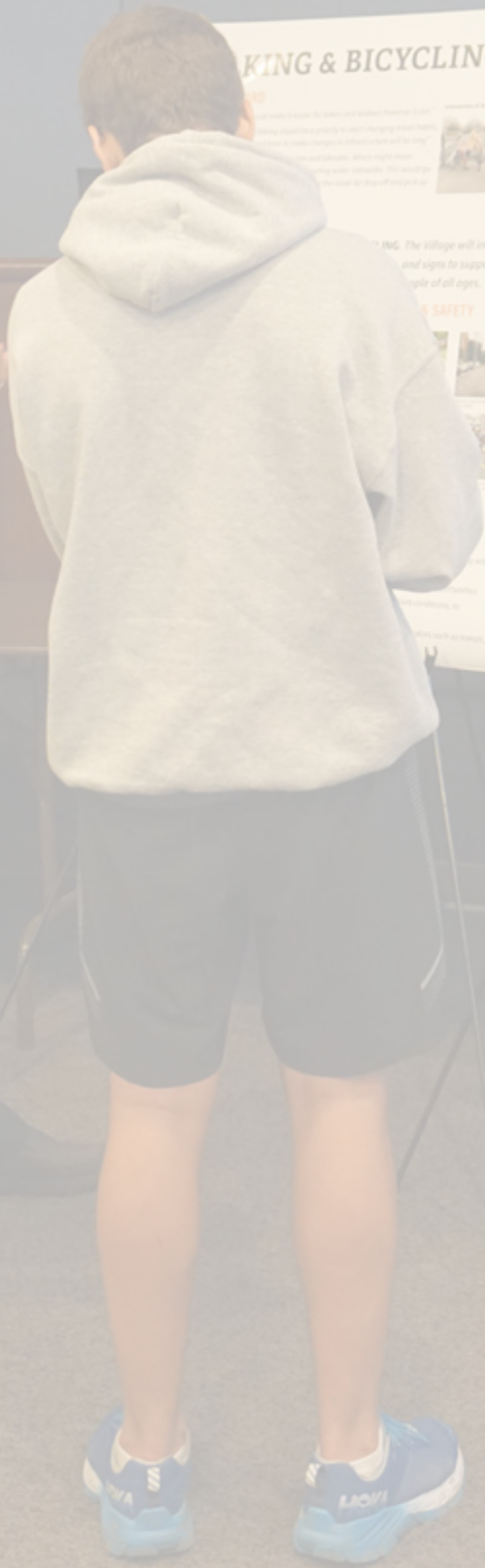


Table 1: Village-Focused Reports, Plans & Studies

VILLAGE-FOCUSED REPORTS, PLANS & STUDIES		
YEAR	TITLE	AREA OF FOCUS
2019	Village Disaster Preparedness Manual	Village
2018	Water Quality Assessment & Improvement Program Implementation Plan (Draft)	Village
2018	Moratorium Study	Village (C-1, C-2, and multifamily zones)
2018	MAKER Zone Vision Implementation (Rezoning)	Industrial Area
2018	Urban Forest Management Plan	Village
2018	Analysis of the Building and Land Use Process	Village
2018	Enrollment/Instructional Space Planning Discussion	School District
2017	A Quiet Crisis: Affordable Housing for Low-Income Residents in Mamaroneck	Village
2017	General Re-Evaluation Study of the Mamaroneck-Sheldrake Rivers Basin	River Basin
2017	Water Quality Update	Village
2017	Sea Level Rise & Flooding	Village
2017	Local Waterfront Revitalization Plan	Village
2016	Adaptive Reuse of Religious and Educational Buildings	Village
2016	Access to Transportation by Hispanic/Latino Immigrants in Mamaroneck	Village
2016	Wayfinding Assessment/Master Plan	Village
2016	Microgrid Feasibility Assessment	Industrial
2016	Various Reviews of Mamaroneck-Sheldrake River Basin General Re-Evaluation	Village
2016	Industrial Area Study (MAKER Zone)	Industrial Area
2015	Village Space Needs Study	Village
2015	Downtown Market Analysis	Downtown
2014	Coastal Planting Guide	Waterfront
2014	Parking Study	Downtown
2013	Carbon Footprint	Village

SPONSOR/ LEAD DEPARTMENT		SUMMARY/ RELEVANCE TO COMP PLAN UPDATE	
Building		Information, guidance and advice for the building department in the event of a natural disaster.	
Planning; Water Quality Advisory Committee (WAC)		Implements policy goals of the LWRP, WAC Recommendation #4 recommendations and SWMP to assess and improve water quality.	
Board of Trustees, Planning		Understanding the impacts of multifamily development and whether/how the “residential uses in commercial districts” zoning provision should be modified.	
Planning; Industrial Area Committee		New zoning for the Industrial Area. Implements the 2016 “MAKER Zone” Industrial Area Study.	
Village Manager, Planning; Tree Committee		Identifies management strategies and provides cost information for maintaining and enhancing the Village’s tree cover.	
Village Manager		Dissects the internal processes of the departments involved in permitting and approvals for development.	
Mamaroneck UFSD		The school district’s initial ideas for addressing school enrollment physical space challenges.	
Action Research for Community Change - Rye Neck HS, Community Resource Center		Identifies a wide range of challenges faced by low-income residents, particularly immigrants, in finding affordable housing.	
Army Corps of Engineers		Re-evaluates the plan authorized by Congress in the Water Resources Development Act of 1986 and the 1989 design.	
Planning		Reports that water quality in the Village is gradually improving in the Harbor, but rivers are still impaired.	
Planning		The Village’s commerce and infrastructure are at risk. Includes a range of recommendations to reduce the risk.	
Planning		A land and water use plan for the Village’s developed, natural, public, and working waterfronts. Encompasses the Village.	
Planning		Recommends zoning changes to promote adaptive reuse of old and/or historic buildings.	
Action Research for Community Change - Rye Neck HS, Community Resource Center		Immigrants face challenges to job and income insecurity due to issues related to transportation to work, healthcare, and groceries.	
Planning, Public Works		A new directional sign system for the Village.	
NYSERDA		Explores the feasibility of a microgrid in the Industrial Area.	
Battelle Memorial Inst., HydroQuest, U.S. Fish & Wildlife		Critiques of and alternatives to the Army Corps’ flood mitigation plans for the Village.	
Planning; Industrial Area Committee		A contemporary vision for commerce and placemaking in the Industrial Area.	
Public Works		A close look at each of the Village’s facilities and potential options for reinvestment, integration, and/or relocation.	
Planning		Inventories the mix of retail downtown and provides a leakage analysis to determine opportunities by retail category.	
Boards & Commissions		Guide for Planning Board and other entities for making decisions on landscaping requirements in the coastal zone.	
Public Works		Presents findings of a parking utilization study, management techniques to improve parking operations, options to augment parking supply, and costs.	
Environment Committee		Provides estimates of the Village’s carbon dioxide emissions.	

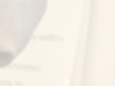
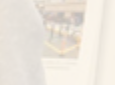


WALKING & BICYCLING

...to make it easier for older and younger people to use...
...to make changes in infrastructure will be using...
...when nighttime...
...to show of various ac...



WALKING The Village will invest in...
...and signs to support and...
...of all ages.



YOUR COMMENTS & IDEAS



2. VILLAGE VOICES: VISION & GOALS

The involvement of residents and other community stakeholders is instrumental to the preparation of a Comprehensive Plan. Figure 14 is a collage that summarizes all the methods utilized to engage residents and others with a vested interest in the Village. The results contributed to the updating of the vision section of the *2012 Comprehensive Plan* that guides this Plan Update.

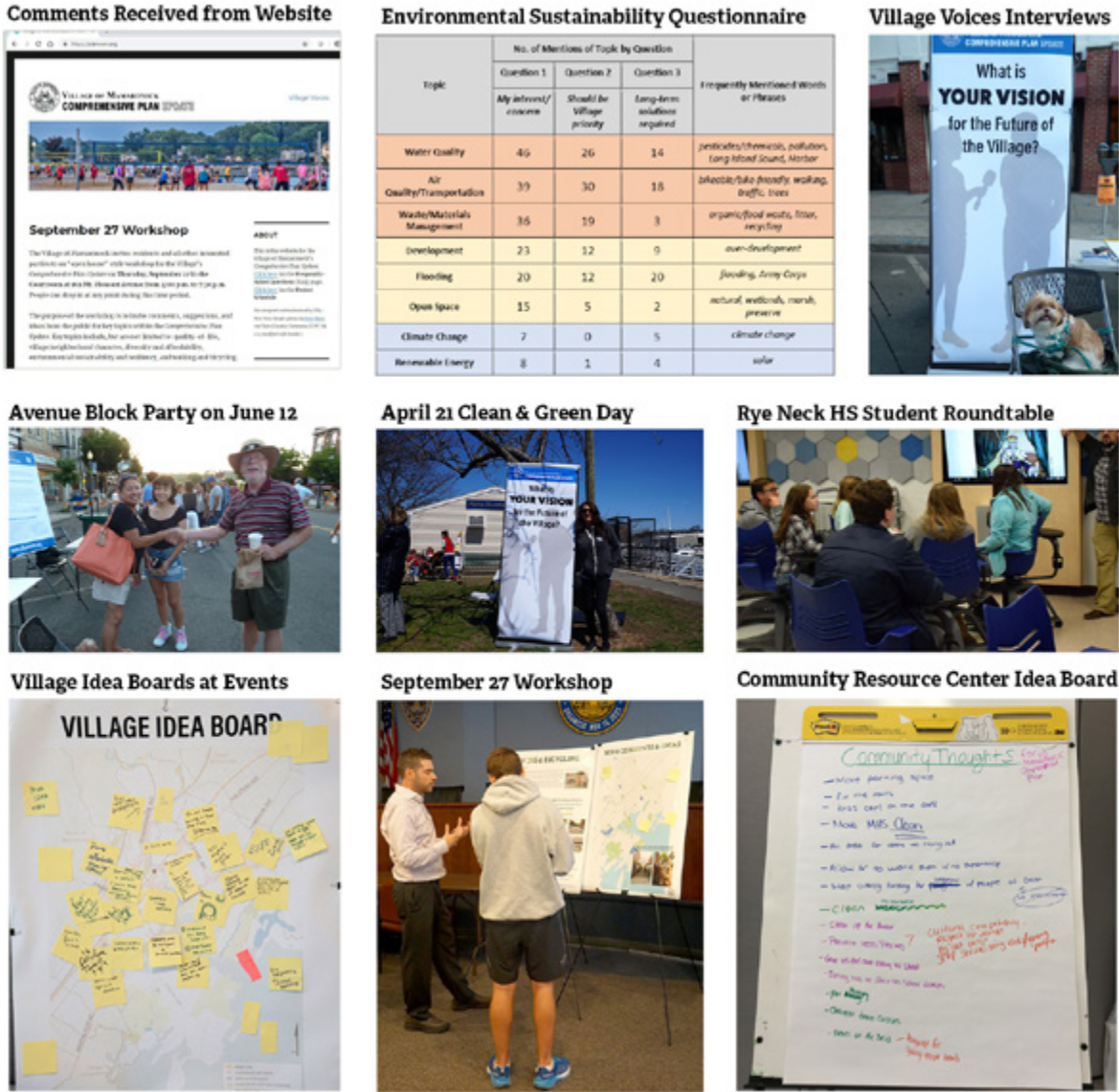


Figure 14: A collage of images highlighting various aspects of the community outreach and engagement process for this Comprehensive Plan Update.

a. Updating the Vision Statement

The *2012 Comprehensive Plan* presented a Vision Statement that consisted of four terms: **QUALITY OF LIFE**, **SMALL-TOWN CHARACTER**, **DIVERSITY**, and **ENVIRONMENT**. During the update process, the following recommendations were put forward with regards to the Vision Statement:

- ▶ Explain or define each of these terms in greater detail.
- ▶ Consider adding more critical topics/items to the list of terms, if appropriate.
- ▶ Include references to the section of the plan where the term is addressed in greater detail.

These recommendations, combined with the results of the community outreach and engagement process, led to the formation of an updated set of Vision Statements, which are listed and described in the text box below.

Updated Vision Statements

Invest in a Pleasant Quality of Life

The Village will have clean, litter-free streets, parks, and waterways; ample recreation opportunities and up-to-date public facilities; accessible open spaces; and streets that are designed to calm traffic and keep people safe. See **Chapters 8, 9 & 10**.

Preserve Village & Neighborhood Character

The Village will preserve the overall compact, walkable scale and visual qualities of its streets, blocks, and traditional building fabric. In residential neighborhoods, characteristics of traditional house types and yards will be maintained. See **Chapter 5**.

Maintain Diversity & Affordability

The Village will maintain its cultural and economic diversity, which is reflected in: the backgrounds of its residents; the offerings of its shops and restaurants; and the variety of home types, sizes, and price points that support residents of a wide range of incomes and stages of life. See **Chapter 6**.

Protect & Improve the Environment

The Village, households, propertyowners, and businesses will do their part to protect and improve local water and air quality and reduce waste. The Village will promote, encourage, and facilitate environmental sustainability and will work with local institutions and neighboring towns to share information and coordinate sustainability programs. See **Chapter 4**.

Support & Encourage Walking & Bicycling

The Village will invest in its system of streets, sidewalks, intersections, signals, and signs to support and encourage safe pedestrian and bicycle circulation for people of all ages. See **Chapter 8**.

Be Prepared for Storms, Floods & Rising Sea Levels

The Village will build on its policies and regulations, monitor its natural and built infrastructure, and collaborate with governmental agencies to implement actions that reduce flooding and the risks of floodwaters to the economy, life, and property. See **Chapter 9**.

b. Updating the Goals & Objectives

The *2012 Comprehensive Plan* also presents the following Goals and Objectives. They had not originally been organized by vision topic and numbered as they are below:

QUALITY OF LIFE

1. Vigorously enforce zoning, building codes and other local laws.
2. Increase and upgrade publicly-owned open space and recreation, especially at Harbor Island Park.
3. Increase public access to the waterfront and preserve beach clubs and marinas.
4. Ensure that traffic does not impinge on the quality of life of residents, implementing traffic management measures as necessary.
5. Continue to improve and beautify the Village by instituting streetscape improvements, plantings, and requiring appropriate landscaping in all new developments.
6. Strengthen the retail base and attractiveness of our commercial areas.
7. Make better use of industrial areas but exercise care in relation to adjacent residential areas.
8. Plan transition areas between higher and lower-density zones.
9. Maintain excellent schools and public services while keeping property taxes “affordable.”

SMALL-TOWN CHARACTER

10. Preserve the character of existing neighborhoods.
11. Encourage preservation of historic structures and review downtown building inventory for preservation.
12. Update current zoning ordinance.

DIVERSITY

13. Develop workforce and senior housing at appropriate densities.

ENVIRONMENT

14. Encourage conservation and strict development regulations on the waterfront, floodplains and wetlands.
15. Protect water quality in Long Island Sound.

During the update process, the following recommendations were put forward with regards to these Goals & Objectives, all of which have been implemented in this Plan Update.

- ▶ Some of the goals statements are too general or vague. They could be updated to be more specific and informed by community feedback.
- ▶ Consider integrating these goals and objectives, and any modifications, into the appropriate chapter of this Plan Update. Support them with more explanatory detail of how they will be achieved or of how they have been implemented.
- ▶ Consider including references to the appropriate section of the plan where the goal/objective is addressed in greater detail.

Local Waterfront Revitalization Program (LWRP) Goals

The Village is in the process of updating its Local Waterfront Revitalization Program (LWRP). An LWRP consists of a planning document prepared by a community, and the program established to implement the plan. An LWRP may be comprehensive and address all issues that affect a community's entire waterfront, or it may address the most critical issues facing a significant portion of its waterfront. The Village is unique in that the LWRP applies to the entire Village. **Therefore, the Comprehensive Plan should complement the LWRP and also highlight any LWRP implementation recommendations and explain any areas of divergence.**

The primary aim of the Local Waterfront Revitalization Program (LWRP) is to ensure that the resources and decisions of Village bodies and agencies are coordinated and consistent with the values and objectives articulated in the policies supplemented with the goals and inventory in the LWRP. These values and objectives have served, and will continue to serve, as a basis for developing and reviewing Village laws and local agency actions. The following is a list of the goals in the Village's draft LWRP:

1. To maintain and enhance the unique coastal character of the Village and protect and enhance Mamaroneck and Larchmont Harbors, Long Island Sound shoreline and its rivers, streams, brooks, creeks and ponds.
2. To preserve and expand water-dependent uses (and discourage non water-dependent uses) along our Village waters.
3. To protect fish and wildlife habitats and protect our fragile marsh and wetland buffer areas.
4. To preserve the public interest in, and use of, lands and waters that are held in public trust.
5. To protect and enhance passive and active access by the public to Village waters.
6. To improve and protect water quality of the Village's waters.
7. To cope with erosion and flooding hazards, and mitigate dangers to life and property from flooding and erosion.
8. To protect and enhance the Village's scenic areas and view corridors to and from waters throughout the Village.
9. To protect and enhance green and open space areas throughout the Village.
10. To protect historic areas and resources.



3. DATA SNAPSHOTS

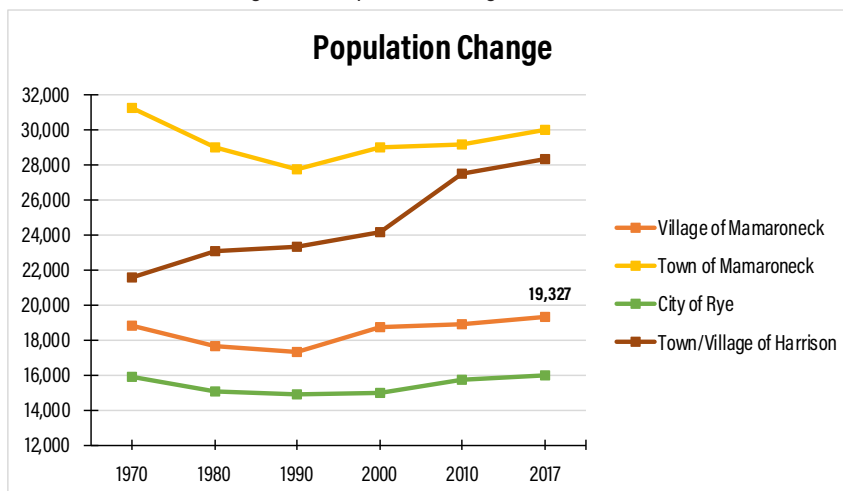
This section provides a brief overview of key demographic, housing, and employment indicators based on the latest available 2013-2017 American Community Survey (ACS) 5-year estimates, unless otherwise indicated. The data provides an overall picture of the Village today.

Ideally, these indicators should be tracked over time in order to determine trends that have planning implications. **However, since the ACS is based on estimates, there can be significant margins of error. Therefore, the ACS data cannot be accurately compared with 2010 Decennial Census data.**

The Village's population in 2018 was estimated to be 19,154. The *2012 Comprehensive Plan* reported that, in 2010, the population was 18,929, an increase of 0.9% from 2000 and 7.5% since the 1986 Plan, which referenced the 1980 Census.

Sources of population growth in the Village likely include new multi-unit residential developments and families with children moving into houses that were sold by older couples or individuals.

Figure 15: Population Change (1970 to 2017)



POPULATION

19,154

MEDIAN AGE

41

MOVED SINCE PREVIOUS YEAR

13%

FOREIGN-BORN

31%

POVERTY RATE

8%

MEDIAN HOUSEHOLD INCOME

\$91,161

a. People: Age, Race, Household Type

The charts on this page highlight basic demographic characteristics of the Village, based on 2016 ACS data. The data reflects that the Village is a fairly well-rounded community in terms of having a variety of types of homes that can support residents of various ages and generations. The multifamily buildings that have been developed over the past several years in the Village provide additional living options for young adults, downsizing older adults, and others. And, the data confirms that the Village is just as diverse culturally and ethnically, with more than 31% of the population being born in a different country. Almost one fourth of the population is of Hispanic or Latino origin (see Figure 19). The Village should look closely at the trends between 2010 and 2020 after the 2020 Census data is reported.

Figure 16: Population by Age Group and Gender

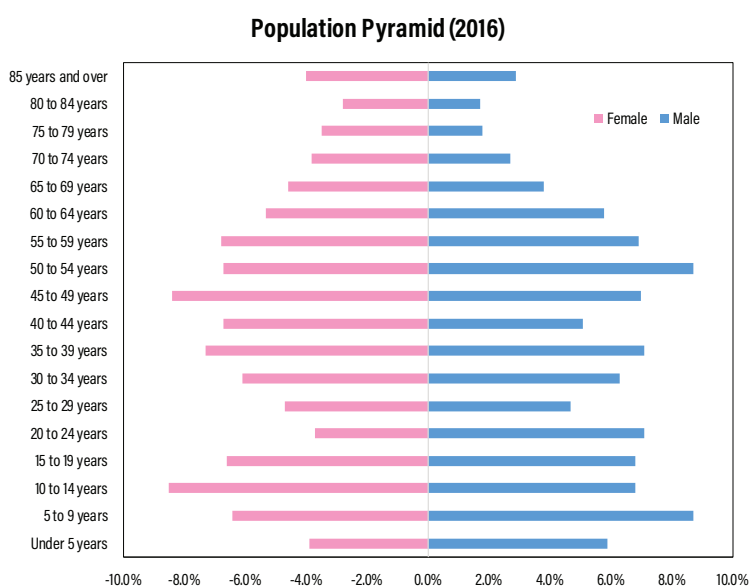


Figure 17: Percent of Population by Age Group

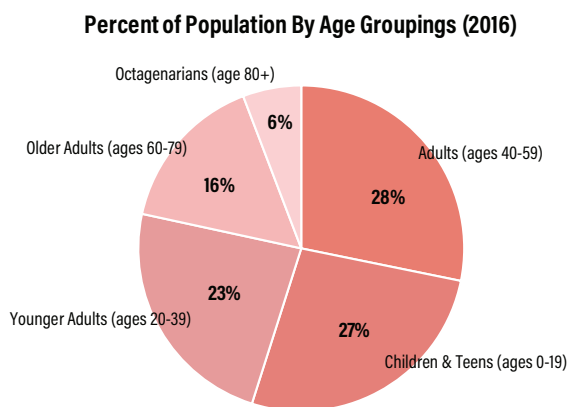


Figure 18: Percent of Population by Household Type

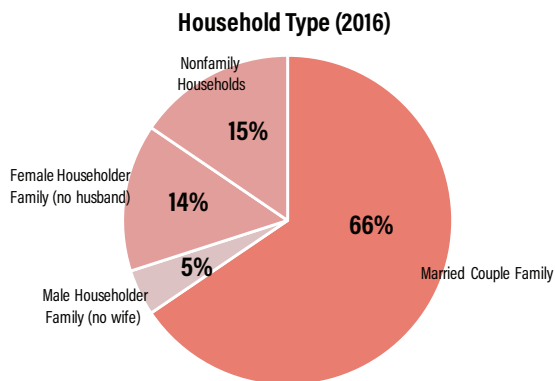
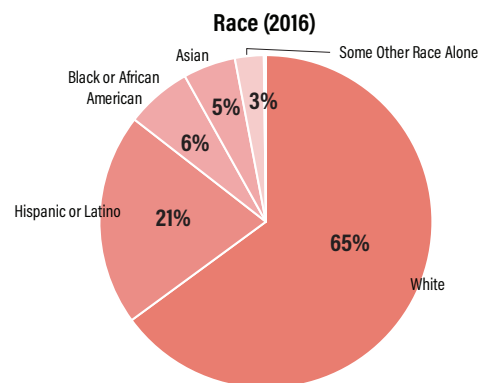


Figure 19: Percent of Population by Race/Ethnicity



b. Livelihoods: Income, Employment & Housing

The *2012 Comprehensive Plan* reports that in 2010, 59% of the Village’s housing units were owner-occupied and 44% renter-occupied. The development of apartments buildings over the past several years will likely shift percentage slightly toward renter-occupancy by the 2020 Census.

The median home value in 2017 was \$611,100. Figure 20 shows the distribution of the values of owner-occupied housing units. While the majority of them are within the \$500,000 to \$749,999 range, there are some lower cost housing units valued at less than \$300,000.

The median income in 2017 in the Village was approximately \$91,000. Figure 21 shows the percent of all households by income range. While one third of households have incomes of \$150,000 or more, another third of households in the Village brings in less than \$50,000 a year.

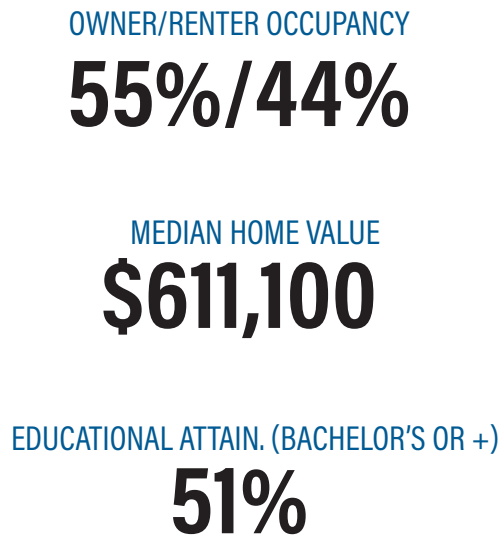


Figure 20: Value of Owner-Occupied Housing Units

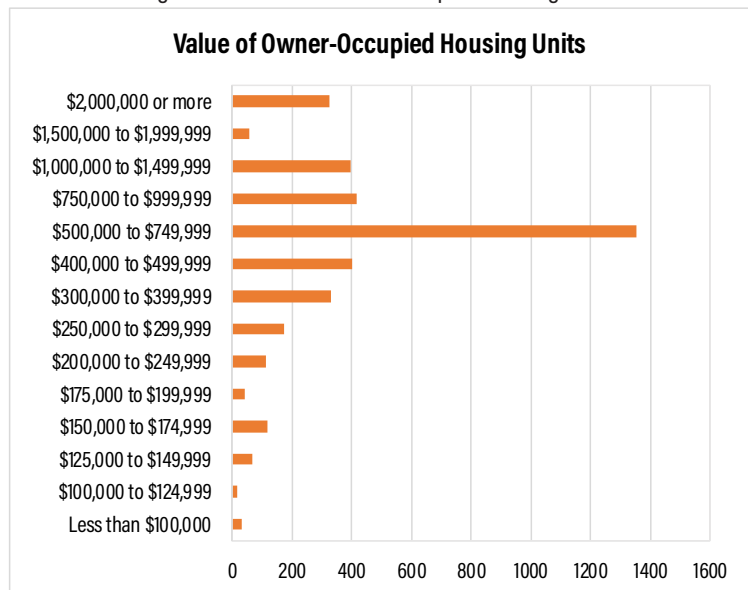
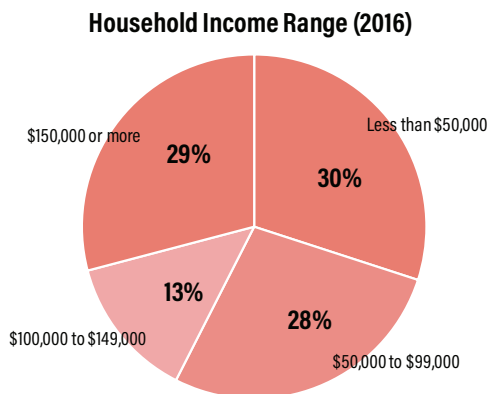


Figure 21: Percent of Households by Income Range



Rising home values and rents are making the Village increasingly unaffordable. Figure 22 shows that since 1990 the median gross rent and the median home value have increased at much greater rates than the median household income. Figure 23 illustrates the trends in households that are “rent burdened,” or allocating more than 30% of their income toward paying rent. However, in many cases renters are paying 50% or more of their incomes toward rent, which is considered “severely rent burdened.”

Figure 22: Percent Change in Household Income, Home Value, and Rent between 1990 and 2015 (source: Planning Department)

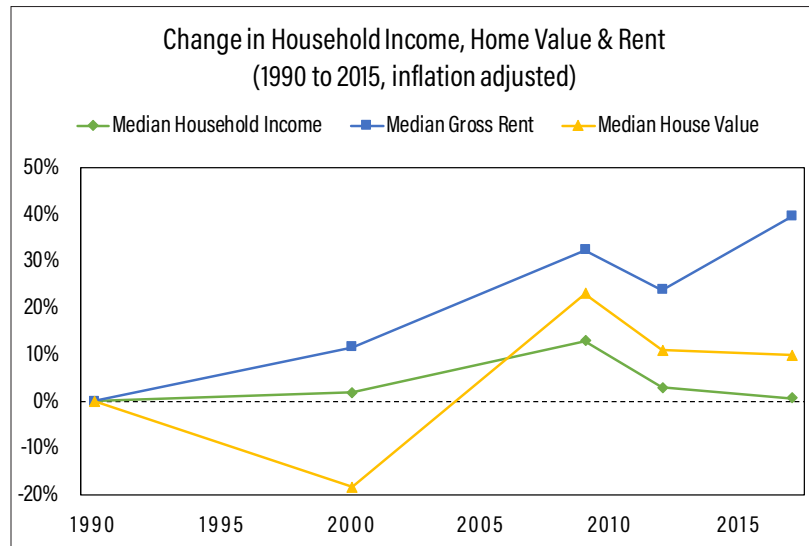


Figure 23: Percent of Residents Considered Rent Burdened by Year (source: Planning Department)

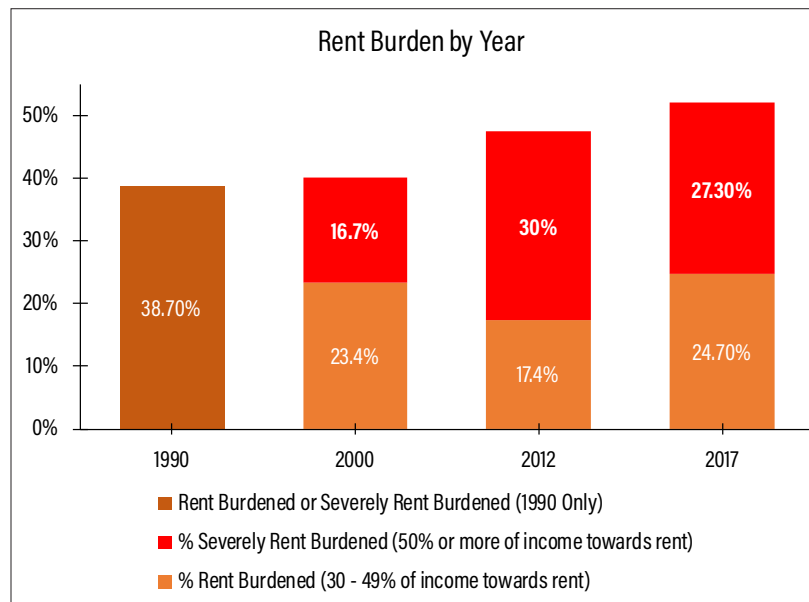


Figure 24 confirms that most employed Village residents commute to Manhattan for work, while 13% work in the Village itself. Figure 25 indicates that there is some reverse commuting from New York City to the Village for work, especially from the Bronx. Figure 26 illustrates an important trend impacting the region. As companies and jobs have started to concentrate in New York City, the population of surrounding communities with access to Metro North Railroad stations increased between 2010 and 2016.

Figure 24: Location of Employment of Village Residents in 2015 (source: U.S. Census Bureau OnTheMap)

Where People Who Live in the Village Work

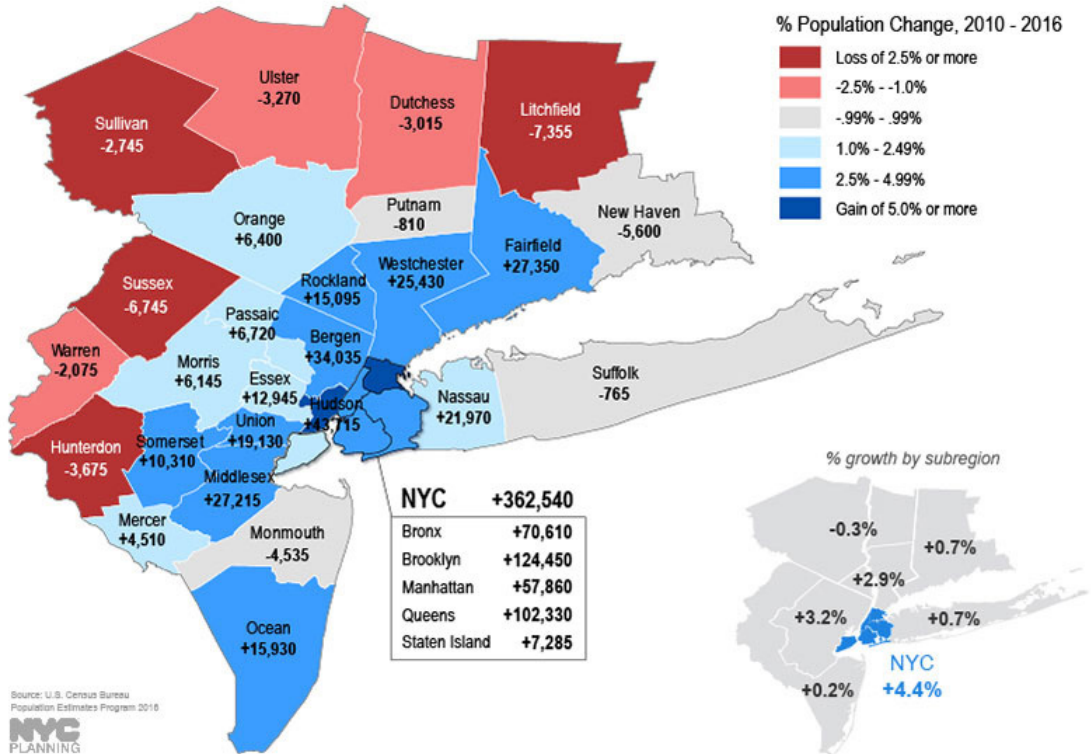
Location of Work	No. of Workers	Percent of Total
Manhattan borough (New York, NY)	1,839	25%
Mamaroneck Village, NY	1,006	13%
White Plains City, NY	387	5%
Bronx borough (Bronx, NY)	263	4%
New Rochelle City, NY	293	4%
Harrison Village, NY	276	4%
Queens borough (Queens, NY)	194	3%
Rye City, NY	185	2%
Stamford City, CT	177	2%
Yonkers City, NY	175	2%
Greenwich CDP, CT	104	1%
Larchmont Village, NY	103	1%

Figure 25: Residency of People Working in the Village in 2015 (source: U.S. Census Bureau OnTheMap)

Where People Who Work in the Village Live

Location of Work	No. of Workers	Percent of Total
Mamaroneck Village, NY	1,006	13%
Bronx borough (Bronx, NY)	887	11%
New Rochelle City, NY	587	7%
Yonkers City, NY	398	5%
White Plains City, NY	346	4%
Queens borough (Queens, NY)	314	4%
Harrison Village, NY	264	3%
Manhattan borough (New York, NY)	215	3%
Mount Vernon City, NY	194	2%
Port Chester Village, NY	168	2%
Stamford City, CT	93	1%
Larchmont Village, NY	80	1%

Figure 26: Population Change in the Region between 2010 & 2016



c. Spatial Variation in Demographics

It is important to look at data not only temporally, but also spatially. Mapping how data varies by location can reveal or confirm differences in demographic and housing indicators based on location. All of the maps depict data from the 2017 American Community Survey and also show data from parts of Larchmont and Rye, which border the Village.

Figure 27 shows the percent of renter-occupied housing units by Census block group. Washingtonville is one of the neighborhoods with has the highest percentage of renter-occupied housing units in the Village. Figure 28 shows the variation in median household income by block group. The block group that includes the Orienta neighborhood has the highest median income in the Village, at \$250,000.

Figure 29 shows the variation in the median gross rent paid as a percent of household income by block group. This indicator is useful to find out where households are rent burdened, or pay more than 30% of their household income toward rent. The map indicates that residents in the northern section of the Village are the most rent burdened in the Village, with many households paying approximately 45% of their household incomes toward rent.

Figure 27: Renter-occupied housing units by block group

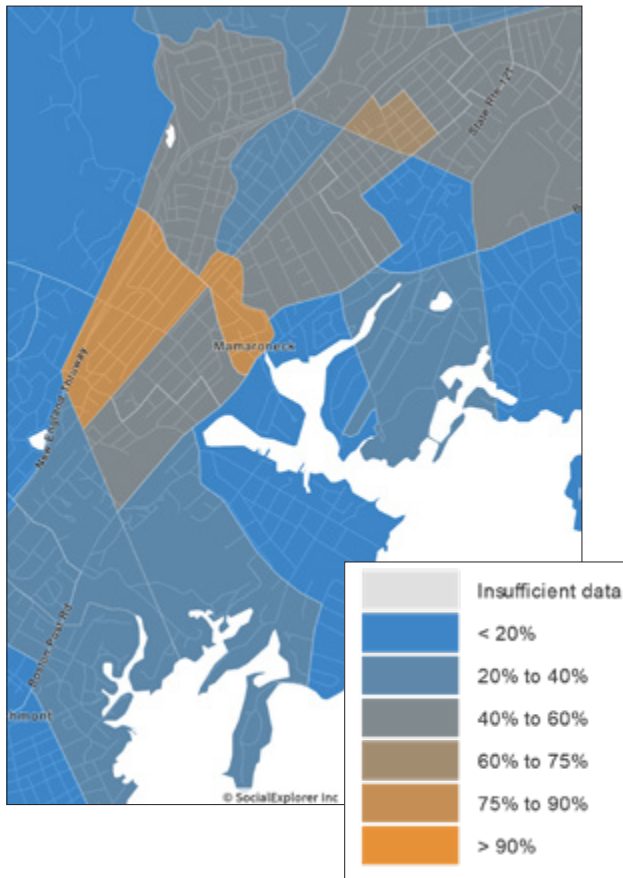


Figure 28: Median household income by block group

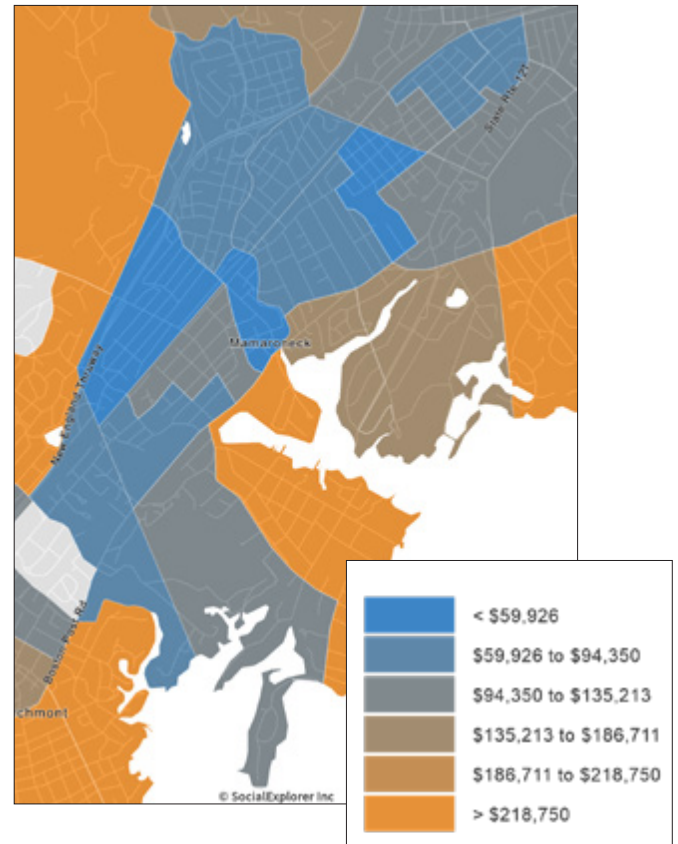


Figure 30 shows the percent of the population of each block group that is Hispanic or Latino. The block group that includes the Washingtonville neighborhood has the highest percentage of Hispanic or Latino residents, at 78%.

Figure 29: Rent as a percentage of household income

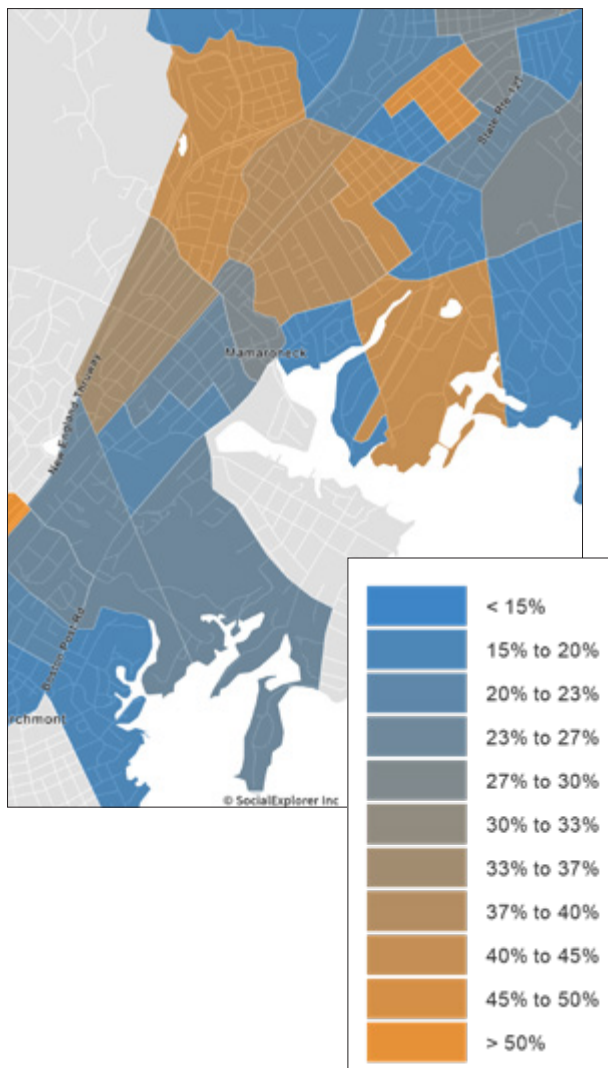
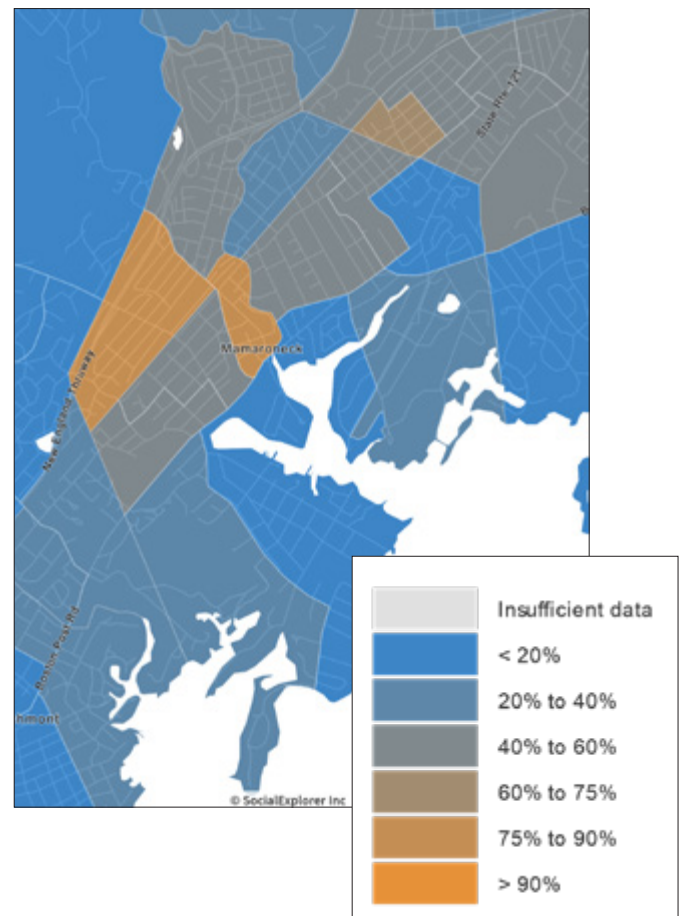


Figure 30: Hispanic or Latino population by block group







4. FRAMEWORK FOR A SUSTAINABLE VILLAGE

Chapter Summary

This chapter presents a strategic framework for the Village, which includes its own operations and facilities in addition to the homes and businesses that operate in the Village, to become more environmentally sustainable. The **Sustainability Action Plan**, which is the core of this chapter, is structured as described below.

The structure of the **Sustainability Action Plan** was informed in part by the results of a Village Environmental Sustainability Questionnaire, which are summarized in this chapter. The Village's involvement in **NYSERDA's Clean Energy Communities (CEC)** program and **NYS DEC's Climate Smart Communities (CSC)** program informed the action items of the **Sustainability Action Plan**. Both of these programs prescribe a range of activities that the Village must undertake in order to achieve certification in these programs. Specific CEC and CSC actions are identified as such, including any that the Village has already accomplished. All of the action items are organized by timing of implementation: **Priority** (within the next year), **Short-Term** (within 1-2 years), and **Mid-Term** (within 3-4 years).

Among the major actions recommended in this chapter are the following:

1. Lead, Manage & Coordinate

- ▶ Get certified by NYSERDA's Clean Energy Communities program.
- ▶ Designate a Climate Smart Communities Coordinator.
- ▶ Consider roles of CFTE, Tree Committee, and Water Quality Advisory Committee in assessing, advising on, and/or taking ownership of certain sustainability initiatives.

2. Clean Water

- ▶ Complete the inspection and relining of the entire sewer system.
- ▶ Launch the Healthy Yards campaign to promote the management of yards without the use of chemical pesticides and fertilizers.

3. Clean Air

- ▶ Implement strategies that support and promote bicycling and walking.
- ▶ Adopt a formal vehicle fleet efficiency policy for the Village's vehicles.

4. Toward Zero Waste

- ▶ Provide more trash and recycling bins in Village parks and on sidewalks along Village streets and apply clear signs/instructions.
- ▶ Consider offering residential curbside food waste collection.

5. Greener Buildings, Properties & Streets

- ▶ Adopt a green building standard for Village-owned buildings and facilities.
- ▶ Participate in another Solarize program.

6. Taking Climate Action

- ▶ Streamline the approval process for solar panel installation.
- ▶ Develop a community greenhouse gas emissions (GHG) inventory.
- ▶ Set goals for the reduction of GHG emissions from both the community as a whole and from municipal facilities and operations.

7. Build Awareness & Involvement

- ▶ Develop a communications plan to publicize the Village's sustainability programs and accomplishments.
- ▶ Create a "buy local/buy green" campaign.

10 "High Impact Actions" of Clean Energy Communities

The Village joined NYSDERDA's Clean Energy Communities program. Local governments must complete four of 10 "High Impact Actions" to earn a Clean Energy Community designation and qualify to apply for grant funding.

1. Benchmarking: Adopt a policy to report the energy use of buildings

2. Clean Energy Upgrades: Achieve 10% reduction in greenhouse gas emissions from buildings

3. LED Street Lights: Convert street lights to energy efficient LED technology

4. Clean Fleets: Install electric vehicle charging stations or deploy alternative fuel vehicles

5. Solarize: Undertake a local solarize campaign to increase the number of solar rooftops

6. Unified Solar Permit: Streamline the approvals process for solar

7. Energy Code Enforcement Training: Train compliance officers in energy code best practices

8. Climate Smart Communities Certification: Get certified by the NYS Dept. of Environmental Conservation

9. Community Choice Aggregation: Put energy supply choices in your community's hands

10. Energize New York Finance: Offer energy upgrade financing to businesses and non-profits

a. Introduction

One of the charges from the Board of Trustees for this **Comprehensive Plan Update** is to include a focus on the topic of sustainability. The Village understands the importance of identifying, planning, and implementing policies and actions to protect the natural environment. Therefore, a comprehensive strategy will provide a clear and decisive path forward to becoming a more sustainable community.

This section presents a strategic framework for an environmentally sustainable Village that has the following characteristics:

- ▶ **Builds on its prior accomplishments and ongoing sustainability-related initiatives.**
- ▶ **Is tailored appropriately to its geography and physical characteristics.**
- ▶ **Is aligned with the requirements and elements of state certification programs related to energy and climate.**
- ▶ **Is informed by the interests, concerns, and priorities of Village residents.**
- ▶ **Is consistent with regional and county sustainability plans.**

As part of this strategy, the Village will continue to improve the efficiency and sustainability of its own operations, grounds, and facilities. It will look to the accomplishments of other local municipalities for best practices and finding ways to collaborate to achieve the economies of scale that can make certain internal and Village-wide initiatives more feasible and successful. The Village will continue to task its volunteer committees to assess and advise on parts of the strategy. The Village will also support and encourage local institutions, businesses, and residents to contribute toward making the whole community more environmentally sustainable.

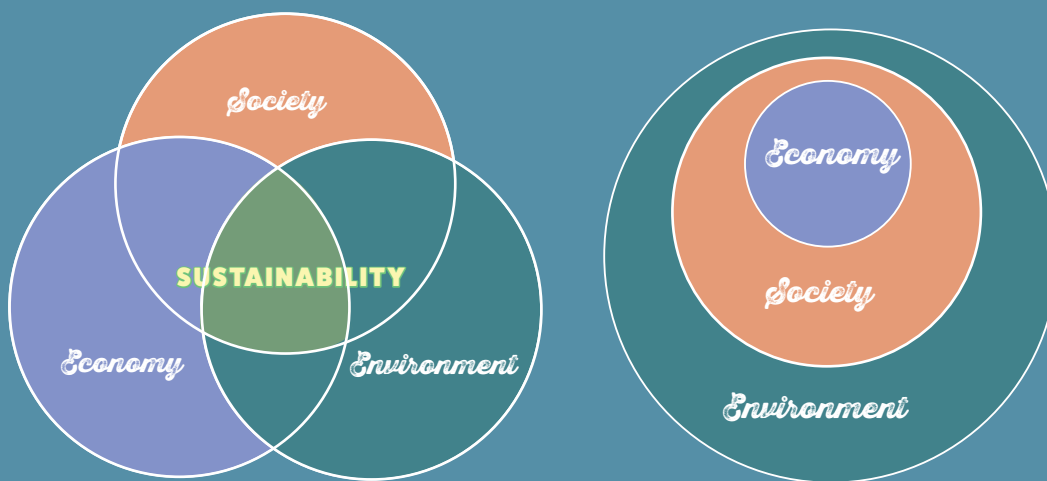
The core of this strategic framework, called the **Sustainability Action Plan**, is divided into six topics. Within each topic, the **Sustainability Action Plan** reviews accomplishments and ongoing initiatives and presents goals, actions, and relevant resources, examples, and/or case studies. The first five topics

- ✦ **LEAD, MANAGE & COORDINATE**
- ✦ **CLEAN WATER**
- ✦ **CLEAN AIR**
- ✦ **TOWARD ZERO WASTE**
- ✦ **GREENER BUILDINGS, PROPERTIES & STREETS**
- ✦ **TAKING CLIMATE ACTION**
- ✦ **BUILD AWARENESS & INVOLVEMENT**

Defining “Sustainability”

Sustainability is typically defined as “meeting the needs of the present without compromising the ability of future generations to meet their needs.” This definition dates back to the 1987 Brundtland Report produced by the World Commission on Environment and Development and commissioned by the United Nations.

In practice, sustainability is conceptualized as incorporating three areas of concern for towns and cities: Economy, Environment, and Equity. This is often referred to as the “triple bottom line,” which is depicted through the diagrams below. The one on the left is a more “textbook” version of the diagram, while the one to the right is how municipalities typically plan for sustainability. The Environment is the overarching theme. In this plan, the term “sustainability” is taken to mean “environmental sustainability.” Nevertheless, the Village recognizes that the “economy” and “equity” aspects are integral.



Sustainability and climate change are intrinsically linked and often discussed together in the same sentence. Sustainability initiatives can reduce greenhouse gas emissions, which are the major drivers of changes in climate that have, in turn, changed weather patterns and warmed global sea water.



Certification Framework for Climate Smart Communities

The Climate Smart Communities (CSC) certification framework is organized around the ten elements of the CSC pledge. Local governments that have signed the pledge, known as Registered Climate Smart Communities, have made a commitment to addressing the ten areas described below:

1. Build a climate-smart community.
2. Inventory emissions, set goals, and plan for climate action.
3. Decrease energy use.
4. Shift to clean, renewable energy.
5. Use climate-smart materials management.
6. Implement climate-smart land use.
7. Enhance community resilience to climate change.
8. Support a green innovation economy.
9. Inform and inspire the public.
10. Engage in an evolving process of climate action.

all can contribute toward reducing greenhouse gas emissions, a key metric that communities are tracking to gauge their cumulative impact in the effort to slow climate change. The sixth topic summarizes the Village's GHG emissions and sets emissions reduction targets. The seventh topic focuses on an overarching topic: building awareness, educating, and encouraging the involvement of residents, property-owners, and businesses.

The Village pledged to **NYSERDA's Clean Energy Communities** program, which presents a range of specific actions that fit into the **Sustainability Action Plan**. Accomplishments, goals, and actions that fulfill CEC program actions are identified with the reference "(CEC)."

The Village also pledged to **NYS DEC's Climate Smart Communities** program, which presents a wide range of actions that fit into the **Sustainability Action Plan**. Accomplishments, goals, and actions that fulfill CSC program actions are identified with the reference "(CSC)." CSC website also provides detailed guidance on its actions.

The topic of resiliency to storms and floods is an important part of a robust sustainability plan. Given the complexity of this issue and the capital expenditures required to become more resilient, this topic requires a broader approach than this strategic framework provides. Matters of storms and floods threaten all three aspects of "sustainability": environmental, economic, and social. Therefore, these issues are detailed in a different chapter, **Chapter 9**.

The Village's **Local Multi-Hazard Mitigation Plan** and **Local Waterfront Revitalization Plan** are the appropriate vehicles for addressing these topics comprehensively. Through the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act, local governments can participate in the State's Coastal Management Program by preparing and adopting local waterfront revitalization programs, which provides more detailed implementation of the State's CMP through use of zoning and site plan review. **Chapter 9** summarizes the key recommendations from these planning documents in terms of resiliency to storms and flooding. **Chapter 9** links up with the LWRP in terms of resiliency to storms and flooding.

b. Toward a More Sustainable Region

There are many regional entities that include the Village in their respective operating areas. These entities are based on geographic location, economic, and transportation. The Village aligns itself more with the metropolitan New York City region due to its population density, form, proximity, and transportation connections. Each of these entities has plans and programs that address sustainability and climate-related topics.

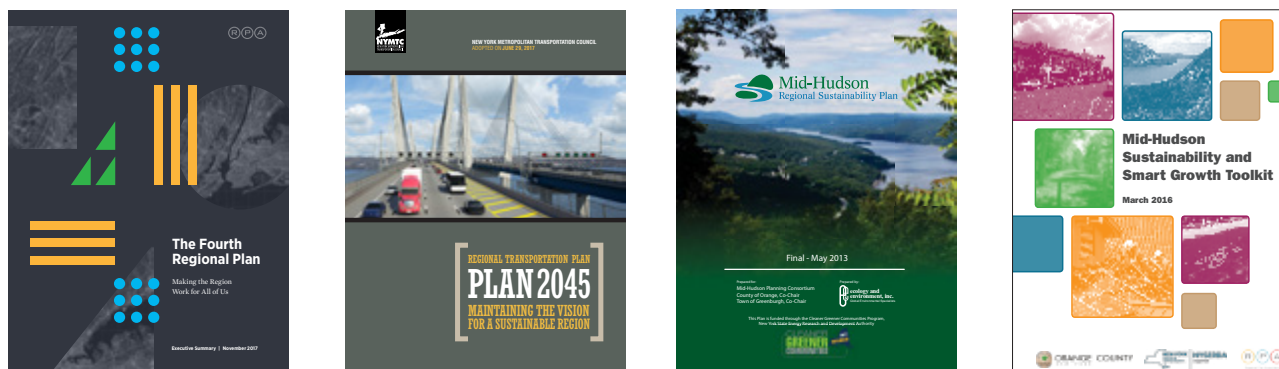


Figure 31: Examples of plans produced by various regional entities.

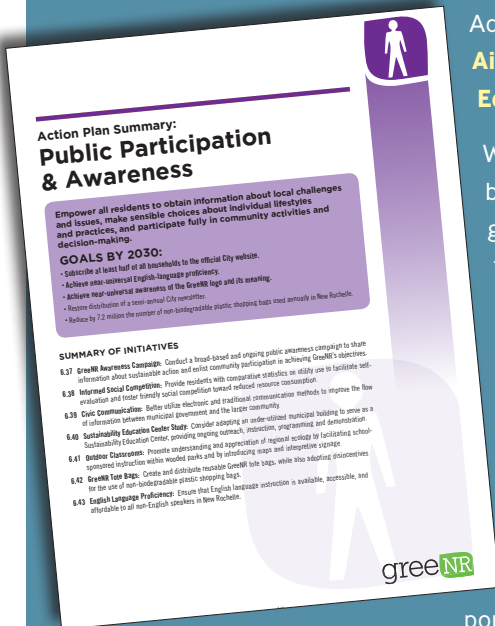
Table 2: Organizations involved in technical assistance and planning for sustainability

SCALE	ORGANIZATION/ENTITY
INTERNATIONAL	<ul style="list-style-type: none"> International Council for Local Environmental Initiatives {ICLEI}
NATIONAL	<ul style="list-style-type: none"> USA Sustainable Cities initiative
MULTI-STATE REGIONAL	<ul style="list-style-type: none"> Regional Plan Association (RPA)
	<ul style="list-style-type: none"> New York Metropolitan Transportation Council (NYMTC)
	<ul style="list-style-type: none"> Long Island Sound Study
STATE	<ul style="list-style-type: none"> NYS Department of Environmental Conservation (DEC)
	<ul style="list-style-type: none"> NYS Energy & Research Development Authority (NYSERDA)
IN-STATE REGIONAL	<ul style="list-style-type: none"> Hudson Valley Regional Council
	<ul style="list-style-type: none"> Mid-Hudson Region
	<ul style="list-style-type: none"> Sustainable Hudson Valley
COUNTY/LOCAL	<ul style="list-style-type: none"> Sustainable Westchester
	<ul style="list-style-type: none"> Westchester County

Local Sustainability Plans At-a-Glance

A review of local sustainability plans and resources from Westchester County and other New York State municipalities found that the topics typically covered included the following: **Energy, Climate, Materials Management/Waste, Water/Resilience, Land Use,** and **Transportation**. Several plans include **Public Awareness** as a primary topic—a topic the Village’s Committee for the Environment identified as being very important and an ongoing challenge. The Village has indicated this as critical and continual process. For example, the *City of Rye Sustainability Plan* and the *City of New Rochelle GreenNR* include **Community Awareness & Outreach** as a primary topic.

Some sustainability plans and resources highlight the topic of **Local Food**, which could include—for non-rural communities—rooftop farming or gardening, community-supported agriculture, etc.



Additional topics covered in related plans and guides include: **Air/Air Quality, Public Health & Environmental Justice,** and **Equity**.

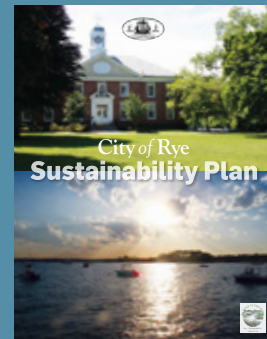
Within the topic of **Water**, many municipalities recently have been focusing on reducing stormwater runoff by installing green stormwater infrastructure, which refers to non-structural methods to reduce stormwater runoff (e.g., green roofs, rain gardens, etc.). Other water-related actions might include discouraging residents from using pesticides on their lawns and gardens.

Related to the topic of **Transportation**, some plans and guides use the term “Mobility,” which suggests a broader view of transportation encompassing accessibility and facilities for all modes: foot, bicycle, car, and truck.

“Sustainability” can encompass many different aspects of a community. Furthermore, sustainability initiatives don’t always fall neatly into just one topic area. For example, initiatives involving trees (their management, preservation, and enhancement) address multiple topics, including **Energy** (tree cover for energy efficiency), **Water** (trees keeping soil intact for runoff absorption), and **Air Quality** (pollution reduction).

“Umbrella” topics are those, such as **Climate Change** and **Greenhouse Gas Emissions**, which can encompass a wide range of topic areas. The metric is GHG reduction. They all can contribute to reduction.

While many of the plans reviewed are stand-alone documents, the Town of Greenburgh and Town of Cortlandt have sustainability integrated into their comprehensive plans. This might be advantageous because a municipality’s comprehensive plan is an important policy-setting tool for land use, zoning, and capital planning.



Regional & Local Partnerships

Over the past decade, municipalities in Westchester County have been networking, sharing information, and engaging in cross-municipal problem-solving. The Village has been participating in these efforts. The **Committee for the Environment**, which advises on environmental matters, regularly coordinates with the Town of Mamaroneck, Village of Larchmont, and City of Rye to share information on sustainability initiatives, such as the Village's launching of a food waste recycling collection program and a Healthy Yards initiative. Village officials and members of the Committee for the Environment, the Tree Committee, and other committees have participated in sustainability- and climate-focused events such as the February 2018 Climate Action Summit sponsored by Bedford 2020. The Town of Bedford, NY launched a sustainability planning process in 2009 and has a well-developed program.

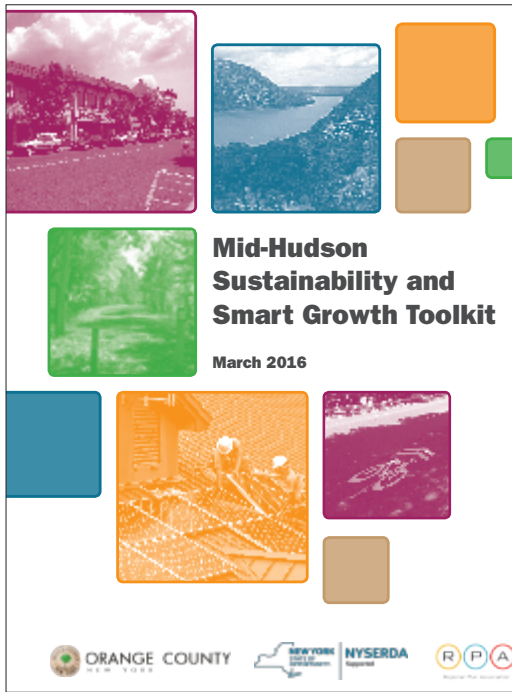
The Village has also played a leadership role in convening workshops on sustainability topics. The Village, through its **Tree Committee**, worked with the Town of Mamaroneck, the NYS Department of Environmental Conservation and the Hudson Valley Regional Council, to hold a workshop on green stormwater infrastructure in urban and suburban communities.

Furthermore, **Sustainable Westchester**, a consortium of local municipalities founded in 2014, has been facilitating sustainability initiatives, engaging community stakeholders, and sharing tools, resources, and incentives. For example, the organization brokered an agreement with Nissan to provide significant rebates and tax incentives for municipalities to purchase the electric vehicle Nissan Leaf, which does not directly combust fuel. The Village recently purchased electric vehicles through NYSERDA and Sustainable Westchester, which also provided grants to purchase and install electric car charging stations for community use.



Organizations such as the **Westchester Green Business Partnership** encourage the business community to incorporate sustainability into their operations. Founded in 2009 as the Westchester Green Business Challenge, in 2014, the program was expanded to offer an official green certification to organizations that complete a process to reduce environmental impact. The program provides propriety tools and a turnkey system, which are now available to businesses throughout New York State through www.greenbusinesspartnership.org.

c. Sustainability Assessment



The *Mid Hudson Sustainability and Smart Growth Toolkit* (March 2016) was produced to help implement the goals, objectives, and initiatives of the Mid-Hudson Regional Sustainability Plan. Its primary content is a sustainability assessment, which lists sustainability-related policies and actions within the following categories: Land Use, Livable Communities & Transportation; Agriculture & Open Space; Materials Management; Energy; and Water.

Rather, than provide an overall sustainability score, it presents a “menu” of recommended policies and actions within each of the six categories, along with columns containing check boxes to indicate whether a policy or action is “In Place,” “In Progress,” or “For Future Action.” The Village Planning Department and its consultant added two columns of check boxes, labeled “N/A” and “For Future Consideration,” to better suit the Village’s situation. For example, in the **Agriculture & Open Space** category, none of the actions apply to the Village except for “expanding urban agriculture,” which is something the Village marked as “For Future Consideration.” This category is better suited to more suburban and rural communities in the Mid-Hudson Region.

Overall, the Village marked the largest percent of the actions as “In Place,” indicating that the Village is generally implementing sound sustainability policies. These “In Place” accomplishments are reflected in the **Sustainability Action Plan**. Those actions marked as “For Future Action” are initiatives that the Village is planning to launch, while those the Village may consider undertaking at some point in the future are marked as “For Future Consideration.” The results of the assessment indicate that the Village has the potential to undertake a wide range of additional actions in the **Energy** category. Many of these actions are part of the **Climate Smart Communities (CSC)** program and have been incorporated into the **Sustainability Action Plan**.

Practice	N/A	In Place	In Progress	For Future Action	For Future Consideration
Increase available water supply by reducing water consumption					
Water-efficient fixtures and fittings					
Mark energy use of water infrastructure					
Improve the reliability of water treatment and distribution		X			
Improve wastewater treatment and collection systems					
LID and/or Green infrastructure techniques such as Rain Gardens, retention areas, vegetated swales, green roofs, porous pavement, tree or tree pits, stormwater planters, rain barrels or cisterns			X		X
Upgrade infrastructure and enforce sump pump removal to reduce the wastewater treatment plants			X	X	
Microgrids at wastewater treatment plants					
Greywater reuse systems					
Protect and water quality		X			
Preservation and buffering		X			
Overlay district					
Reservation subdivision zoning			X		
Watershed management planning					
Adopt and support watershed management plans and programs		X			
Reduce surface cover and connect permeable					
Reduce surface cover and connect permeable		X			X
Permeable paving materials					
Funding for preventative maintenance and capital improvements					X
Remove impediments to local tax revenue generation					

Figure 32: The cover of the Mid-Hudson Sustainability and Smart Growth Toolkit (top) and a page from its sustainability assessment (bottom).

d. What do Residents Think?

The purpose of the Village Environmental Sustainability Questionnaire is to gauge residents' opinions on environmental topics in the Village in order to inform the creation of the sustainability component of the Comprehensive Plan Update. The survey consists of three questions that solicit open-ended, free-form responses:

1. As a Village resident, what environmental topics are of special interest or concern to you?
2. Are there certain environmental topics that the Village should prioritize? Which ones and why?
3. What environmental topics might be the most challenging for the Village to address or that would be most appropriate to tackle over a long time period?

The survey, which was administered online at www.planvom.org/sustainability, was promoted through several methods, including postings on: the *Comprehensive Plan Update* website at www.planvom.org, the Village's website under the "Village News" section, the Mamaroneck Library's e-news distribution list, and the Marine Education Center's e-newsletter. Also available at www.planvom.org/sustainability is a primer on sustainability, which defines the term "sustainability," identifies the typical range of environmental topics covered by sustainability plans, and provides links to examples of sustainability plans from several neighboring municipalities.

A total of 80 residents responded to the survey. While this survey is not intended to be statistically-valid or scientific, the sum total of the responses provide sufficient detail to have informed the thinking into creating this chapter of this Plan Update.

While the survey solicits open-ended, free-form responses, the table on the following summarizes, in a quantitative manner, the frequency of the most common environmental topics identified in residents' responses.

Observations About the Responses

- ▶ **Water Quality.** Water quality topped the list of most frequent responses to the question about residents' special interests or concerns regarding environmental sustainability. A majority of residents who responded to the survey are concerned most about the impacts of pesticides, chemical fertilizers, and stormwater runoff on the quality of the water in the Village's rivers, the Harbor, and the Long Island Sound.
- ▶ **Air Quality.** Many of the residents who responded to the survey are ready and eager for a more bike-friendly and walkable Village, which could cut emissions through reduced car travel. Noise was frequently identified as a concern, both noise pollution in general and noise from landscaping equipment such as leaf blowers. Note: Trees are included in this category, although they also play a role in improving water quality.

"I am very concerned about both drinking water quality and the safety of the Long Island Sound."

"Stop the use of pesticides and herbicides in our parks, schools and neighborhoods."

"I would love to see us come together as a community and improve the roads, sidewalks and paths our children use to get to school."

Table 3: Results of the Sustainability Questionnaire

TOPIC	No. of Mentions of Topic by Question			Frequently Mentioned Words or Phrases
	Question 1	Question 2	Question 3	
	My interest/ concern	Should be Village priority	Long-term solutions required	
WATER QUALITY	47	26	14	pesticides, chemicals, pollution, Long Island Sound, Harbor, clean
AIR QUALITY / TRANSPORTATION	40	31	18	"bikeable"/bike-friendly, walking, traffic, noise, trees
WASTE / MATERIALS MANAGEMENT	37	20	4	organic/food waste, litter, trash, recycling
DEVELOPMENT	24	13	10	over-development, open/green space
FLOODING	20	12	20	flooding, Army Corps
OPEN SPACE	15	5	2	natural, wetlands, marsh, preserve, open/green space
CLIMATE CHANGE	7	0	6	climate change
RENEWABLE ENERGY	9	1	4	solar

“Whether it’s putting in more public garbage/recycling bins, increasing fines, or generating awareness with scheduled clean up days, we’d love to see less litter in the village.”

“My biggest concerns are overdevelopment, conservation of open space and creating a safe, walkable environment for all.”

- ▶ **Waste/Materials Management** is another topic that residents identified frequently in their responses to the survey questions. Respondents are eager to see food waste collection enhanced and improved recycling habits among Village residents. They are also tired of seeing litter on sidewalks, in parks, in the rivers, and in the harbor, which could be improved by greater vigilance and maintenance and the provision of more (and properly-labeled) receptacles in appropriate locations.
- ▶ **Development.** Many residents that responded to the survey used the same term, “over-development,” to characterize their sentiments toward development trends in the Village. Some mentioned “over-development” along with a sense of diminishing green/open space. Furthermore, a number of residents cautioned that the Village’s infrastructure and schools are at capacity.

- ▶ **Flooding** was mentioned most frequently in response to the third question, which asked about topics that would take a long time to address adequately. Respondents intuit that there are few “quick-fixes” for tackling flooding. The Army Corps of Engineers plans for flood protection were referenced and supported by several respondents.
- ▶ **Open Space.** Preserving open spaces, which includes wetlands and marshlands, is a significant interest and concern among survey respondents. This includes not only preserving natural habitats, but also improving open space access and amenities for residents to enjoy.
- ▶ **Renewable Energy.** As important as the topics that residents identified most frequently in their responses are those topics that were not mentioned much at all. Very few residents identified actions related to clean or renewable energy or improving energy efficiency. This does not mean that the **Sustainability Action Plan** should skip this topic. While the Village might prioritize strategies such as water quality and air quality, which are top concerns according to the survey results, it should also consider strategies to encourage renewable energy and energy efficiency.
- ▶ **Climate Change.** Very few survey residents identified the topic of climate change in their responses to the three questions. There could be a number of reasons for this. First, climate change is a global issue with local consequences, and the most impactful solutions to climate change will come from national and state/provincial policies and actions. Second, residents can connect more directly with the topics of water quality, air quality, and waste/ materials management in terms of their own actions. Nonetheless, the Village recognizes that it has a part to play in the state’s efforts to reduce greenhouse gas emissions. The **Sustainability Action Plan** will include a section on how the Village is reducing its greenhouse gas emissions, which is a positive outcome from the implementation of sustainability initiatives.

“The last two places we’ve lived have had composting programs that do weekly pick-ups. We’d love to see a composting program in the Village.”

“[We need to] plant trees to add beauty, filter air pollution, minimize flooding, cool air, and provide shaded walkways”.

“Keep our green spaces designated as such and do not allow development on the coastal line.”

“We’re very concerned about climate change, and anything the Village can do to prove that a town near NYC ... is being proactive and forward-thinking would be great.”

e. Principles for Sustainability Planning & Implementation

The following principles emerged from discussions with the Committee for the Environment. The process of creating the Sustainability Action Plan was informed by these principles.

- 1. Leverage Existing Resources and References (or “Don’t Reinvent the Wheel”).**
 - ▶ There are many resources and references available at various levels (federal, state, regional, institutional) that can be leveraged.
 - ▶ See how neighboring towns have been planning and implementing sustainability and learn best practices from their accomplishments.
 - ▶ Follow through with existing commitments, such as the Village’s participation in NYS DEC and NYSERDA programs.
- 2. Plan and Prioritize.** Plan comprehensively for the long-term, but prioritize topics and initiatives that can be realistically addressed, accomplished in the near-term, and have a meaningful impact on the local environment.
- 3. Work with Neighbors.** Seek to plan and implement sustainability initiatives, especially programmatic ones, with neighboring municipalities.
- 4. Coordinate with Other Committees/Boards.** Recognize that most of the Village’s committees and boards, not only the Committee for the Environment, deal with sustainability planning and implementation topics.
- 5. Promote Public Awareness, Education, and Involvement.** The motivation, support, and involvement of residents, business-owners, and property-owners in Village sustainability actions will maximize the Village’s overall impacts in terms of protecting air and water quality, cutting waste, and reducing greenhouse gas emissions.

f. Updating the 2012 Comprehensive Plan

While the term “sustainability” is not used frequently in the *2012 Comprehensive Plan*, Chapter 6, titled “Environmental Protection/Mamaroneck Harbor/Long Island Sound,” is an appropriate place to start to determine how to update the aspects of the 2012 plan that address sustainability-related topics. Chapter 6 of the *2012 Plan* presents the following goals and objectives:

2012 Goals

- ⊙ Encourage conservation and strict development regulations on the waterfront, floodplains, and wetlands.
- ⊙ Work with other Long Island Sound communities to ensure the protection of water quality in the Long Island Sound.

2012 Objectives

- a. Encourage green buildings and sustainable design practices on both public and private developments.
- b. Encourage coordination of the appropriate agencies to address flood control.
- c. Codify Phase I and Phase II requirements for stormwater and impervious surfaces.
- d. Explore potential for further stream restoration for Village waterways.

These are all still valid goals and objectives, and so those pertaining specifically to sustainability have been added to the appropriate section in the *Sustainability Action Plan*. The goals and objectives regarding flood control and stream restoration are reflected in **Chapter 9** of this Plan Update.

Chapter 9 (“Traffic & Transportation”) of the *2012 Plan* also includes several recommendations that fit under the topic of environmental sustainability. It recommends that the Village explore elements of a bicycle network and invest in bicycle storage facilities at the train station. It also recommends that the Village implement a sidewalk plan to connect key areas with gaps in the pedestrian network. These recommendations are well-supported by residents and have been added to the appropriate section in the *Sustainability Action Plan*.

2012 Recommended Actions

The “Action Plan” section of the *2012 Plan* recommends a number of actions to reduce greenhouse gas emissions and enhance the Village’s overall environmental sustainability. These include:

- a. Generally seek ways for the Village to reduce its carbon footprint
- b. Retrofitting existing municipal buildings and street lighting to reduce energy use.
- c. Purchasing more efficient automobiles and trucks in the Village’s fleets.
- d. Encouraging the use of transportation alternatives such as bicycles and walking.
- e. Joining other communities that have committed to reducing greenhouse gas emissions. Implementing alternative green stormwater infrastructure on all Village projects including green roofs, rain gardens and permeable pavers.

It also recommends changes to regulations to include requirements and incentives for green buildings:

- f. Update the Village Code to include incentives for green buildings that incorporate sustainable design practices. Incentives might include either a reduction or a rebate in building permit fees based on level of LEED-type compliance. LEED, which stands for Leadership in Energy and Environmental Design, is globally-recognized standard for green buildings. It is administered by the U.S. Green Building Council.
- g. Explore requiring “green building” or LEED-type compliance for larger projects. This might include a requirement for all buildings exceeding a certain square footage.
- h. Adopt policy for all new Village buildings to be “green” buildings, incorporating LEED-type techniques.
- i. Pass legislation to facilitate green buildings as part of residential and commercial projects to meet ENERGY STAR certification standards. ENERGY STAR is a joint U.S. DOE/EPA program.

Since the *2012 Comprehensive Plan* was published, the Village has produced a number of additional plans and studies that include policies and actions related to environmental sustainability. These are identified in the [Sustainability Action Plan](#).

g. Connections with the LWRP

The draft LWRP includes several policies directed specifically at the topic of water quality, which is one of the primary topics addressed in the Sustainability Action Plan. These include the following:

- j. Village-wide Water Quality Assessment Program; Improve water quality, including support for measures to address both point and non-point source pollution and review and implement recommendations of the Watershed Advisory Committee 4 (WAC4) report from 2001.
- k. Support continued upgrades to the Westchester County sewage treatment plant.

h. Sustainability Action Plan

- 1 LEAD, MANAGE & COORDINATE**
- 2 CLEAN WATER**
- 3 CLEAN AIR**
- 4 TOWARD ZERO WASTE**
- 5 GREENER BUILDINGS, PROPERTIES & STREETS**
- 6 TAKING CLIMATE ACTION**
- 7 BUILD AWARENESS & INVOLVEMENT**

1. LEAD, MANAGE & COORDINATE

The Board of Trustees has demonstrated a commitment for the Village of Mamaroneck to become a more environmentally sustainable community. In 2010, the Board of Trustees adopted a resolution to participate in the New York State Department of Environmental Conservation's Climate Smart Communities Program, recognizing that climate change poses real and increasing threats to local and global environments, which are primarily due to the burning of fossil fuels. The Village has pledged to and succeeded in reducing greenhouse gas emissions and, furthermore, pledged to the completing and documenting a suite of actions that mitigate and adapt to climate change at the local level.

The Village can demonstrate by example to encourage residents and businesses to consider their own impacts on the environment. It can also demonstrate good governance as sustainability initiatives can result in cost savings.

Several volunteer committees support the Village's efforts toward environmental sustainability. The **Committee for the Environment**, which was formed in 2002, advises and make suggestions to the Board of Trustees about ways to protect the Village's natural resources from further damage, and to initiate, promote and recommend programs and the adoption of laws designed to improve the health of the land, water, and air in and around the Village. The CFTE also raises awareness of and provides information about environmental concerns to residents, businesses, and public officials. It encourages participation in programs to reduce waste, increase recycling, decrease pollution, reduce energy consumption and carbon footprint, cut back on noise and litter, and eliminate the use of harmful pesticides and fertilizers.

The **Sustainability Subcommittee of the CFTE** was created to 2018 to advise on the development of a sustainability section of the Comprehensive Plan Update.

The **Tree Committee**, which was formed in 1988, is an advisory body to the Village's Board of Trustees, Planning Board, Village Manager and the General Foreman to the Department of Public Works. This committee sets proper standards of planting, maintenance, and removal of trees and monitors the observance of these standards.

The **Water Quality Advisory Committee** comments on annual water quality assessment and improvement plans submitted by the Village Manager. The committee, which meets quarterly, consists of members appointed by five boards and commissions and two members appointed by the Board of Trustees.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ **Created volunteer committees to advise on various environmental topics** (i.e., Committee for the Environment, Tree Committee, Water Quality Advisory Board)

Events, Programs & Studies

- ▶ **Participating in regional sustainability planning efforts.**
The Committee for the Environment is sharing information with and coordinating sustainability-focused initiatives with neighboring municipalities. Committee members regularly meet with their fellow citizens of the Town of Mamaroneck, Village of Larchmont, City of Rye, and other municipalities.
- ▶ **Joined NYSEEDA's Clean Energy Communities program.**
Submitted application for certification (August 2018).
"CEC" next to any item indicates that it is a Clean Energy Communities program action.



- ▶ **Joined NYS DEC's Climate Smart Communities program.**
"CSC" next to any item indicates that it is a Climate Smart Communities program action.



- ▶ **Participating in the Community Choice Aggregation program (CEC 11).** The Village has renewed its participation in this program, which is administered through Sustainable Westchester. The Village converted all customers within its jurisdiction to 100% renewable green energy credits. Residents have the option to opt-out. Electric rates are currently lower. This option is also better for the environment than conventional energy sources. More than 98% of Village-wide electricity consumption being derived from renewable energy sources translates into a CO2 emissions reduction of more than 24,000 metric tons a year, without requiring residents to install devices or change their lifestyles. Furthermore, residents save money.

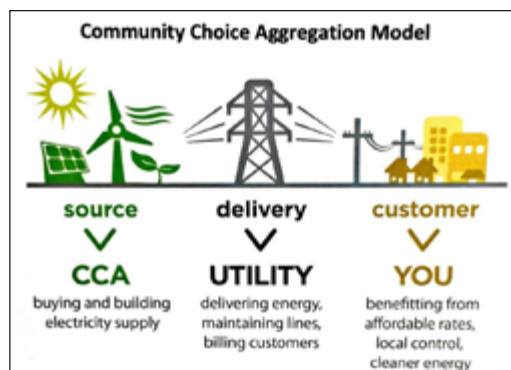


Figure 33: A diagram depicting the Community Choice Aggregation Model.



Figure 34: The Marine Education Center at Harbor Island Park



Figure 35: A house in the Village with solar panels on its roof.

- ▶ Developed a Natural Resources Inventory (CSC PE6).
- ▶ Trained compliance officers in energy code best practices (CEC 9).
- ▶ Developed and adopted a comprehensive plan with sustainability elements (CSC PE6).

Physical Investments

- ▶ The Village operates the Marine Education Center and hired a full-time naturalist/educator at the center.

b. Targets & Goals

Municipal Facilities & Operations

- ⊙ Ensure sufficient staffing and expertise to manage, implement, and monitor sustainability initiatives.
- ⊙ Achieve certification in NYSERDA's Clean Energy Communities program.

Village-wide

- ⊙ Encourage and promote neighborhood-scale advocacy and reporting.
- ⊙ Leverage programmatic and no-cost technical assistance opportunities at the regional, state, and federal levels, which might include governmental, institutional, and educational entities.
- ⊙ Publicize and promote the Village's accomplishments locally and regionally.
- ⊙ Achieve certification in NYS DEC's Climate Smart Communities program.

c. Actions

Municipal Facilities & Operations

Priorities (within the next year)

- 5-1. Submit application to be certified by NYSERDA's Clean Energy Communities program.**
- 5-2. Designate a Climate Smart Communities Coordinator (CSC PE1).**
- 5-3. Create a Climate Smart Communities Task Force (CSC PE1).**
- 5-4. Consider roles of CFTE, Tree Committee, and Water Quality Advisory Committee in assessing, advising on, and/or taking ownership of certain sustainability initiatives.**

Short-Term (within the next 1-2 years)

- 5-5. Become certified by NYS DEC's Climate Smart Communities program (CEC 10).**
- 5-6. Consider hiring additional staff or outside professionals/consultants to manage, implement, and/or promote sustainability initiatives.**
- 5-7. Adopt policies to require or encourage the purchase of environmentally-preferable products.**
"Environmentally-preferable" products can come in a variety of forms, such as ENERGY STAR labeled products, products containing post-consumer recycled content material, and lease/take-back programs of equipment. See *Sustainable Procurement Playbook for Cities* by the Urban Sustainability

Directors Network. Also consult New York State's Purchase Green Requirements and Tools.

- 5-8. Update the Village's Greenhouse Gas Emissions Inventory (CSC PE2).** The Village's latest Greenhouse Gas Emissions Inventory was initially compiled in 2012.

Mid-Term (within 3-4 years)

- 5-9. Consider joining a national or international climate program (CSC PE1).** Organizations such as the International Council for Local Environmental Initiatives (ICLEI) can provide technical assistance and support and a wider network for sharing best practices.

Village-wide

Priorities (within the next year)

- 5-10. Continue coordinating with neighboring municipalities on sustainability education, awareness, and planning initiatives and implementing joint initiatives (CSC PE10).** Where possible, coordinate initiatives with the Village to achieve economies of scale in terms of feasibility, grants, investments, and/or outcomes.

Short-Term (within 1-2 years)

- 5-11. Invite and work with universities and research institutions** to share knowledge of successful sustainability strategies and to study sustainability topics and challenges in the Village. Leverage assistance from project-oriented classes in the fields of landscape architecture, urban planning, and other disciplines.
- 5-12. Involve local high schools** to learn about and participate in local sustainability initiatives through relevant classes and active involvement from student groups. Mamaroneck High School, for example, has an environmental club called "Leave No Trace."
- 5-13. Engage the Mamaroneck Union School District and Rye Neck School Districts** to share information on environmental sustainability initiatives and accomplishments. Where possible, coordinate initiatives with the Village to achieve economies of scale in terms of feasibility, grants, investments, and/or outcomes.
- 5-14. Encourage local businesses to undertake environmental sustainability initiatives** and share information on accomplishments. Promote participation in Westchester County's Green Business Partnership and recognize businesses that have demonstrated results through the program.

d. Resources & Examples

- ▶ *Sustainable Procurement Playbook for Cities* by Urban Sustainability Directors Network.
- ▶ Scarsdale Schools Sustainability Initiative.
- ▶ Westchester County Green Business Partnership.
- ▶ New York State's Purchase Green Requirements & Tools (see Office of General Services website).

2. CLEAN WATER

Water is a central part of Mamaroneck's heritage, its current identity, and its economy. It is one of the natural features that, coursing through rivers, sustaining wetlands, feeding critical habitats such as Otter Creek, and filling the harbor, makes Mamaroneck a wonderful place to live. Through the Environmental Sustainability Questionnaire, residents clearly expressed their interest and concern for water quality. They understand that what goes on or into the ground will end up in the water. Stormwater runoff and sanitary sewer overflows and leaks are the primary source of pollution in the Village's waterbodies. Also, given the Village's position at the bottom of the watershed, what goes on in other communities farther up the watershed can also end up in the water that courses through the Village.

The Federal Clean Water Act requires states to periodically assess and report on the quality of waters in their state. Section 303(d) of the Act also requires states to identify impaired waters, where designated uses are not fully supported. Part I of the list, waters with verified impairments that are expected to be addressed by a segment/pollutant-specific Total Maximum Daily Loads (TMDL), includes the Mamaroneck Harbor, the Mamaroneck River, and the Sheldrake River. All of them have been designated as impaired since 2002. Furthermore, there have been times that the water in the rivers and the Long Island Sound has not met regulatory standards, resulting in the closing of the Village beach.

However, there is some positive news. In 2018, Save The Sound reported that five years of advocacy by actively-involved citizens along with action and investment at the federal, state, and local levels have started to produce some positive results in terms of improved water quality, based on multiple measurements taken at several locations throughout the Village.

The Village will strive to continue to improve water quality through policies, regulations, and physical investments that reduce the amount of pollutants that are absorbed into the ground and/or transported into waterways through stormwater runoff. It will support citizens in their efforts to remain vigilant of any potential sources of water quality problems. The Village will also work toward ensuring an adequate supply of clean water for residents and businesses through the promotion of water conservation practices and crafting of policies that reduce peak water demand.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ **Westchester County Watershed Advisory Committee #4** (2001). Published a stormwater management plan for the Mamaroneck and Sheldrake River Basins and Mamaroneck Harbor. The plan identifies a series of watershed-wide recommendations and some specific recommendations for the Village.
- ▶ **Stormwater Management Plan** (2003). The Village published a Stormwater Management Plan to ensure that its municipal storm sewer system (MS4) meets the standards set by State Pollution Discharge Elimination System and the MS4 licensing requirements of the U.S. Environmental Protection Agency.
- ▶ **Local Waterfront Revitalization Plan** (Draft 2017). The Local Waterfront Revitalization Program (LWRP) has been prepared as a comprehensive long-range guide to ensure that local actions are consistent with

the Village's vision for protection and enhancement of the quality of Mamaroneck's waterfront community. Included in the LWRP are policies related to ensuring that the waterfront area remains environmentally sound

- ▶ **Adopted and Amended Stormwater Management and Erosion and Control Rules (Chapter 294, 2010 & 2014).**
- ▶ **Adopted a Local Waterfront Revitalization Program (2017).**
- ▶ **Adopted a Sewer Lateral Law (Article IV, 2017).** Sewer laterals are privately-owned pipelines connecting a property to the publicly-owned main sewer line (see Figure 4). The law mandates property-owners to make repairs within 60 days of becoming aware of any defect in laterals such as blocks or leaks.

Events, Programs & Studies

- ▶ **Save the Sound monitoring bacteria in waterways (sound-healthexplorer.com)**
- ▶ **Village monitors discharges of untreated sewage in the area, and strictly enforces rules against such discharges.**
- ▶ **Worked with the Town of Mamaroneck on a program to encourage property owners to purchase and use rain barrels to catch and reuse stormwater. A rain barrel is kept on display in Village Hall for educational purposes.**
- ▶ **Planning Department presentation: Sanitary Sewer Rehabilitation & Water Quality Initiatives.**
- ▶ **Planning Department Presentation: 2017 Water Quality Update.**
- ▶ **The CFTE has created a subcommittee to work with neighboring municipalities on a Healthy Yards project to reduce the use of chemical pesticides and fertilizers.**
- ▶ **The Planning Department has produced a draft 2019 Water Quality Assessment & Improvement Program Implementation Plan.** The report draws from the policy goals of the Local Waterfront Revitalization Program, the Waterfront Advisory Committee #4 recommendations and the Stormwater Management Plan to assess and improve water quality in the Village.

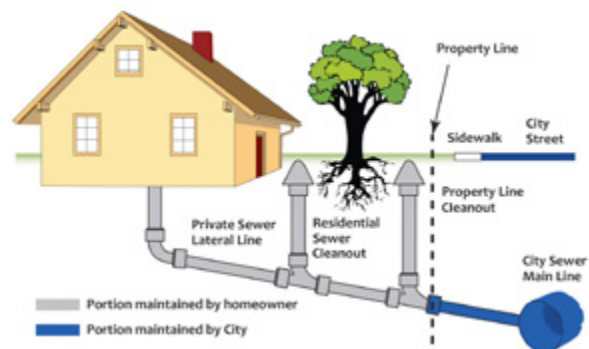


Figure 36: A diagram depicting a private sewer lateral connecting to a city's main sewer line.

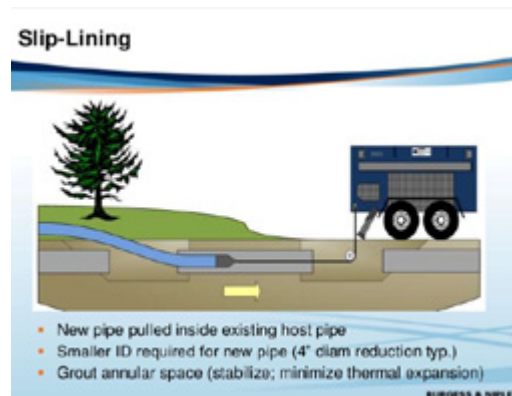


Figure 37: A diagram depicting a method of slip-lining a pipe.



Figure 38: A newly-installed catch basin in the Village.

Physical Investments

- ▶ **Sanitary Sewer Rehabilitation Program.** Public Works is identifying pipes and connections in those at greatest risk of leak or failure and fixing them.
- ▶ **Relined the sewer system.** Introduced cured-in-place pipe lining, which creates a new sealed pipe within existing pipe, in 34% of the sewer system. Investigating the rest of the system.
- ▶ **Mapped the sanitary sewer and storm water conveyance systems in GIS.** This continues to be updated as new infrastructure is installed or repaired.
- ▶ **Discovered broken, missing, and illicit discharges:**
 - An Illicit discharge discovered and remediated at stream crossing by Harmon Avenue.
 - A broken lateral was discovered and repaired along Otter Creek.
 - A missing lateral was discovered and subsequently installed on Union Avenue near Mamaroneck River.
 - Identified a leaching garbage container in downtown.
- ▶ **Undertook field vacuuming at Harbor Island Park to reduce animal fecal matter from being washed into Long Island Sound.**
- ▶ **Cleaned and inspected sewer lines in the Orienta neighborhood.** Sanitary sewer overflows occurred in Orienta on 4/30/2014. Since cleaning and inspection, no new sanitary sewer overflows have been documented in neighborhood.
- ▶ **Undertook sliplining of the industrial area and Washingtonville neighborhood.** Sliplining is a method for repairing leaks or restoring the structural stability of existing pipelines without digging trenches (see Figure 37 on page 44).
- ▶ **Replaced catch basin hoods with screens that remove floatable garbage. Replaced 40 catch basins on Boston Post Road. The Village is studying additional catch basin retrofit locations.** (See Figure 5 on page 34).
- ▶ **Undertaking lateral grouting.** When a pipeline is structurally sound but shows signs of infiltration, grouting involves sending equipment into the pipeline, where each joint and crack can be pressure tested and then grouted if necessary.
- ▶ **Permitted only limited dog walking and hired a company to reduce geese presence in parks and along the Sound.** This will reduce the amount of fecal matter in Harbor Island Park play areas being carried off into the Long Island Sound by stormwater. The Village is also considering additional methods to reduce fecal matter.
- ▶ **Created a public water quality reporting tool.** Residents that spot any problems can use the online tool to report the problem to the Village.

b. Targets & Goals

Municipal Facilities & Operations

- ⊙ **Complete 100% sewer system inspection and relining.**
Sliplining is currently occurring at an annual rate of 4% per year, which means all Village sewer lines could be rehabilitated by 2030.
- ⊙ **Reduce use of pesticides and chemical fertilizers by 95% by 2025.**
- ⊙ **Reduce water consumption by 15% by 2025.**

Village-wide

- ⊙ **20% of Village property-owners with yards pledge to manage lawns without synthetic pesticides and chemical fertilizers (see Health Yards Project).**
- ⊙ **Work with other Long Island Sound communities to ensure the protection of water quality in the Long Island Sound (2012 Comp Plan).**
- ⊙ **Continue to maintain vigilance of sanitary sewer issues and discharges.**

c. Actions

Municipal Facilities & Operations

Short-Term (within 1-2 years)

- 5-1. Reduce or eliminate the use of pesticides and chemical fertilizers on Village property.** The Village has been using organic fertilizers for many years. It is not permitted to use nitrogen-based fertilizers and pesticides. The Village has been deploying a fogging truck in Shore Acres for mosquito control when needed.

Mid-Term (within 3-4 years)

- 5-2. Identify, locate, and implement green stormwater management demonstration projects** on Village property. Publicize completed projects.



Figure 39: An example of a sign that showcases a toxin-free Healthy Yard.



Figure 40: A rain barrel collects water from a roof of a house, which reduces stormwater runoff.



Figure 41: A new townhouse development along Post Road West utilizes green infrastructure, or vegetation to filter and absorb stormwater runoff.

Village-wide

Priorities (within the next year)

- 5-3. **Produce final draft of the *Water Quality Assessment & Improvement Program Implementation Plan*.**
- 5-4. **Preserve natural areas through zoning or other regulations** (CSC PE6). Adopt stronger wetlands and riverine buffer protection rules (LWRP).
- 5-5. **Adopt rules to control outdoor residential watering during peak hours and to limit outdoor watering** from automated systems to limited windows of time. Consider requiring smart controllers for all new irrigation systems and promote the conversion of standard controllers to smart controllers.
- 5-6. Launch the Healthy Yards campaign to reduce use of chemical fertilizers and pesticides on residential and non-residential properties.

Short-Term (within 1-2 years)

- 5-7. **Create or update a watershed assessment** to identify flooding and water quality priorities (CSC PE7).
- 5-8. **Educate homeowners about green stormwater management** and encourage them to implement green stormwater management techniques (e.g., rain barrels, cisterns, rain gardens). The Town of Mamaroneck and Village of Larchmont both have a rain barrel program.

Mid-Term (within 3-4 years)

- 5-9. **Conserve, re-vegetate, and reconnect floodplains and buffers** (CSC PE7).
- 5-10. **Use green infrastructure to manage stormwater in developed areas** (CSC PE7). This action is currently under review by CSC (see Figure 41 on page 46).
- 5-11. **Explore potential for further stream restoration for Village waterways** (2012 Comp Plan), particularly where Army Corps of Engineers project does not apply.

d. Resources & Examples

- ▶ Philadelphia Water Department "Rain Check" program.
- ▶ Town of Mamaroneck Rain Barrel program.
- ▶ NYS DEC "Look for Zero" Campaign.
- ▶ Beyond Pesticides.
- ▶ Long Island Pesticide Pollution Prevention Strategy.
- ▶ Town of Bedford NY's Healthy Yards Project.

3. CLEAN AIR

The largest source of air pollution in the Village is car and truck traffic through local streets. Furthermore, I-95 travels through the Village. Contributing to air pollution are homeowners and landscapers that utilize leaf blowers and lawn mowers, both of which generate considerable emissions of particulate matter at ground level. Also, homeowners who still use fuel oil contribute more emissions than those who use natural gas.

The Village's Air Quality is consistently rated "Good," which is the highest level of attainment, based on readings from NYS DEC air pollution monitors in Mount Vernon and White Plains. Westchester County is part of the New York City Metro Area Ozone Non-Attainment Area. However, ozone readings in Westchester almost never reach the level representing non-attainment with EPA standards. While the Village has an area zoned for industry, with several facilities categorized as such, there are no "major" facilities concerning air emissions, based on EPA's definition "major."

To improve air quality locally, the Village will adopt policies and regulations and make physical investments that directly and indirectly reduce the usage of and emissions from motor vehicles and related sources. Maintaining and enhancing the Village's tree cover is essential to part of improving air quality. Trees can remove up to 60% of street-level air pollution, including carbon dioxide, ozone, nitrogen dioxide, sulfuric dioxide, and small particulate matter (i.e., dust, ash, dirt, pollen, and smoke).

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ **Adopted a seasonal ban on all leaf blowers.** §253-4R prohibits leaf blowers between May 15 and September 30 and limits their operation during certain times between October 1 and May 14. Leaf blowers, typically powered by gasoline, emit air pollutants and generate loud noise.
- ▶ **Adopted a transit-oriented development overlay zone.** The overlay zone seeks to leverage development potential resulting from proximity to the train station and downtown, while also benefiting existing residents and propertyowners within and adjacent to this area.
- ▶ **Adopted a "Complete Streets" policy (CSC PE6).** "Complete Streets" is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode.
- ▶ **Prepared an Urban Forest Management Plan (2018).** Approximately 46% of the village is covered by tree canopy, which more than \$560,000 in benefits to residents annually.
- ▶ **Adopted an anti-idling ordinance (CSC PE6).** §326-19 of the Village code prohibits idling for longer than three minutes. Buses cannot idle when the temperature is above 40 degrees.

Events, Programs & Studies

- ▶ **The Village has a tree planting program administered by the Tree Committee.**
- ▶ **Conducted a tree inventory in 2013.**



Figure 42: The Village adopted a seasonal ban on all leaf blowers.

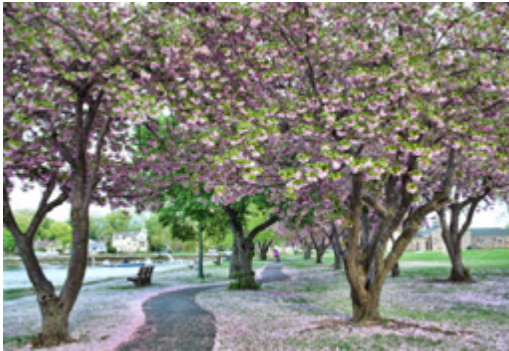


Figure 43: Flowering trees at Harbor Island Park (photo by June Marie, licensed by CC BY-SA 2.0).



Figure 44: An electric vehicle using the charging station located in the Hunter Parking Deck (photo by Planning Department)

Physical Investments

Municipal Facilities & Operations

- ▶ **Invested in converting four Village buildings from No. 2 diesel fuel oil to natural gas for heating.** This includes 1400 Halstead Ave. Firehouse, 605 N. Barry Ave. Firehouse, 643 Mamaroneck Ave., and 147 Mamaroneck Ave. The Village currently has only one building using fuel oil for heating.
- ▶ **Converted one sanitation truck to run on used vegetable oil (CEC 4, CSC PE3).**
- ▶ **Installed an electric vehicle charging station (CEC 4, CSC PE6) to charge the Village’s electric cars.** The station, which is also available to the public, is located at the lower tier of the Hunter Deck on Mount Pleasant Ave.
- ▶ **Bought new, more fuel-efficient cars for several departments to replace older models (CSC PE3),** such as hybrids and electric vehicles.

Village-wide

- ▶ **Planted and cared for more than 1,100 trees throughout the Village since 2010 in an extensive tree replanting program.** Approximately 100-120 new trees are planted annually and intentionally spread throughout the Village.
- ▶ **Car-sharing (ZipCar) pod located at the train station.**
- ▶ **Installed an electronic vehicle (EV) charging station in the lower level of the Hunter Parking Deck on Mt. Pleasant Ave (CSC PE6).** The charging station is available for public use.

b. Targets & Goals

Municipal Facilities & Operations

- ⊙ **Reduce total energy consumption of Village facilities by 15% by 2025.**
- ⊙ **Pursue Clean Energy Communities certification.**

Village-wide

- ⊙ **Increase bicycle travel by Village residents by 25% by 2025.**

- ⊙ Reduce vehicular travel of Village residents by 15% by 2025.
- ⊙ Enhance communication of and enforcement of existing environmental protection rules.
- ⊙ Preserve, maintain, and enhance the Village's tree cover.
- ⊙ Regulate removal of tree cover on public and private property.
- ⊙ Implement the recommendations of the *Urban Forest Canopy Management Plan*.
- ⊙ Reduce the number of car trips taken in the Village. Facilitate, encourage, and promote walking and bicycling for trips within the Village.



Figure 45: A family waits with their bicycles to cross Boston Post Road.

c. Actions

Municipal Facilities & Operations

Priorities (within the next year)

- 5-1. **Adopt a policy to report the energy use of buildings** (CEC 1).
- 5-2. **Perform a professional energy audit on four major Village buildings.** Review and implement reasonable energy conservation measures in audit report to reduce electricity consumption, fuel combustion, energy costs, and greenhouse gas emissions.
- 5-3. **Consider incentives for employees to commute via bicycling, transit, or carpooling** (CSC PE3).
- 5-4. **Begin implementing the Urban Forest Canopy Management Plan.** The plan includes a range of recommendations from completing the tree inventory to developing a heritage tree program that should be evaluated, scheduled, and implemented. The implementation of the plan would continue into the Short-Term and Mid-Term stages.

Short-Term (within 1-2 years)

- 5-5. **Adopt a formal vehicle fleet efficiency policy** (CSC PE3). The Village also should keep an inventory of vehicles and track their utilization and maintenance (see Figure 46).



Figure 46: Infrastructure for hydrogen fuel cell vehicles is being developed in the Northeast (photo by U.S. Department of Energy).



Figure 47: An electric vehicle is being recharged inside the parking structure of an apartment building.

- 5-6. **Right-size the Village's fleet of vehicles** (CSC PE3).
- 5-7. **Convert licensed taxis to consist of hybrid or electric vehicles.**

Village-wide

Priorities (within the next year)

- 5-8. **Reduce vehicular miles traveled through certain development controls.** Consider encouraging new multi-unit residential development in areas that are within an 10-minute walk from the train station and/or along bus or bicycle routes that provide efficient connections to the station.
- 5-9. **Consider additional zoning safeguards in the industrial area** to prevent hazardous materials release into the environment.
- 5-10. **Track the location, type, and planting date of recently- and newly-planted trees on public property using GIS.**

Short-Term (within 1-2 years)

- 5-11. **Implement strategies that support bicycling and walking** (CSC PE6). Prepare a bicycle and pedestrian master plan (derived from 2012 Comp Plan).
- 5-12. **Plan for and implement traffic calming measures** (CSC PE6).
- 5-13. **Plan for and implement a Safe Routes to School program** (CSC PE6). Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school and to make walking and bicycling to school safe and appealing.
- 5-14. **Consider revisions to zoning provisions for multi-unit residential development.** These might include reducing parking requirements or introducing maximum parking provisions; encouraging developer-provided car sharing; incorporating ride-share service drop-off/pick-up space in site planning; and requiring bicycle parking or a fee-in-lieu mechanism.
- 5-15. **Devise a coordinated promotional campaign** to remind residents, property-owners, and landscaping businesses about the seasonal ban on leaf blowers. Combine this with stepped up enforcement.
- 5-16. **Implement strategies that increase public transit ridership and alternative transport modes** (CSC PE6). This could include, for example, exploring the possibility of a shuttle service connecting residential neighborhoods to the train station.

Mid-Term (within 3-4 years)

- 5-17. **Consider new regulations to reduce or eliminate the use of gasoline-powered lawn and garden equipment.**
- 5-18. **Consider requiring provision of parking spaces with electric charging capabilities** in certain new private developments.

- 5-19. Perform a review of Village street lights** and recommend lighting improvements to promote security and to encourage walking and the use of Village parks.
- 5-20. Consider reductions in parking requirements** for certain land uses.

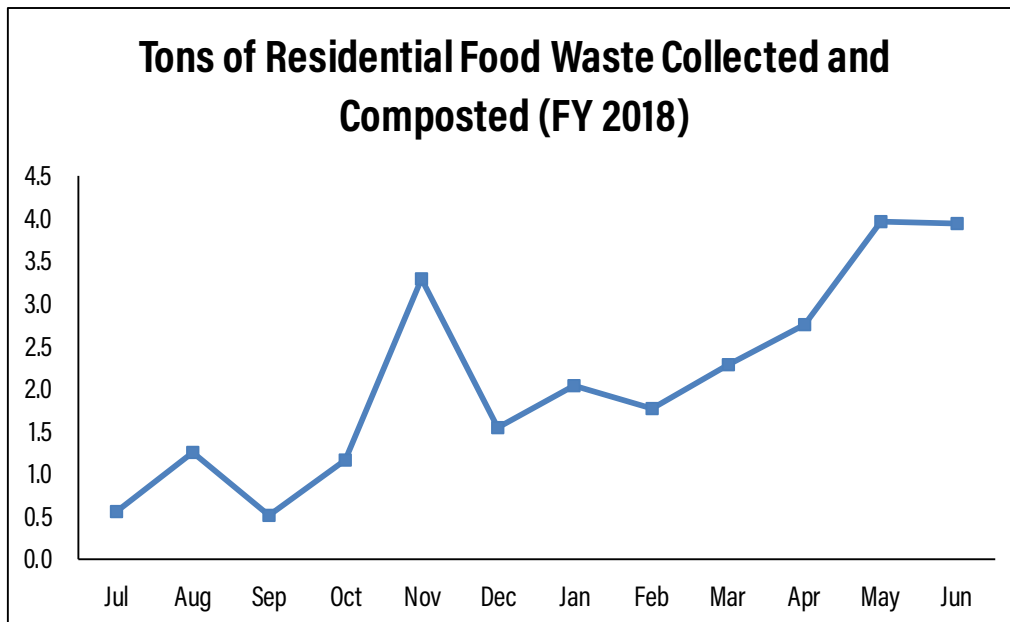
d. Resources & Examples

- ▶ **Bicycle Plan** - Town of Mamaroneck, NY.
- ▶ **Downtown Mobility Action Plan** - Village of Port Chester, NY.
- ▶ NYSDOT Safe Routes to School.
- ▶ Green Fleet Policy - City of Ann Arbor, MI.

e. Related Recommendations

- ▶ 5-11, 5-12, 5-13 are also represented in **Chapter 8: Transportation Systems**.

Figure 48: Graph depicting the increasing amount of residential food waste collected and composted since the launch of the foot waste recycling program in June 2018



4. TOWARD ZERO WASTE

The Village understands that waste prevention goes hand-in-hand with recycling. The Village was the first municipality in Westchester County to ban single-use plastic bags and is considering the same for plastic straws. Residential recycling is mandatory and the Village also collects textiles, electronic waste, organic yard waste, leaves, and, most recently, food waste.

A corollary to waste and recycling is litter. The responses from the Environmental Sustainability Questionnaire suggest that residents are interested in seeing the Village, businesses, and residents work together to reduce the accumulation of litter in the Village and its waterways.

The Village will enhance enforcement of existing rules and create policies, regulations, and physical investments that prevent waste and improve recycling rates, with the overall aim to further reduce the amount of solid waste generated within the Village.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ **Adopted a ban on single-use plastic bags.** The goal of the ban is to reduce plastic bags from accumulating in the Village, blocking stormwater drains, entering Long Island Sound, and hanging from trees. Village employees have observed less plastic bag litter and fewer calls to unclog stormwater drains.

Events, Programs & Studies

- ▶ **Initiated a yard waste collection program (CSC PE5).**
- ▶ **Initiated a food waste recycling program (CSC PE5) in June 2018.** The Village sells food waste collection bins to residents and has a special section of the DPW facility, staffed by a DPW employee, for residents to deposit their food waste, which goes off-site to be composted (see Figure 48 on page 52). This is not only more environmentally sustainable than landfilling, but it also reduces solid waste management time and costs.
- ▶ **Organizes an annual Clean & Green Day trash and litter pick-up every April at several Village parks.**
- ▶ **Initiated a leaf mulching encouragement campaign called “Mow ‘em, Don’t Blow ‘em”**
- ▶ **Village resident participation on the Westchester County Zero Waste Advisory Committee.**
- ▶ **The Marine Education Center performs periodic coastal clean-ups.**

Physical Investments

Municipal Facilities & Operations

- ▶ n/a

Village-wide

- ▶ **Established a food waste diversion program and provides food waste collection bins to residents (CSC PE5).**

b. Targets & Goals

Municipal Facilities & Operations

- ⊙ Collect/track data on solid waste generated from municipal facilities and operations.
- ⊙ Reduce solid waste from municipal facilities and operations by 25% by 2025.

Village-wide

- ⊙ Collect/track data on solid waste generated from residential properties.
- ⊙ Reduce solid waste generated by Village households by 25% by 2025.
- ⊙ 25% participation in food waste collection program by households by 2025.
- ⊙ Reduce frequency of litter accumulation in litter hot spots by 25% by 2025.

c. Actions

Municipal Facilities & Operations

Priorities (within the next year)

- 5-1. **Conduct a waste audit of Village facilities and operations and track diversion rates over time** (CSC PE5)
- 5-2. **Provide recycling bins next to all trash receptacles in Village facilities** (CSC PE5). In high-traffic areas, consider single bins that contain slots for trash and recycling.
- 5-3. **Provide more trash and recycling bins in parks and on sidewalks** along Village streets and apply clear signs/instructions. Coordinate bins with bus stop locations and other areas. Consider, in appropriate locations, large, solar-powered compacting bins, which can reduce the frequency of pick-ups, thereby reducing labor, fuel consumption, and emissions from trucks.
- 5-4. **Promote the Waste Wizard Recyclopeda.** Accessible at www.lmsanitation.org/waste-wizard-recyclopeda, this online database helps local residents and businesses recycle or reuse a wide variety of materials.



Figure 49: The Village initiated a food waste drop-off and recycling program in 2018.



Figure 50: A solar-powered trash and recycling receptacle. Trash is compacted automatically, which creates additional space for the receptacles to hold more material.

- 5-5. **Continue to support the Marine Education Center** with coastal cleanups.

Short-Term (within 1-2 years)

- 5-6. **Identify and implement waste prevention activities. Consider participating in EPA's WasteWise program** (CSC PE5).
- 5-7. **Provide organic waste collection and composting in Village facilities** (CSC PE5).

Village-wide

Short-Term (within 3-4 years)

- 5-8. **Create an educational campaign to encourage recycling, composting, and waste reduction** (CSC PE5). Best practices and techniques from other similar communities within Westchester County and outside of the state should be researched in order to maximize the effectiveness of the campaign. Consider coordinating a campaign with neighboring municipalities and encouraging the involvement of the school districts.
- 5-9. **Educate homeowners about household composting and/or participating in the Village's food waste recycling program.** The Village could reproduce and circulate or post several resources produced by the NYS Dept. of Environmental Conservation, including the guide *Everything You Wanted to Know about Composting but Were Afraid to Ask* (see Figure 51) and the "Easy Home Composting" poster to educate homeowners on composting.
- 5-10. **Provide recycling bins in public places and events** (CSC PE6).
- 5-11. **Set up and manage a resource recovery center to encourage reuse of gently-used or new materials that have been discarded** (CSC PE5). For example, the Town of Bedford, NY operates a "Take it Or Leave it Shed." The Village could also promote certain apps such as LetGo for this purpose.
- 5-12. **Explore the feasibility of offering residential curbside food waste collection.**



Figure 51: A guide to home composting produced by the Department of Environmental Conservation.



Figure 52: The Town of Bedford's "Take it Or Leave it Shed."

5-13. Consider grassroots programs, contests, and/or games that involves residents in litter collection.

Communities have organized “litter walks” and “plogging,” which combines fitness with litter collection, might appeal to younger people.

Mid-Term (within 3-4 years)**5-14. Adopt a construction and demolition waste reduction program or policy (CSC PE5).****5-15. Consider expanding food waste collection to include commercial businesses.****d. Resources & Examples**

- ▶ *A Near-Zero Solid Waste Strategy for the Town of Mamaroneck, NY* - Columbia University (2015).
- ▶ *10 Tips for Designing Successful Public Recycling Programs* - Keep America Beautiful (June 2013).
- ▶ *A Guide to Reducing Litter, Managing Trash, and Encouraging Recycling* - Keep America Beautiful (2017).
- ▶ *Everything You Have Always Wanted to Know About Home Composting + “Easy Home Composting” Poster* - NYS Dept. of Environmental Conservation.
- ▶ Apps such as LetGo, Next Door, and Facebook, which can be utilized to donate or sell used products locally.
- ▶ Town of Bedford NY’s Take it Or Leave It Shed (see Figure 52).
- ▶ Village of Scarsdale, NY’s Curbside Residential Food Scrap Pickup (see Figure 53).
- ▶ Waste Wizard Recyclopeda (www.lmsanitation.org/waste-wizard-recyclopeda).

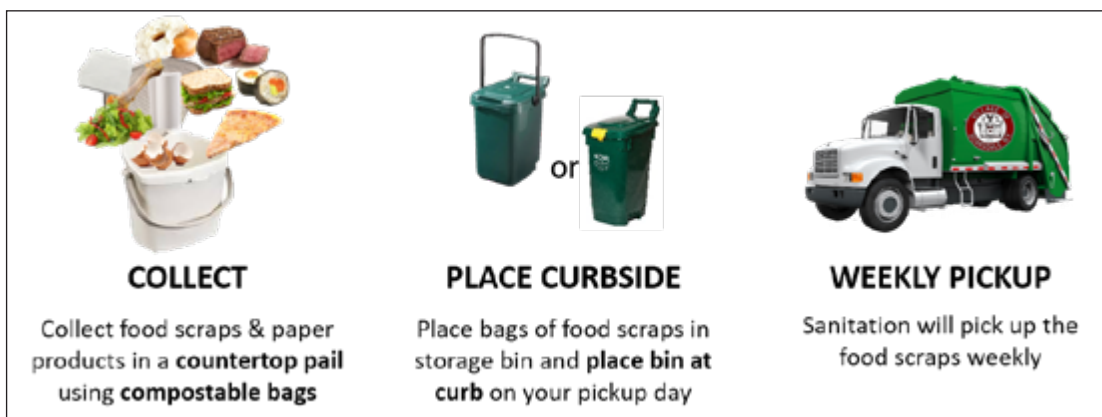


Figure 53: A concise summary of the Village of Scarsdale’s curbside residential food scrap pick-up program.

5. GREENER BUILDINGS, PROPERTIES & STREETS

This section refers to “green” features being integrated into the design of buildings, properties, and streets or programmatic measures and technologies that enhance their energy and water efficiency. These features, measures, and technologies can address a wide range of sustainability topics (e.g., air, water, waste, etc.). The Village has adopted measures to incentivize “green” building techniques and methods in new development. The Village will further advance policies, regulations, and physical investments that make buildings, properties, and streets more “green” and resource efficient.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ **Incorporated smart growth principles into land-use policy regulations** (CSC PE6). Transit-oriented development (TOD) overlay zone includes sustainable design parameters. (This action is under review by CSC.)

Events, Programs & Studies

- ▶ **Transit-Oriented Development Study (2014).**
- ▶ **Maker Zone Industrial Area Study & Rezoning Project (2015, 2018).**
- ▶ **Adaptive Reuse of Religious and Educational Buildings (2016).**
- ▶ **Participated in Solarize Larchmont-Mamaroneck (CEC 5).** Solarize is a discount buying program that uses a tiered-pricing structure, municipal-supported education and outreach, and one competitively-selected installer to reduce the cost of solar. The more residents that sign up for Solarize, the more the cost comes down for everyone.

Physical Investments

Municipal Facilities & Operations

- ▶ **Mamaroneck Library, constructed in 2011, received LEED Gold certification.** Among its sustainable design features are low-emitting building materials, increased ventilation, ample access to daylight, motion-responsive light fixtures, convenient and daylight-filled stairs, and a green roof. The library recently received a grant to upgrade some of its lighting to LEDs.
- ▶ **Converted all traffic lights and streetlights to run on LED lamps** (CSC PE3, CEC 2). LED lights consume 90 percent less energy than incandescent lamps and last 50 times longer.
- ▶ **Performing energy audits of four major Village facilities** (CSC PE3). An energy audit is a thorough accounting of the energy use of a building. They are used to determine ways to improve the energy efficiency and comfort of a facility, which can also reduce energy costs.

Village-wide

- ▶ **A new apartment building (18 Grand Street) was constructed with solar panels and a rainwater cistern system.**



Figure 54: The Mamaroneck Library is a LEED Gold certified building.

- ▶ The Sarah Neuman Center, located at 845 Palmer Avenue, was constructed with a green roof and green wall. The Center was awarded grant from the NYS Green Innovation Grant Program. Approximately 55% of the 16,000 sq. ft. roof on the nursing home’s Weinberg Building consists of vegetation, reduces stormwater runoff and the heat island effect, which can reduce the need for air conditioning.
- ▶ Approximately 80 homes in the Village installed solar panels through the Solarize program, which reduces electricity demand by from the grid.

b. Targets & Goals

Municipal Facilities & Operations

- ⦿ Reduce the energy consumption of Village facilities and operations by 20% by 2025.
- ⦿ Reduce water consumption of Village facilities and operations by 20% by 2025.
- ⦿ Explore opportunities for the implementation of green stormwater management techniques in existing and new facilities/properties.

Village-wide

- ⦿ Reduce overall residential energy consumption of Village households by 20% by 2025.
- ⦿ Develop policies, programs, and regulations to reduce demand for and conserve water.
- ⦿ Encourage green buildings and sustainable design practices on both public and private developments (2012 Comprehensive Plan).

c. Actions

Municipal Facilities & Operations

Priorities (within the next year)

- 5-1. **Adopt a green building standard for Village-owned buildings and facilities** (CSC PE3). The Village should consider green building techniques and certification in the planning stages for new facilities for Village offices and the Police Department.



Figure 55: Before and after images of the Sarah Neuman Center’s green roof.

Short-Term (within 1-2 years)

- 5-2. **Retrieve data from utilities on energy and water consumption of municipal facilities and operations.**
- 5-3. **Consider upgrading interior lighting and HVAC equipment of four major Village buildings (CSC PE3).** Determine cost-effectiveness of upgrades.
- 5-4. **Consider adopting a residential energy efficiency financing program (CSC PE8).** The Village could create such a program by using a qualified energy conservation bond, create an energy revolving loan fund, collaborating with lenders to offer energy-efficient mortgages, and establish an Energize NY Finance program (see Strategy #4 below).
- 5-5. **Consider establishing an Energize NY PACE Financing Program** to encourage buildings to implement energy efficiency projects. Property-assessed clean energy (PACE) is a voluntary program in which a home or business owner receives financing from a local government for up-front costs of qualified energy improvements. In exchange, he or she repays the costs through a special property tax assessment over a period of years or decades.

Mid-Term (within 3-4 years)

- 5-6. **Install water efficient fixtures (CSC PE3).** The EPA, through its WaterSense program, labels products that are backed by independent, third-party certification and meet EPA's specifications for water efficiency and performance.
- 5-7. **Install a Building Energy Management System - BEMS (CSC PE3).** BEMS monitor, measure, and control energy use in buildings. A buildings can have its own BEMS to manage lighting and heating, ventilation, and air conditioning. Alternatively, multiple buildings can have their systems be managed by a central BEMS.
- 5-8. **Adopt an energy benchmarking requirement for Village buildings (CSC PE3).** Benchmarking, typically through the ENERGY STAR Portfolio Manager tool, helps facility managers identify opportunities to reduce emissions, cut energy waste, drive continuous improvement, and quantify energy savings.



Figure 56: An advertisement promoting WaterSense-labeled products, which meet EPA's criteria for water efficiency and performance.



Figure 57: This 28-unit workforce housing development in Greenburgh, NY is LEED Silver certified (photo by MAP Architects).



Figure 58: A bioswale, a type of green stormwater management technique, is designed to collect and absorb stormwater from the street before it enters the sewer system.

- 5-9. Consider adopting a green building standard for new development** (CSC PE3). The Town of Greenburgh, NY adopted a Green Building Law in 2002, which uses LEED standards for developments except for single and two-family residential houses. In 2009, new commercial and multifamily buildings were included in the law (see Figure 57 on page 59). Other standards include, for example, the Home Energy Rating System (HERS) Index.
- 5-10. Construct a new green building** (CSC PE3). The Village should consider green building techniques in the development of new facilities for Village offices and the Police Department.
- 5-11. Implement several green stormwater management demonstration projects on Village property**, including parks, where feasible. See Figure 58 on page 59.
- 5-12. Consider establishing a financing mechanism for energy efficiency and renewable energy projects in Village-owned buildings** (CSC PE3). The Village could allocate a portion of its annual energy budget to energy efficiency upgrades or use budget incentives to allow departments to keep cost savings resulting from energy efficiency projects. It could also create a revolving energy fund that uses savings from energy efficiency or renewable energy projects to pay for future improvements.
- 5-13. Incorporate energy efficiency and waste handling provisions** in standard specifications and government contracts (CSC PE3).
- 5-14. Consider incentives for green industry or businesses** to locate in the Village (CSC PE8). The Village could create green enterprise zones, provide property for a business incubator, create tax incentives, offer microloans for startups, and/or expedite permitting processes.
- 5-15. Conduct a feasibility study for renewable energy installations** (CSC PE4). Should the Department of Public Works decide to redevelop its facility, this could be an opportunity to incorporate renewable energy.
- 5-16. Consider installing a geothermal pump or other geothermal technology at a new or existing Village property** (CSC PE4). Geothermal heat pumps leverage the relatively constant temperature of the Earth's surface layer as a heat source in winter and a heat sink in summer.
- 5-17. Consider installing a wind system on Village property** (CSC PE4). Undertake a feasibility study to determine if a wind installation is appropriate and, if so, consider potential locations, costs, etc.

Village-Wide

Priorities (within the next year)

- 5-18. Retrieve data from utility providers** on residential and commercial energy and water consumption.
- 5-19. Conduct a sustainability audit of the zoning code.** EPA's *Sustainable Design and Green Building Toolkit for Local Governments* is one such audit that the Village could consider utilizing.
- 5-20. Request participation in another Solarize program** (CEC 6).

Short-Term (within 1-2 years)

- 5-21. Adopt policies, programs, and regulations to conserve water for residential and commercial outdoor use.** It is especially important for the Village to conserve non-essential water use during peak periods.

Mid-Term (within 3-4 years)

- 5-22. **Adopt energy benchmarking requirements for privately-owned buildings** (CSC PE8). Consider legislation that requires the monitoring and reporting of energy consumption in private buildings of a certain minimum size and type.
- 5-23. **Offer energy upgrade financing to business and non-profits** (CEC12).

d. Resources & Examples

- ▶ The Town of Greenburgh, NY Green Building Law.
- ▶ The Town of New Paltz, NY Construction Code includes a requirement that residential buildings use EPA's WaterSense standards for water conservation when installing new plumbing fixtures.
- ▶ EPA's *Sustainable Design and Green Building Toolkit for Local Governments* includes a sustainability audit of zoning code (see Figure 59).
- ▶ Town of Yorktown, NY Water Conservation Law
- ▶ Village of Port Chester, NY *Green Infrastructure Guide*.
- ▶ Ulster County, NY Green Fleets Program.
- ▶ Village of Nyack, NY *Guide to Water Conservation & Reuse*.

e. Related Recommendations

- ▶ 5-10, 5-11 are also represented in **Chapter 10**.

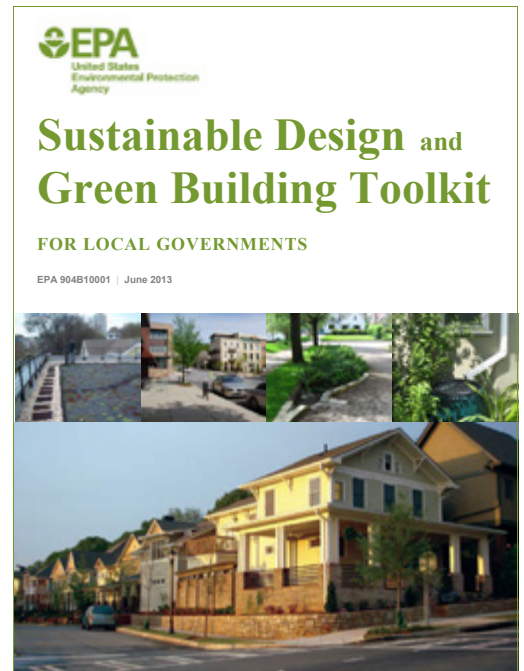


Figure 59: This EPA publication includes guidance for conducting a sustainability audit of a zoning code.

6. TAKING CLIMATE ACTION

In 2008, the Westchester County Executive released *Westchester's Action Plan for Climate Change and Sustainable Development*. The plan identifies strategies to reduce greenhouse gas emissions, which are largely responsible for climate change. It also outlines prescriptive actions for all sectors to reach emission reduction goals. Following the County's lead, a number of communities within Westchester designed their own plans. By adopting and implementing a plan for this community, the Village will become an integral participant in Westchester County's conservation efforts.

Village Greenhouse Gas Emissions Inventory

The Village prepared a greenhouse gas (GHG) emission inventory (also known as a "carbon footprint"), composed of a baseline inventory and a recent inventory. GHG emissions were calculated from sources under the Village's control, including direct GHG emissions from fuel combustion of stationary and mobile sources and indirect emissions from electricity usage. The Village obtained fuel and electricity data from all Village buildings, fleets, and operations for the full calendar years of 2008, 2011, and 2013. This data was used to calculate GHG emissions using procedures and emission factors from The Climate Registry, which is considered the premier source of climate change information and procedures. This inventory established 2008 as the baseline year. In addition, GHG emissions from 2011 and 2013 were also calculated and compared to the baseline.

The calculations revealed that the Village reduced its greenhouse gas (GHG) emissions by 3% between 2008 and 2013. This reduction is not due to any weather patterns during the five-year period years that might have decreased energy use. Heating fuel consumption was reduced significantly, from 15,825 gallons of diesel fuel in 2008 to 5,767 in 2013. This was due to four Village buildings being converted from oil to gas heat. These strategies to reduce GHG emissions and energy consumption have saved also the Village tens of thousands of dollars per year in avoided costs.

Energy Consumption

The Village also reduced its electricity consumption by 70,371 kilowatt hours, a 2.5% reduction. The Village reduced this figure significantly by upgrading to LED street lights, installing occupancy sensors to ensure lights automatically turn off when not in use, and other upgrades.

Table 4: The Village's carbon footprint

VILLAGE CARBON FOOTPRINT data from CoolClimate		
Electricity	kWh	7,303
Natural Gas	cu. Ft.	4,1552
Fuel Oil	Gallons	291
Vehicle Miles Travelled	Miles	19,571
Transport	tCO ₂ e/yr	15
Housing	tCO ₂ e/yr	12
Food	tCO ₂ e/yr	8
Goods	tCO ₂ e/yr	7
Services	tCO ₂ e/yr	8
TOTAL HOUSEHOLD CARBON FOOTPRINT	tCO₂e/yr	48
No. of Households		7,547
TOTAL VILLAGE CARBON FOOTPRINT	tCO₂e/yr	365,667

While this initial carbon footprint is meaningful, the program must continue. Energy consumption information must be collected regularly, and it should be accurate and of high quality. Furthermore, it is anticipated that the strategies listed under the topics will result in reductions in greenhouse gas emissions.

Most of the strategies in the other topics that comprise the **Sustainability Action Plan** will have potential greenhouse gas emission reductions.

The topic of adapting to the physical implications of climate change is also a component of the Climate Smart Communities program (PE7). These strategies will be included in the resiliency chapter of the Comprehensive Plan Update.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ n/a

Events, Programs & Studies

- ▶ **Inventoried greenhouse gas emissions of Village facilities and operations (CSC PE2).**
- ▶ **Participating in NYSERDA's Climate Smart Communities program.**
- ▶ **Conducted a vulnerability assessment (CSC PE7).** The Planning Department produced a presentation on sea-level rise in 2017 and the Village has had a local multi-hazard mitigation plan in place since 2012.

Physical Investments

- ▶ n/a

b. Targets & Goals

Municipal Facilities & Operations

- ⊙ **Achieve a 10% reduction in greenhouse gas emissions from buildings (CEC 2).**
- ⊙ **Reduce greenhouse gas emissions from Village facilities and operations by 15% by 2025.**

Village-wide

- ⊙ **Reduce Village-wide greenhouse gas emissions by 15% by 2025**
- ⊙ **The *Comprehensive Plan Update* includes a vision statement on resiliency (CSC PE7) and includes a section on resiliency and adaptation (CSC PE7)**
- ⊙ **This section serves as a community climate action plan (CSC PE2).**



Figure 60: A poster advertising the Village's annual Clean & Green Day.



Figure 61: A house in the Village with rooftop solar panels.

c. Actions

Municipal Facilities & Operations

Short-Term (within 1-2 years)

- 5-1. **Develop a government operations climate action plan** (CSC PE2). A climate action plan sets goals and outlines initiatives that reduce GHG emissions. Using a GHG emissions inventory as the foundation, a climate action plan defines GHG reduction targets and provides a framework for achieving those targets.

Village-Wide

Priorities (within the next year)

- 5-2. **Streamline the approval process for solar** (CEC 8). Permitting processes can add costs to solar projects.

Short-Term (within 1-2 years)

- 5-3. **Develop a community greenhouse gas emissions inventory** (CSC PE2). Consult accounting and reporting standards such as *Greenhouse Gas Protocol - Global Protocol for Community-Scale Greenhouse Gas Emission Inventories*.

d. Resources & Examples

- ▶ *Climate Action Plan for the Town of Greenburgh Municipal Operations* - Town of Greenburgh, NY (2009)
- ▶ *Climate Action Planning Guide* - Climate Smart Communities (2014)
- ▶ *Greenhouse Gas Protocol - Global Protocol for Community-Scale Greenhouse Gas Emission Inventories* - World Resources Institute, C40, and ICLEI
- ▶ *New York Solar Guidebook* - NYSERDA

7. BUILD AWARENESS & INVOLVEMENT

The Village will strive to build awareness internally among its departments and staff of its sustainability aspirations and achievements and also externally to Village residents, institutions, and businesses. The Village will work with the Committee for the Environment to encourage residents, institutions, and businesses to contribute toward a more sustainable Village through active communication, outreach, and involvement. Some of the other sections of this Sustainability Action Plan include actions to enhance public awareness and involvement. The actions recommended in this section are more broad-based.

a. Accomplishments & Ongoing Activities

Policy & Regulation

- ▶ n/a

Events, Programs & Studies

- ▶ **Website News Subscription.** Through its website, the Village offers the public a means to subscribe to an “e-news” service and elect to receive information on the topics of their choice. One of the options is “Environmental News & Announcements.”
- ▶ **Social Media.** The Committee for the Environment manages a Facebook group.
- ▶ **Clean & Green Day.** This is an annual Village event held on or close to Earth Day during which people of all ages spend the morning cleaning up the Harbor and other areas. (See Figure 60 on page 64).
- ▶ **Environmental Sustainability Questionnaire (2018).** This questionnaire, the results of which are summarized earlier, was created in order to inform the development of this section of the *Comprehensive Plan Update*.
- ▶ **Farmers Market (CSC PE8).** The Village has a farmer’s market that is indoor during the winter and outdoor during the warmer seasons.
- ▶ **Outreach to Local Schools & Student Involvement.** The CFTE helps coordinate the involvement of local high school student volunteers.

Physical Investments

- ▶ **Marine Education Center.** The Marine Education Center, located at Harbor Island Park, develops and delivers marine educational programs for schools and the general public to foster hands-on learning about the local marine environment and marine resources.

b. Targets & Goals

Municipal Facilities & Operations

- ◎ **Promote accomplishments to Village employees and residents.** Include information on any cost-savings from implementing sustainability actions.

Village-wide

- ⊙ **Encourage local businesses and institutions to undertake sustainability actions.**
- ⊙ **Commit staff or volunteers to facilitate communications** through the Village's E-News service and social media.

c. Actions

Municipal Facilities & Operations

Short-Term (within 1-2 years)

- 5-1. Implement data collection protocols and track sustainability accomplishments and associated cost savings internally.** The Village should implement policies and systems to track and measure accomplishments.
- 5-2. Create an incentive program for Village employees.** Encourage ideas for actions or changes in procedures that prevent or reduce solid waste, conserve energy and water, or reduce impacts on air and water quality in the Village.

Village-wide

Priorities (within the next year)

- 5-3. Develop a communications plan to publicize the Village's sustainability programs and accomplishments.** This could be a joint effort by Village staff and CFTE that includes fully-utilizing the Village website's E-News service, amplifying the reach of CFTE's Facebook page by utilizing more of Facebook's functions and capabilities, using Instagram to broaden the reach, working with LMC-TV for promotions, and soliciting information from local businesses on their sustainability programs.

Short-Term (within 1-2 years)

- 5-4. Create a "buy local/buy green" campaign** (CSC PE8). Link up with regional partners/programs and neighboring communities to promote "buy local/buy green." The local farmers market could be integrated into a "buy local/buy green" campaign.
- 5-5. Hold green vendor fairs** (CSC PE8). Consider ways to incorporate green vendors into Village festivals such as the "Summer on the Avenue" block parties.

Mid-Term (within 3-4 years)

- 5-6. Create a green jobs training program** (CSC PE8). Link up with regional partners/programs and local organizations to identify and promote opportunities for green jobs.

d. Resources & Examples

- ▶ Westchester County NY's Green Business Partnership.
- ▶ City of Hoboken, NJ's Green Business Recognition Program.
- ▶ Town of Bedford NY's Local Food Project.



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5. RESIDENTIAL NEIGHBORHOODS

a. Introduction

The second of the two focus areas of this Comprehensive Plan Update is the topic of residential neighborhood character.

This chapter starts with a brief review of the goals and objectives from the *2012 Comprehensive Plan* and relevant modifications and additions. Next is a brief review of the trends that have impacted the character of residential neighborhoods in many communities nationwide and then summarizes the circumstances in the Village of Mamaroneck. It explores the forces behind such changes and reviews their impacts and potential future impacts in the Village, which extend beyond the topic of character.

The chapter then identifies a wide range of housing topics and architectural features that can be addressed by zoning, design standards, and/or design guidelines and reviews the zoning changes that have been proposed and adopted by the Village. This is followed by a general overview of subdivision regulations and best practices. Finally, this chapter presents additional recommended modifications to both zoning regulations and subdivision regulations, including a series of modifications that could be adopted in the near-term.

- a. Introduction
- b. Nationwide Trends in Neighborhoods
- c. Historical Evolution of the Village’s Neighborhoods
- d. Studies, Actions & Accomplishments
- e. Historic Preservation
- f. Zoning Topics for Houses
- g. Subdivision Regulations
- h. 2012 Goals, Objectives, Recommendations
- i. Action Plan for Residential Neighborhood Character

b. Nationwide Trends in Residential Neighborhoods

The major real estate trend in the 1980s and 1990s was the accelerated dispersion of value and wealth away from urban centers and into suburban and exurban areas. In the past two decades, however, suburban expansion has slowed down and value, wealth, and people have started returning back toward urban centers. Residential neighborhoods and communities located close to metropolitan centers, where employment has become more concentrated, have witnessed strong demand for housing and rising housing sales prices and rent. In many communities, the combination of higher demand; rising housing sales prices and rents; the relatively old age, size, and layout of existing houses; and antiquated zoning regulations; and the lack of sufficient historic protections, have made the act of tearing down a house and building a larger house in its place financially viable.

This phenomenon has been playing out throughout the country, from Boston to Seattle, and in cities large and small in between, such as Austin, TX, Wellesley, MA and Alexandria, VA (see Figure 56 on page 60). Mamaroneck's neighbors—Larchmont and Rye—have also had to adapt to similar housing trends.

In many cases, the zoning schemes that had been in place in these communities were not designed to be responsive to significant changes in the existing housing stock. This, combined with changing tastes and preferences in contemporary house design and occupation, has resulted in changes in the character of residential neighborhoods. The most typical manifestation of this phenomenon is a large house with a more contemporary, garage-first design and modern materials (sometimes called a "McMansion") replacing and/or being built next to a smaller, older house.

These changes have impacts beyond visual character and form. Clearing a yard of mature trees and shrubs, filling and regrading soils after tearing down a house, and building a larger house in place of the old house can impact the local environment by removing natural air filters and animal habitats, reducing shade, and modifying the way stormwater drains on a site and onto neighboring properties. Also, newly-constructed houses are typically more expensive than the houses that were torn down,

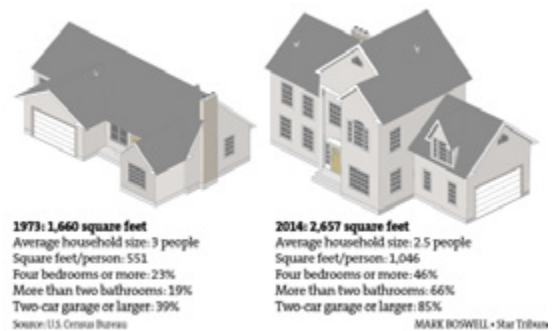


Figure 62: A graphic from the Star Tribune, a Minnesota newspaper, depicting the increasing size of newer houses versus those built decades ago.



Figure 63: A newly-built house Minneapolis, MN made possible by the teardown of an older house, which probably looked like the smaller house next door (photo by MPR News).

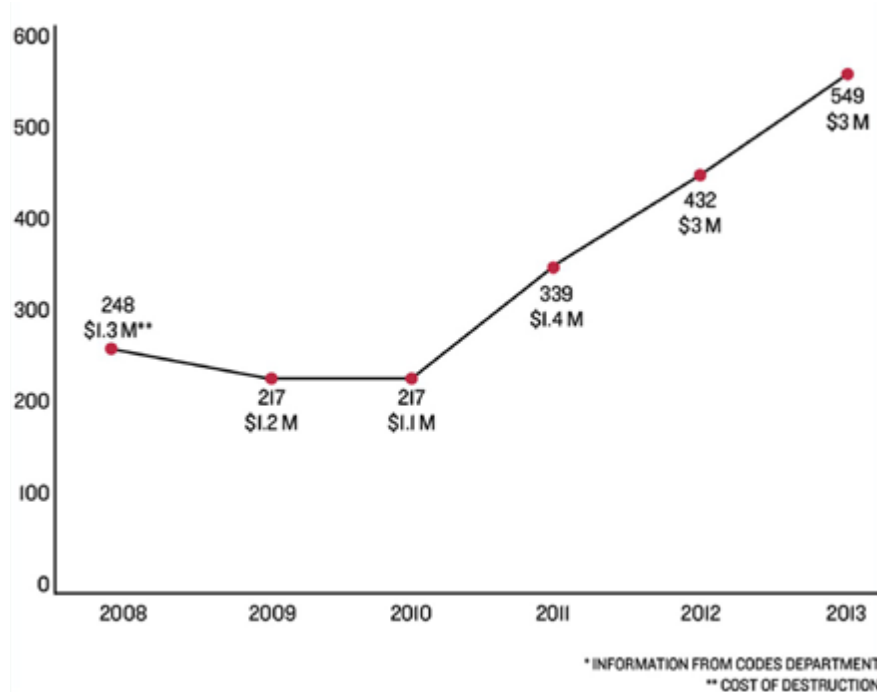


Figure 64: Two garage-first "snout-houses" in Princeton, NJ.

which can impact affordability of a place. In the case of Princeton, NJ, for example, small Levitt-town-style cottages selling for \$450,000 or \$500,000 have been torn down and replaced by newer and larger houses selling for more than double at \$1.2 million. Furthermore, an increase in the number of bedrooms that might accompany a larger, newer house can impact school districts, especially if existing schools are already at or above capacity.

Typically, there is no “quick-fix” for addressing residential neighborhood character in a substantive manner. It is typically an incremental process that involves testing various policy and regulatory initiatives, minimizing unintended consequences, and balancing the rights of homeowners. Furthermore, communities should keep a broad perspective, looking at not only at remedies to the impacts of teardowns and additions, but also planning for the future stability, affordability, and success of neighborhoods in a time of shifting demographics and preferences.

Figure 65: A graph showing the increasing number of residential demolition permits in Nashville, TN between 2010 and 2013



c. Historical Evolution of Village Neighborhoods

Mamaroneck's residential neighborhoods evolved much like they did in many other communities in the Northeast. Large estates or farms owned by families or individuals were incrementally sold off to developers and subdivided, with new houses being designed and built in a relatively consistent form and architectural style. Figure 66 on page 73, which is a map of the Village from 1900, demonstrates this pattern of development.

As this pattern continued, over time, all available parcels in the Village were developed. Today, the Village has a mix of architectural styles and residential building types that includes single-family homes, duplexes, three- and four-family homes, apartment buildings, garden apartment complexes, condominiums, and townhouses.

More than 40 percent of the Village's housing stock was constructed before 1939, making this portion at least 80 years old. Adding up the time periods in Figure 4 reveals that more than 80 percent of the Village's housing stock was built before 1970, or at least 50 years old. This is significant both because of the maintenance and upgrading needs of older houses and how the layout, design, and finishing of houses has changed considerably over time along with the way families occupy them. Additions and expansions of older houses might reflect these changes.

For example, during the decades when much of the Village's housing stock was constructed, cars were not as dominant a part of daily family life as they are today. This was reflected in the design and layout of single-family houses and yards. One of the distinct characteristics of older houses in the Village is the garage being either accessed from the side of the house or detached from the main house structure, which was typically two stories. A walkway leads from the front steps through the front lawn panel and extends to the sidewalk. This creates a pleasant, pedestrian-oriented setting, which could be considered the character and form of a "traditional" Mamaroneck residential block (see Figure 67).

In houses constructed after the 1960s and 1970s, garages covered by garage doors were integrated into front façades, which provides a more convenient entry and exit for a car. As the number of cars per family increased, two-car garages became more common, presenting garage doors occupying a large portion of the front facades of houses.

The Village's is organized into 11 neighborhoods, which are identified in Figure 68 on page 74 and described in greater detail in Table 5 on page 75.



Figure 66: Map of the Village in 1900. The map is oriented such that Washingtonville and the industrial area are on the far left side of the map



Figure 67: A house and yard that demonstrate certain "traditional" characteristics of residential properties in the Village.

Figure 68: A map of Village neighborhoods from the 2012 Comprehensive Plan Update

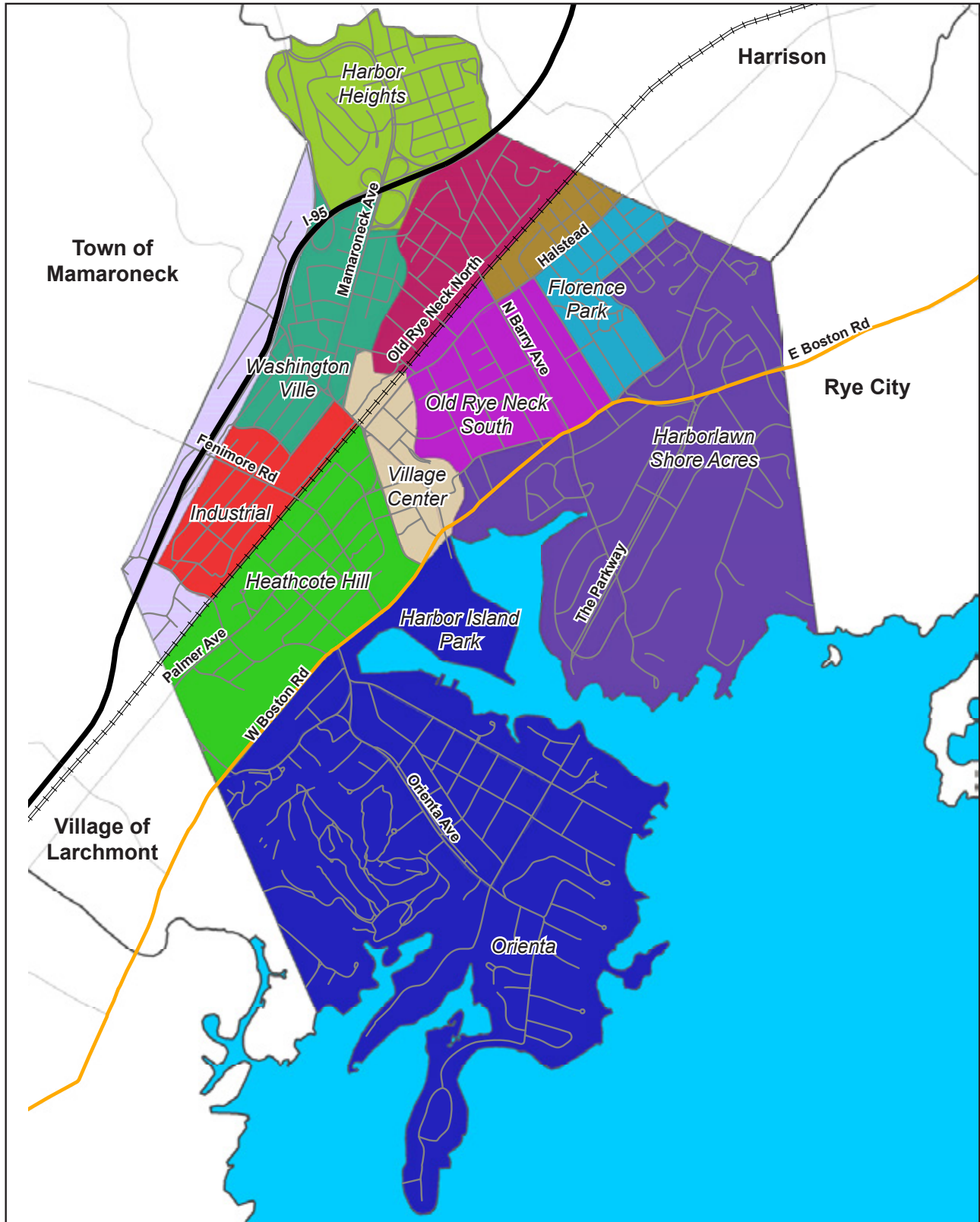


FIGURE 7-1: VILLAGE NEIGHBORHOOD

Table 5: Characteristics of the Village’s residential neighborhoods

NEIGHBORHOOD	FIRST SETTLED	LOCATION	DISTINGUISHING CHARACTERISTICS	RESIDENTIAL BUILDING TYPES	RES. ZONING DISTRICTS & NON-RES. USES
HEATHCOTE HILL	1704, Caleb Heathcote	South of the industrial area and west of downtown.	Views of the Harbor	Apartments Coops Single-Family Nursing Home	R-2F, R-5, R-7.5, RM-2 Commercial uses at Palmer Ave & Fenimore Rd
OLD RYE NECK NORTH	1880s	North of MNR railroad, east of Mamaroneck River, south of I-95.	Architectural diversity of 20th century suburban styles.	Single-Family Two-Family Townhouses	R-5, R-2F Commercial areas on N Barry & Halstead Aves
OLD RYE NECK SOUTH	1880s “Old Rye Neck”	East of downtown.	Melbourne Avenue historic area, Victorians.	Single-Family Two-Family	R-5, R-2F
WASHINGTON-VILLE	1900s “The Flats”	Northwest corner, in Sheldrake River floodplain.	Small front yard setbacks and narrow streets.	Single-Family Two-Family Three-Family Four-Family Multifamily	R-2F, R-4F, RM-3
ORIENTA	1900	Waterfront location.	Largest neighborhood in the Village. Contains Tudors, Ranches.	Single-Family	R-5, R-10, R-15, RM-1, RM-2 Contains clubs, camps, schools and commercial boatyards.
HALSTEAD	1900s “Halstead Manor”	Between MNR railroad and Florence Park	Architectural diversity of 20th century suburban styles.	Single-Family	R-2F
HARBOR HEIGHTS	1920s, “The Knolls”	Northernmost neighborhood, separated by I-95.	Moderate to steep slopes.	Single-Family Multi-Family Apartments	R-5, R-6
ZEE	1910s	Northwestern gateway, separated by I-95	High elevation overlooking the Village.	Single-Family	R-6, R-7.5
FLORENCE PARK	1920s	East of N. Barry Ave between Halstead Ave & E. Post Road	Florence Park.	Single-Family	R-5
HARBOR-LAWN/SHORE ACRES	1910s	Landscaped boulevard, waterfront location.	Large lot single family homes, adjacent to the Mamaroneck Harbor.	Single-Family Garden Apts Townhouses	R-6, R-7.5, R-10, R-15, RM-1

The Village of Mamaroneck is a desirable place to live for many reasons, among them its close proximity to New York City, beautiful waterfront location, lively downtown, quality schools, compact and “traditional” neighborhoods, and variety of housing types and styles. These qualities, combined with escalating real estate prices in New York City, have attracted new residents and the attention of prospective residents. This includes young families seeking to a relatively affordable place to live that offers a high quality of life, a larger space in which to live, and a good education for their children.

Today, virtually all of the Village’s residentially-zoned land is developed to some degree. Change within residential neighborhoods comes through additions or enlargements of existing houses and through subdivisions of developed parcels, which can lead to the construction of two or three houses, which sometimes involves the tearing down of an existing house.

Teardowns of a single house into a larger house is not as common in the Village as it has been in many other communities across the country. The relatively compact residential lots typical of the Village limits the size of new houses as compared with more suburban communities where parcels are larger. The primary method of change in the Village’s residential neighborhoods has been the subdivision of parcels. In some cases homeowners or developers have leveraged their right to subdivide their properties where dimensions are sufficiently larger than the minimum requirements under zoning regulations. They have been divided into two or three parcels. The resulting new houses, their design, layout and overall site treatments, generally do not fit the traditional characteristics of the Village’s residential blocks. Furthermore, the houses in the Village are already tightly packed together, and the hilly topography in parts of the Village can present unusual circumstances.

The Planning Department calculated the potential number of subdivisions by residential zoning district (see Table 6). This would represent a 4 percent increase in the supply of single- and two-family homes, not including 1025 Cove Road. Table 7 on page 77 describes prior subdivision applications over the past 10 years.

Table 6: The potential number of subdivisions that could be created in residential zoning districts

Zoning District	No. of Parcels	No. of Subdividable Parcels	No. of Potential Additional New Housing Units Resulting from Subdivisions
R-2F	653	6	+6
R-5	1,608	32	+108
R-6	19	0	+5
R-7.5	185	18	+19
R-10	218	3	+3
R-15	338	13	+15
R-20	245	19	+23
TOTAL	3,266	91	+179

Table 7: Subdivision applications received by the Village Planning Department

Name	Date of Application	Lots & Houses	Status
1000 Taylors Lane	October 2009	3 lot subdivision, ultimately no new construction	Complete (additional lots now owned and preserved by Westchester Land Trust)
1017 Grove St	December 2013	3 lot subdivision w/ three new single-family houses	Approved, constructed, appealed, CO's revoked, pending Planning Board subdivision amendment approval
209 Grand St	January 2014	2 lot subdivision for one new two-family house	Received variance and subdivision approval in 2017, approvals lapsed, presently pursuing re-approval of variances Board of Appeals
1216 Henry Ave	February 2015	3 lot subdivision for three new single-family houses	Pending signature of final plat
1025 Cove Rd (Hampshire)	June 2015	105 housing units (44 single family houses, 61 townhouses)	Currently under environmental review with Planning Board
201 Grand St	December 2015	2 lot subdivision for 2 two-family houses	Complete
740 Soundview Dr	April 2017	2 lot subdivision to construct one new single-family houses	Complete
709 Munro Ave	July 2017	2 lot subdivision for one new single-family houses	Approved, under construction
122 Osbourne Ave	October 2018	2 lot subdivision to construct one new single family houses	Received preliminary plat approval, pending final plat approval
TOTAL HOUSING UNITS ANTICIPATED		15 (not including 1025 Cove Rd) 120 (including 1025 Cove Rd)	

The Moratorium Study included an analysis of fiscal impacts of two types of residential subdivisions based on existing new subdivision conditions. The results clearly show that residential subdivisions could have impacts beyond neighborhood character. Specifically, they are projected to have significant negative fiscal impacts on the school districts, while their fiscal impacts to the Village would be positive in the “for-sale” scenario. Given that both school districts are near capacity, the potential negative fiscal impacts of subdivisions, over time, could be significant if proper growth accommodations and capital investments are not made by the school districts.

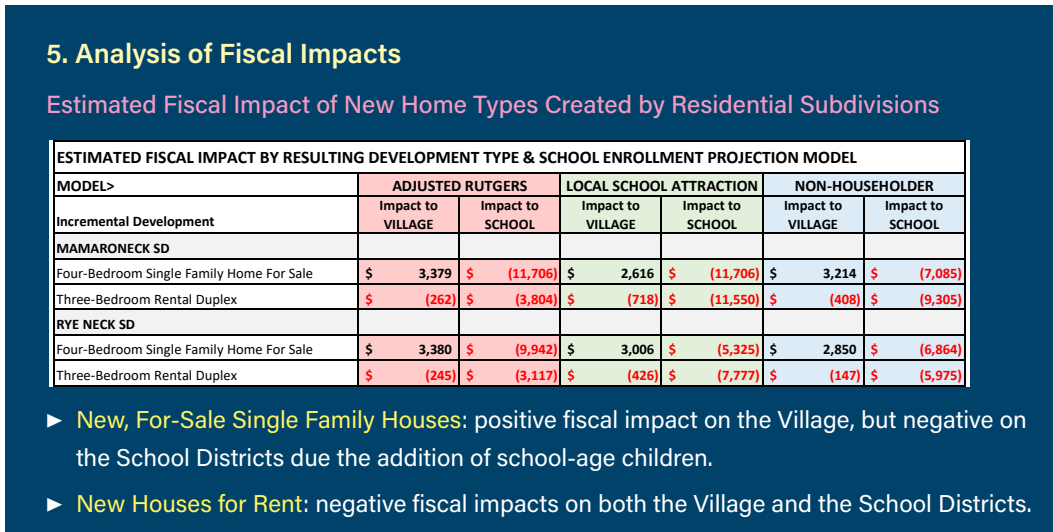


Figure 69: A slide from the Moratorium Study Presentation of Findings summarizing the fiscal impact analysis of residential subdivisions

From a visual character and form perspective, the new houses typically do not match the existing character. The prominence of garage doors facing the street interrupts the traditional character of many blocks in the Village (see Figure 70).



Figure 70: A new subdivision in the Village that resulted in three new houses.

d. Studies, Actions & Accomplishments

Within the existing zoning district structure, the Village recently adopted a range of fixes and adjustments to the definitions within the Village's zoning code and to the language of the single-family residential zoning districts.

To support and understand the impacts of such changes the Planning Department conducted extensive research, analysis, and data collection on the residential areas, which includes the following reports and presentations:

- ▶ Floor Area Definitions Study/Comparison
- ▶ PLL-X Impact Analysis on Historic Neighborhoods
- ▶ R-5 to R-6 Conformity Analysis
- ▶ Additional Analysis on FAR, Elevations, and Corner Lots in Residential Zones
- ▶ Residential Zoning Descriptive Analysis
- ▶ Sliding Scale FAR Practices & Additional Corner Lot Analysis in the R-5 Zone
- ▶ Slope Analysis for Maximum Height Requirements
- ▶ Zoning Review: Local Laws L, N, P, Q, W, X
- ▶ An Approach to Adaptive Reuse of Religious and Educational Buildings

In March 2016, the Planning Board reviewed and made recommendations for FAR, bulk requirements, elevations, corner lot requirements, and any other issues they have encountered. The following are some of the local laws proposed; not all of them were adopted.

- ▶ PLL-L: Removal of 400 foot garage exemption. (ADOPTED)
- ▶ PLL-N: Rezoning of R-5 to R-6. (NOT ADOPTED)
- ▶ PLL-P: Measuring height from curb level. (ADOPTED ONLY FOR NON-RESIDENTIAL USES)
- ▶ PLL-Q: Clarifying language regarding nonconforming buildings. (ADOPTED)
- ▶ PLL-W: Sliding Scale FAR – not tied to zoning, but by lot size. (ADOPTED)
- ▶ PLL-X: Clarify corner lot setback requirements. (ADOPTED)

At the time of the drafting of this chapter, the Village's moratorium on multifamily development of three or more units and residential subdivisions leading to the two or more new lots is in effect.

Table 8 on page 81 includes all of these local laws and identifies existing provisions within the Village's zoning regulations by topic and features.

e. Historic Preservation

Historic preservation is an important tool that the Village should consider enacting and implementing in its efforts to maintain the character of its residential neighborhoods and receive other ancillary benefits of preservation. See [Chapter 7](#).

f. Zoning Topics for Houses

There are many possible zoning topics that could be considered across all residential zoning districts containing single-family houses, duplexes, and other building types. The following list identifies various categories of features and several examples of those features that could be the subject of revised or new zoning regulations, design standards, or design guidelines.

- ▶ **Volume/Bulk/Massing Controls:** building heights, building height setbacks, stories, attics, basements, cathedral ceilings, floor area ratio (FAR), setbacks, lot sizes, lot coverage
- ▶ **Vertical/Facade Features:** garages, doors, windows, walls, siding
- ▶ **Projecting Features:** porches, patios, dormers, decks, chimneys, solar panels
- ▶ **Structures:** accessory dwelling units, detached garages, sheds
- ▶ **Operational Features:** lighting, parking, signs, sight triangles, satellite dishes,
- ▶ **Landscape Features:** driveways, walkways, trees, yards, shrubs, fences, retaining walls, water features, impervious/pervious coverage, sidewalks, curbs.
- ▶ **Use & Density Controls:** use (single, two-family, multi-family), units/per acre

These categories and their respective features all contribute to the character of houses and the character of blocks. Not all of these will be critical for zoning modifications aimed at character in the Village. However, listing all of the potential categories and their features can help ensure a comprehensive approach within which all of them are considered and evaluated.

Figure 71: A new house is being constructed as a result of a tear down



Table 8 on page 81 is a worksheet that lists of all of the categories of features and features listed on the previous page. The table identifies the existing parts of the Village's zoning regulations that address those features, recent actions proposed or taken by the Village with respect to those features, and policy and/or regulatory actions recommended for addressing those features.

Table 8: Worksheet for zoning topics for houses

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
VOLUME/BULK/MASSING CONTROLS			
ATTICS	<p>§342-3. Attic is defined; not considered a Story if unfinished and unoccupied.</p>	<p>Amended §342-3B. Any attic space with a floor-to-ceiling height of less than seven feet does not count in floor area ratio calculation.</p>	
BUILDING HEIGHTS, BUILDING HEIGHT SETBACKS	<p>§342-27. Max 2½ stories, 35 ft. Existing legislation measures the height of buildings from “the average level of the existing grade prior to construction adjacent to the exterior walls of the building.”</p>	<p>PLL-P to amend Chapter §342-3 Definition of Height. Height measured from the average level of the existing grade at the curb line abutting the front yard. [Proposed but not adopted]</p>	
CEILINGS	<p>Not defined. Cathedral ceilings reflected in definition of Floor Area in 342-3.</p>	<p>Amended §342-3B. Any interior space with a floor-to-ceiling height in excess of 12 feet shall be counted 1.5 times in floor area, except in the M-1 Zone.</p>	
STORIES, FLOOR HEIGHTS	<p>§342-3. Story defined as “portion of a building which is between one floor level and the next higher floor level or the roof...”</p>		
FLOOR AREA	<p>§342-3. Floor Area, Gross is defined as the sum of gross horizontal areas of the several floors of the building or buildings on a lot, measured from the exterior faces of exterior walls or from the center line of party walls separating two buildings. Interior space with floor-to-ceiling height > 12 feet shall be counted 1.5 times, except in M-1 Zone.</p> <p>§342-3. Floor Area, Habitable is defined as all spaces within the exterior walls of a dwelling unit, exclusive of garages, cellars, heater rooms and unheated porches and breezeways.</p>	<p>Amended §342-3B. Definition amended/clarified with respect to attics and cellars.</p>	
FLOOR AREA RATIO (FAR)	<p>§342-3. Defined as the numerical value obtained by dividing the gross floor area ... within a building or buildings on a lot by the area of the lot, excluding underwater lands.</p>	<p>Amended §342-27.1 (PLL-W): Instituted a sliding scale FAR. Not tied to zoning district, but rather by lot size.</p>	

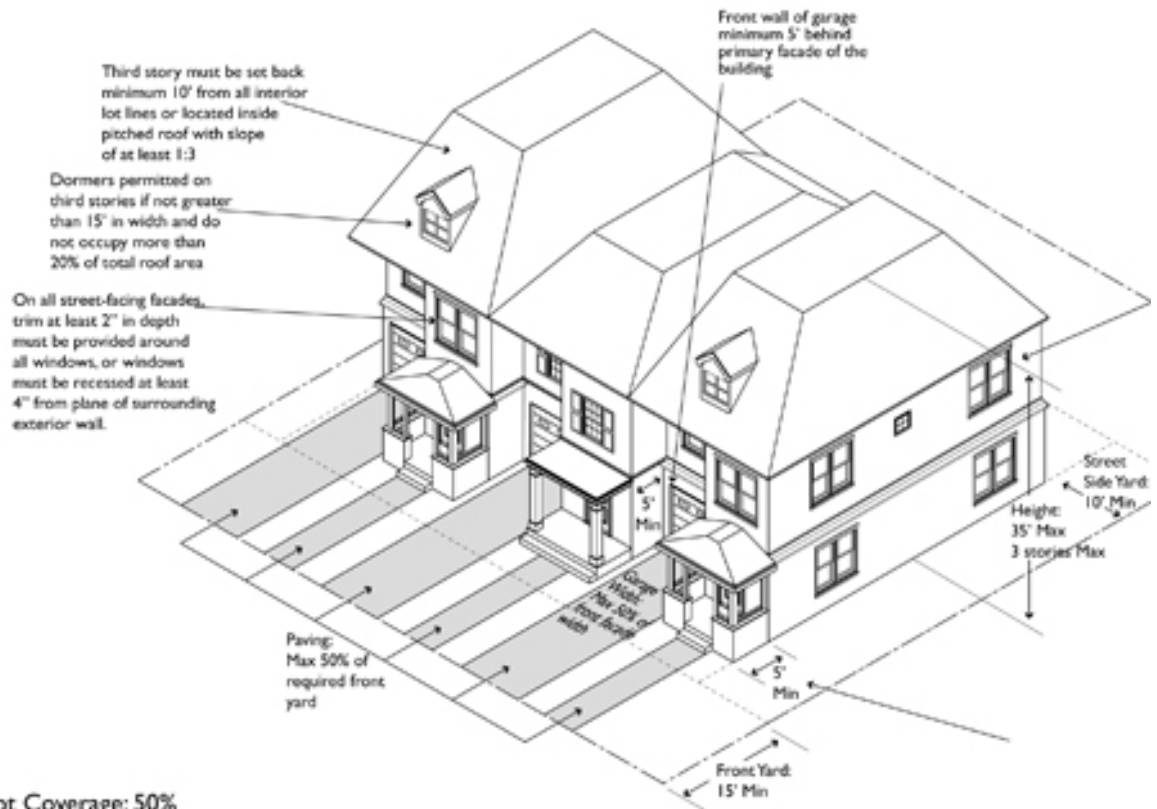
TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
BASEMENT/CELLAR	§342-3. Defined as “that space of a building that is partly below grade but which has more than half of its height, measured from floor to ceiling, above the average established curb level or finished grade of the ground adjoining the building.”	Amended §342-3B. Basement and cellar areas excluded from FAR calculation in certain cases (where the average height of all exposed exterior wall or walls is less than three feet from pre and post construction grade...). [Input Greg’s Corrections]	
SETBACKS	§342 Att 2. Front (20-25 ft), Lesser Side (6-20), Combined Side (14-45 ft), Rear 25-30 ft).	Amended §342-15: Uniformity of alignment of front yards depths. Amended §342-15.1 (PLL-X): Clarified corner lot setback requirements.	
LOT SIZE	§342 Att 2. Ranges from min. 5,000 sf to 20,000 sf.		
LOT DIMENSIONS	§342 Att 2. Frontages range from min. 50 to 100 ft; depth is 100 ft.		
LOT COVERAGE	§342 Att 2. Maximum Coverage of All Buildings (as % of lot area) is 35%		→ Consider instituting a maximum lot coverage.
VERTICAL/FAÇADE FEATURES			
ORIENTATION			
ROOF	§342-3. Integrated into definition of Height, Building.		
GARAGES	§342-13. Private Garage §342-21B(5). An accessory garages cannot not exceed 20 feet in height; The doors of an accessory garage cannot exceed eight feet in height ... An accessory detached garage cannot not exceed 25% of the total gross floor area of the principal building and cannot exceed 1,200 square feet. Garages are not included in the calculation of FAR.	[Insert change to FAR of Garages. Garages that are connection with single and two family count toward FAR.]	→ Consider instituting a front-facing garage setback. → Consider regulating the width of front-facing garages.
DOORS	None		
WINDOWS	None		
WALLS	None		
SIDING	None		
PROJECTING FEATURES			
PORCHES	§342-3. Unheated porches are not included in definition of Floor Area, Habitable. §342-3. Uncovered porches are not included in the definition of Building Area		

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
PATIOS	Included in definition of Impervious Surface.		
DORMERS	Not referenced in the code.		
DECKS	§294-6. Decks constructed above the ground surface that allow one-hundred-percent pass-through of stormwater to the ground surface below said decks shall be considered permeable.		
PROJECTING ARCHITECTURAL FEATURES	§342-14. ... windowsills, bay windows, belt courses, cornices, eaves, exterior stairs and other architectural features; ... shall not project more than three feet into any required yard, but not closer than five feet to the property line. The sum total of such projections ... shall not exceed 25% of the overall dimension of the wall ...		
PROJECTING FEATURES ABOVE ROOF LEVEL	§342-14b. Deals with chimneys, ventilators, skylights, water tanks, bulkheads. Radio and television antennas and supporting structures no more than 15 feet above the roof ... Parapets or cornices without windows can extend above the roof max 3 ft. 100-1. Satellite Dishes/Antenna. In residential districts ... no more than one antenna of each of the two types of antennas described in this section [one of any type other than a parabolic or other dish-type antenna and one parabolic or other dish-type antenna] per building Solar Panels not referenced in the code.		
OPERATIONAL FEATURES			
LIGHTING	n/a	n/a	
PARKING			
SIGNS			
LANDSCAPE FEATURES			
DRIVEWAYS			

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
WALKWAYS	n/a	n/a	→ Consider adopt regulation requiring private walkways connecting the front door to the front sidewalk (where there is a sidewalk):
TREES, SHRUBS		Draft Tree Ordinance [proposed but not adopted]	
YARDS			
FENCES	<p>§342-14C. Fences, walls or retaining walls shall be constructed with the finished side facing outward ... and shall not exceed six feet in height, except:</p> <p>(1) On a corner parcel, placed beyond the front or side building lines, they shall not exceed four feet in height.</p> <p>(2) An additional six inches in height may be allowed, at the discretion of the Building Inspector, to provide for necessary distance between the grade and the bottom of the fence, for greater flexibility in mounting ...</p>		
RETAINING WALLS	§342-14C. See cell above.		
SWIMMING POOLS	See §300. Swimming Pools §300-2. Enclosure; fence ...		
PARKING			
PARKING REQUIREMENTS			
USE, DENSITY, AND OTHER CONTROLS			
USE (SINGLE-FAMILY, TWO-FAMILY, ETC.)			
COVERAGE	Currently only regulates building coverage, not lot coverage.		
ACCESSORY DWELLINGS	Not permitted		
REZONING		PLL-N: Rezone the entire R-5 district to R-6. [Proposed but not adopted]	
HISTORIC DESIGNATION/DISTRICT PROTECTIONS			→ Consider taking the Village through the process of becoming a Certified Local Government.
NON-CONFORMING USES		Amended §342-65 (PLL-Q): Clarifying language regarding nonconforming buildings.	
ADDITIONS & EXPANSIONS			

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
ADAPTIVE REUSE	<p>§342-52.2. To facilitate the renovation and reuse of structures originally constructed for religious or educational uses, provides for special permit and modifications to dimensional and parking regulations.</p>		

Figure 72: Example of a diagram included within in a community’s residential district zoning regulations (diagram by Dyett & Bhatia)



Max Lot Coverage: 50%
 Max FAR: 1.0, or to allow 2,000 sq ft, whichever is greater
 Diagram shows Lot Coverage of 27% and FAR of 0.82
 *This figure illustrates development standards and demonstrates what resulting development may look like in the RM - 10, 15, and 17.5 district. This figure is illustrative only and is not part of the Zoning Ordinance.

Princeton, NJ Adopts Neighborhood Residential Standards to Preserve Character

While Princeton, NJ is well-known for its leafy neighborhoods and beautiful, historic homes, it actually contains a range of houses of various architectural styles and ages, including many small Levittown-style homes built in the 1950s. Being home to a prestigious university and located in a region with a strong employment base, the demand for housing in Princeton is high. This demand, combined with contemporary tastes and preferences in the design of homes—has led to the demolition of some small houses, particularly those of the Levittown era, and the development of new, larger houses in their place. Residents are concerned by the impacts of such development, not only on the character of their neighborhoods, but also on the environment and on the overall affordability of Princeton. Most of the new homes sell for more than \$1 million.

The zoning codes governing the development of single family homes, the core of which were written decades ago, generally do not match what’s on the ground and allow homes to be much larger than those that already exist.

Princeton created the Princeton Neighborhood Character and Zoning Initiative, a community planning effort created to develop strategies, policies, guidelines, and regulations that will shape future home development activities so their outcomes better complement the traditional character and form of Princeton’s residential neighborhoods and streets.

One of the ultimate implementation outcomes of this initiative was the adoption of neighborhood residential zoning standards that would ensure new development would maintain forms that complement rather than detract from the existing character of Princeton’s residential neighborhoods.

- (a) House orientation & access
- (1) Applicability. The provisions of this subsection shall apply to lots ½ acre (21,780 square feet) or less in lot area.
 - (2) Orientation.
 - a. The dwelling and front entrance shall be oriented to face toward and relate to the street (and the public sidewalk, if present).
 - (3) Private Walkways (see Figs. 1 and 2).
 - a. **(A)** Private walkways shall be located on a property to facilitate pedestrian access between the front entrance of the dwelling (and the public sidewalk, if present), with the following exceptions:
 - o Lots with no public sidewalk
 - o Lots with a front yard setback 75 feet or greater
 - o Lots with a motor-court garage
 - o Lots with a U-shaped driveway
 - b. Width of Walkway: Min. 3’ **(B)**
 - c. Setback from Driveway (except for portions of the private walkway providing access between driveway and front entrance): min 1’ **(C)**

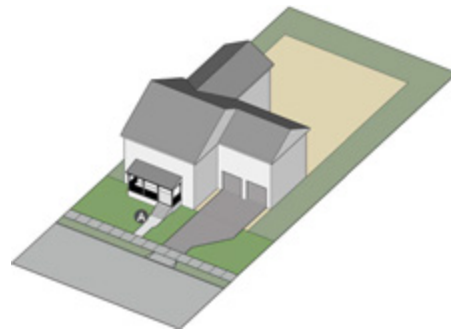


Figure 1.



Figure 2.

g. Subdivisions Regulations

A subdivision is the division of a lot, parcel, or tract of land into smaller lots. Subdivision of land often drives development in a community, which was the case in the evolution of the Village's residential neighborhoods. In a community where there is very little land left to develop, subdivision of existing residential properties is one of the few ways to introduce additional development into a neighborhood.

While zoning and subdivision control are entirely separate and distinct parts of the planning implementation process, they complement each other, and, taken together, can ensure orderly development. One of zoning's main purposes is to prescribe what land can be used for, which is accomplished by establishing different districts and listing permissible uses in each. Subdivision regulations ensure that development is accompanied by adequate services and facilities.

Purpose of Subdivision Regulations

The purpose of subdivision regulation, as defined by New York State Statutes, is "to provide for future growth and development, afford adequate facilities for housing, transportation, distribution, comfort, convenience, safety, health and welfare of its population." As such, subdivision regulations assure that public improvements meeting specified standards are funded and/or implemented by the developer of the subdivision, which, in the case of a single parcel can be an existing homeowner or a private investor/developer that purchases a parcel for the purposes of subdividing it. Public improvements could include provisions regarding streets, sidewalks, curbs, drainage, sanitary sewers, water supply, parks, playgrounds, open space. Subdivisions also regulate dimensional aspects of neighborhoods, such as block lengths and streets. All of these elements can impact the overall character and livability of a block.

Developers typically purchase a bond to guarantee that required public improvements are constructed or will be constructed, prior to the sale of any lots. This protection prevents people from buying a lot in a subdivision only to find out they have no street access to their lot, either on a temporary or permanent basis. Even if there is no zoning law in effect, subdivision regulations can prevent the creation of lots for sale that are too small to be viable, awkwardly shaped parcels, and inadequate water lines, sewer systems, and emergency access.

The goal of "good" subdivision design is to ensure that new development is well-built, attractively-designed, and integrated with the greater community. In the past, there was less emphasis on how subdivisions fit into the community, which contributed to sprawling development in the suburbs and higher public utility and service costs. Today, there is a greater emphasis on how better-planned subdivision designs can improve the quality-of-life in metropolitan areas by creating compact, attractive communities and conserving shrinking open space. A network of streets, sidewalks and paths can tie the community together.

Defining a Subdivision

Before reviewing a subdivision plat, a municipality must define the term "subdivision" to establish the number of lots, blocks, or sites for which subdivision review will be required. State Subdivision Enabling Statutes do not define this term except in the context of the phrase: "...the division of any parcel of land into a number of lots, blocks or sites as specified in a law, rule or regulation, with or without streets or highways, for the

purpose of sale, transfer or ownership, or development.

Municipalities should include a number in the definition of “subdivision,” which establishes the planning board’s jurisdiction to review subdivision plats. With good reason, many municipalities require subdivision review whenever land is divided into “two or more lots, blocks, or sites.” Setting the definitional threshold for subdivision review at “two or more” lots prevents landowners from circumventing subdivision review entirely.

In 2008, the definition of “subdivision” in the Village’s subdivision regulations (§A348-4) was amended to include a number: “the division of any parcel of land into two or more lots, plots, sites, or other divisions of land for immediate or future sale or for building development, with new streets or highways, including any extension of an existing street, and including re-subdivision.”

Design Standards

Design standards are another important component of subdivision regulations and, therefore, also important for preserving the character of the Village’s residential neighborhoods and supporting community values such as walkability. Design standards should be tailored appropriately for each community. Furthermore, design standards can vary by zoning district. Design standards can be tailored specifically for the Village and/or be linked to standards of well-recognized institutions such as American Association of State Highway and Transportation Officials (AASHTO) and NACTO (National Association of City Transportation Officials). Design standards can be accompanied by diagrams and illustrations.

In the Village’s subdivision regulations, design standards are spread across several different sections, including **§A348-11 Standards for Considerations of Applications** and **§A348-14 Street and Access Standards** and others. The Village should consider restructuring its subdivision regulations and grouping together all the standards into a section called “Design Standards & Required Improvements,” which would include the following topics, as appropriate:

- ▶ General
- ▶ Lots and Blocks
- ▶ Street Design Guidelines
- ▶ Street Improvement Standards (includes sidewalks, curbs, street trees, lighting, etc.)
- ▶ Drainage System and Erosion Control
- ▶ Utilities
- ▶ Easements
- ▶ Neighborhood Parks and Playgrounds
- ▶ Driveway Standards
- ▶ Steep Slope Guidelines
- ▶ Significant Natural Areas and Features
- ▶ Historic Structures and Sites
- ▶ Corridors and Scenic Viewsheds

Table 9 is a worksheet for subdivision topics.

Table 9: Worksheet for subdivision topics

TOPIC/FEATURE	EXISTING REGULATION	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
PRESERVATION OF EXISTING FEATURES	n/a	n/a	→ Consider preserving existing features that would add value to residential development, such as large trees, watercourses, historic spots and similar irreplaceable assets.
LOTS & LOT LAYOUT	§A348-11. Standards of Consideration	§A348-4 was amended in 2008 to include a number: “the division of any parcel of land into two or more lots, plots, sites, or other divisions of land for immediate or future sale or for building development, with new streets or highways, including any extension of an existing street, and including resubdivision.”	<ul style="list-style-type: none"> → Consider including diagrams depicting acceptable and unacceptable subdivision layouts. → Consider requiring adjacent lots to be on the same side of the street as the subject lot, with lot frontage on the same public or private road. → Consider prohibiting the creation of irregular lots (or requiring side lot lines to be at right angles or radial to street lines.) → Consider requiring lots to be laid out to provide frontage on an approved Village street and conform to the minimum frontage requirements of the zoning district and minimum lot size requirements. And not allowing Irregularly-shaped lots to achieve minimum lot requirements. → Consider recommending that excessive depth in relation to the width is avoided and recommend a proportion of 1.5:1.
NATURAL COVER / TOPOGRAPHY			<ul style="list-style-type: none"> → Consider requiring land to be subdivided to be laid out and improved to generally conform to existing topography--to minimize grading, cut and fill, and to retain, as much as possible, the natural contours, limit storm water runoff, and conserve natural cover and soil. → Consider limiting tree removal of trees eight inches in diameter or greater.
TOPSOIL			→ Consider prohibiting any topsoil , sand or gravel to be removed from any lots shown on any subdivision plat, except for improving lots and for laying out of streets.
NO ADVERSE IMPACTS			

h. 2012 Goals, Objectives, Recommendations

The **2012 Comprehensive Plan** includes a detailed analysis of houses by neighborhood and identifies the zoning districts within each neighborhood. The primary goals and objectives that apply to residential character are the following.

2012 Goals & Objectives

2012 Goals

- ⊙ Maintain the traditional character of residential neighborhoods.
- ⊙ Provide a variety of housing options for households with different needs and incomes.

2012 Objectives

- a. Continue stabilizing and maintaining attractive residential areas.

Progress on 2012 Goals, Objectives, Recommendations

The Village has not taken any significant action toward achieving the **2012 Plan** Goals and Objectives. Therefore, this Plan Update devotes focused attention to this topic. The 2012 Goals and Objectives have been updated and carried forward in the next section of this chapter.

i. Action Plan for Residential Neighborhoods

Goals

Goals

- ⊙ Continue stabilizing and maintaining attractive residential areas. (From 2012)
- ⊙ Maintain the traditional character of residential neighborhoods with respect to house forms, façade features, scales, and other features. (Updated from 2012)
- ⊙ Provide a variety of housing options for households with different needs and incomes. (From 2012)
- ⊙ Review and modify zoning and subdivision regulations to ensure that new development maintains or complements the traditional character of its surrounding neighborhood context.
- ⊙ Make residential zoning regulations clearer through diagrams, drawings, and/or photographs.
- ⊙ Consider non-regulatory approaches such as residential design guidelines.

Recommendations

Priorities (start within the next year)

- 5-1. Introduce Additional Zoning Standards for Garages.** The following are intended to reduce the prominence of garages on the front facades of houses.
 - » Institute a front-facing garage setback.
 - » Regulate the widths of front-facing garages.
- 5-2. Introduce Zoning Standards for Front Walks.** To maintain the welcoming nature and walkability of residential blocks and yards, the zoning code should require a walkway to extend from the front steps of a house to the sidewalk—or to the driveway if no sidewalk is present.
- 5-3. Introduce Maximum Lot Coverages.** The zoning code currently includes a maximum building coverage for the “R” zones of 35 percent. A maximum lot coverage would include the main structure, an accessory structure beyond a certain size, and a driveway/parking pad. Homeowners utilizing grass-crete as opposed to impermeable pavement could be offered a certain percent reduction in coverage. Exceptions or reductions should be considered for attached porches and for other features.
- 5-4. Include Subdivision Regulations for Preservation of Existing Features.** Consider preserving existing features that would add value to residential development, such as large trees, watercourses, historic spots and similar irreplaceable assets.
- 5-5. Include Subdivision Regulations for Lots & Lot Layout.**
 - » Consider including diagrams depicting acceptable and unacceptable subdivision layouts.
 - » Consider requiring adjacent lots to be on the same side of the street as the subject lot, with lot frontage on the same public or private road.
 - » Consider prohibiting the creation of irregular lots (or requiring side lot lines to be at right angles or radial to street lines.)

- » Consider requiring lots to be laid out to provide frontage on an approved Village street and conform to the minimum frontage requirements of the zoning district and minimum lot size requirements. And not allowing irregularly-shaped lots to achieve minimum lot requirements.
- » Consider recommending that excessive depth in relation to the width is avoided and recommend a proportion of 1.5:1.

5-6. Include Subdivision Regulations for Natural Cover/Topography.

- » Consider requiring land to be subdivided to be laid out and improved to generally conform to existing topography to minimize grading, cut and fill, and to retain, as much as possible, the natural contours, limit stormwater runoff, and conserve natural cover and soil.
- » Consider limiting removal of trees eight inches in diameter or greater.

5-7. Include Subdivision Regulations for Topsoil. Consider prohibiting any topsoil, sand or gravel to be removed from any lots shown on any subdivision plat, except for improving lots, for laying out of streets, and for removal of contaminated soils in accordance with DEC standards.

Short-Term (start within the next 1-2 years)

5-8. Evaluate the Use of a Form-Based Zoning Approach. Evaluate the possibility using a form-based zoning approach, which can lead to more predictable built results and a high-quality public realm by using physical form and building types, rather than solely land use, as the organizing principle. Figure 73 on page 93 shows excerpts from the Borough of Narberth, PA's form-based zoning code. The table indicates the building types that are permitted in each zoning district. The accompanying page are the design standards for the multifamily house building type.

Figure 73: The Borough of Narberth, PA replaced its conventional zoning code with a form-based zoning code



Table (6) New Building Types Permitted by District

	3a	3b	3c	4a	4b	5a	5b
Detached House	yes	yes	yes	yes	yes	■	■
Twin House	■	yes	yes	yes	yes	■	■
Row House	■	■	■	■	yes	■	■
Multifamily House	■	yes	yes	yes	yes	■	■
Apartment Building	■	■	yes	yes	yes	■	■
Commercial Building	■	■	■	■	yes	yes	yes
Mixed-Use Building	■	■	■	■	yes	yes	yes
Civic/Institutional Building	■	yes	yes	yes	yes	yes	yes


■ *New buildings of this type not permitted.*

Chapter 124 | Narberth Borough Zoning Ordinance ARTICLE 5

Building Type : Multifamily House Section 124-502 E

front elevation perspective view



Key
PFL - primary frontage line
drawings are for illustrative purposes only

PFL side elevation

E. Specific to the multifamily house building type:

1. No more than five dwellings per building shall be permitted.
2. The ratio of openings to wall area in the front façade shall be a minimum of 20% and a maximum of 50%.
3. Eaves, including gutters, may encroach a building setback no more than 24 inches.
4. Bay or bow windows, whose perimeter does not rest on a foundation wall, may encroach a building setback no more than 24 inches.
5. Only one entrance to the building shall be located in the front façade or within 12 feet of the front façade and may be shared amongst all or some of the dwellings in the structure. Any other entrance to the building shall be located on the side or rear of the building.
6. A path for walking shall connect the entrance in the front façade of the building to the sidewalk.
7. Openings to basements shall be located in the side or rear yard areas.
8. Permitted frontages: porch, porch: engaged, porch: wrap-around, portico.

Narberth Borough Zoning Ordinance — Chapter 124
Proposed Ordinance | April 2016
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photo by June Marie (licensed by CC BY-NC-ND 2.0)



6

6. LAND USE & DEVELOPMENT

a. Introduction

This section updates the following chapters from the **2012 Comprehensive Plan**:

- ▶ 2012 Chapter 4: Land Use & Zoning
- ▶ 2012 Chapter 5: Industrial Area
- ▶ 2012 Chapter 7: Neighborhoods & Housing (as it pertains to affordability, specifically)
- ▶ 2012 Chapter 8: Commercial Districts

This section starts with an overview of the conditions and trends that influenced land use and development in the region and locally since the 2012 Plan was completed, which includes the moratorium that was instituted in 2018. It then reviews the goals and objectives of the 2012 Plan, provides details on the progress of their accomplishment, and introduces new and expanded goals and objectives.

Next, this section introduces a character-based planning framework for the major roadway corridors in the Village, among them Mamaroneck Avenue, Post Road West, Post Road East, and Halstead Avenue. The framework of “character districts” are based on existing zoning and the prevailing character of the built environment (i.e., building types, forms, scales, and uses along the street corridors) within each area. This character district framework is a lens through which future policy and regulatory measures and infrastructure investments should be proposed, evaluated, designed, and implemented.

a. Introduction

b. 2012 Goals, Objectives & Recommendations

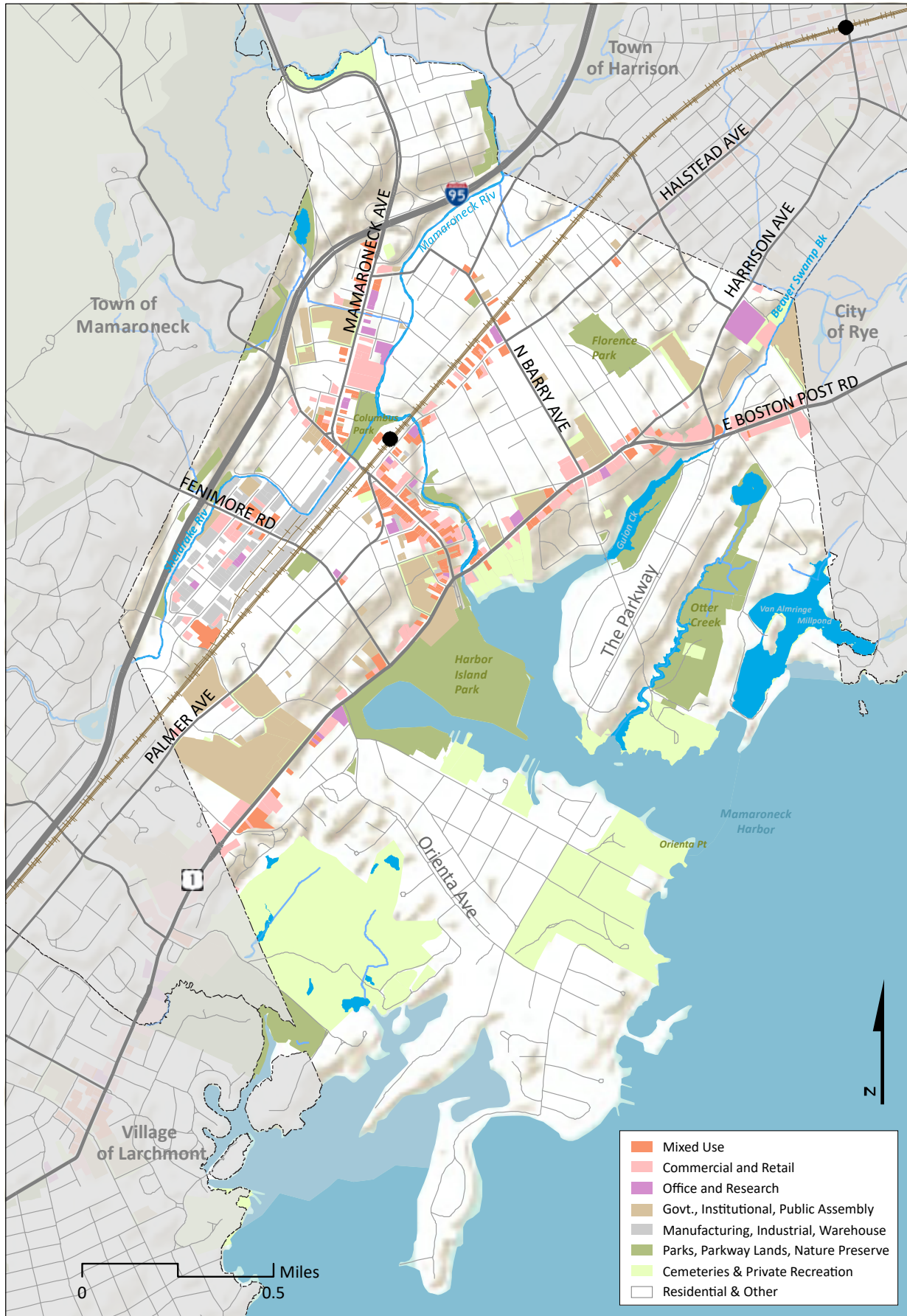
c. Land Use & Development Trends

d. The Moratorium Study

e. Text Amendments to the Zoning Code (PLL-C 2019)

f. Current Conditions, Future Considerations, Goals & Recommendations by Character District

Figure 74: Land Use Map



b. 2012 Goals, Objectives, Recommendations

This section lists the goals, objectives, and recommendations within the **2012 Comprehensive Plan** pertaining to land use and development and reports in general terms on the progress of their implementation. Appendix A is a detailed review of each of the recommendations

Most important, it identifies goals and recommendations that should continue into this Plan Update.

2012 Ch. 4: Land Use & Zoning

This chapter does not present any goals or objectives. The recommendations focus on improving the integrity of the zoning code by correcting inconsistencies, bringing antiquated language up-to-date, and defining terms that are either not clearly defined or that are not defined at all in the ordinance. The chapter also notes that the subdivision regulations are out of date and that they should be updated.

2012 Recommendations

- a. Update and streamline zoning text.
- b. Update subdivision regulations.
- c. Review FARs, bulk and area setbacks in all zoning districts.
- d. Address impacts of infill housing on the C-1.
- e. Zoning map changes and corrections.
- f. Review parking regulations.

Progress on 2012 Recommendations

While the Village has adopted zoning revisions and map changes/corrections identified in the **2012 Comprehensive Plan**, correcting, improving, and ensuring the integrity of the zoning code is an ongoing initiative. The Moratorium Rezoning directly addresses impacts of infill housing on the C-1 and adjusts parking regulations for facilitating affordable housing. An important recommendation that has not yet been implemented is to update subdivision regulations, which is one of the purposes of Chapter 6 of this Plan Update.

2012 Ch. 5: Industrial Area

This chapter identifies a wide range of issues involving parking, auto-related uses, flooding, truck traffic, and zoning and presents recommendations to address each of these topics. This chapter set the stage for the initiatives the Village launched a few years later to comprehensively re-envision and revitalize the Industrial Area and enact zoning that would facilitate the new vision for a "MAKER Zone."

2012 Goals

- ⊙ Encourage industrial and office uses within the appropriate established zones and where negative environmental and community design impacts can be minimized.
- ⊙ Encourage those commercial and industrial establishments which are compatible with existing uses and with development goals.

2012 Objectives

- a. Examine market demand for the Industrial Area.
- b. Review studies of M-1 district, integrating relevant elements into the Plan, and consider potential rezoning of portions of the district, including along Hoyt Avenue.
- c. Identify optimum uses for this district and improvements needed to provide for such uses.

2012 Recommendations

- a. Acquire land for flood mitigation and open space.
- b. Waverly Avenue streetscape improvements.
- c. Parking supply increase, enforcement, screening.
- d. Screening/buffering of auto-related uses.
- e. Promote/attract hi-tech businesses.
- f. Truck traffic access improvements.
- g. Residential zoning on Hoyt Street.
- h. Hire retail/industrial coordinator.
- i. Improve utilities and power services.

Progress on 2012 Goals, Objectives, Recommendations

The **MAKER Zone Vision Plan**, which was completed in 2016, and the **Industrial Area Rezoning Project**, which was completed in 2019, are the vehicles for the accomplishment of this chapter's goals and the implementation of its objectives and recommendations. With respect to recommendation (a.), the plan calls for buffer areas and screening between industrial uses and the Sheldrake River, with connections to a larger open space network and the improvement of Village-owned property to further the concept of a river walk.

2012 Ch. 7: Neighborhoods & Housing

The goals, objectives, and recommendations of this chapter focus primarily on two topics: affordable housing and historic preservation.

2012 Goals

- ⊙ Provide a variety of housing options for households with different needs and incomes.
- ⊙ Continue to support options to preserve and provide affordable housing.
- ⊙ Attempt to meet increasing housing needs and demands but limit high-density developments.
- ⊙ Continued stabilization and maintenance of attractive residential areas.

2012 Objectives

- a. Update data regarding the Village's stance on providing affordable units in accordance with County guidelines.
- b. Establish a clear role for the Housing Authority in administering the Village's affordable housing.
- c. Review and update workforce housing regulations and housing for seniors (Below Market-Rate Housing section in Village Code).

2012 Recommendations

- a. Develop a comprehensive affordable/senior housing policy.
- b. Clarify Town/Village roles in affordable housing.
- c. Balance stabilization and protection with new infill.
- d. Resurrect Landmarks Commission or combine with Board of Architectural Review (BAR).
- e. Maintain boundaries between commercial districts and adjacent residential areas through zoning (i.e., setbacks).

Progress on 2012 Goals, Objectives, Recommendations

The Village has been continually evaluating its affordable and senior housing policies. Its ordinance has been updated in accordance with best practices recommended by the County and State. The rezoning related to the moratorium has adjusted these policies (see **Chapter 6**). Item (d.) is an important recommendation that has not been implemented and should be carried into this Plan Update.

2012 Ch. 8: Commercial Districts

This chapter focuses on the Village's commercial areas along Mamaroneck Avenue and Boston Post Road. With respect to downtown, the primary concern is its continued growth and viability. The goals and objectives aim to create more mixed uses and high-quality residential development, recognizing that the lack of parking poses constraints. It recommends considering rezoning sections of Mamaroneck Avenue near the train station for higher-density, mixed-use development, which the Village would later implement through the creation of the Transit Oriented Development (TOD) Overlay. With respect to Boston Post Road, the text in this chapter states: "in future plans for the Post Road it is important to recognize the different character of the Post Road, especially as it passes in front of Harbor Island Park, where there is greater public visibility for new developments."

2012 Goals

- ⊙ Identify centers for shopping. Consolidate activities within these areas to reinforce business/community identity and design.
- ⊙ Preserve the primary role of the Village Center as the major retail shopping area of the Village.
- ⊙ Establish urban design guidelines and streetscape standards for the highway commercial areas.
- ⊙ Provide adequate short-term parking for shoppers and visitors near Mamaroneck Ave.
- ⊙ Maintain boundaries of the business districts and exercise care in extension of commercial activities, especially adjacent to residential areas.
- ⊙ Evaluate parking requirements in downtown and consider shared parking provisions. Consider reducing parking requirements in the C-2 zone.

2012 Objectives

- a. Develop design guidelines for unattractive streetscapes and specific areas of concern.
- b. Design landscape and signage treatments for major Village gateways.
- c. Complete streetscape improvements along Mamaroneck Ave north of the train station.

- d. Focus CBD on Mamaroneck Ave between Post Rd and the Railroad.
- e. Improve retail mix by exploring options for larger retailers/franchises and new parking lot on Prospect Ave (as per 1986 Master Plan).
- f. Examine ways of expanding the tax base.
- g. Map potential for additional public parking areas in downtown.
- h. Seek ways to enhance the Village's dedicated parking fund.

Recommendations

- a. Parking technology program, supply increase; shared parking credit
- b. Conduct market analysis
- c. Hire downtown coordinator
- d. Consider redevelopment authority
- e. Streetscape improvements
- f. Sign standards enforcement and improvement
- g. Sidewalk upgrades
- h. Intersection upgrades
- i. Zoning changes (higher-density mixed-use around train station, scenic overlay and reducing heights in certain areas to preserve views, etc.)

Progress on 2012 Goals, Objectives, Recommendations

The objectives and recommendations in this section aim to create an environment that attracts and supports businesses and customers in downtown. Most of them have been accomplished.

The recommendation to hire a downtown coordinator (c.) was not implemented because of the creation of the Planning Department, which has since undertaken many of the responsibilities such as conducting a market analysis for downtown and supporting business development.

With respect to parking, the 2014 *Parking Study* made several recommendations, some of which have been implemented. This includes the creation of a wayfinding system that will be installed in 2019, which also accomplishes Objective (b.): "Design landscape and signage treatments for major Village gateways." The system will include signs that direct residents and visitors to parking lots in downtown (see Figure 75 on page 101). The same study revealed that increasing parking capacity in the downtown would prove difficult given land constraints and construction costs. The study recommends instituting better parking management techniques to alleviate parking constraints on Mamaroneck Avenue and elsewhere in Downtown.

In 2016, the Village launched a Downtown Parking pilot and has since implemented an app-based parking system.

2012 Ch. 9: Traffic & Transportation

The goals and objectives of this chapter focus on enhancing streetscapes, improving bicycle and pedestrian safety, and improving the enforcement, management, and supply of parking, especially in downtown.

2012 Objectives

- a. Provide additional short-term parking for shoppers and visitors near Mamaroneck Ave.
- b. Review parking regulations. Determine if requirements for multifamily developments are sufficient.
- c. Develop guidelines for unattractive streetscapes and specific areas of concern.
- d. Complete streetscape improvements along Mamaroneck Ave north of the train station.
- e. Map opportunities for more public parking areas in downtown.
- f. Create a dedicated parking fund.

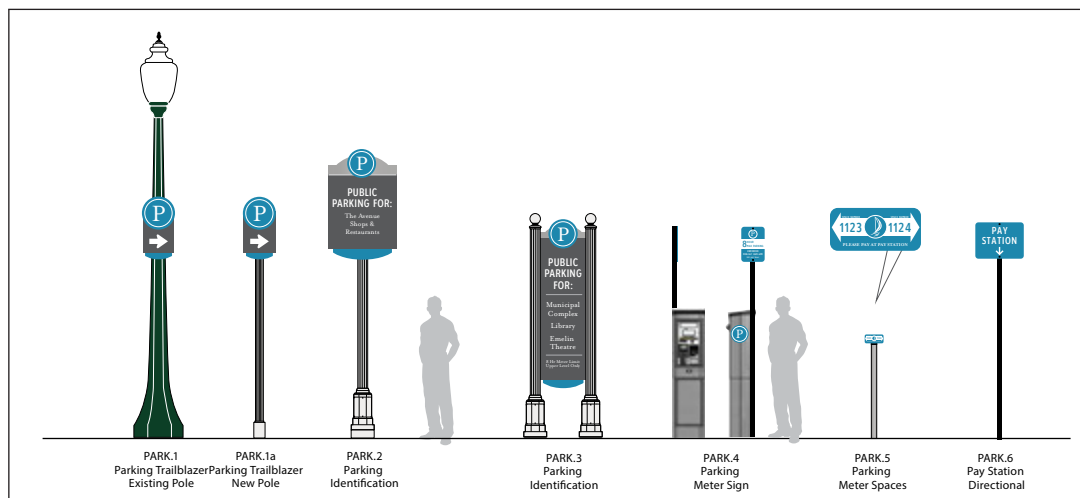
2012 Recommendations

- a. Prepare a Transportation and Pedestrian Improvement Plan
- b. Bicycle/pedestrian improvements
- c. Intersection improvements (Mamaroneck Ave & Post Road)
- d. Access management
- e. Parking
- f. Traffic calming

Progress on 2012 Objectives & Recommendations

For the most part, the objectives and recommendations of this chapter that are listed here have not yet been implemented. The objectives and recommendations related to parking and streetscape reiterate those in Chapter 8 of the *2012 Plan*.

Figure 75: Parking-related signs designed for the Village (designed by Merje)



c. Land Use & Development Trends

There are a number of notable land use and development trends over the past decade that have been impacting communities in the New York Metropolitan Region, including the Village. They summarized here to provide more context for planning purposes.

A Strong Real Estate Market

Strong demand for residential living in downtown areas along with supportive planning and zoning schemes have led to significant real estate development activity. For example, New Rochelle, NY and Hackensack, NJ are undergoing intensive redevelopment in their downtowns while smaller communities such as the Village of Mamaroneck are experiencing pockets of infill redevelopment in downtown and near-downtown areas (see Figure 76). The price point of much of this development is considered market-rate and its character is high-end, or “luxury,” a term that developers tend to use when advertising their projects. Despite the real estate market’s strength over the past decade, by the end of 2018 it started showing signs of weakening. Increasing costs of construction materials and labor—due to labor shortages—have reduced profit margins and are starting to challenge the financial feasibility of some development projects.

Increasingly Unaffordable Homes

Nowadays, the lack of affordable housing is recognized as a nationwide problem. The overall cost of living has increased, which means many households are paying much more than the oft-cited “30%” figure, which

Figure 76: Recent development projects in the Village. An asterisk on the corner of a image indicates that the project was permitted through the Infill Housing Provision of the Village’s zoning code (§342-50).



represents the maximum portion of income that should be spent on housing. This is the case in the Village, where the percentage of “rent-burdened” households has been increasing since 1990 to 50% as of 2017 (see Figure 23 on page 18). In the past decade, of the 150 new apartment units developed through the Infill Housing Provision of the zoning code (§342-50 Residence Uses in Commercial Districts) only 9 are designated affordable in terms of the rules regarding income limits. The developers leveraged the incentives provided in the zoning code for providing affordable units. At the same time, the Village has lost approximately 50% of its below-market-rate housing in the past five years due to expiring affordability provisions.

Village Response to Trend

- ▶ PLL-C (2019) requires residential developments with five or more proposed units will be required to participate in the Village’s new Fair and Affordable Housing program. See section f. for more details.

Use of Development Moratorium

The pace of development has caused concern among residents and municipal officials in many communities. Fears of increased traffic congestion and crowding of schools due to multi-unit residential development, among other potential impacts of development, have prompted some municipalities to adopt moratoria to temporarily halt development. In 2018, the Village of Mamaroneck adopted a moratorium on certain types of multifamily development and subdivisions. Specifically, it applied to zoning districts where multifamily developments or subdivisions that result in three or more residences are permitted (i.e., R-4F, RM-1, RM-2, RM-3, and—through §342-50, the “Infill Housing Provision”—C-1 and C-2).

Changing Character of Retail

Competition from online shopping has prompted changes in the nature of business in downtown areas and commercial corridors in communities large and small. Certain types of stores, such as hardware and bookstores, rarely are able to survive in downtown settings. On the other hand, being one of the few types of products that cannot be delivered to people’s doorsteps, restaurants have proven to be a competitive “brick-and-mortar” business type. Downtown Mamaroneck has an eclectic mix of restaurants ranging from local, independent eateries offering a wide range of cuisines to popular, “fast casual” regional and national brands.

In order to compete with the convenience of online shopping, retail stores have started to change tactics. Chief among these strategies are creating more “experiential” offerings and interiors that draw people in and encourage them to spend time in their stores (see Figure 77 on page 104). Communities are also starting to shift their tactics in a similar way in downtown areas by enhancing walkability and linking public space and amenity creation/enhancement with land use and development.

Village Response to Trend

- ☑ The Planning Department is cognizant of the changing character of retail and evaluates potential new types of uses to determine if they are appropriate in Downtown and should be permitted.

Non-Traditional Architecture

Many communities, the Village included, aspire for the overall architecture of new buildings to be consistent with or complement the traditional architectural styles present. However, architecture, as with many disciplines, evolves and changes over time based on design trends (e.g., cultural, social), economics (e.g. cost of materials), and values (e.g., sustainability). For example, some of the newer apartment buildings in the Village have flat roofs and consist of geometric shapes. The recently-constructed apartment building shown in Figure 78 is one example.

Furthermore, use-based zoning codes are typically inadequate for addressing design matters. Design guidelines can be useful to communicate intention to developers and their architects, and design standards embedded in zoning codes can start to shape development in desired ways. Some communities, including several in Westchester County, have turned to form-based zoning to ensure that the results of development are more predictable from a character standpoint. Form-based zoning regulates building types/forms and land uses by zoning district.

Village Response to Trend

- ☑ The Board of Architectural Review (BAR) can disapprove an application for a permit presented to it on the grounds of excessive similarity or dissimilarity of a building or structure within 250 feet. It can also make determinations about inappropriateness of design.

Innovations in Mobility

The advent of car sharing (e.g., ZipCar), ride-hailing (e.g., Lyft), and other innovations such as bicycle and electric scooter sharing (e.g., Lime) and mobile parking apps (e.g., ParkMobile) have revolutionized personal transportation, providing people with realistic alternatives to moving around without driving a car, among other benefits (see Figure 80 on page 105). This, combined with the movement toward the automation of vehicles, presents opportunities and challenges for land use and development. While cities are often the first to experience these innovations at a large scale, smaller communities should keep tabs on their larger counterparts because such innovations will inevitably spread beyond political boundaries.



Figure 77: A “paint-and-sip” business in Downtown represents a new type of use that is becoming popular in many communities



Figure 78: A recently-constructed apartment building along Post Road



Figure 79: New townhomes at Library Lane

Rethinking Parking Requirements



Figure 80: A man rides a rented electric scooter provided by Skip (photo by flickr user FaceMePls, licensed by CC BY 2.0)



Figure 81: The municipal parking garage in downtown Englewood, NJ (photo by The Bannett Group, Ltd).

Communities across the country are questioning and even eliminating the concept of minimum parking requirements, which has shaped land development for decades. A complement to Euclidean zoning, which is based on separation of uses, minimum parking requirements mandate the number of off-street parking spaces to provide on-site for each permitted land use. Inherent in such requirements are assumptions that all residents have or use a car and that they prefer or need a car as their mode of travel for the majority of their trips. Such requirements, which were often copied from one community to another and not based on focused studies, have generally led to the oversupply of parking.

Today, the public sector is recognizing that providing parking is expensive, especially when it has to be integrated into multi-level structures. Engineering firm WGI estimates the 2019 median construction cost for a new parking structure at \$21,500 per space, an increase of more than five percent from 2018. For private projects, this expense, combined with requirements that might exceed actual parking need, can raise development costs and the ultimate cost of housing. In some cases, development costs can be high enough to cancel a project.

At the same time, municipalities are trying to reduce traffic congestion and manage parking by improving mobility and access for pedestrians and bicyclists. Increasing parking supplies beyond a certain threshold can have the effect of inducing car travel. As a result, communities have been reexamining their minimum parking requirements, reducing them as appropriate, encouraging shared parking, and facilitating non-motorized modes of travel. Communities such as the City of Hartford, CT, have abandoned minimum requirements and instituted the opposite: maximum parking provisions.

Village Response to Trend

- The Village has undertaken counts of actual parking demand of certain uses and re-evaluated some of its minimum parking requirements during the process of developing the recent text amendments to the code. The Village has a payment-in-lieu of parking provision and permits shared parking arrangements.

d. The Moratorium Study

The Village adopted a law in March 2018 that imposed a moratorium on multi-family dwellings resulting in three or more residences and residential subdivisions resulting in two or more new lots. The Board of Trustees requested a study to assess a range of potential impacts of leaving the current regulations as they are. The study involved conducting a “build-out analysis” to gauge the full potential for multifamily redevelopment in the moratorium area as currently permitted under existing zoning and to assess its positive and negative impacts in terms of fiscal, school, traffic, infrastructure, and other matters.

The primary moratorium area includes zoning districts that permit multi-family dwellings with three or more residence. It includes the two major corridors that run through the Village: Mamaroneck Avenue and Post Road.

The main decisions the Board of Trustees would make as a result of the **Moratorium Study** would involve the provision in the Village’s zoning code that permits multi-family residences in commercial districts: **§342-50 Residence Uses in Commercial Districts**, a.k.a. the **“Infill Housing Provision.”** According to the **2012 Comprehensive Plan**:

Residential uses are ... allowed by special permit in the C-1 and C-2 zones, according to the infill housing provision of the Zoning Code. This provision implemented ... a 1985 housing study that sought to promote the creation of new middle-income units in the ... C-1 zone (residential units were ... allowed in the C-2 district at the time of the study). Infill housing was intended to address unmet demand for middle-income housing within the Village. While this [is] an important objective, concern has been raised regarding ... size and setbacks (from p. 119 under 8.2e “Infill Housing in the C-1 Zone.”

While the Infill Housing Provision does not apply to the Washingtonville section of the Village, it is highlighted in Figure 80 because it was included in the build-out analysis and the fiscal impact assessments. The moratorium on residential subdivisions into two or more lots does apply to Washingtonville, which is zoned R-4F, and all other residential districts in the Village.

Character Districts

As a way to divide the moratorium area into more manageable sections and to ensure that decisions made by the Board of Trustees take into consideration the varying characteristics of the areas to which the moratorium applied, the moratorium area was organized into **Character Districts** as indicated in Table 10 on page 107 and mapped on Figure 82. These areas are based on both existing zoning and the prevailing character of the built environment (i.e., building types, forms, scales, and uses along the street corridors). The **Moratorium Study** includes a Character Analysis. Ultimately, this Character District framework could become the basis of a regulating plan should the Village wish to utilize form-based zoning techniques in the future.

Build-Out Analysis & Assessment of Impacts

The build-out analysis projected the probable full potential for multifamily redevelopment in the primary moratorium area as permitted under existing zoning regulations. The build-out analysis highlighted more than 200 parcels with redevelopment potential and categorized each one into one of the following six scenarios:

Table 10: Character Districts in the primary moratorium area

Area or Street Corridor & Zoning District	Descriptive Name
MAMARONECK AVE & HALSTEAD AVE (C-2)	Village Downtown
MAMARONECK AVENUE (C-1)	Village Downtown/Gateway Corridor
HALSTEAD AVE (C-1)	Mixed Residential Corridor
POST ROAD EAST (C-1)	Regional Commercial Corridor
POST ROAD WEST (C-1)	Harborview/Regional Mixed Corridor
WASHINGTONVILLE (R-4F)	Post-Industrial Neighborhood

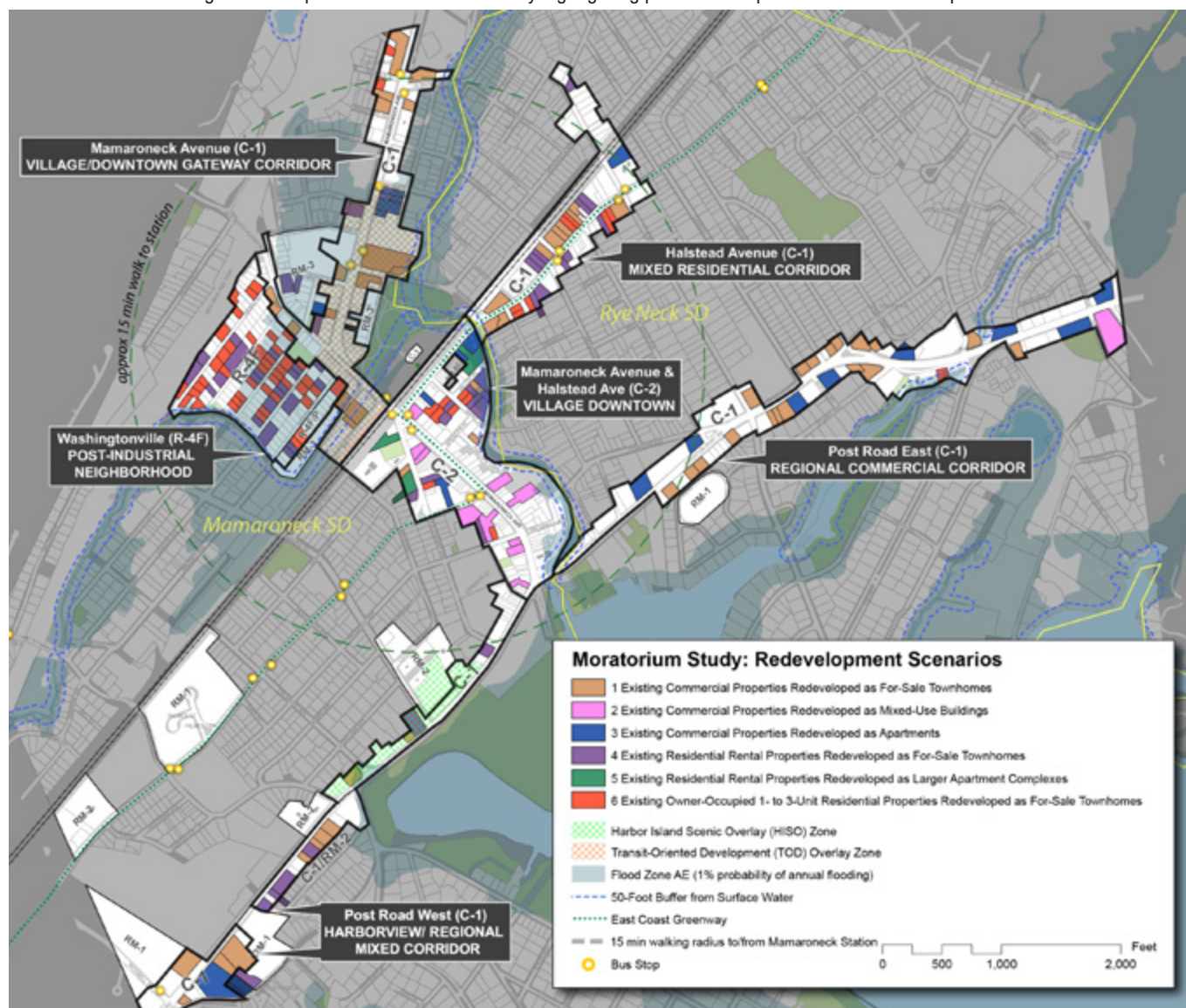
Figure 82: Map highlighting Character Districts within the primary moratorium area



- ▶ Category 1: Existing Commercial Properties are Redeveloped as For-Sale Townhomes.
- ▶ Category 2: Existing Commercial Properties are Redeveloped as Mixed-Use (Apts. w/Commercial Ground Floor).
- ▶ Category 3: Existing Commercial Properties are Redeveloped as Apartments.
- ▶ Category 4: Existing Residential Rental Properties are Redeveloped as For-Sale Townhomes.
- ▶ Category 5: Existing Residential Rental Properties are Redeveloped as Larger Apt. Buildings.
- ▶ Category 6: Existing Owner-Occupied, 1- to 3-Family Buildings are Redeveloped as For-Sale Townhomes.

Parcel size is a significant factor in determining the building type that might result from redevelopment. More than 80 percent of parcels are too small to accommodate even a small apartment building, but townhomes would fit. Figure 83 identifies the 200 parcels and the probable redevelopment scenario for each one. Redevelopment would not take place quickly, but rather gradually over a 30- or 40-year period.

Figure 83: Map from the Moratorium Study highlighting parcels susceptible to future redevelopment



Potential Fiscal Impacts

The fiscal impact analyses conducted for the *Moratorium Study* produced detailed calculations of potential fiscal impacts to the Village and to the School Districts based on the redevelopment scenarios. One of the first steps was to calculate and assign likely values to each new building type based on current comparables and rents. To determine parcels that have redevelopment potential, the consultant ruled out parcels that have already been redeveloped, parcels that are unlikely to be redeveloped (e.g., churches, existing apartment complexes, and condos), and parcels that have assessed values that are too high, which makes redevelopment unlikely.

Ultimately more than 200 parcels were determined to have potential for redevelopment. The type of redevelopment activity anticipated was based largely on parcel size. More than 80% of parcels are too small to accommodate even a small apartment building, but townhouses could fit. Larger parcels can accommodate either townhouses or apartment buildings.

The consultant utilized three different models to calculate the potential number of school-age children that might be added as a result of new development and, ultimately, averaged the results of the three models. The findings indicated that, in general, rental apartments have more potential to have school-age children compared with for-sale townhouses. Overall, the fiscal impact analysis revealed the following:

- ▶ Commercial properties, which do not have any residents needing services nor any school-age children, have a positive fiscal impact on the Village and School Districts.
- ▶ When commercial properties are replaced by for-sale townhomes, fiscal impacts are positive, even with the loss of the commercial space.
- ▶ When commercial properties become rental apartments over commercial (i.e., mixed-use) or apartments behind existing commercial, the fiscal impacts could be either positive or negative depending on location and size.

New houses in residential neighborhoods resulting from subdivisions were also evaluated for their fiscal impacts. The analysis revealed the following:

- ▶ New, for-sale single family houses have a positive fiscal impact on the Village, but negative on the school districts due the addition of school-age children.
- ▶ New houses that are rented out have negative fiscal impacts on both the Village and the school districts.

The socioeconomic impacts of redevelopment outcomes were presented to put the fiscal impacts into a broader context. For example, while for-sale townhouses would have positive fiscal impacts, the \$1 million+ prices of most new townhouses are attainable only to individuals or couples with combined incomes of at least \$200,000. On the other hand, apartments provide options for young professionals and downsizing older adults to live in the Village. Typical rents in new apartment buildings, however, are beyond the reach of low-to-moderate income people, and even those in higher income brackets. Furthermore, compared to townhomes and single-family homes, they are the most affordable and flexible type of new development being built in the Village.

Decisionmaking Framework

To assist the BOT in making decisions about the Infill Housing Overlay, the consultants created a worksheet for each Trustee to evaluate the potential positive and negative impacts of the redevelopment scenario and arrive at a score for each Character District that indicates whether the Infill Housing Provision should be removed, modified, or retained. The worksheet listed the following areas of impact: **Character**, **Economic**, **Environmental** (Water, Natural Hazards, Infrastructure), **Environmental & Transportation** (Air Quality, Congestion), **Fiscal**, and **Socioeconomic**. For example, Figure 83 indicates strong potential for apartment and townhouse development Post Road East. From a Character perspective, residential uses and buildings as tall as four stories are not consistent with the prevailing commercial character of the district. From an Environmental & Transportation perspective, much of this area is not located within a comfortable walking distance from the train station nor parts Downtown, which could lead to more reliance on car travel. From an Environmental perspective, however, the district is not located in a flood zone.

One of the fundamental questions posed in the consultant's presentation is: **Has the implementation of the Infill Housing Provision achieved its original intentions?** The short answer: recently, no. In the past decade, of the 150 new apartment units developed through the Infill Housing Provision, only 9 are designated affordable (in terms of the rules regarding income limits). The developers leveraged the incentives provided in the zoning code to provide affordable units.

Housing Affordability Challenges in the Village

The lack of residential units that fit within the income and means of families and individuals, whether to own or to rent, is a challenge facing communities nationwide. Furthermore, new residential units that are constructed are predominantly of the high-amenity, "luxury" type, which command high rents. Many supply-side and demand-side factors contributing to this. Among the factors are insufficient construction or preservation of affordable or middle-income units, high construction and regulatory costs, and high demand for housing proximate to jobs in city centers.

The vacancy rate in the Village for rentals was 0 in 2016, according to ACS 5-year estimates. The homeowner vacancy rate was 2.3%. There is a shortage of rental units in the Village but the actual extent of the shortage is will require further research to determine. The overall percentage of vacant units was 4.8%. The areas with the most rental housing have the lowest vacancy rates, while the areas with more owner-occupied units have higher vacancy rates. Only 1.3% of all housing units in Washingtonville and Harbor Heights were vacant.

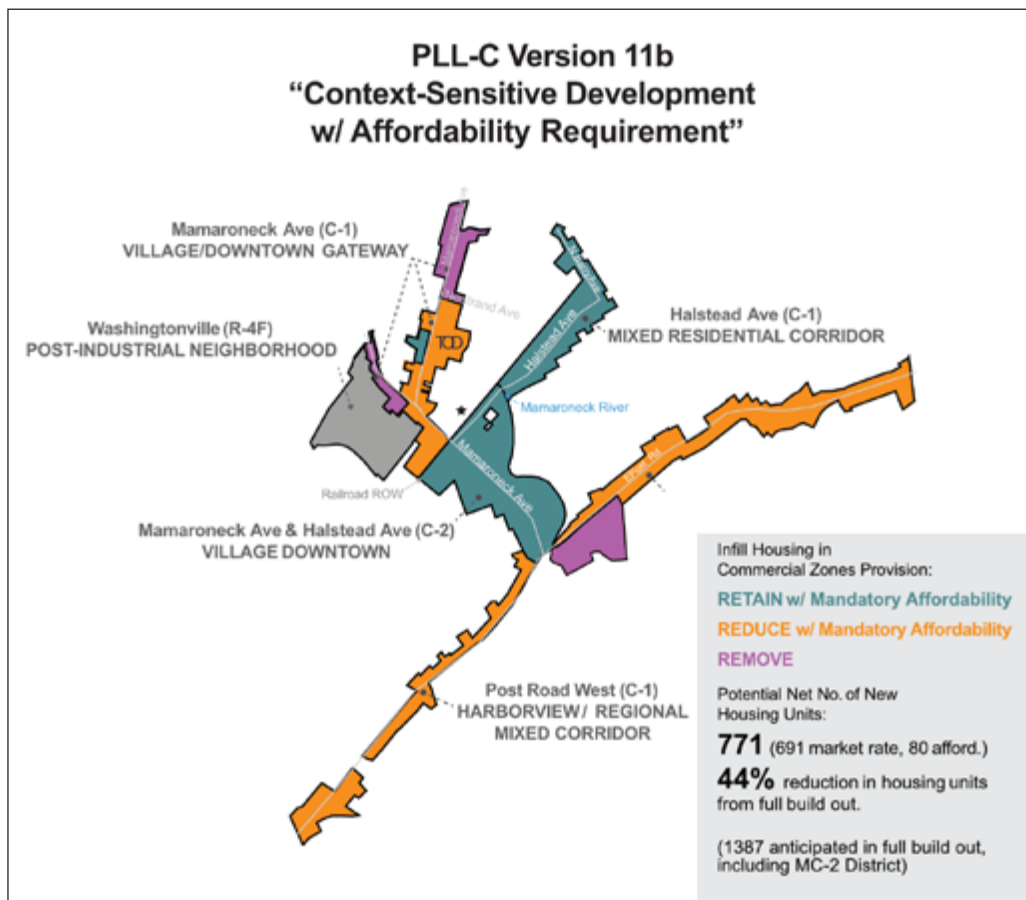
The incomes of newcomers tend to be higher than those of previous residents. According the 2012-2016 ACS, the incomes of those who have moved into the Village in the past year are 32% higher than those who have lived in the Village at least one year. In short, this suggests that the income profile of who can afford to move to the Village is changing. Increases in rent burden are likely driven by the incomes of current residents not keeping pace with increases in rent. This problem is especially severe in expensive regions such as the New York Metropolitan Area. In absence of sufficient new development, newcomers and existing residents are competing for the same housing, with newcomers typically being able to outbid existing residents. Westchester County's rent burden level is approximately 56%.

e. Text Amendments to the Zoning Code

The adopted text amendments, PLL-C (2019), reduces the overall potential for apartment and townhouse development in the Village by 44 percent (see Figure 84) from the full potential of the Infill Housing Provision.

- ▶ The Infill Housing Provision is removed from the Old White Plains Road corridor, part of the Village Downtown/Gateway (specifically along Mamaroneck Avenue between Nostrand Avenue up to the Village boundary), and the Marine Commercial Area along E. Post Road.
- ▶ The Infill Housing Provision is adjusted along the W. Post Road and E. Post Road corridors and in the TOD Overlay Zone with reduced development potential and new affordability measures. The density bonus in the TOD Overlay Zone is removed, which also eliminates any potential payments into the Neighborhood Stabilization Fund, for adopting green infrastructure, and for provision of ground floor retail space.
- ▶ The Infill Housing Provision remains in the Village Downtown and along Halstead Avenue, with new affordability measures added.
- ▶ Residential developments with five or more proposed units will be required to participate in the new Fair and Affordable Housing program.
- ▶ New structures are now prohibited to be constructed within 50 feet of the Long Island Sound or its tributaries. Previously this was subject to a Planning Board permit.

Figure 84: A diagram summarizing the approach to the text amendments that was approved by the Board of Trustees



f. Current Conditions, Future Considerations, Goals & Recommendations by Character District

This section is organized around the “character districts” that were identified in the character analysis undertaken as part of the *Moratorium Study*. The discussion on each character district starts with a graphic from the *Moratorium Study* that summarizes its street design attributes; identifies typical building types, heights, and uses; and features images of older buildings and recently-constructed buildings. The text highlights current conditions, future concepts to consider, and recommendations.

Ongoing Initiatives

Commercial Corridor Revitalization Strategy

One of the Planning Department’s ongoing initiatives, which applies to all of the character districts described in this section, is a Commercial Revitalization Strategy focused on the roadway corridors zoned C-1 and C-2. The strategy will consist of the following components:

- ▶ Inventory of occupancy, use, and square footage devoted to retail space in the parcels of the C-1 district and retail and commercial space in the C-2 district.
- ▶ Analysis of transportation and access for the village commercial corridors, including parking, public transportation, and active transportation.
- ▶ Analysis of commuting patterns of workers along the commercial corridors.
- ▶ Recommendations for preserving and enhancing commerce in the Village’s corridors.

The inventory has been completed. The following pages include some initial recommendations that could be integrated into this *Commercial Corridor Revitalization Strategy*.

The County’s bus route redesign study will be important for the Village to monitor, especially if there is potential to add service along Boston Post Road. This could improve commercial market dynamics along the corridor and present more opportunities for revitalizing the corridor.

VILLAGE DOWNTOWN (Mamaroneck Ave & Halstead Ave, C-2)



Figure 85: Character Analysis Summary Graphic of "Village Downtown" from the Moratorium Study

Current Conditions

Downtown is the Village’s economic, transportation, government, cultural, and civic center. Geographically, it is located in the middle of town. Residents of all ages are attracted to the shops, cafés, and restaurants along the Avenue, in addition to the Library located one block off of the Avenue up Prospect Ave. Harbor Island Park is located just beyond the end of the Avenue after crossing Post Road. As such, Downtown draws customers not only from the Village but also from neighboring towns and other parts of the region.

The types of stores and appearances of facade demonstrate that Downtown is continuing its transition from primary locally-owned, community-serving stores and personal services into a food-based Downtown, in part, with a mix of locally-owned establishments along with regional and national chains. As this transition takes place, the Village should ensure that zoning facilitates the operators of appropriate, new types of uses to locate in the Village.

Several new apartment developments have been completed in Downtown. This includes Harbor Court at 108 Mamaroneck Avenue, which was constructed behind the buildings along the Avenue that is home to Pinot’s Palette. The apartment building features 6 two-bedroom units and a courtyard and alley that provide access to the Avenue.

Future Considerations

The following are two sets of concepts/actions that the Village should pursue for Downtown.

Pedestrian & Bicycle Circulation and Safety: Making Mamaroneck Avenue a Complete Street

Mamaroneck Avenue in the Village Downtown character district serves not only as the Village's commercial center, but also as an important route to the train station to the north and to Harbor Island Park and the waterfront to the south. While it serves a wide range of modes of travel, including trucks, taxis, cars, motorcycles, pedestrians, and bicyclists, it is designed primarily to facilitate motor vehicle travel. **Chapter 8: Transportation Systems** recommends intersection improvements to improve pedestrian comfort and safety at two major intersections along the Avenue, one of which is already in the conceptual design stage. Even if these two projects were implemented, the Avenue would still need more interventions in order to become a more "complete" street.

Also recommended in **Chapter 8** is **8-1: Prepare a Village-Wide Plan for Bicycle Facilities & Amenities**. This plan will likely include concepts for how the Avenue can better accommodate bicyclists. The Village should be prepared to evaluate changes in the arrangement of cars parked along the Avenue in Downtown, which might include, for example testing out back-in parking. Ultimately, this aspect of recommendation **8-1**, combined with **8-3: Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes**, would be part of the broader recommendation represented by **6-1: Mamaroneck Avenue Complete Street Project**.

Parking, Traffic & Placemaking: Reconnecting Downtown with the River

The Village should advance the conceptual thinking from the **2012 Comprehensive Plan** that aims to better connect Downtown with the parking areas behind the buildings along the east side of Main Street. A diagram from the **2012 Plan** (see Figure 92 on page 116) depicts improvements to these parking areas along Phillips Park Road in addition to several new alleys that could be reserved for pedestrian access in between any buildings that are redeveloped in the future. The diagram also shows a plaza at the terminus



Figure 86: Map of the "Village Downtown" character district



Figure 87: Dining al fresco along Mamaroneck Avenue in Downtown (photo by June Marie, licensed by CC-BY-SA 2.0)



Figure 88: A view of the streetscape along the east side of Mamaroneck Avenue

of the existing Leo H. Heithaus Walkway, which would create a more comfortable environment for pedestrians as they enter and exit the walkway at that point. The diagram also suggests entrances on both sides of the buildings. The aim would be to improve access to and utilization of the parking areas behind the buildings.

Beyond this concept, the **2012 Plan** also includes several recommendations regarding parking in Downtown, including creating more parking areas and improving existing ones. Putting aside the visibility and price of any new or improved parking areas, people tend to want to park as close as possible to their destination and in an area that feels safe. Furthermore, blank walls, dumpsters, and haphazardly parked cars face the parking areas. The parking areas are probably not well-lit at night and the walkway that connects the parking areas to the Avenue is equally uninviting (see Figure 89). Therefore, the parking areas behind the buildings along east side of Main Street are likely to be underutilized.

The thinking in the **2012 Plan** should be continued into the future and expanded in order to better connect Downtown directly with not only the parking areas, but also with O'Connell Park and the Mamaroneck River. The Village should consider a phased approach to connecting Downtown with the river and share the vision with business- and property-owners along the Avenue. The approach is described in the **Goals & Recommendations** part of this chapter. It would involve transforming the walkway similar to the alley shown in Figure 90. The concept introduced here would create a direct way for pedestrians to access O'Connell Park the Mamaroneck River from Downtown, add a unique attraction to Downtown and possibly create commercial activity on both sides of some of the buildings, creating a "third-side" of the Avenue. This might increase utilization of the parking spaces and reduce some of the cruising and car traffic along Mamaroneck Avenue.



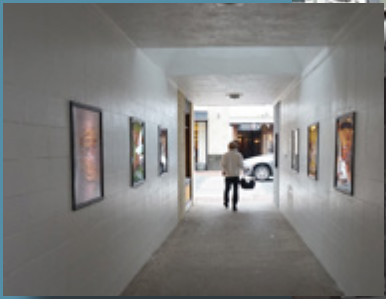
Figure 89: A view of the Leo H. Heithaus Walkway that connects the Avenue with the parking areas behind the buildings on the east side



Figure 90: A walkway/alley in Portsmouth, NH lined with shopfronts (photo by Gabriel Millos, licensed by CC BY-SA 2.0)

Westport's Three-Sided Main Street

The Town of Westport, located in Southeastern CT, has a compact downtown located off of Boston



Post Road (Route 1). Main Street, a narrow two-lane street, is the heart of its high-end downtown.

A walkway decorated with lighted artwork connects Main Street with the parking areas. The parking areas are located behind the buildings on Main Street, along Parker Harding Plaza. Just beyond the parking areas is a narrow trail along the Saugatuck

River. The overall layout is similar to that of Mamaroneck Avenue, except the buildings along Main Street are designed with entrances and sidewalks on both sides, which create a comfortable experience for motorists to park on either sides and walk to the stores

The Downtown Westport Master Plan, completed several years ago, envisions improved connections between downtown and the Saugatuck River. The plan includes a project to improve pedestrian connections through the parking areas and to the river and to broaden the riverfront promenade while maintaining parking and improving vehicular circulation.



Figure 91: A bird's eye view of the area behind the buildings on the east side of the Avenue in Downtown

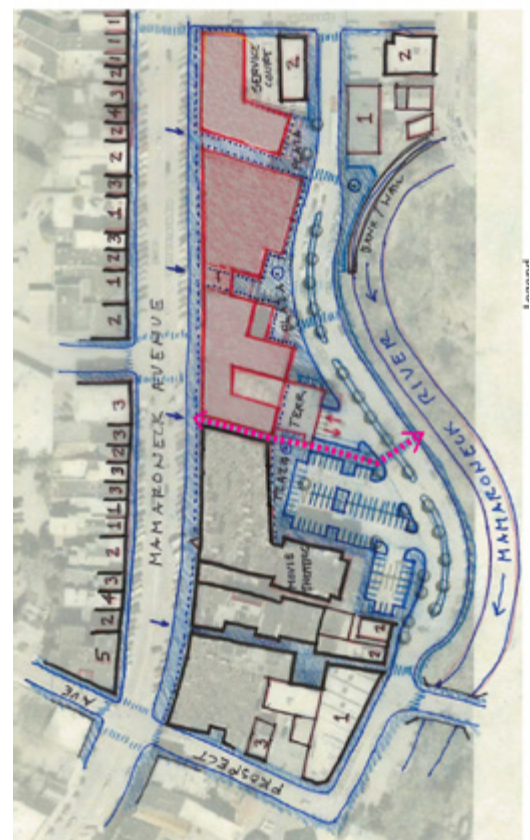


Figure 92: A drawing from the 2012 Comprehensive Plan depicting redevelopment of buildings, new walkways, and improved parking areas (dashed arrow added to highlight existing walkway)

. Goals & Recommendations

Goals

- ⊙ Continue to support and enhance the level of commerce and business activity in Downtown.
- ⊙ Improve existing pedestrian connections from Downtown to the parking areas along Phillips Park Road and to the Mamaroneck River.
- ⊙ Seek opportunities, if redevelopment takes place, to create new walkways and pedestrian connections from Downtown to the parking areas along Phillips Park Road and to the Mamaroneck River.
- ⊙ Facilitate/promote the concept of buildings on the east side of the Avenue having front and rear entrances.

Recommendations

Priority (start within the next year)

6-1. Initiate the Mamaroneck Avenue Complete Street Project.

6-2. Commercial Revitalization Strategy for Village Downtown.

- » Consider revising the zoning regulations so restaurants are permitted as opposed to a use requiring a special permit.

Short-Term (start within 1-2 years)

6-3. Launch the Downtown Reconnects to the River Project (Phase 1).

- » Engage downtown stakeholders to communicate and refine the goals and vision of this project.
- » Remove the canopy from the existing walkway and animate the walkway with temporary artwork (e.g., murals, sculpture, etc.). Install light fixtures to illuminate the walkway and highlight the artwork. Events in downtown should try to could incorporate the walkway into their respective festivities.
- » Consider concepts for creating a safe pedestrian path up to and across Phillips Park Road and to O'Connell Park and the Mamaroneck River. Consider improvements to O'Connell Park and the river's edge.

Related Recommendations

- ▶ **6-1** should be coordinated with the following recommendations from **Chapter 8: Transportation Systems**:
 - » **8-1: Prepare a Village-Wide Plan for Bicycle Facilities & Amenities**
 - » **8-2: Prepare a Complete Streets Implementation Plan**
 - » **8-3: Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes.**

VILLAGE/DOWNTOWN GATEWAY CORRIDOR (Mamaroneck Av, C-1)



Figure 93: Character Analysis Summary Graphic of "Village Downtown/Gateway Corridor" from the Moratorium Study

Current Conditions

This part of Mamaroneck Avenue is a gateway to the Village and Downtown. While Mamaroneck Ave emerges farther north, the area through which it runs is mostly residential, and the corridor reflects this character. There is a median in the middle of the road that is planted with grass and trees in places where the width permits. The sides of the road are framed by stone retaining walls that hold back the lawns of single-family houses that face the street. This character changes as motorists travel under the I-95 overpass. This part of the Avenue, which is where the Village Downtown/Gateway Corridor character district starts, is more commercial. The painted median gives way to double yellow lines. Utility poles line both sides of the street. One- and two-story commercial buildings are located along Mamaroneck Ave until Bradford Ave, where the development pattern starts to become more mixed with residential, institutional, and offices buildings constructed as tall as four stories. A grocery store recently opened at the site of a former CVS pharmacy.

The Transit-Oriented Development (TOD) Overlay Zone is located within this character district, which has led to the development of several new apartment buildings along the Avenue, including Grand Street Lofts at 690 Mamaroneck Ave. Near the end of this character district, the street has on-street parking and the building start transition into the types seen in the Village Downtown character district.



Figure 94: A map highlighting the “Village Downtown/Gateway Corridor” character district

Future Considerations

The gradual progression of land uses—from commercial and institutional to a mix of commercial and residential heights—and building heights—from one to four stories—should be maintained. The adopted text amendments to the zoning code (PLL-C 2019) ensure that some of this transition will remain by removing the Infill Housing Provision from this district between the Village boundary and Nostrand Avenue. In this section of the Avenue, commercial properties cannot be redeveloped into residential apartments or townhouses.

Given that this character district is a gateway into the Village and its Downtown, the Village should seek to improve the physical appearance of the corridor so that it looks more consistent and tidy. The grass verge along the road should be, for the most part, continuous. This would also better define the pedestrian path in front of properties where a well-defined sidewalk does not exist; typically in front of many of the auto-related businesses. Also, there are several properties on which the area between the curb and the building has been paved over entirely with asphalt (see Figure 95).



Figure 95: A wide expanse of asphalt fronts this building along Mamaroneck Avenue

The Village also should work with the County and NYSDOT to provide more pedestrian safety accommodations at appropriate intersections. For example, the sidewalks along the road end at the entry and exit ramps to I-95 without any crosswalks to guide pedestrians and indicate to motorists that pedestrians are permitted to cross over the ramp entrance (see Figure 96).



Figure 96: Sidewalks lead to the ramps along Mamaroneck Avenue for entering and exiting I-95, but there are no crosswalks

Goals & Recommendations

Goals

- ⊙ Improve the physical appearance of the corridor.
- ⊙ Improve pedestrian accommodations and safety along the corridor at appropriate intersections.

Recommendations

Short-Term (start within 1-2 years)

6-1. Improve Pedestrian Safety & Comfort in the Corridor.

- » Identify areas that need improvement that would require the involvement of private property-owners.
- » Identify areas and intersections that need improvement and communicate/coordinate with the County.

6-2. Commercial Revitalization Strategy for the Village/Downtown Gateway.

- » Consider other commercial uses that might be appropriate to permit in this character district.

MIXED RESIDENTIAL CORRIDOR (Halstead Ave, C-1)



Figure 97: Character Analysis Summary Graphic of “Mixed Residential Corridor” from the Moratorium Study

Current Conditions

This character district starts on Halstead Avenue at Jefferson Street, which is a short walk east from the front of the main train platform. Halstead Avenue is a two-lane road with parallel parking on both sides of the street. It is a bus route and so there are bus stops and shelters located at several points along the street. It has a mix of detached single family houses, two- to four-family houses, and two-story buildings with some historic character that consist of a ground floor divided into storefronts and apartments on the second floor. The setbacks of the buildings vary. Some buildings were constructed up to the sidewalk while others, typically the houses, were set back at least ten feet from the sidewalk, leaving space for a lawn. The edges of these lawns are lined with features such as fences (white picket, rail, and chain link types) and shrubs. Some front yards are elevated slightly above the sidewalk level and have retaining walls and short ornamental fences. The various fences and hedges contribute toward the overall character of this district. Some of the parcels in this area, especially along the north side of the street, are relatively deep and have detached garages or parking areas behind the primary structure.

Most of the buildings have two stories, with the exception of 525 Halstead Ave, which is a four-story building with ground floor retail and three stories of apartments. The businesses located on Halstead Avenue are typically neighborhood-serving, such as a tailor, locksmith, deli, barber shop, and a few restaurants. Some of the facades and signs appear weathered and with storefront windows cluttered with signs and decals. At the corner of Halstead Avenue and N. Barry Avenue is a prominent, wide office building with a plain facade. Across the street is a small building containing an ice cream shop surrounded by an asphalt parking lot with a single chain-on-post fence installed along the edges of the lot.

Future Considerations

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for existing residential and commercial properties to be redeveloped as for-sale townhouses (see Figure 83 on page 108). Over time, this type of redevelopment could change the character of the district from a mixed residential and commercial district into one that is mostly residential. The adopted text amendments (PLL-C 2019) retain the Infill Housing Provision in this district but requires the provision of affordable housing units based on the number of units being developed. Developments consisting entirely of affordable units are offered a higher FAR, a greater maximum lot size, and, if five or more units, slightly increased lot coverage. The maximum permitted height is 35 feet, or three stories.

The Village should strive to maintain the physical characteristics of buildings and properties that give this district its unique appearance and feeling. This area is currently zoned C-1, which means many of the existing types of residential buildings are non-conforming.

Goals & Recommendations

Goals

- ⊙ Improve the appearance of commercial facades and the edges of parking lots.
- ⊙ Consider permitting additional types of commercial establishments for which demand exists.
- ⊙ Preserve the best architectural, form, and site design characteristics within this character district.

Recommendations

Priority (start within the next year)

6-1. Commercial Revitalization Strategy for the Mixed Residential Corridor.

- » Consider permitting daycare centers in this character district, a use that the Planning Department indicates there is a need for among families in the Village.



Figure 98: A map highlighting the “Mixed Residential Corridor” character district



Figure 99: Houses located on Halstead Avenue



Figure 100: Several commercial storefronts and a two-family house located on Halstead Avenue

Short-Term (start within the next 1-2 years)

- 6-2. Consider Zoning Standards and Design Guidelines to Preserve Certain Building Types, Architectural & Site Design Characteristics.** This strategy includes exploring the reduction of non-conformities so that prevailing building types that contribute to the character of this district are permitted. This district is zoned C-1. Form-based zoning approaches should also be considered.

- 6-3. Support and Encourage Business- and/or Property-Owners in Improving the Appearance of Facades and Parking Areas.**

REGIONAL COMMERCIAL CORRIDOR (Post Road East, C-1)

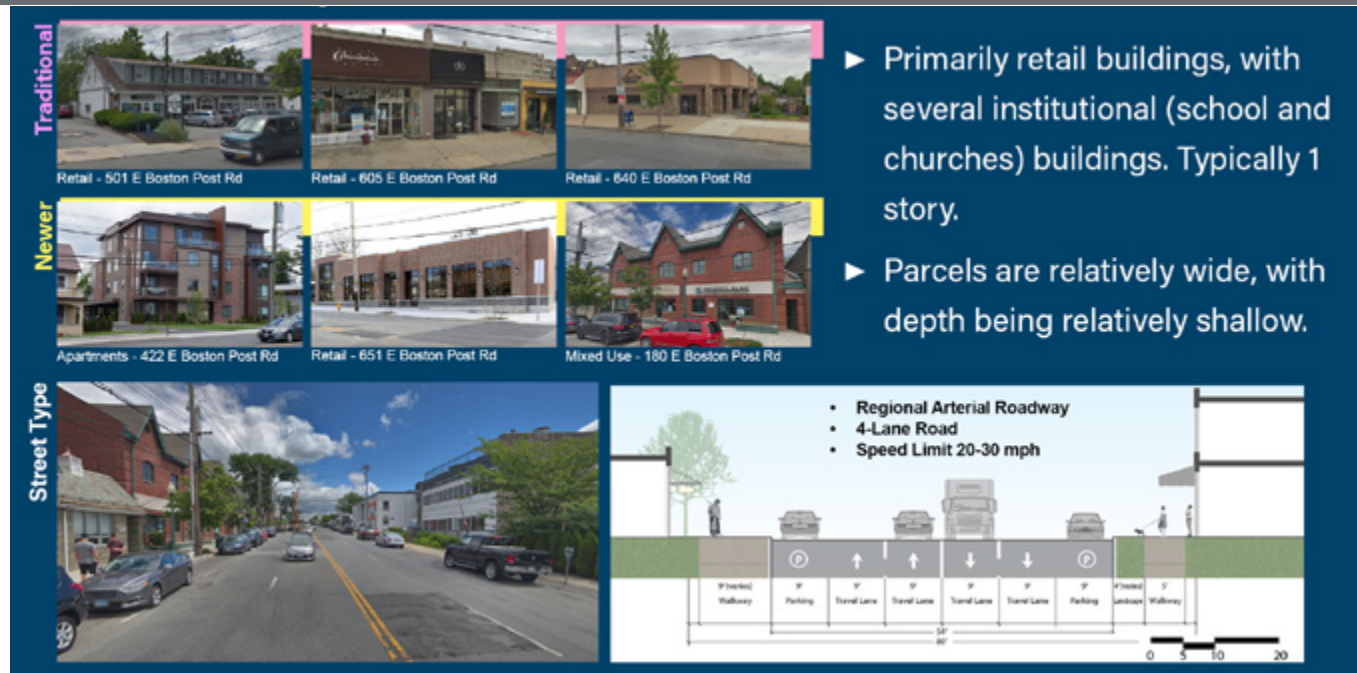


Figure 101: Character Analysis Summary Graphic of "Regional Commercial Corridor" from the Moratorium Study

Current Conditions

Post Road in the Town of Rye is a quiet and leafy corridor with thick tree cover on either side of the road. This scene changes abruptly at the border of the Village of Mamaroneck. The tree cover and greenery gives way to a busy, suburban, commercial corridor. E. Post Road in the Village has on-street parking in some sections that serve the car dealerships and auto repair shops located on either side of the roadway. Between Harrison Avenue and Stuart Avenue, the roadway slopes up and it becomes a one-sided corridor, with businesses located on the north side. After Stuart Avenue, the corridor resumes being a two-sided commercial corridor.

Overall, the appearance of buildings along this corridor is not consistent, except that most of the structures are detached single-story buildings. Some businesses are located in simple, box-shaped structures while others are located in houses with some historic and ornate features. At N. Barry Ave, the buildings become longer, containing multiple storefronts that front the sidewalk, but this pattern continues only for several blocks. The pattern resumes on the south side of Post Road closer to Mamaroneck Avenue, which is where Downtown starts.

On the north side of the street, between Spruce Street and Beach Street, is a section of the E. Post Road corridor that is distinct in form and use from the rest of the district. Framed by Tompkins Avenue to the north, the triangular-shaped block contains a varied mix of buildings, including two churches and associated buildings, a two-story office building, a new four-story apartment building, and a prominent, light yellow retail/office building at the corner of Post Road and Beach Street (see Figure 104 on page 125). The Mamaroneck United Methodist Church is listed on the National Register of Historic Places.

The programming of the buildings covers a wide range of commercial goods and services including: a motel,



Figure 102: A map highlighting the “Regional Commercial Corridor” character district



Figure 103: A view of the 500 block (south side) of Post Road East



Figure 104: A mixed-use building located at 180 Post Road East whose architecture complements that of the building housing the French American School

gas stations, automobile dealerships, a specialty sporting goods store, professional offices, banks, a grocery store, a pharmacy, nail salons, a dance studio, and a martial arts academy. Along the south side of the street near Beach Street is a small cluster of restaurants, two of which offer sidewalk dining. There are three larger, standalone restaurants located along the corridor, including the Mamaroneck Diner, a recently-expanded brew pub located near N. Barry Avenue, and an Italian restaurant near Frank Avenue.

Future Considerations

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for commercial properties to be redeveloped as for-sale townhouses and apartments (see Figure 83 on page 108). Over time, this type of redevelopment would change the character of the district from one that is primarily commercial to a mixed commercial/residential corridor. However, the adopted rezoning (PLL-C 2019) reduces the scale of potential redevelopment in the C-1 zoning district by decreasing the maximum building height from 45 feet to 25 feet, or two stories. One story is permitted to contain residential units.

This mixed, two-story, retail/residential program has a precedent in the corridor. The building at 180 E. Post Road is a two-story structure with ground floor commercial establishments and two 2-br/1ba apartments on the second floor (see Figure 104). This building is also noteworthy for its architecture. The brick facade, windows, and pitched roof complements one of the buildings on the 500 block that houses the French-American School of New York.

Goals & Recommendations

Goals

- ⊙ Improve the physical appearance of the corridor.
- ⊙ Consider strategies for sustaining and revitalizing commerce in this section of the corridor.

Recommendations

Priority (start within the next year)

6-1. Commercial Revitalization Strategy for Post Road East

- » Consider permitting daycare centers in this character district, a use that the Planning Department indicates there is a need for among families in the Village.
- » Consider other commercial uses that might be appropriate to permit in this character district.

HARBORVIEW/REGIONAL MIXED CORRIDOR (Post Road West, C-1)



Figure 105: Character Analysis Summary Graphic of “Harborview/Regional Mixed Corridor” from the Moratorium Study

Current Conditions

The W. Post Road corridor contains a mix of uses and building types, including apartments, townhouses, public institutions, and retail pads and strips, ranging from one to three stories. Unlike the Post Road East district, Post Road West contains several national retailers, including Starbucks, McDonald’s, and Boston Market, which are likely supported, in part, by car and foot traffic from Mamaroneck High School and Mamaroneck Town Center, which are both located next to each other along the north side of W. Post Road. As one travels toward along W. Post Road toward Mamaroneck Avenue, the harbor appears to the right. Two new residential developments have been constructed in the past several years along the north side of this part of W. Post Road. One of these developments is located near the intersection at Orienta Avenue while the other townhouse development directly faces the harbor.

Between Mt. Pleasant Avenue and Mamaroneck Avenue, the character of the buildings on the north side appears more similar to those in the Village Downtown character district. The buildings, most of which have historic character, are attached, three- to four-story structures with ground floor retail stores. They were constructed up to the sidewalk and there are on-street parking spaces on both sides of the street (see Figure 108 on page 128).

Future Considerations

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for commercial properties to be redeveloped as for-sale townhouses and apartments (see Figure 83 on page 108). Over time, this type of redevelopment would change the character of the district from one that is primarily commercial to a mixed commercial/residential corridor. However, the adopted rezoning (PLL-C

2019) reduces the scale of potential redevelopment in the C-1 zoning district by decreasing the maximum building height from 45 feet to 25 feet, or two stories. One story is permitted to contain residential units.

Goals & Recommendations

Goals

- ⦿ Consider strategies for sustaining and revitalizing commerce in this section of the corridor.

Recommendations

Priority (start within the next year)

6-1. Commercial Revitalization Strategy for Post Road West

- » Consider additional commercial uses that might be appropriate to permit in this character district.



Figure 106: A map highlighting the "Harborview/Regional Mixed Corridor" character district



Figure 107: A commercial building on the 500 block (north side) of Post Road West

POST-INDUSTRIAL NEIGHBORHOOD (Washingtonville, R-4F)



Figure 108: Character Analysis Summary Graphic of "Post-Industrial Neighborhood" from the Moratorium Study

Current Conditions

Also known as "The Flats," due to its low elevation within the Sheldrake River floodplain, Washingtonville is one of the Village's older neighborhoods, though the housing stock has been refreshed over time. It is an Environmental Justice community because it meets federal and state metrics for minority residents and poverty levels. The EPA's definition of "environmental justice" is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. "Fair treatment" means that no group of people should bear a disproportionate burden of environmental harms and risks, including those resulting from the negative environmental consequences of industrial, governmental, and commercial operations or programs and policies. Washingtonville is one of the most flood-prone areas of the Village.

The neighborhood consists of a mix of residential building types including single-family, duplexes, and multi-family houses with small front yards along narrow streets. Some are owner-occupied and others consist of rental living. Streets are mostly one way with on-street parking on the north side. The median household income in this neighborhood is lower than other parts of the Village while the percentage of rent burden households is higher. The zoning is R-4F.

Future Considerations

The *Moratorium Study* indicates strong potential for the redevelopment, over several decades, of approximately 40 percent of the properties from either residential rentals into for-sale townhouses or owner-occupied 1- to 3-unit houses into for-sale townhouses. The Infill Housing Provision does not apply to the Washingtonville area but it is included in all of the scenario summary maps because it was part of the build-out analysis and fiscal impact analysis. The moratorium on residential subdivision into two or more lots applied to Washingtonville (R-4F) and all other residential districts in the Village.

Given Washingtonville's status as an Environmental Justice community, its residents are

Goals & Recommendations

Goals

- ⊙ Maintain the affordability of residential living space in the neighborhood.
- ⊙ Improve pedestrian connections to Columbus Park.

Recommendations

Priority (start within the next year)

- 6-1. Create a Affordable Housing Retention Strategy for Washingtonville**
 - » Consider various models for maintaining affordable rents and/or purchase prices (e.g. community land trusts, limited equity, co-housing).
 - » Work with partners such as the Washingtonville Housing Alliance and the Community Resource Center.
- 6-2. Improve Pedestrian Safety and Connections to Columbus Park.** A critical step is to make the intersection at Mamaroneck Avenue and Waverly Avenue safer to cross so that residents in Washingtonville are better connected to an adjacent open space amenity, Columbus Park, and the commercial activity in the Village/ Downtown Gateway character district.



Figure 109: A map highlighting the "Post-Industrial Neighborhood" character district



Figure 110: A recently-constructed two-family house in Washingtonville

Related Recommendations

- ▶ **6-3 is part of 8-3 Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes.**



photo by Doug Kerr (licensed by CC BY-SA 2.0)



7. HISTORIC PRESERVATION

a. Introduction

Historic preservation is an important tool that the Village should consider enhancing in its efforts to maintain the character of its residential neighborhoods and receive other ancillary benefits of preservation. The **2012 Comprehensive Plan** recommended it and this Plan Update carries forward these recommendations.

b. 2012 Goals, Objectives, Recommendations

The **2012 Comprehensive Plan** recommends that the Village enact and implement a historic preservation program. This recommendation applies Village-wide, and not exclusively in residential neighborhoods. Several chapters of the 2012 Plan touch on the topic of historic preservation. None of the recommendations have been enacted yet.

2012 Chapter 7: Neighborhoods & Housing

2012 Goals

- ☉ Maintain the traditional character of residential neighborhoods.

2012 Recommendations

- a. Resurrect Landmarks Commission (LC) or combine with Board of Architectural Review (BAR).

a. Introduction

b. 2012 Goals, Objectives, Recommendations

c. State Framework & Support for Historic Preservation

d. Village Historic Landmarks

e. Goals & Recommendations

2012 Chapter 12: Municipal & Cultural Facilities

2012 Recommendations

- a. Either (1) restart regular meetings of the Village Landmark Commission to develop an agenda for protecting existing landmarks, identifying potential new landmarks, historic districts, and building interiors, or (2) review the potential to combine the functions of the BAR and LC.
- b. Determine how the Village's local landmark law can be refined and improved to ensure protection for historic buildings and landmarks.

Progress on 2012 Goals & Recommendations

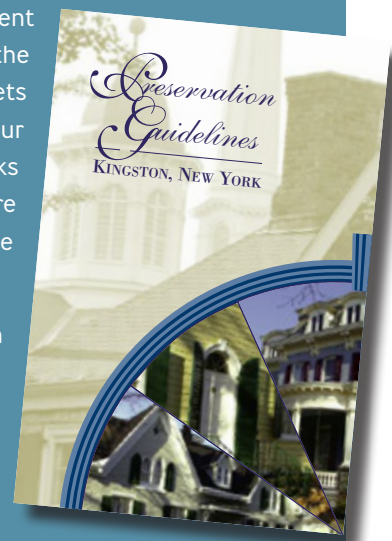
The functions of the BAR and LC have been combined.

Kingston Fine-Tunes its Preservation Framework

The **City of Kingston**, located in Ulster County, is a Certified Local Government with a Heritage Area and a Local Waterfront Revitalization Area. In 1966, the city began to recognize and designate certain buildings and districts as assets to the city's current and future residents. By 1991, the city had established four historic districts. Its first landmark ordinance created a Historic Landmarks Preservation Commission (HLPC) and designated The Stockade District, where the first settlers had lived, as a local historic district area. The Stockade District is also listed on the State and National Register of Historic Places.

Kingston produced guidelines to assist propertyowners through the design review process and to provide guidelines for restoring a home or commercial building. The city continues to fine-tune its preservation process, using the Preservation Model Law as a basis for reexamining its ordinance. It is considering, among other revisions, the potential for the Planning Board to determine the scale and massing of new construction in a historic district and the potential for coordinated review between the Landmarks Commission and the Planning Board. The Vice Chair of HLPC remarked in a 2018 article titled "Moderating Change: Kingston's Landmarks Preservation Commission":

...Having a strong ordinance is only part of the equation that makes for an effective preservation program ... A strong program is also dependent on a qualified and trained commission that follows its rules of procedures; it's dependent on the Code Enforcement Officer to ensure that the law is being abided by; it's dependent on the city's corporation counsel to litigate when the law isn't followed; it's dependent on zoning that reflects current realities and values; it's dependent on the community to consistently support preservation-friendly policies; and as with any municipal program, preservation needs representation within the administration and it needs funding.



c. State Framework & Support for Historic Preservation

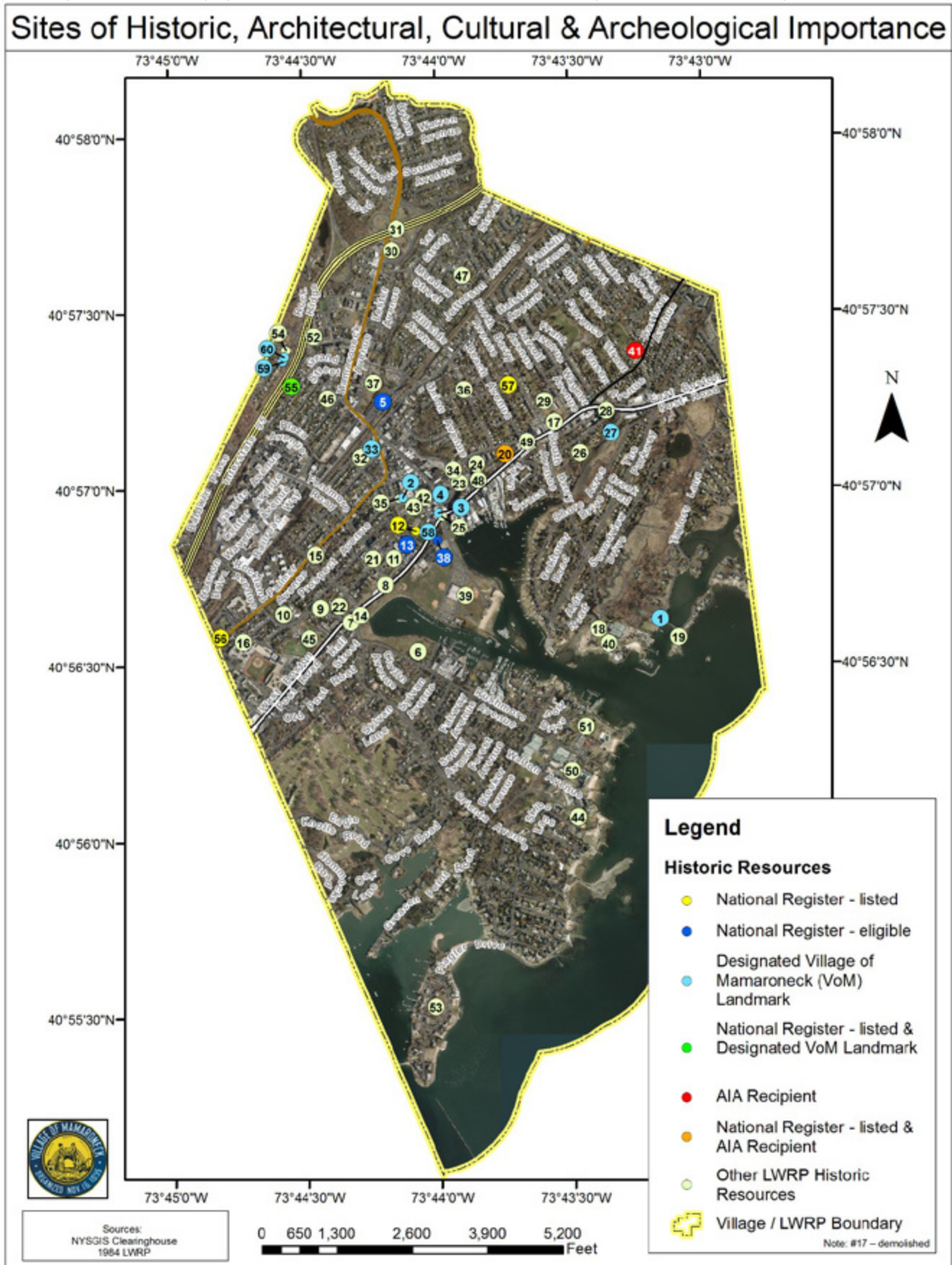
Throughout the state, communities are recognizing that historic buildings, sites, and neighborhoods form the core of economically stable and attractive areas which make an important contribution to the quality of life. The State Historic Preservation Office (SHPO) coordinates the federally-sponsored Certified Local Government (CLG) Program and provides assistance to participating/member communities. Participation in the CLG is a way to receive professional guidance and support to shape the future of a community.

CLG supports and strengthens local preservation activities by assisting communities to achieve their preservation goals through the development of an action plan. CLG is a nationwide initiative that directly links a community's preservation goals to state and federal preservation programs. Each state's Historic Preservation Office administers the program through a variety of services designed to help communities protect, preserve, and celebrate their historic resources.

Figure 111: Mamaroneck High School (photo by Doug Kerr, licensed by CC BY-SA 2.0)



Figure 112: Map identifying sites of historic, architectural, cultural, and archaeological importance in the Village (source: LWRP)



d. Village Historic Landmarks



Figure 113: The Mamaroneck United Methodist Church

The Village was incorporated in 1895, and much of its waterfront and downtown core was developed by the 1920s and 1930s. Thus, many built features within these areas are considered to be of local historic or architectural importance. Additionally, prehistoric and historic archaeological remains may exist in the Village, and the Mamaroneck Harbor area has been designated as an archaeologically-sensitive area by the State Office of Parks, Recreation and Historic Preservation (SHPO).

The Village's Draft **Local Waterfront Revitalization Plan** (LWRP) notes that, in the 1980s, the Village's Historical Society and Landmarks Advisory Committee identified 54 sites of Historic, Architectural or Archaeological importance, which were listed as historic resources in the LWRP. Figure 112 on page 136 table identifies the historic and cultural sites documented in the 1984 LWRP, and the historic and cultural resources subsequently identified within the Village. The resources are comprised of designated Village (VoM) Landmarks; National Register of Historic Places listed and eligible sites; American Institute of Architects (AIA) award recipient sites; and other LWRP Historic Resources. Any site or structure that has been deemed eligible under the State Office of Parks, Recreation and Historic Preservation Program merits the same protection under the LWRP.

Chapter 218 of the Village Code governs Historic Preservation, providing for the formation of a Village Landmarks Advisory Committee, which can retain professional consultants, conduct surveys, make recommendations for preparation of maps and historical markers, and advise the Board of Trustees on matters involving historic or architectural sites and buildings. The Landmarks Advisory Committee currently is not functioning. Under the local law, the Board of Architectural Review may also grant a Certificate of Appropriateness for any alterations or additions to historic structures.

The table in Appendix B lists individual locally-designated landmarks. In addition to these locally-designated landmarks, the Mamaroneck United Methodist Church, the St. Thomas Episcopal Church complex, the Albert E. and Emily Wilson House located at 617 Brook Street and Walter's Hot Dog Stand were listed on the



Figure 114: Melbourne Avenue has many older houses with historic character such as the one in this photo

National Register of Historic Places in 1992, 2003, 2007 and 2010, respectively.

Historic markers have been assigned to various buildings and neighborhoods in the Village. For example, Melbourne Avenue, which may be eligible for designation as a landmark district, has unofficial signs denoting the neighborhood's historic interest. However, there are no special historic design guidelines. The local law is not closely enforced and currently serves simply as a record of individual landmarks within the Village. Furthermore, pursuant to Village Code, landmarking requires an owner's consent, which is often difficult to obtain due to the restrictions placed on the landmarked property or building. The BAR, however, does regulate locally-designated landmarks through the issuance of certificates of appropriateness.

e. Goals & Recommendations

Goals

2012 Goals (Updated)

- ⊙ Maintain the traditional characteristics of houses in residential neighborhoods.

New Goals

- ⊙ Enhance historic preservation controls in the Village.

Recommendations

Priority (start within the next year)

- 7-1. Convene a Historic Preservation Task Force.** Review **Chapter 218. Historic Preservation** and consider modifications based on model ordinances, ordinances from similar communities, and best practices.

Short-Term (start within 1-2 years)

- 7-2. Consider Initiating the Process to become a Certified Local Government (CLG).** Benefits of the program include: access to State Historic Preservation Office staff for technical assistance and training, participation in an online network with other CLG communities, the latest information on topics critical to local preservation, and grants to support local preservation and educational activities. Communities have used CLG funding to conduct historic resource surveys, produce publications, undertake planning studies, and present training programs.
- 7-3. Adopt a Revised Preservation Ordinance.** See the Model Preservation Law in the Resources & Examples section.

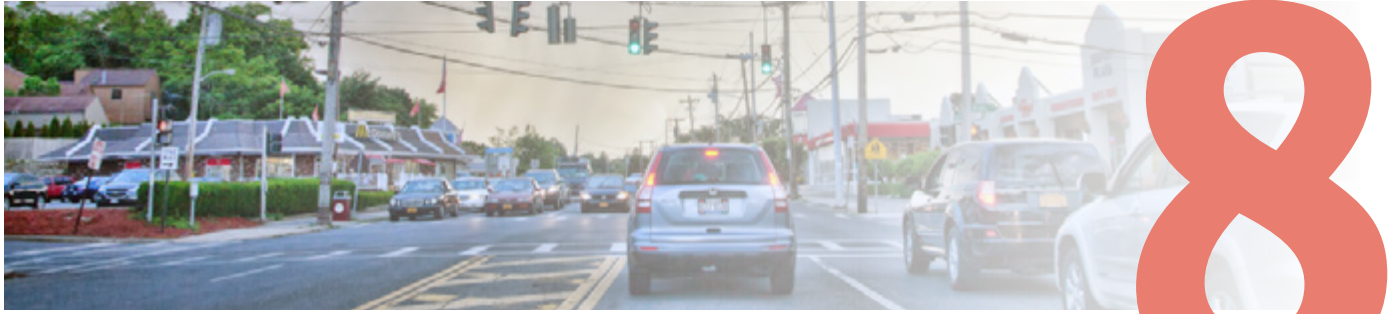
Mid-Term (start within 3-4 years)

- 7-4. Designate New Historic District(s).**

Resources & Examples

- ▶ **Preservation League of New York State Model Preservation Law.** A revised Model Preservation Law was produced in 2014 for municipalities to update their existing laws and to encourage more communities to evaluate and implement historic preservation. A supplemental guide was also produced to explain the structure, components, and language necessary to create an ordinance.
- ▶ **Village of Larchmont, NY Historic Preservation Task Force.** Larchmont convened a task force to be studying historic preservation and has produced an annual report on its activities and findings.





8. TRANSPORTATION SYSTEMS

a. Introduction

This chapter focuses on those aspects of **Chapter 9: Traffic & Transportation** of the *2012 Comprehensive Plan* that pertain to Village-wide transportation systems. Chapter 9 of the 2012 plan includes a range of topics including parking, streetscapes that have connections with land use and, therefore, are in Chapter 6 of this plan.

b. 2012 Goals, Objectives, Recommendations

2012 Chapter 9: Traffic & Transportation

The Goals and Objectives of this chapter of the 2012 Plan all represent actionable recommendations that more appropriately fit within **Chapter 6: Land Use & Development** of this Plan Update. The Recommendations of this section all generally represent Village-wide transportation system initiatives and are appropriately addressed in this chapter of the Plan Update.

2012 Goals & Objectives

- ⊙ Provide additional short-term parking for shoppers and visitors in the vicinity of Mamaroneck Avenue.
- ⊙ Review the Village’s parking regulations to determine whether they require updating, especially those of multifamily developments.
- ⊙ Develop guidelines for unattractive streetscapes and specific areas of concern.
- ⊙ Complete the streetscape improvements along Mamaroneck Avenue north of the train station.
- ⊙ Map potential opportunities for additional public parking areas within the downtown area.
- ⊙ Establish/maintain a dedicated parking fund.

a. Introduction

b. 2012 Goals, Objectives & Recommendations

c. Transportation System Trends & Local/Regional Responses

d. Current Conditions

e. Goals & Recommendations

2012 Recommendations

- a. Prepare a Transportation and Pedestrian Improvement Plan.
 - » Focus on improving the design of major intersections for pedestrian safety. Key intersections include: Mt. Pleasant, Bishop, Halstead, Mamaroneck Avenues and Mamaroneck Ave/ Post Road.
 - » Assess connectivity of sidewalks within a ½ mi. radius of schools and train station; study viability of designated bicycle lanes and/or shared bicycle/automobile lanes along Village roads.
 - » Focus improvements on arterial roads to train station.
- b. Explore viability of installing roundabouts at key intersections in order to improve traffic flows and to provide a more attractive streetscape. Potential candidates for study include: Mt. Pleasant/Halstead/ Mamaroneck Avenues and Mamaroneck Ave/Post Road.
- c. In consultation with the Police Department, Planning Board, Traffic Commissioner and Department of Public Works, consider adding speed humps, neck downs or other traffic calming devices on a case-by-case basis in select areas, such as at South Barry Avenue/The Parkway.
- d. Develop an access management program that reduces the number of driveways and curb cuts along Post Road and Mamaroneck Avenue north of the train station by encouraging connections between adjacent properties or shifting driveways to side streets.

Progress on 2012 Goals, Objectives & Recommendations

- ▶ The 2012 Goals and Objectives are best reviewed within a geographically-focused land use and development context. See **Chapter 6: Land Use & Development**.
- ▶ **Wayfinding Plan.** The Village has completed a wayfinding plan and has installed the first phase of signs (see Figure 115).
- ▶ **Transportation and Pedestrian Improvement Plan.** The Village has not yet prepared a comprehensive Transportation and Pedestrian Improvement Plan. Two initiatives that touch on the topics that such a plan would cover include an NYU student capstone project on Complete Streets that assessed pedestrian and bike conditions in the Village and adjacent communities and a bicycle route study completed by the Town of Mamaroneck that also identifies potential bicycle routes in the Village (see Figure 116).
- ▶ **Traffic & Pedestrian Safety.**
 - » The Traffic Committee has been actively advocating for pedestrian safety. It produced the report *Mamaroneck Walking Safety Assessment: Halstead Avenue and North Barry Avenue*, which summarized the observations of Traffic Committee members along with local, state, and federal officials of conditions along two corridors of concern that are routes to schools.
 - » The Village is exploring redesigning the complicated intersection at Mt. Pleasant Avenue/ Mamaroneck Avenue/Halstead Avenue/Bishop Avenue, which is a critical connection in Downtown to and from the train station. The Village's traffic engineering consultant has produced concepts for redesigning this intersection (see Figure 117) and the County has indicated preliminary approval

Figure 115: A new directional sign



if the Village pays for the improvements, which could amount to more than \$600,000. The Village might utilize CDBG funds for this purpose.

- » The Village passed a **Vision Zero** resolution in 2019. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Village will form a Vision Zero Task Force to advise the Board of Trustees on the development and implementation of a Vision Zero Safety Action Plan. The task force will be comprised of a variety of organizations and agencies that need to coordinate.

Figure 116: The Town of Mamaroneck's bicycle route study identifies potential bicycle routes in the Village

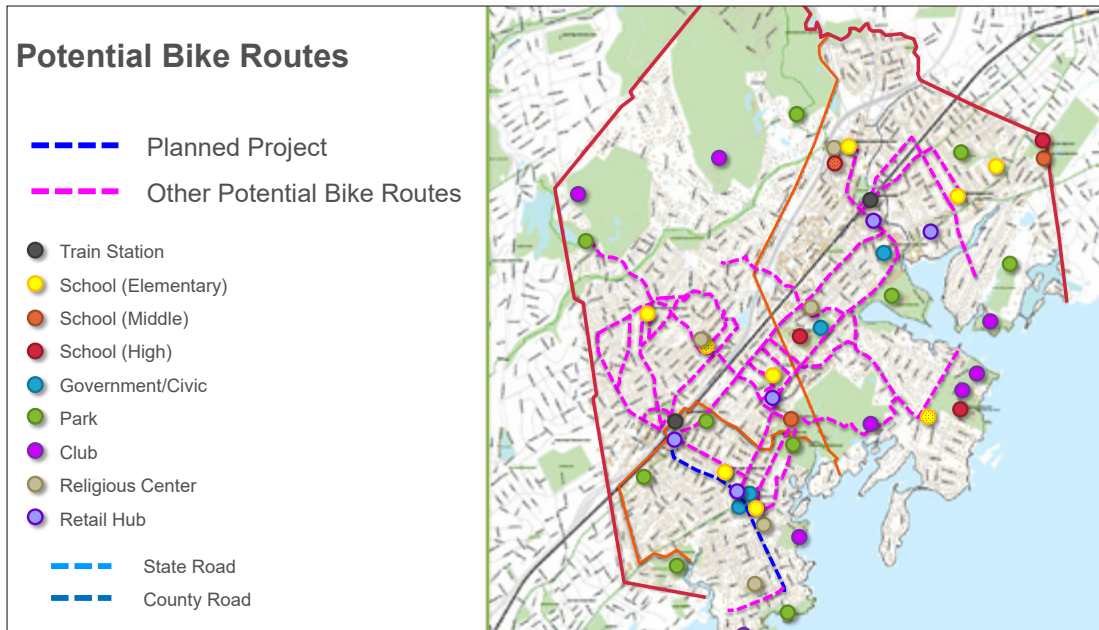
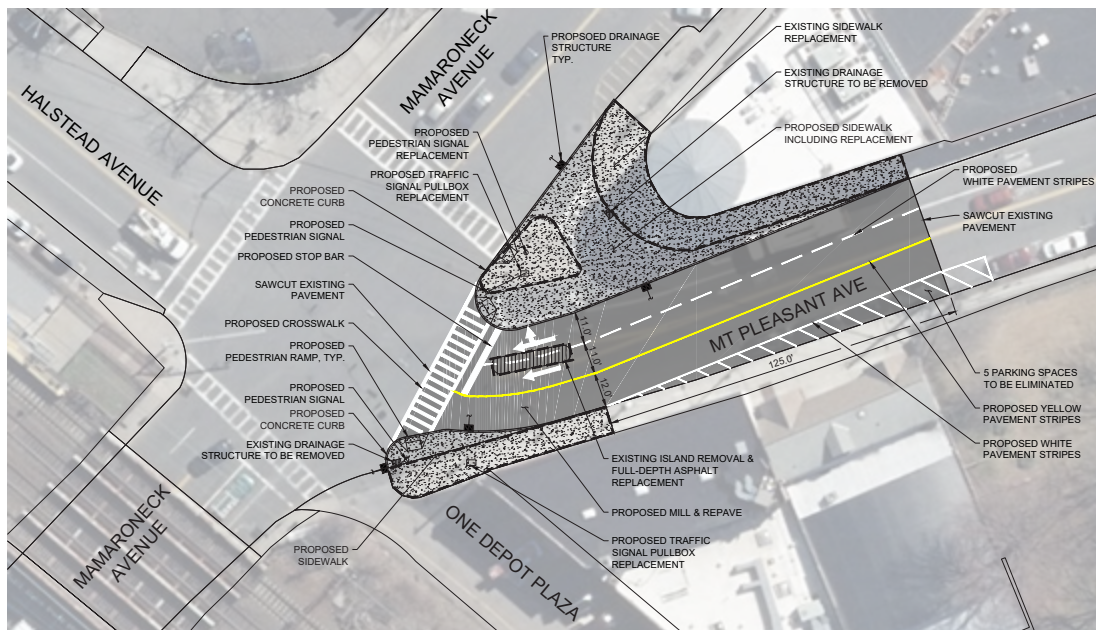


Figure 117: A conceptual redesign of a critical intersection along Mamaroneck Ave (drawing by AKRF)



CONCEPT SITE PLAN
SCALE: 1" = 30'

c. Transportation System Trends & Local/Regional Responses

While the 2012 Plan's recommendations are still valid, they were developed almost a decade ago. New transportation trends and technologies have evolved quickly since then and have spread across the country, gaining widespread adoption among consumers and drawn the attention of municipalities, counties, and state agencies. The Village should stay up-to-date on these trends and technologies because they can have significant impacts on local and regional mobility, parking demand, street design, and even land use.

Changing Preferences & Paradigms

Many people are seeking more walkable and bike-friendly environments and, especially in urban areas, reconsidering car ownership due to the high costs of parking, insurance, and maintenance. At the same time, communities across the country have been utilizing broader and more strategic approaches toward transportation systems, ones that takes into consideration all of modes of transportation, not just cars. New paradigms that accommodate multiple modes of transportation and promote safety of all users have started to take hold, changing the way many municipalities and regional and state agencies plan and design transportation systems. **Complete Streets** and **Vision Zero** are among these new paradigms. Organizations such as the National Association for City Transportation Officials have produced new standards and detailed guidance on topics such as multi-modal street design to complement these movements.

At the state agency level, the concept of context-sensitive solutions (CSS), which emerged almost two decades ago, supports these local efforts. This is important municipalities typically contain several roads managed by NYSDOT. CSS strives for outcomes that meet transportation service and safety needs, as well as environmental, scenic, aesthetic, cultural, natural resource, and community needs.

Village and Other Local Response to Trend

- ☑ The Village has adopted resolutions supporting both **Complete Streets** and **Vision Zero**.
- ☑ Mamaroneck Schools participates in the **Larchmont/Mamaroneck Safe Routes to School Initiative**.

Widespread Adoption of Ride-Hailing Apps

Ride-hailing apps such as Uber and Lyft have quickly spread across the country, offering people on-demand car transport at the touch of a button on their mobile phones. These apps are especially useful for people who do not own a car and those who cannot drive due to age. Transportation agencies have turned to ride-hailing apps to supplement their own services and municipalities have done the same to test potential solutions to traffic congestion and parking supply challenges. For example, it is increasingly common to see municipalities in areas where train station parking is especially limited partnering with a ride-hailing service to provide cost-effective transportation for commuters from their houses to the train station.

Covering the “First and Last Mile”

In 2018, Westchester County produced the *Westchester County Bee-Line System First & Last Mile Connections Mobility Study*. It states that despite the extensive transit network available in the region, gaps exist,



Figure 118: Route 62 in Hamburg, NY was redesigned through a Complete Streets approach (photo by NYSDOT)



Figure 119: Norwalk Transit District (CT) launched WHEELS2U, an on-demand ride-sharing service for mobility in downtown Norwalk.

especially in serving the first and last mile segments of a trip. These gaps include instances where there is no viable option other than driving to a train station or bus stop, corporate site, or any other destination situated outside a corridor served by transit. The report recommends that the County initiate a pilot program that would eliminate one or more of the least efficient routes in the Bee-Line System or provide a new service that increases mobility where there is an unmet demand.

Advent of Sharing Systems

Sharing systems involving cars, bicycles, and, most recently, electric scooters have become especially popular and have provided options for getting from place to place without a personal vehicle. Most sharing systems involve fixed “pods” for picking up and returning a car or bicycle. For example, a ZipCar pod with two cars is located in the Mamaroneck train station parking lot. The cars can be reserved through an app and must be picked up and dropped off at the pod location. Electric scooters typically are dockless, which means they can be parked anywhere within a certain geographic range.

Emergence of Microtransit

Most communities are familiar with shuttle services, which typically operate on fixed routes to provide transportation connections. Microtransit is different; it offers flexible routing and/or flexible scheduling of minibus vehicles and is shared, on-demand, and app-based (see Figure 119). Travelers with the same or similar trip pickup and drop-off locations are grouped together. One of the reasons a municipality or transit agency launch a microtransit system is to alleviate congestion by reducing the need for trips by single-occupant cars.

Redesigning Bus Transit Systems

Facing lagging ridership, competition from ride-hailing services, and an unfavorable reputation among some commuters, transit agencies have started rethinking their bus systems. Many agencies have invested in bus rapid transit, an approach that seeks to reduce transit times through fewer stops, dedicated lanes, and new buses and platforms designed to facilitate boardings and exits. Transit agencies have also been

comprehensively reexamining bus routes and service plans for the first time in decades. For example, in 2019 Westchester County launched an effort to comprehensively reexamine and redesign its bus routes.

Village & Other Local Response to Trend

- ☑ The Village has provided input to the Westchester County on Bee-Line through a survey of municipalities that was distributed in advance of the launch of its redesign initiative.

Promoting Electric Vehicle Infrastructure

New York State is striving to be ready to accommodate more than 30,000 plug-in electric vehicles by 2018 and 1 million by 2025 through **Charge NY**, which aims to accelerate electric car sales. The State is focused on raising awareness of technology and supporting the installation of more charging stations to make it easy to travel anywhere in New York in an electric car.

Hydrogen fuel-cell vehicles are another emerging trend to monitor. Automakers are experimenting with this technology for all sizes of vehicles—from cars to buses and trucks—with fueling infrastructure in the Northeast being planned by private sector partners.

Village Response to Trend

- ☑ The Village currently has an electric vehicle and a charging station that is available to the public (see Figure 120).



Figure 120: An electric vehicle using the charging station located in the Hunter Parking Deck (photo by Planning Department)

d. Current Conditions

The Roadway/Street System

The two major roadways that traverse the Village, I-95 and Boston Post Road (Route 1), are managed by the State. I-95 is part of the Interstate Highway System and the New York State Thruway. I-95 runs southwest to northeast through the Village of Mamaroneck, providing access to New York City and New Jersey to the south and to Hartford and Boston to the north. In its early days, Boston Post Road was a system of mail-delivery routes between New York City and Boston that evolved into one of the first major highways in the country. Route 1 carries traffic through the Village and connects to the Village of Larchmont and the Town of Harrison. Palmer Avenue (Route 44) and parts of Mamaroneck Avenues (Route 8) are County-maintained roadways. Palmer Avenue runs southwest to northeast before connecting with Mamaroneck Avenue in Downtown. Mamaroneck Avenue runs north through the Village and feeds traffic to I-95. The remaining roads in Mamaroneck are Village-maintained, except for private roads.

Functional Classification

The following content is adapted from Chapter 2 of NYSDOT's Highway Design Manual (Revision 91 - May 31, 2018). It updates similar content from Chapter 9: Traffic & Transportation of the 2012 Comprehensive Plan.

Functional classification is the process by which roads, streets and highways are grouped into classes according to the character of service they provide. Individual roads and streets do not serve travel independently but as part of a network of roads through which the traffic moves. For example, **interstates** move high traffic volumes at high speeds with limited local access, while **local roads** and streets are intended to avoid high-speed and volume for increased local access. **Arterials** and **collectors** provide intermediate service. The functional classification of a roadway is a major factor in determining the appropriate design criteria. Because they have fundamentally different characteristics, urban and rural areas are classified separately. The manual states that the design criteria classification selected should be made on the basis of the anticipated character of an area during the design life, rather than political or urban area boundaries. The Village is considered an urban area. This reference to urban and rural character is an important change in the **Highway Design Manual**, reflecting the relationship between the design details of roadways and the character of the areas through which they pass. The same map in the **2012 Plan** (Figure 9-1 on page 127 of the 2012 Plan) shows a prior version of functional classifications established by NYSDOT, which reflects an older functional classification system.

Figure 121 on page 148 identifies the functional classification of all roadways in the Village. I-95 and Route 1 are State roadways while Route 8 (Mamaroneck Ave), Route 127 (Keeley Ave/Harrison Ave), and Route 44 (Mt. Pleasant Ave/Palmer Ave) are County roads. Halstead Avenue, Palmer Avenue, and Old White Plains Road changed from from Collectors to Minor Arterials.

Traffic Volumes

Figure 122 on page 149 is a map indicating the average annual daily traffic (AADT) along major roadways in the Village. This data, which is from 2015, updates the map in the **2012 Plan**, whose data is from 2006.

Figure 121: Map indicating the functional classification of roadways in the Village (data source: NYSDOT)

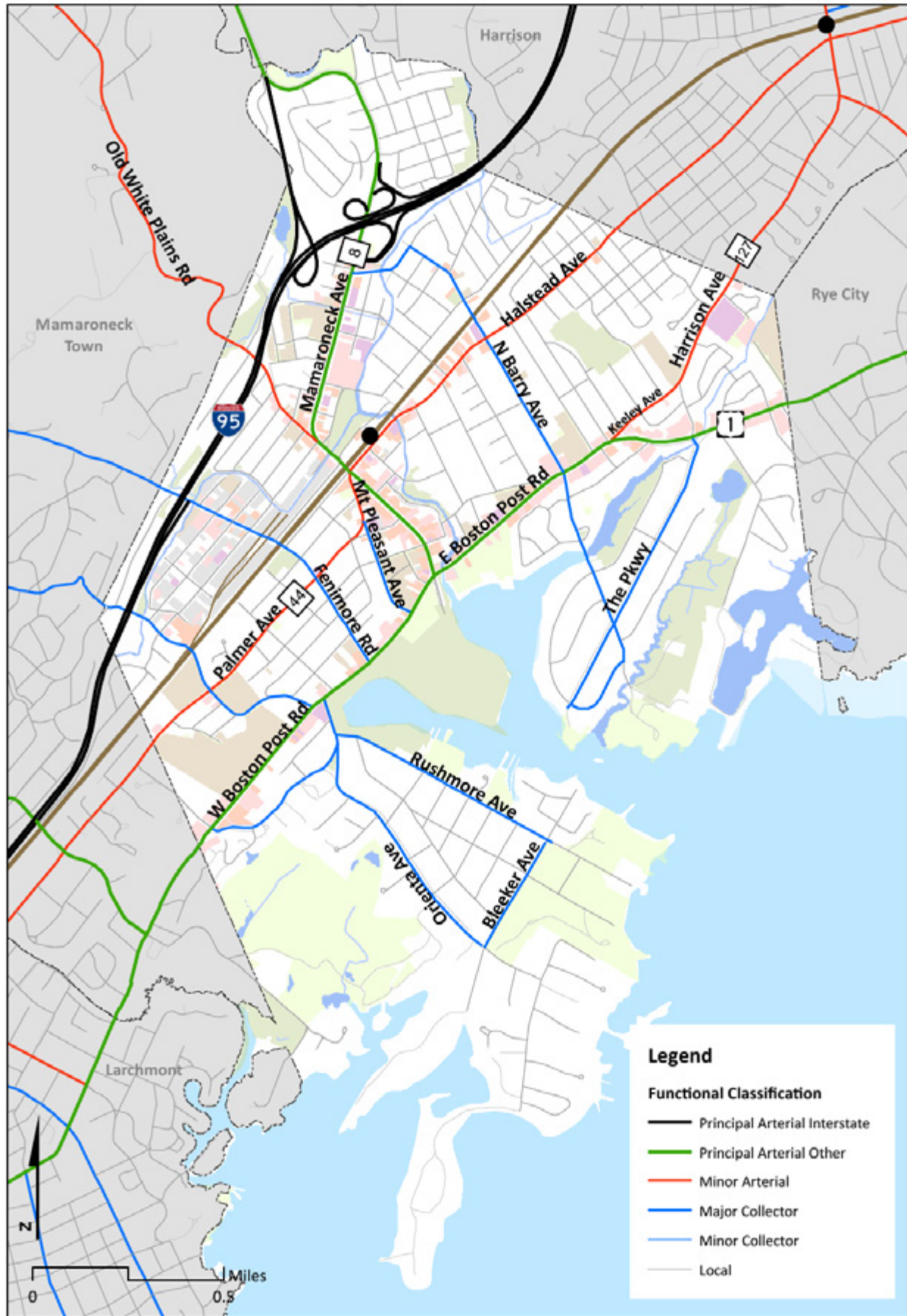


Figure 122: Map indicating annual average daily traffic (AADT) along major roadways in the Village (data source: NYSDOT - 2015)

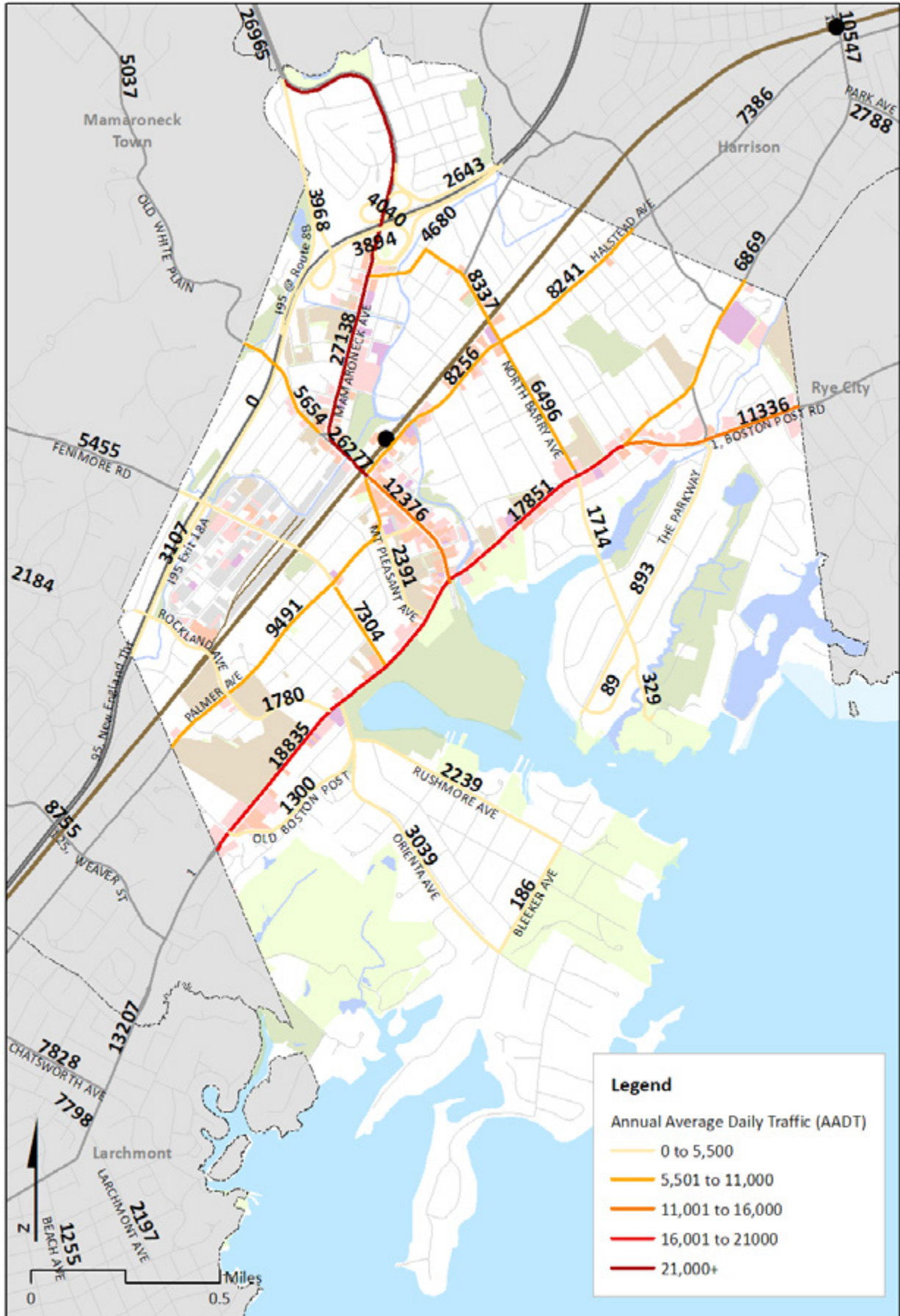


Table 11: Comparison of AADT of Major Roadways between 2006 and 2012

Road	Section	AADT (2006)	AADT (2015)	Change
MAMARONECK AVE	Old White Plains Rd to Harrison Town Line	19,655	27,138	+38%
MAMARONECK AVE	Halstead Ave to Old White Plains Rd	22,787	26,277	+15%
W BOSTON POST RD	Mamaroneck Town Line to Mamaroneck Ave	13,940	18,835	+35%
E BOSTON POST RD	Mamaroneck Ave to Keeley Ave (Rte 127)	19,290	17,851	-7%
E BOSTON POST RD	Harrison Ave to Rye City Line	17,290	11,336	-34%
PALMER AVENUE	Mamaroneck Town Line to Mamaroneck Ave	9,022*	9,491	-5%

Complete Streets & Vision Zero

The following content was adapted from The Centre for Active Transportation (TCAT) website at www.tcat.ca

Vision Zero is a concept developed in Sweden whose goal is zero serious injuries and deaths on the road. Vision Zero tends to attract public and political support around a clear and compelling goal. It demands urgent action and holds politicians accountable through a single measure: number of serious injuries or deaths. In terms of strategies, it opens the umbrella wide, making use of technology, enforcement, speed reduction, education and engineering solutions, although safe street design is central.

Complete Streets is a concept developed in the United States under which roadways are designed to enable safe access for all road users, regardless of age, ability or mode of transportation. Space for pedestrians, bicycles, transit users and people with disabilities are an integral planning feature. Particular care is given to protecting vulnerable road users and considering transportation inequities.

... Complete Streets and Vision Zero share a common focus on road safety. They are both responses to unacceptable traffic deaths and long-standing traditions of not supporting the needs of vulnerable road users. They also share a concern for transportation and health equity, with a recognition that dangerous designs and road deaths are not evenly distributed across the population. A strength of both approaches is that they bring together actors from across different sectors to work on road safety issues collaboratively ...

Complete Streets can fit within the engineering stream of a Vision Zero plan. It changes long-standing processes and priorities to ensure that streets across the entire system and in specific problem areas are designed to be safe as a matter of course. Complete Streets goes beyond Vision Zero in that it also serves complementary goals such as improving transit service and mobility, environmental sustainability, “placemaking,” and public health. Context is key, and Complete Streets looks carefully at how the built environment and the public realm interact to create streets that are safe for everyone. A community with both a Complete Streets policy and a Vision Zero plan can shift its transportation planning approach away from a unilateral focus on motor vehicle efficiency and toward safety and accessibility. A combined strategy can aggressively address unsafe road conditions, while also creating streets that are compelling places that support people making sustainable transportation choices.

Moratorium Study Traffic Analysis

Vehicular Travel

A traffic analysis was conducted for the Moratorium Study. The following six intersections were analyzed for existing conditions (see Figure 123):

1. Mamaroneck Ave at N. Barry Ave Ext/Andrew St
2. Mamaroneck Ave at Waverly Ave/Van Ranst Pl
3. Mamaroneck Ave at Halstead Ave/Mt Pleasant Ave
4. Boston Post Road (Route 1) at Fenimore Rd
5. Boston Post Road (Route 1) at Mamaroneck Ave
6. Boston Post Road (Route 1) at N. Barry Ave/S. Barry Ave

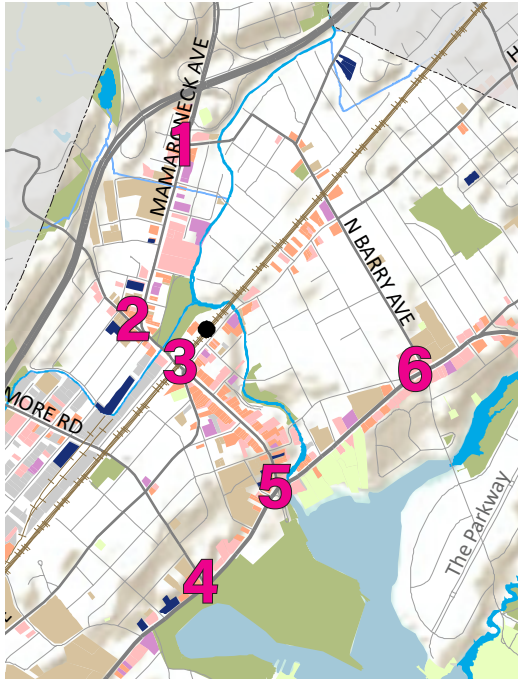


Figure 123: Map indicating the intersections analyzed for the Moratorium Study traffic analysis

Level of Service (LOS) is the measure of the quality of traffic at an intersection of a roadway, ranging from Level A (free flowing traffic) to Level F (forced flow, or very congested). Figure 124 describes each LOS “grade.” The traffic analysis revealed that the following locations experience lane groups with Level E or Level F in two or more peak hours:

- ▶ Eastbound Left Turn at Waverly Ave and Mamaroneck Ave
- ▶ Northeastbound Left Turn (Mt Pleasant Ave) at Mamaroneck Ave and Halstead Ave
- ▶ Northbound and Southbound Left-Through Lane Group at Mamaroneck Ave and Boston Post Road (Route 1).
- ▶ Southbound approach at Boston Post Road (Route 1) and N. Barry Ave/S. Barry Ave.

Table 12 on page 152 describes problems in each of these areas.

Bicycle Facilities & Amenities

The Village currently does not have any on-street bicycle facilities except for signs along the routes comprising the East Coast Greenway identifying them as a bicycle route. The Town of Mamaroneck completed a bicycle route study completed by the that identifies potential bicycle routes in the Village.

Despite not having any bicycle facilities in the form of lanes or other types of markings, people still bicycle through the Village for both commuting and recreation. Bicycle racks are present in downtown, at the train station, and at the schools. They typically

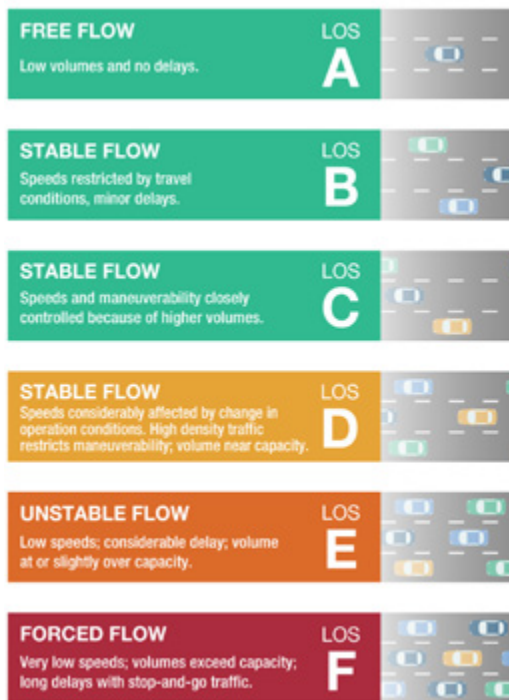


Figure 124: A diagram describing Levels of Service A through F (Source: Utah Department of Transportation)

Table 12: Description of Congested Intersection/Lane Groups





Congested Intersection / Lane Group	Description	Photo
<p>WAVERLY AVE & MAMARONECK AVE Eastbound Left Turn</p>	<ul style="list-style-type: none"> Operates at LOS F in AM peak hour and at LOS E in PM peak hour. Waverly Ave approach has high left turn volumes at peak hours, with limited green time allotted to minor street approach (Waverly Ave and Van Ranst Pl). North crosswalk with pedestrians crossing concurrently with minor street phase creates conflicts and reduces processing capacity of lane group, contributing to poor LOS. 	
<p>MAMARONECK AVE & HALSTEAD AVE Northeastbound Left Turn (Mt. Pleasant Ave)</p>	<ul style="list-style-type: none"> Operates at LOS F in weekday PM peak, and at LOS E in remaining analyzed peak hours. Three phase cycle dedicates the majority of green time to Mamaroneck Ave, limiting green time shared between Halstead Ave and Mt Pleasant Ave approaches which occur in separate phases. 	
<p>MAMARONECK AVE & BOSTON POST RD Northbound and Southbound Left-Through Lane Group</p>	<ul style="list-style-type: none"> Both lane groups operate at LOS E in the weekday PM and Saturday midday peak hours. Higher demand at northbound approach during weekday PM and Saturday peak hours reduces processing capacity for NB and SB left turns. Long cycle length can add to delays on minor street approaches (NB & SB); cycle length is longer when ped phase activated (via button). 	
<p>BOSTON POST RD & N. BARRY AVE/S. BARRY AVE and N. BARRY AVE/S. BARRY AVE</p>	<ul style="list-style-type: none"> Operates at LOS E in weekday AM, PM and Saturday midday peak hours Complicated actuated (demand-based) signal timing + five phase signal (w/actuated ped phase) provides limited green time to minor street to process high demand of EB and WB phases. NB approach includes a demand activated exclusive NB phase when vehicle enters NB left turn lane. SB approach consists of one approach lane for all movements due to N. Barry Ave street width (30 feet curb to curb). 	



Figure 125: Bicycles racks are nearly full at the train station, which demonstrates that a number of commuters travel to the train station by bicycle



Figure 126: Children wait to cross the street at the intersection of Boston Post Road and Mamaroneck Ave



Figure 127: The southbound platform at Mamaroneck Station (photo by June Marie, licensed by CC BY-SA 2.0)

appear to be full.

The cameras utilized during the *Moratorium Study* traffic analysis tracked 2 to 18 bicyclists at each intersection during peak hour (see Figure 123 on page 151). The highest number of bicyclists counted was 24 at the intersection of Mamaroneck Avenue and Boston Post Road.

Pedestrian Facilities & Amenities

Counts revealed that the highest concentration of pedestrians along Mamaroneck Avenue occurs adjacent to train station. The counts tracked 193 to 409 pedestrian trips in one peak hour at the intersection of Mamaroneck Avenue and Halstead Avenue and 100 to 173 pedestrian trips in one peak hour at the intersection of Mamaroneck Avenue and Waverly Avenue.

Public Transit Systems

Train Service

Metro-North Railroad provided the following information about train and parking services at the Mamaroneck Station:

- ▶ **Increased Ridership.** Ridership has increased substantially system-wide. Between 2007 and 2016, weekday ridership at Mamaroneck Station increased by 30% both inbound and outbound. Between 2016 and 2017, average weekday ridership decreased slightly, by 1.5%.
- ▶ **Station Area Parking at Capacity.** The Mamaroneck Station has approximately 627 spaces (265 operated by Metro-North and approximately 362 operated by others). Metro-North's parking facility, which is spread over two lots operated by LAZ, is approximately 90% full. Permits are sold out and there is currently a wait list of approximately 525 customers. There are no current plans for additional parking on the MTA/MNR-owned property.
- ▶ **Upcoming Station Improvements.** Metro North Railroad reports that Mamaroneck Station is scheduled for improvements, including upgrades of the public address system, and visual information and video surveillance/access control systems. This work is scheduled to begin in November 2019 and to be complete in May 2020.

Bus Service

Westchester County's Bee-Line Bus System was originally branded in 1987 and currently includes nearly 60 fixed routes, 325 vehicles, and 3,300 bus stops. Annual ridership was 27.2 million in 2018, with approximately 90,000 to 100,000 daily, weekday riders. Bee-Line service includes local and express routes; shuttles to Metro-North Railroad train stations; loops to office parks in the I-287 corridor; an express route to Midtown Manhattan; and connections to Putnam County, Rockland County, Connecticut, Bronx subway and bus routes.

- ▶ **Redesign of Bus System.** The County is launching a redesign of the Bee-Line. According to the County's request for proposals for this initiative, many of the current bus routes are relics of a 1970s consolidation of numerous privately-owned routes and have not changed much since then. Service, route and, stop modifications that have occurred have largely been incremental, most often in response to specific requests from constituents or from more localized analyses related to new developments.
- ▶ **Bus Service in the Village.** Routes 60 and 61 serve Village residents, providing access to the major employment centers and transit hubs in Westchester County, such as White Plains, New Rochelle, and Port Chester. The 2016 study *Access to Transportation by Hispanic/Latino Immigrants in Mamaroneck* by Action Research for Community Change (Rye Neck HS, Community Resource Center) reports that immigrants face challenges to job and income insecurity due to issues related to transportation to work, healthcare, and grocery shopping. The report highlights some of the transportation challenges that immigrants face, which includes a lack of transportation preventing access to health care for approximately 40% of survey respondents.
- ▶ The Planning Department reports that route coverage and frequency could be improved and its services marketed better to encourage more residents to utilize the bus.



Figure 128: A part of the Bee-Line system map showing bus routes that pass through the Village



Figure 129: Many students at Rye Neck High School ride their bicycles to school and to other places in the Village

Data Snapshots

Mode of Transportation to Work

The 2012 Plan included data from the 2009 American Community Survey (ACS) on how Village residents commute to work, with 66% driving alone and 22% taking public transportation. The 2017 ACS estimates indicate that 56% drive alone and 24% take public transportation.

Vehicles Available to Households

According to the 2017 ACS, the largest percentage of Village households has one vehicle available. Eleven percent of households have no vehicles available.

Figure 130: Mode of Transportation to Work

Mode of Transportation to Work (2017)

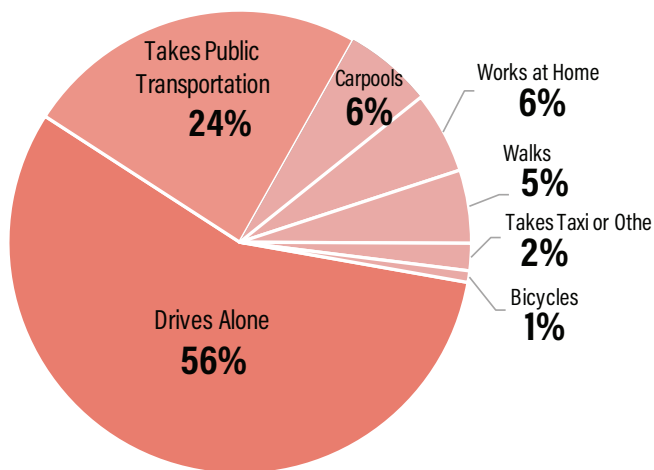
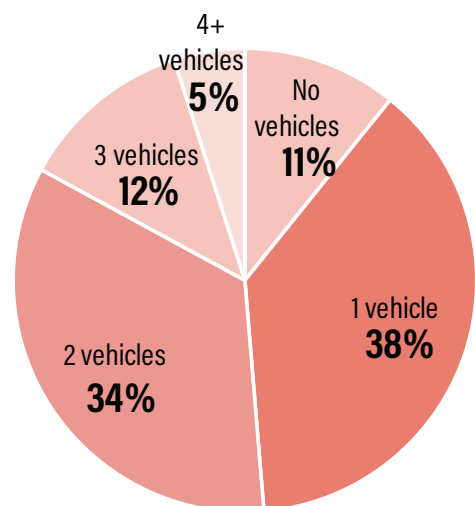


Figure 131: Vehicles Available to Households

Vehicles Available to Households (2017)

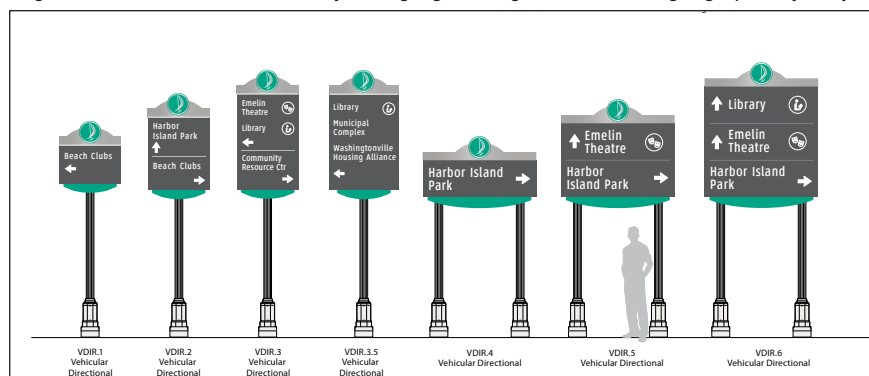


Navigation Systems

Wayfinding

The Village started installing a newly-designed wayfinding sign system in 2019.

Figure 132: Vehicle-directional wayfinding signs designed for the Village (graphic by Merje)



e. Goals & Recommendations

Goals

The Roadway/Street System

- ⊙ Improve the safety of pedestrians at high-traffic intersections and along critical routes adjacent to schools.
- ⊙ Create a safer and more accommodating environment for bicycle travel.
- ⊙ Reduce traffic congestion at the worst-performing high-traffic intersections.
- ⊙ Understand the utilization of app-based transportation services among residents, workers, and visitors to and from the Village.
- ⊙ Encourage residents to walk and/or bicycle rather than drive their cars for local travel.
- ⊙ Consider partnerships and technologies that would that reduce the use of personal vehicles in the Village.

Public Transit Systems

- ⊙ Increase bus ridership.
- ⊙ Improve transit access and routing in the Village.

Navigation Systems

- ⊙ Complete implementation of the Village Wayfinding Plan.

Recommendations

The Roadway/Street System

Priorities (start within the next year)

- 8-1. Prepare a Village-Wide Plan for Bicycle Facilities & Amenities.** A bicycle network should provide connections throughout the Village where feasible, link up with neighboring towns, and also include appropriate and well-placed amenities for riders (e.g., signs, bicycle racks, pavement markings, etc.)
 - » Coordinate plans for bicycle facilities on County and State roads with the appropriate agencies.
 - » Collaborate with administration and students at Rye Neck High School and Mamaroneck High School.
 - » Consider policies and accommodations for bicycles in paths located within parks.
 - » Consider including bicycle parking requirements in the zoning code.
- 8-2. Prepare a Complete Streets Implementation Plan.** A Complete Streets policy is a commitment that all future transportation projects will take into account the needs of all users of roads in the Village. The day-to-day decisions that Village departments and elected officials make should be aligned with the goals of the adopted policy. The Village should follow-up its adoption of a Complete Streets



Figure 133: A section of the sidewalk along N. Barry Ave (photo by Shannon Purdy)



Figure 134: An organization called Ridgewood Walks in the Village of Ridgewood, NJ organizes an annual "Walktoberfest" to encourage walking, build new connections, and educate residents about the community.

resolution with an Implementation Plan. An Implementation Plan can specify whether Complete Streets is the default policy for every project or if it should be treated as a special project.

8-3. Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes.

- » **Mt. Pleasant, Bishop, Halstead/Mamaroneck Avenue Intersection.** The Village's traffic consultant has prepared a conceptual redesign of this intersection and provided cost information (see Figure 117 on page 143).
- » **Mamaroneck Avenue and Boston Post Road Intersection.** This large, wide intersection should be redesigned to calm turning movements and facilitate more comfortable pedestrian and bicycle crossing.
- » **Mamaroneck Avenue and Waverly Avenue.** While a crosswalk is present, this is a highly precarious intersection for pedestrians due to conflicts with turning vehicles.

8-4. Develop Implementation Plan for Pedestrian Safety Improvements to N. Barry Ave and Halstead Ave. The 2018 memo "Village of Mamaroneck Walking Safety Assessment: Halstead Avenue and North Barry Avenue"

Short-Term (start within 1-2 years)

8-5. Create a Vision Zero Action Plan.

8-6. Consider App-based Models of Transportation to Reduce Car Trips.

- » Retrieve origin and destination data from local taxi and ride-hailing providers to better understand travel patterns to and from the Village.
- » Examine pilots and services in comparable communities (e.g., Norwalk Transit District's WHEELS 2U Microtransit - see Figure 119 on page 145)
- » Consider developing partnerships or contracting a provider to implement a service that would reduce vehicular travel to and within the Village, especially in Downtown.

- 8-7. Introduce Bicycle Sharing to the Village.** Consider a bicycle-sharing pilot project to test interest in this type of transportation arrangement.
- 8-8. Create a Program to Promote Walking throughout the Village.** See Figure 134.

Mid-Term (start within 3-4 years)

- 8-9. Evaluate and Implement Moratorium Traffic Study Recommendations to Reduce Congestion.**

Public Transit Systems

Priorities (start within the next year)

- 8-10. Participate in the County's Bee-Line Bus Redesign Process.**

Related Recommendations

- ▶ **8-3** should be considered a part of the broader concept of recommendation **6-1. Mamaroneck Avenue Complete Street Project**. This might help increase the potential sources of funding available for the intersection redesign.



photo courtesy of Kyle Troy



9. ENVIRONMENTAL PROTECTION, OPEN SPACE & RESILIENCE

a. Introduction

In January 2016, the Army Corps of Engineers proposed a \$70 million project designed to mitigate flooding from the Mamaroneck and Sheldrake rivers. In 2018, Congress authorized funding for the project, and the Village agreed to fund its share of the project. While this is a large investment toward protecting the Village from future floods, it is not the only action that can be taken toward this end. Prior to and after the **2012 Comprehensive Plan**, the Village initiated a number of actions to try to protect life and property from flooding.

Chapter 6: Environmental Protection/Mamaroneck Harbor/Long Island Sound from the **2012 Comprehensive Plan** delves into the following topics:

- ▶ Flooding, Watercourses and Wetlands
- ▶ Soils & Steep Slopes
- ▶ Stormwater & Drainage
- ▶ Mamaroneck Harbor/Long Island Sound
- ▶ Sustainable Design/Green Building Practices (see **Chapter 4. A Framework for a Sustainable Village**)
- ▶ Water Quality

This chapter provides more details on these actions and updates parts of **Chapter 6** of the **2012 Comprehensive Plan**. It also reaffirms the relevant goals and policies of the draft **LWRP** and moves forward with several of its recommendations. **This chapter includes open spaces because of their importance to the Village's ecosystem and their role (and potential role) in stormwater management, resilience, and coastal adaptation.**

a. Introduction

b. 2012 Goals, Objectives, Recommendations

c. Environmental Protection, Open Space & Resilience Trends

d. Current Conditions

e. Goals & Recommendations

b. Goals, Objectives, Recommendations: 2012 Comp Plan & Draft LWRP

2012 Chapter 6: Environmental Protection/Mamaroneck Harbor/Long Island Sound

2012 Flooding, Watercourses & Wetlands Goals

- ⊙ Encourage conservation and strict development regulations on the waterfront, floodplains, and wetlands.

2012 Flooding, Watercourses & Wetlands Recommendations

- a. Implement flood mitigation recommendations of the Village Citizen's Flood Committee (primarily dredging).
- b. Undertake regular cleaning and maintenance of catch basins.
- c. Form a regional stormwater management district.
- d. Assess Village's compliance with the National Flood Insurance Program's Community Rating System.
- e. Adopt a multi-hazard mitigation plan.
- f. Examine potential and feasibility of a Village-wide system of riverwalks.

Progress on 2012 Flooding, Watercourses & Wetlands Goals and Recommendations

- ▶ (a) Beyond the Army Corps of Engineers plan mentioned at the beginning of this chapter, the Village has attempted to mitigate flooding through bank casting, or sediment removal, in the Sheldrake and Mamaroneck Rivers.
- ▶ (b) As part of the Village's MS4 permit regular cleaning of catch basins and street sweeping is performed and tracked. The Village has also created a water quality reporting application on our website that allows residents to report water quality issues. In at least two occasions blockages in our rivers.
- ▶ (c) The Village continues to be a member of Long Island Sound in Westchester County (LISWC), whose overarching goal is to improve regional water quality. When the Village detects high levels of pollutants in waterways directly downstream of neighboring municipalities notifications are sent to the municipalities and NYSDEC.
- ▶ (d) The Village entered the NFIP CRS program in 2014 and is currently a Class 8 community, which means policyholders within the special flood hazard area receive a 10% discount on floor insurance premiums. The Village continues to explore new approaches to advance its rating and receive larger discounts.
- ▶ (e) The Village's **Multi-Hazard Mitigation Plan** from 2012 has been superseded by the **Westchester County Hazard Mitigation Plan**, which was adopted by the Village in 2015.
- ▶ (f) The Village Code does not permit construction within 50 feet of the Mamaroneck or Sheldrake Rivers. This, combined with open space requirements for residential developments, provides opportunities to improve such space as part of a continuous river walk. The Village has been seeking grant funding to

implement river walk concept.

2012 Soils & Steep Slopes Recommendations

- a. Consider steep slopes as a development constraint under the Village's site plan and subdivision controls.

Progress on 2012 Soils & Steep Slopes Recommendations

- ▶ n/a

2012 Stormwater & Drainage Objectives

- a. Codify Phase I and Phase II requirements for stormwater and impervious surfaces.

2012 Stormwater & Drainage Recommendations

- a. Implement recommendations of the County's special Watershed Advisory Committee Report pertaining to controlling polluted stormwater.
- b. Utilize green stormwater infrastructure.
- c. Map existing storm drains, upgrades to Village sewers and storm drains and elimination of remaining septic fields.

Progress on 2012 Stormwater & Drainage Objectives and Recommendations

- ▶ The **2012 Comprehensive Plan** and the draft **LWRP** support the creation of a continuous, public riverwalk along the Shel Drake and Mamaroneck Rivers. The Village code prohibits development within 50 feet of the banks of the rivers. The Planning Board, through its site plan review process, monitors and implements the incremental creation of the riverwalk. Together with open space requirements for residential development, this provides opportunities to improve such space as part of a publicly-accessible riverwalk.
- ▶ The Village's updated stormwater code encourages, but does not mandate, permeable surfaces. The Planning Board can require reductions in impervious surfaces as part of site plan review, and impervious surface maximums are being considered by all boards. Several municipalities in Westchester County have implemented impervious coverage regulations in their zoning codes. The Transit-Oriented Development (TOD) zoning had previously required applicants to provide green infrastructure measures in order to attain density bonuses. There is no longer any such bonus.
- ▶ The Village will incorporate green infrastructure when/if a municipal project that can appropriately incorporate such measures arises.
- ▶ The Village has mapped all of its storm drains and outfalls. It has utilized the information available through its GIS and accounts provided by residents to identify areas in need of improvement. Drainage improvements have been undertaken in several areas, including a major catch basin replacement project along Boston Post Road. Additional drainage projects were located at North Barry & Brook Street, Revere Road, Harmon Drive and Grade Street.

2012 Mamaroneck Harbor & Long Island Sound Drainage Goals

- ⊙ Work with other Long Island Sound communities to ensure the protection of water quality in Long Island Sound.

2012 Mamaroneck Harbor & Long Island Sound Drainage Recommendations

- a. Repair or replace existing pump-out stations in the Harbor.
- b. Ensure shoreline, including beaches, salt marshes, and tidal wetland areas receive investments and maintenance that keep them clean and healthy. This includes regularly assessing the gunderboom in the Harbor for replacement and providing regular maintenance.

Progress on 2012 Mamaroneck Harbor & Long Island Sound Recommendations

- ▶ (a.) The Village has responded to nominal maintenance issues. Westchester County is upgrading their pump station in Harbor Island Park and in Shore Acres. It will be raising the pump station and be programmed to continue operating during storms.
- ▶ (b.) The Village will be replacing the gunderboom in advance 2017 beach season.

2012 Zoning Actions

- a. Consider rezoning the Hampshire Country Club property to a recreational/open space zoning district or R-30 to better reflect its existing and desired use.
- b. Consider rezoning the Shore Acres Club property to Marine Recreation (MR) to reflect its use as a private club.

Progress on 2012 Zoning Actions

- ☑ There is an application for Hampshire Country Club under review by the Planning Board. At this point the applicant is preparing a final environmental impact statement that will be reviewed by the Planning Board, the Village's planning consultants, and the public.



Figure 135: A storm drain



Figure 136: The salt marsh



Figure 137: The Harbor Island Seawall (photo by June Marie, licensed by CC BY-SA 2.0)

Draft Local Waterfront Revitalization Plan (LWRP) Recommendations

Water Quality

- a. Village-wide Water Quality Assessment Program; Improve water quality, including support for measures to address both point and non-point source pollution and review and implement recommendations of the Watershed Advisory Committee 4 (WAC4) report from 2001.
- b. Support continued upgrades to the Westchester County sewage treatment plant.

Parks & Public Access

- a. Update and revisit recommendations of the Harbor Island Master Plan.
- b. Enhance and increase public waterfront access.

Flooding

- a. Continue to implement flood mitigation measures.
- b. Repair Harbor Island Park Seawall.
- c. Review areas susceptible to flooding.

Review & Permitting Procedures

- a. Provide authority to HCZMC for granting certain wetland permits; review Village wetland regulations generally.
- b. Coordinate agency reviews; actions exempt from LWRP consistency review.
- c. Adjust timeframe for LWRP consistency determination.
- d. Improve training for LWRP consistency review.
- e. Periodic review of LWRP and annual reporting.

Federal & Regional Coordination

- a. Coordinate with other communities.
- b. Request the DEC and DOS to conduct an evaluation of fish and wildlife habitats.

Other

- a. Undertake dredging of the federal channel and anchorage areas in Mamaroneck Harbor

Progress on LWRP Recommendations

- The Village is currently applying for funds to repair and raise the height of the Harbor Island Seawall. It will try to work with County and due to the seawall's role in protecting the treatment facility.

Hazard Mitigation Plan Recommendations

The following are the short-term high-priority recommendations for the Village in the 2015 *Westchester County Hazard Mitigation Plan*.

- a. Produce multilingual Flood Preparedness Information.
- b. Work with Larchmont and Mamaroneck Town to achieve greater flood mitigation through strategic operation of the Larchmont Dam (Sheldrake Lake).

- c. Encourage the Planning Board to modify Village Code to account for the BFE when evaluating building heights.
- d. Establish redundant communications at the 146 Palmer Avenue municipal facility.
- e. Work with property owners to identify additional building elevations and apply for mitigation grants as necessary.
- f. Elevate the harbor pavilion and make other improvements for resilience.
- g. Complete the flood gate evaluation for the fire house and implement if found feasible.
- h. Revisit the draft update of the Emergency Operations Plan and Evacuation Plan (per NIMS) and complete the update.
- i. Continue relining and refurbishing storm and sanitary sewer lines.
- j. Assess and prioritize non-structural flood hazard mitigation alternatives for at risk properties within the floodplain, including those that have been identified as repetitive loss, such as acquisition/relocation, or elevation depending on feasibility.



Figure 138: Results of a project to restore a natural habitat along the West Basin of Harbor Island Park (photo by Westchester County Planning)

Progress on County Hazard Mitigation Plan Recommendations

- The Village provides flood preparedness guides in both English and Spanish and has prepared a first edition of a ***Disaster-Preparedness Handbook***. The Village also is continuing the work to reline and refurbish the storm and sanitary sewer lines.

c. Environmental Protection, Open Space & Resilience Trends

Since the **2012 Plan** was completed, the following two trends have grown exponentially across the country.

Green Infrastructure

Green infrastructure refers to methods (e.g., bioswales, rain gardens, downspout planters, green roofs, permeable pavement, rain barrels, etc.) of managing rainfall and stormwater runoff using natural systems consisting largely of plants and soils. Green infrastructure can reduce pollution, improve water quality, and reduce strain on sewer systems.

Smaller communities typically invest in green infrastructure on a site-specific scale to absorb stormwater runoff and serve as demonstration projects for the public. For example, the Town of Mt. Pleasant, NY installed two rain gardens at its highway garage to capture runoff from disconnected building downspouts and an entrance sidewalk to the building (see Figure 139). Sited on a highly-visible thoroughfare on public land, the project demonstrates a green infrastructure techniques to residents and other members of the public.

The Village of Ardsley, NY installed a rain garden on a hillside near the entrance to Ashford Park to reduce runoff and sedimentation after storms. Village officials report that, since the installation of the rain garden, the adjacent sidewalk is usually free from mud and passable following storms.

Village & Other Local Response to Trend

- ☑ The Village's Transit-Oriented Development Overlay District (§342-30.1) had previously provided incentives to include green building elements and/or green infrastructure.
- ☑ See **Chapter 4. Toward a Sustainable Village** for examples of green infrastructure having been installed on private property.



Figure 139: A rain garden collects runoff from the downspout of a municipal building (photo by Town of Mt. Pleasant)



Figure 140: A rain garden collects runoff from a playground parking lot (photo by Elvert Barnes, licensed by CC BY-SA 2.0)



Figure 141: A rain barrel collects rainwater from the roof of a home (photo by Arlington County, VA)

Planning & Design for Resilience

Resilience can be defined as the ability of a community to rebound, positively adapt to, or thrive amidst changing conditions or challenges, which can include natural disasters and climate change. The term “resilience” became popular nationwide after Superstorm Sandy devastated the Eastern Seaboard and become the guiding principle of post-recovery planning and design initiatives among coastal states.

In the New York metropolitan region and beyond, the Regional Plan Association provided information and technical assistance to communities through a number of reports covering topics such as risks from sea level rise, coastal adaption to climate change, and scenario planning for coastal resilience.

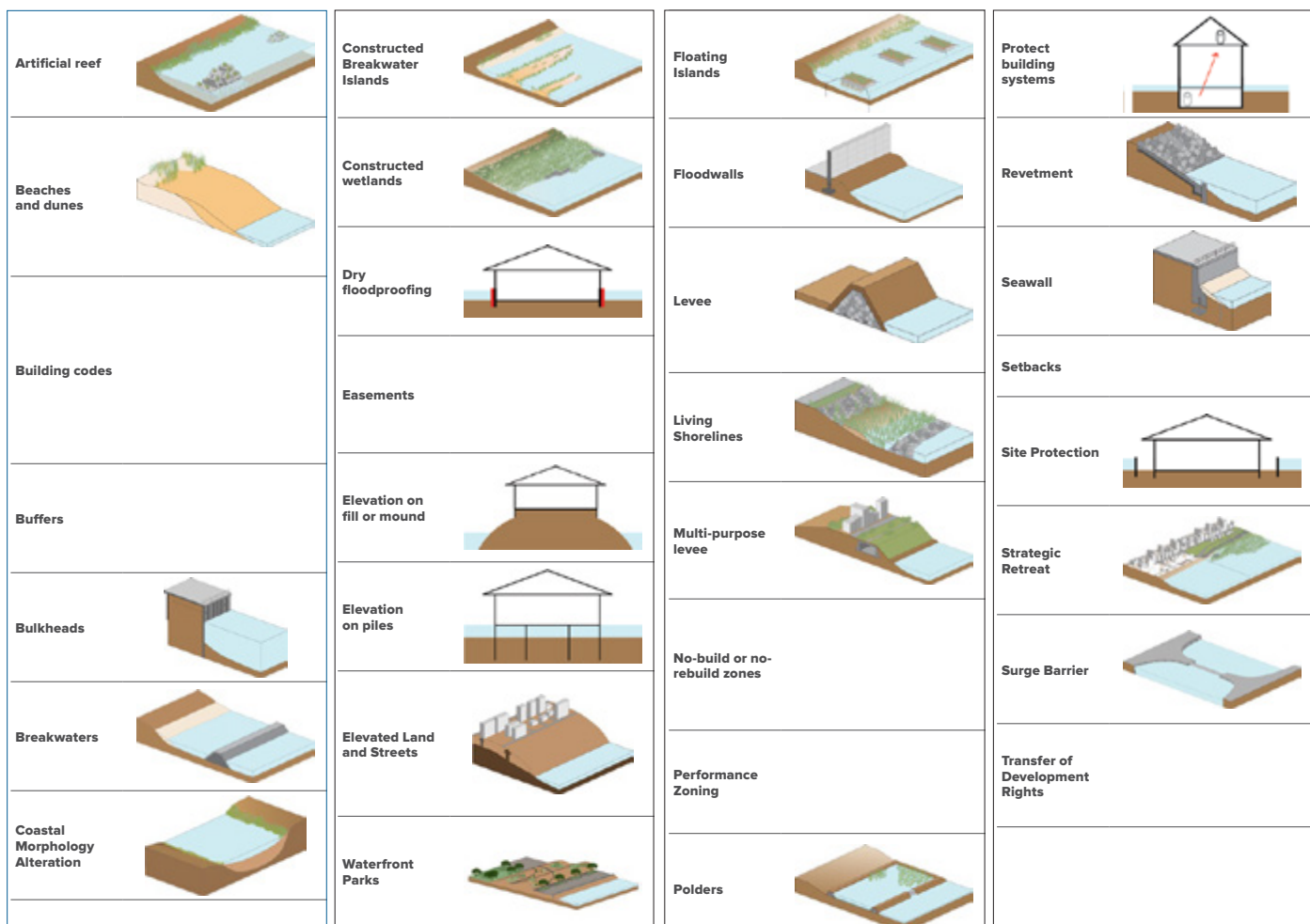


Figure 142: A selection of images from the 2013 report “Building Coastal Resilience” (RPA and the Lincoln Institute of Land Policy) that depict a range of coastal adaptation strategies

A strategy being implemented in communities both large and small involves creating new or redesigning existing waterfront parks to be able to capture and store floodwaters while also providing open space and recreation to the public (see Figure 142).

Village Responses to Trend

- ☑ In 2017, the Village produced the report **Sea Level Rise and Flooding in the Village of Mamaroneck**, which projects the potential physical damage and costs to the Village of various sea level rise scenarios and includes recommendations for protecting against seal level rise.
- ☑ The Village will be reconstructing the seawall at Harbor Island Park as a response to rising sea levels and increased coastal flooding.

Beacon, NY Designs a Park with Resilience Features

The 14-acre Long Dock Park in the City of Beacon, NY is an example of design for resilience. What was once contaminated land is now a waterfront park that integrates active and passive recreation with a series of earthen berms and reconfigured wetlands that hold and filter stormwater and tidal surges during strong storms.

The project took more than 10 years and \$16 million of public-private investment to complete. Prior to the acquisition of the land by Scenic Hudson in 1996, it was home to as an oil storage facility and a junkyard. Scenic Hudson oversaw the removal of more than 75 truck loads of debris, including bricks, tires and scrap metal. Severely degraded wetlands had become overrun with poison ivy and invasive plants. A cleanup approved by the NYS Department of Environmental Conservation ensured that polluted soils were remediated.

The park was one of the first pilot projects for the Sustainable-SITES certification program. It went on to receive the highest rating of any SITES project at the time.



site plan diagram by Reed Hilderbrand

d. Current Conditions

Anticipating Sea Level Rise & Flooding

In 2007, the NYS Legislature created the Sea Level Rise Task Force, which prepared a report in 2010 that addresses rising sea levels, including recommendations for an action plan to protect coastal communities and natural resources from rising sea levels. The nine findings and 14 recommendations in the report represented a first step toward increasing the resilience of coastal communities.

The Village Planning Department's 2017 report *Sea Level Rise and Flooding* outlines and maps several probable scenarios based on projected sea-level rise (see Table 13 below and Figure 143 on page 171). The report assessed each scenario for its expected impacts related to sea level rise only in addition to impacts from both sea level rise and 100-year and 500-year flood events. The report examined properties that will be impacted at 1, 3, and 6 feet of sea level rise and calculated the economic risks in 2017 dollars based on local assessments. This considers the most recent scientific modeling with respect to projected time frames.

Table 13: Sea Level Rise Scenarios & Property/Economic Risks

Sea Level Rise	Total Value of Buildings	# of Structures	Acres	% of Total Landmass Lost	Timeline
1 Foot	\$5,613,900	8	42	2%	NOAA Model: 2050s Rapid Ice Melt: 2030s
3 Feet	\$26,791,100	34	96	5%	NOAA Model: 2080s Rapid Ice Melt: 2060s
6 Feet	\$181,059,050	248	330	17%	NOAA Model: Past 2100 Rapid Ice Melt: 2090s

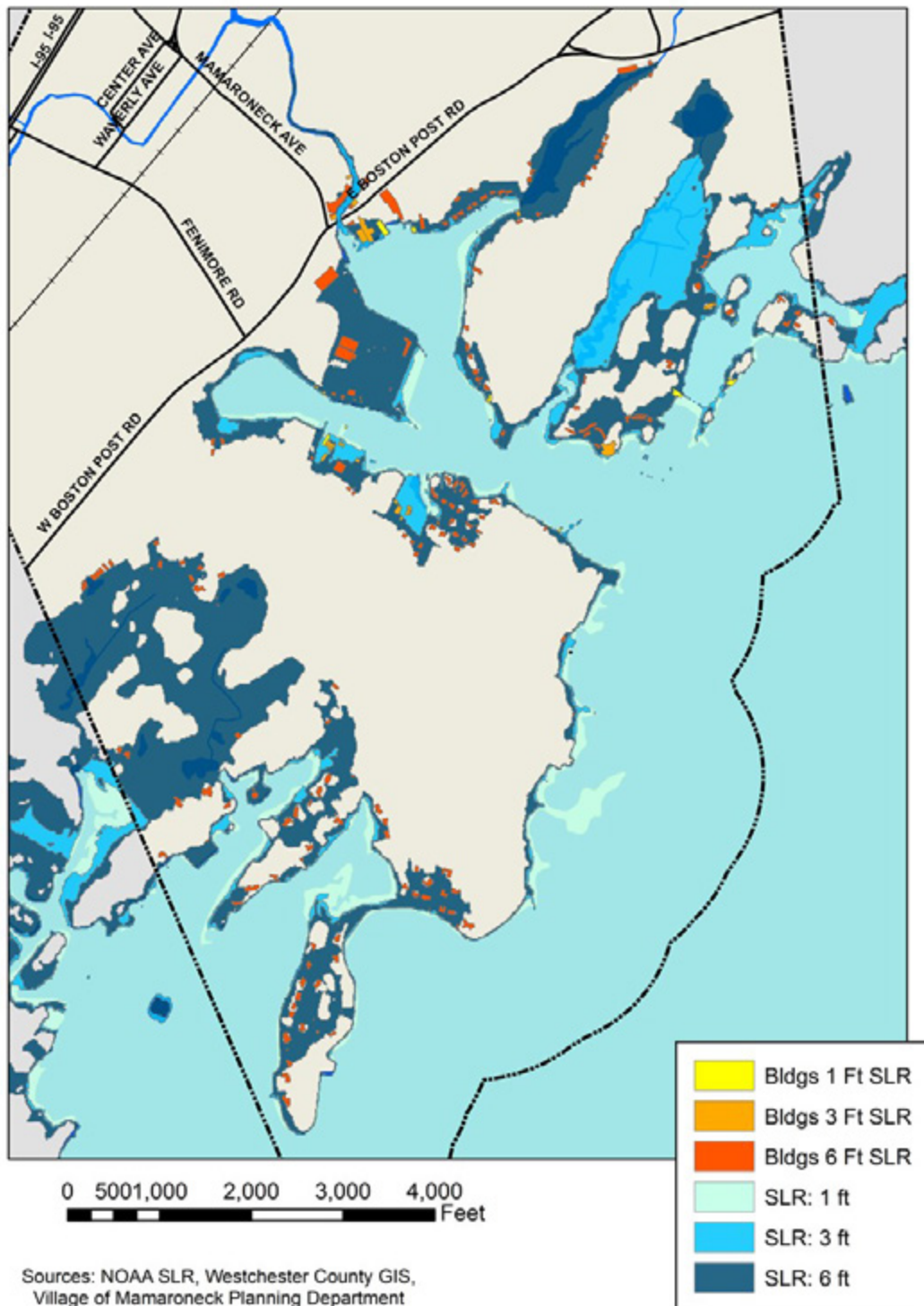
The report states that while sea level rise is a slow moving phenomenon, the Village should consider implementing policies and capital improvements now to start addressing protect property and quality-of-life from the potential impacts of sea level rise. The investment in protective measures is justified in light of the potential costs. Further analysis is warranted to assess the costs and benefits of raising or replacing seawalls along Village owned properties. As noted in the LWRP the Village should also explore options for native plantings and restored wetlands adjacent to or in place of new seawalls, which could improve water quality and help serve as a buffer to waves during storms. In 2007, the Village worked with Westchester County Planning to restore a natural habitat and remove a portion of the seawall along the West Basin of Harbor Island Park (see Figure 138 on page 166). This work could continue this along the coastline. The total area of restored salt marsh was approximately 0.3 acres. The restored upland area was approximately 0.4 acres.

The following is a summary of the recommendations contained in the report:

- a. Repair and replace failing seawalls with new higher walls.
- b. Plant native plantings and restore wetlands where possible.
- c. Begin tracking sea level rise at Harbor Island Park to inform future projections using high-accuracy locally derived data.

- d. Reduce local contributions to carbon emissions through energy reduction programs.
- e. Explore ways to address sea level rise along privately-owned areas of the shoreline through code requirements or incentives.
- f. Permit the raising of homes to heights that incorporate expected sea level
- g. Consider installation of vegetated berms to protect from both storm surge and sea level rise. Explore the use of other structural interventions including automated flood walls that retract to maintain view sheds.

Figure 143: Map of sea level rise projections and potential inundation of land (from the Sea Level Rise Report)



- h. Raise or relocate critical infrastructure such as pump stations and force mains in areas that are expected to be inundated.
- i. Raise or relocate facilities (a strategy called “managed retreat”).

Preparing for Disasters

Preparing for, managing, and recovering from disasters are critical components of resilience. In May 2019, the Village Building Code Official/Floodplain Administrator prepared the *Disaster Preparedness Handbook*. Among the aims of the report are the following:

- ▶ Help define the role of a Building Code Official in the Local Emergency Operations Plan.
- ▶ To determine the most effective and efficient method of carrying out roles and responsibilities in the event of a disaster.
- ▶ To identify what forms and supplies are needed before a disaster has occurred rather than during.

The *Westchester County Hazard Mitigation Plan* provides a Natural Hazard Risk/Vulnerability Risk Ranking for the Village. The three highest ranked hazard types are Winter Storm, Severe Storm, and Flooding. Challenges associated with winter storms have increased since 2012, which was when the previous Hazard Mitigation Plan was prepared. For example, the village ran short of places to bring snow during the winter of 2013-2014. Accumulation was constant because temperatures did not drop to the extent needed for some melting. The winter of 2013-2014 was also notable because the harbor froze in places and some docks experienced damage. In contrast, the winters of 2011-2012 and 2012-2013 were snowy, but temperatures allowed some melting. However, the February 2013 snowstorm that caused disaster declarations in the northeast was not overly challenging in the village.

e. Goals & Recommendations

Goals

Environmental Protection, Open Space & Resilience

- ⊙ Encourage conservation and strict development regulations on the waterfront, floodplains, and wetlands (from the *2012 Plan*).
- ⊙ Consider ways that parks and open spaces can contribute toward resilience in the face of strong storms, flooding, and sea level rise.
- ⊙ Plan for the impacts of projected sea level rise and storm surges.

Recommendations

Environmental Protection, Open Space & Resilience

Priorities (start within the next year)

- 9-1. **Undertake the Harbor Island Seawall Repair Project.** Secure grants to repair and replace failing seawalls with new higher walls.
- 9-2. **Launch the Sea Level Rise Tracking Program.** Begin tracking sea level rise at Harbor Island Park to inform future projections using high-accuracy, locally-derived data.
- 9-3. **Continue to Participate in NYSERDA's Climate Smart Communities** program. See **Chapter 4**.

Short-Term (start within 1-2 years)

- 9-4. **Prepare a Private Shoreline Protection Strategy.** Explore measures to address sea level rise on privately-owned areas of the shoreline through code requirements or incentives. Consider permitting the raising of homes to heights that incorporate expected sea level.
- 9-5. **Prepare a Village Protection Strategy.** Consider installation of vegetated berms to protect from both storm surge and sea level rise. Explore the use of other structural interventions including automated flood walls that retract to maintain views.
- 9-6. **Consult with DEC's Office of Climate Change** to ensure best management practices are implemented to adapt to climate change.

Mid-Term (start within 3-4 years)

- 9-7. **Prepare a Village Managed Retreat Strategy.** Consider raising or relocating facilities (a strategy called "managed retreat"). Raise or relocate critical infrastructure such as pump stations and force mains in areas that are expected to be inundated.

Related Recommendations

- ▶ 9-5 is related to recommendation **10-2. Produce a New Master Plan for Harbor Island Park.** The master plan process should include consideration of physical protection mechanisms in the park.





10. MUNICIPAL, PARKS & RECREATION, AND CULTURAL FACILITIES

a. Introduction

This chapter updates Chapter 10: Open Space and Recreation of the **2012 Comprehensive Plan**, links up directly with the LWRP, and further implements some of the LWRP recommendations.

b. 2012 Goals, Objectives, Recommendations

2012 Chapter 10: Parks, Rec, Open Space

2012 Parks, Open Space & Recreation Goals

- ⦿ Increase and upgrade publicly-owned open space and recreation areas to provide appropriate facilities for various age groups and for active and passive recreation.
- ⦿ Increase public access to the waterfront wherever possible.

2012 Parks, Open Space & Recreation Objectives

- a. Identify methods to protect and preserve both passive and active open space resources.
- b. Explore the possibility of providing additional public access along Village waterways, including the Sheldrake and Mamaroneck Rivers.
- c. Seek ways to encourage an appropriately-sized destination restaurant on the waterfront in accordance with the goals of the **Harbor Island Master Plan**.

a. Introduction

b. 2012 Goals, Objectives, Recommendations

c. Environmental Protection, Open Space & Resilience Trends

d. Current Conditions

e. Goals & Recommendations

2012 Parks, Open Space & Recreation Recommendations

- a. Implement the *Harbor Island Master Plan*.
- b. Prepare an Open Space Master Plan.
- c. Explore options for increasing the supply of public open space and upgrades to existing open space.
- d. Amend the Village code to require public access for projects located on Village waterways, including properties located on the Mamaroneck and Sheldrake Rivers.
- e. Rezone Village parkland currently zoned for residential use to the PB Public District.
- f. Improve pedestrian and open space links to neighboring communities.

Progress on 2012 Goals, Objectives & Recommendations

- ▶ While the Village code has not been amended to require public access for projects abutting a waterway, the Planning Board encourages applicants to create publicly-accessible walkways in the site plan review process. For example, the former Blood Brothers site includes a walkway along the Sheldrake River.
- ▶ The *Harbor Island Master Plan*, completed in 2004 was never implemented and could be outdated in some respects. Furthermore, an open space master plan has not been prepared. Such a plan could include recommendations for improving pedestrian and open space links to neighboring communities.

2012 Chapter 11: Municipal Services & Cultural Facilities

2012 Municipal Services & Cultural Facilities Goals

- ⊙ Ensure that the significant role that Mamaroneck Library and Emelin Theater play in the community is recognized and enhanced.

2012 Municipal Services & Cultural Facilities Objectives

- a. Link the Old Village Hall to Emelin and Library to create a cultural and civic center (*moved from Goals*).
- b. Explore options for a new Village Hall and the consolidation of Village services.
- c. Explore potential uses for Village health-care center.
- d. Explore ways to enhance cooperation with neighboring municipalities to address inter-municipal impacts of development, leveraging New York State grants to promote shared services.

2012 Municipal Services & Cultural Facilities Recommendations

- a. Explore consolidating the municipal functions located at Village Hall and the Regatta, as well as other potential locations, as a way to enhance efficiency and return property to the tax rolls.

Progress on 2012 Goals, Objectives & Recommendations

- ▶ The *Village Space Needs Study* (2015) made several recommendations related to Village Hall at the Regatta and the Municipal Building among other recommendations for other Village facilities. The Village is moving the process forward, starting with a request for proposals for design firms that was issued in 2019 for topic "Conceptual Design to Consolidate Administrative Facilities."

c. Trends in Municipal, Parks & Recreation, and Cultural Facilities

Municipal Facilities & Public/Community Spaces



Figure 144: New Canaan CT's new town hall features a public plaza framing the front of the building (photo by KSQ Design)

Municipalities increasingly are incorporating public and community spaces into the design of new public facilities. By virtue of their typically central location, public facilities can offer new outdoor plazas and interior multi-purpose spaces for the public to enjoy and to create a more lively atmosphere.

Village Response to Trend

- ▶ Given the location of several public facilities located off of Prospect Avenue only a few blocks from Downtown, the Village has the opportunity to consider incorporating new outdoor and/or indoor community spaces in its recently-launched public facilities planning and design process.

Public Art

Municipalities are also more frequently integrating public art into new facilities and infrastructure projects, reserving a percent of construction budgets for artwork, which can range from murals, sculptures, and lighting to mosaics embedded in sidewalks and facades. Beyond installing works of art in public facilities, many municipalities are establishing formal public art programs to meet a broad range of community goals.

Village Response to Trend

- ▶ Two sculptures are located on the grass at 199 Mount Pleasant Ave, across from the library. They were donated several years ago by a local artist and represent the first installation of the Arts Council's of the "Arts Live."
- ▶ Mamaroneck Historical Murals Project was launched in April 2019 by the Mamaroneck Historical Society in partnership with the Village's Arts Council and Street Art for Mankind. International street artists created six murals that pay tribute to the rich history of the Village (see Figure 147 on page 178.)



Figure 145: Easthampton, MA's town hall features lighting that illuminates the building's facade and other features at night (photo by Pat Brough, licensed by CC BY 2.0)

Green Buildings

Municipalities are demonstrating their commitment to environmental sustainability by integrating “green building” features into the upgrade or creation of new facilities.

Village Response to Trend

- ▶ The Mamaroneck Library is a LEED-certified Gold building.

Going to the Dogs

According to *Parks & Recreation* magazine (November 2018), dog parks are one of the fastest growing types of parks in the country. Driving trend is the increase in dog ownership among individuals and families. While not all parks should permit dogs, even those on a leash, communities should have a dedicated and managed place where dogs can run off-leash.

Village Response to Trend

- ▶ A number of residents are eager to see a dog park in the Village and have submitted a petition to consider creating a dog park at the site of the former landfill at Taylor’s Lane.

Considering Equity in Recreation Planning

The differences in access to recreation among higher income and lower income families is a growing challenge among many parks and recreation departments across the country. Higher income families and individuals tend to have access to a wider range of recreation opportunities that include private facilities and programs. Families with lower incomes tend to rely on public recreation facilities and programs. To bridge this divide, staff need to closely examine and balance programming, fee structures, and investment in existing and/or new facilities.

Village Response to Trend

- ▶ The Village’s recreation programs serve a wide range of children, individuals, and families and also feature Village-wide events that bring people together, such as the annual Summer on the Avenue Block Party.



Figure 146: A mural titled “Native American Origins”



Figure 147: A mural commemorating the Skinny House



Figure 148: A photo from the Summer on the Avenue Block Party in 2018.

d. Current Conditions

Municipal Buildings

The Village's various administrative services and departments are currently housed in several different locations:

- ▶ **123 Mamaroneck Ave:** Manager, Clerk-Treasurer, Attorney, Historian, parking meter personnel
- ▶ **169 Mount Pleasant Ave:** Police, Court Clerk, Building, Planning, Court Room
- ▶ **Harbor Island Park:** Recreation, Parks, parks equipment
- ▶ **313 Fayette Ave:** Public Works



Figure 149: The Municipal Building at 123 Mamaroneck Ave



Figure 150: The Public Works garage at 313 Fayette Ave



Figure 151: The Library at 136 Prospect Ave

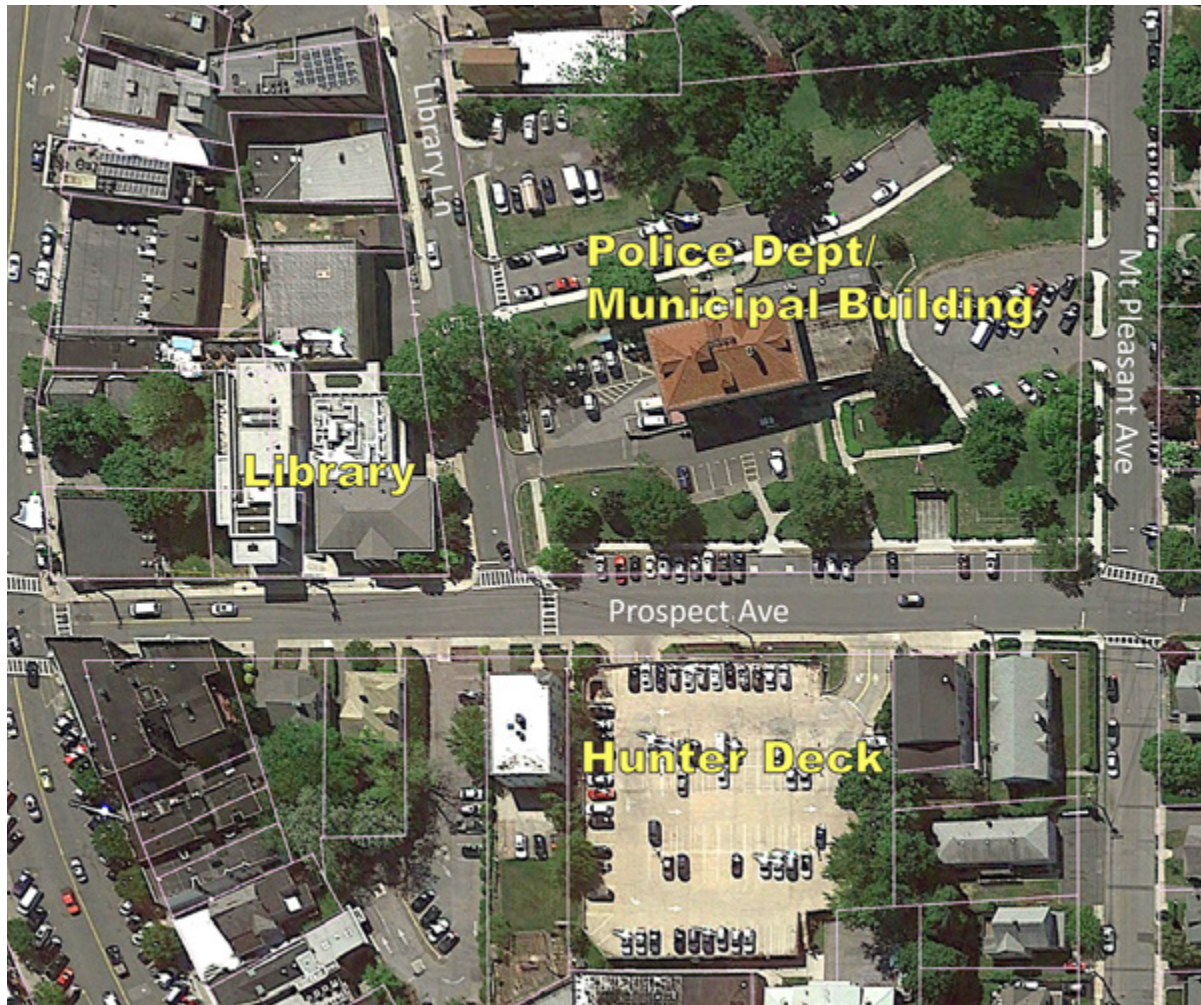
The Village has outgrown the current spaces it occupies. The *Village Space Needs Study* (2015) made several recommendations related to Village Hall at the Regatta and the Municipal Building, among other recommendations for other Village facilities. The Village has moved forward by issuing a request for proposals for design firms to lead the **Conceptual Design to Consolidate Administrative Facilities Project** and has selected an architecture firm.

The primary aim of the work is to develop a conceptual approach for addition(s) and/or new building(s), taking advantage of the topographical features of the land occupying and surrounding 169 Mount Pleasant Avenue. The Village would like to consolidate its Administrative Offices (Building, Planning, Engineering, Justice Court, Village Manager, Village Attorney, Clerk-Treasurer, Public Works) and possibly also Parks, Recreation, and Harbor Master, while constructing a new Police Station and Court. The following are some of the goals the Village hopes to achieve:

- ▶ Prepare for growth to meet resident demand for services.
- ▶ Provide ADA access to all offices.
- ▶ Improve accommodations to service residents and others doing business with the Village.
- ▶ Maximize the taxpayer dollar.
- ▶ Strengthen departmental collaboration.
- ▶ Improve employee work environment.
- ▶ Provide sufficient multi-purpose meeting areas.

- ▶ Provide sufficient parking for the public and employees.
- ▶ Create a high-quality facility(ies) that maximizes natural light.
- ▶ Have a well-organized facility oriented to serving the citizens and visitors to the facility.
- ▶ Develop a building plan and site plan that is flexible and plans for future expansion.

Figure 152: Several Village facilities are located adjacent to each other, within two blocks from Downtown



Library

The Library's Long Range Plan expired at the end of 2018. Furthermore, the "new" library building is now eight years old, so the library is re-engaging with residents to think about the future. The library is working with consultants in this process and also to review and make recommendations for space planning to maximize user-friendliness and meet community needs.

The library reports brisk patron traffic. Like many libraries in the region, Mamaroneck's library is seeing a downturn in print circulation but a significant increase in e-book and e-audio lending programs and attendance at programs. The library reports having 190,000 visitors in 2018. They expect an increase in programming statistics for next spring when its biannual "One Book, One Community" series of events starts.

Parking Facilities



Figure 153: The Hunter Deck, located across from the Municipal Building at 123 Mamaroneck Ave

The Village has 15 permit parking areas located throughout the Village, a total of just under 800 parking spaces (see Figure 154). The Village lots are maintained by the Department of Public Works. Parking permits for Village-owned railroad commuter lots are available for residents of the Village of Mamaroneck for \$525/yr. and for non-residents for \$900/yr.

Parks & Recreation Facilities and Programs

The *2012 Comprehensive Plan* reports that the Village provides a range of active and passive recreation facilities for use by its residents. The centerpiece of Mamaroneck’s park system is Harbor Island Park, which serves as the primary public access point on the waterfront. This park is used by more than 100,000 residents and non-residents a year. The other parks in the Village are smaller and tend to serve a local neighborhood or school. Table 14 is a list of the Village’s parks and Figure 117 on page 146 is a map highlighting the locations of both public and private parks and recreation facilities.

Most programs are held in the Beach Pavilion at Harbor Island Park. Mamaroneck’s recreation facilities include the 700-foot beach at Harbor Island Park, tennis courts in three locations, softball and soccer fields, and a recreation center. The Recreation Department also plans seasonal special events, such as the Summer on the Avenue Block Party, and operates a teen center at the recreation center on certain Friday nights.

The Recreation Department reports increased participation in programs over the past several years, and the department has worked toward both increase the capacity of and expanding its programs. Given the many private facilities also available, the Recreation Department tends to serve children from middle and lower income families.

Facility improvements are desired at Harbor Island Park to maximize comfort of program participants.

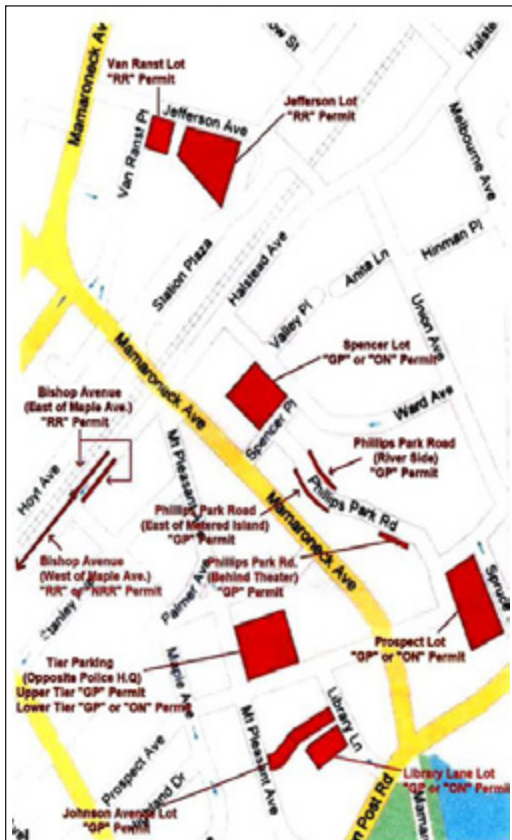


Figure 154: The Hunter Deck, located across from the Municipal Building at 123 Mamaroneck Ave

Figure 155: Map of parks and recreation facilities and other open spaces in the Village

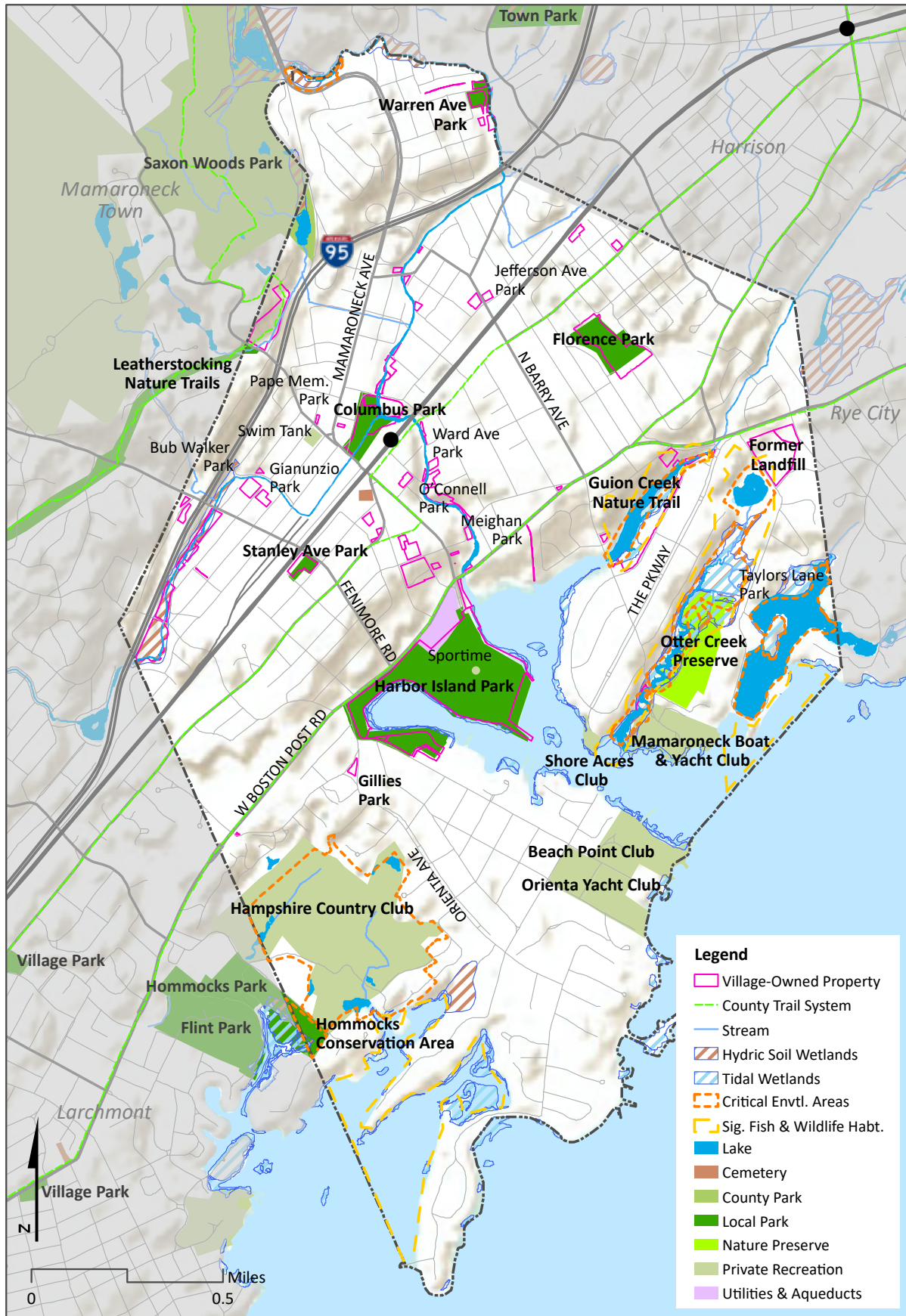


Table 14: Information on the Village's parks

Name	Location	Size (acres)	Amenities	Improvements Since 2012	Planned / Desired Improvements
Bub Walker Park	Grand Ave & Plaza Ave	0.3	Sitting area; pathway maintained by Village, Bocci Court and Community Garden not maintained by the Village	2017: Community garden	n/a
Columbus Park	Van Ranst Pl	6	Playground, basketball courts full and half size, grass area, benches	2019: New water fountain. Basketball court LED lights. Four new benches on court. 2016: Renovated basketball courts. 2011: Partial replacement of playground equipment after 2011 storm.	Fencing around basketball court. New bleachers. LED retrofit to existing light poles. All other improvements after Army Corps study.
Florence Park	Florence St	9.9	Two full-size basketball courts, Two full-size tennis courts, ¼ mile jogging/walking path, checkers tables, benches, playground, grass area	2019: Walking path 2017: Renovated basketball court 2016: Rubber safety surface installed	Renovate tennis courts, bathroom, water fountain, LED retrofit on light poles, new backstop new bike rack
Gianunzio Park	Plaza Ave & Washington St	0.1	Sitting area with tables, checkers tables	Stairs and sidewalk repair – new concrete	LED light retrofit
Gillies Park	Orienta Ave & Old Post Rd	0.3	Grass area	n/a	n/a
Guion Creek Nature Trail	Shore Acres Dr	n/a	Trails through natural saltwater marsh on Long Island Sound	n/a	n/a
Harbor Island Park	Waterfront	44	Playgrounds on Rushmore and Harbor Island, beach, pavilion, restrooms/showers, marina, boat launch, tennis courts maintained by others, picnic tables, ball fields, parking, special events, Marine Ed. Center, fishing dock, grass area, Parks Department, Senior Center, Marine Unit, USCG Auxiliary, Harbor Master	New benches and playground equipment from Harbor Island Conservancy. Restored Parks Dept building/pavilion after flood. Outdoor bathroom: floors and new stalls. New Pavilion bathroom stalls. USCG Auxiliary – restrooms. Marine Education Center alterations	Lanza Field: new backstop, drainage, LED light retrofits. Rubber safety surface in playground. New backstop dugouts in Goetz Field. Infield improvements. Rushmore playground rubber surface.

Name	Location	Size (acres)	Amenities	Improvements Since 2012	Planned / Desired Improvements
Jefferson Avenue Park	Jefferson Ave & N Barry Ave	0.5	Playground, swings, 1/2 basketball court	n/a	Install rubber safety surface, renovate basketball court and add new hoop, update old playground equipment, add new picnic tables.
Meighan Park	140 Boston Post Rd	0.1	Sitting area	n/a	n/a
O'Connell Park	Phillips Park Rd	0.06	Sitting area with checkers tables		New tables with chairs
Pape Memorial Park	Old White Plains Rd & Madison St	0.06	Sitting area	Sand blast and painted benches, replaced tables and chairs twice, and added two 55-gallon garbage cans	Install flower boxes with bushes and flowers. Undertaking LED light retrofit.
Stanley Avenue Park	Stanley Ave & Fenimore Rd	1.5	Playground, swings, 3/4 basketball court, play field, grass area	2018: New basketball court benches. 2017: Renovated basketball court 2017: Installed rubber surface	Pickle Ball court, new playground equipment, drinking water, new decorative fence, shade structure, concrete and asphalt work, new benches and tables.
Taylors Lane Park	Taylors Lane	n/a	Walking path	n/a	n/a
Ward Avenue Park	Ward Ave & Spencer Place	0.4	Playground, walking path along stream	Nothing until Army Corps project	
Warren Avenue Park	Warren Ave off Mamaroneck Ave	4.1	Playground, swings, 3/4 basketball court, tennis court, ball field, nature trail, walking track	2017: Installed rubber safety surface, basketball court, playground equipment	Bathrooms, drinking water



Figure 156: A path through Columbus Park



Figure 157: Armand Gianunzio Park, the namesake of a former Village Manager



Figure 159: Otter Creek Preserve (photo by June Marie, licensed by CC BY-SA 2.0)



Figure 158: A child enjoying the new playground at Florence Park (photo by Facebook user Playgrounds in Westchester)

Cultural Facilities

Emelin Theatre

The Emelin Theatre brings the performing arts to Westchester County. It aims to promote a cultural life that entertains and educates audiences. The Emelin presents events that include all genres of music, comedy, dance, and family theatre, in addition to a broad range of independent and contemporary film. It currently hosts between 80 and 100 performances per year, with a combined attendance of approximately 30,000. The structure of the current theater was constructed in 1984. In 2013 the Emelin's lobby underwent a \$250,000 renovation to make it more modern and accessible.

Public Art Installations

Public art can play many different roles in a community, ranging from historic interpretation and commemoration of key events or important individuals/groups to beautification and economic development.

Murals

The Mamaroneck Historical Mural Project is sponsored and organized by the Mamaroneck Historical Society and Street Art for Mankind, a local non-profit that previously produced and curated the Larchmont Historical Murals. The Historical Murals Project aims to illustrate key elements in the Village's past and symbolize the character of the community, and to enhance its streets with beautiful public art.

In the summer of 2019, renowned street artists created five murals in Mamaroneck that pay tribute to the diversity, artistic heritage, and rich history of the Village (see Figure 161). The murals were financed through sponsors and donors.

Sculptures

The corner of Prospect Ave and Library Lane is home to several sculptures installed in 2016 as part of the Arts Council's new public art initiative "Arts Live." The sculpture "Jacob's Ladder" is constructed of weathered steel with roughly broken slabs of stone. Another sculpture, which is untitled, is made entirely of weathered steel (see Figure 162).



Figure 160: An advertisement for the Emelin Theatre's Summer Film Series (photo by Emelin Theatre)



Figure 161: A mural, located at 135 Hoyt St, that commemorates the Skinny House



Figure 162: A sculpture installed on a patch of ground located across the street from the library

e. Goals & Recommendations

Goals

Municipal Facilities

- ⦿ Continue working toward the re-conceptualization and redesign of municipal administrative facilities.

Parks & Recreation

- ⦿ Increase and upgrade publicly-owned open space and recreation areas to provide appropriate facilities for various age groups and for active and passive recreation (from 2012 Plan)
- ⦿ Increase public access to the waterfront wherever possible (from 2012 Plan).
- ⦿ Consider ways that parks and open spaces can contribute toward resilience in the face of strong storms, flooding, and sea level rise.

Cultural Facilities

- ⦿ Formalize the goals of a Village public art program and the planning and placement of public art through policies and ordinances.

Recommendations

Municipal Facilities

Priority (start within the next year)

- 10-1. Continue Work on the Consolidate Administrative Facilities Project.** Work with selected design firm to develop concepts. Consider ways to better link or integrate municipal facilities with the Library and Downtown and integrate environmental sustainability goals into the project as per **Chapter 4**.

Parks & Recreation

Short-Term (start within 1-2 years)

- 10-2. Produce a New Master Plan for Harbor Island Park.** The 2004 *Harbor Island Master Plan* is obsolete, though some concepts might still be valid. A new master plan must recognize the impacts of sea level rise and storm surges on the park's grounds and facilities, which could potentially mean, in the long-term, a protective role for the Village in addition to its recreational roles.
- 10-3. Green Infrastructure Demonstration Project.** Design and implement a green infrastructure demonstration project in an appropriate and visible area on Village property. For example, Columbus Park could be a good location to demonstrate how green infrastructure can absorb stormwater runoff from a parking lot.

Mid-Term (start within 3-4 years)

10-4. Prepare a Parks, Recreation & Open Space Master Plan. Planning for parks and recreation typically involves three levels: master planning at a parks system-wide level, site planning for a park or recreation facility, and operational/maintenance planning. Engaging residents will be a critical part of the process in order to determine the level of existing services and facilities provided and how they might be expanded or supplemented by new facilities.

Cultural Facilities

Short-Term (start within 1-2 years)

10-5. Produce a Village Public Art Plan. The overarching purpose of this type of plan would be to ensure that public art is aligned with the Village's goals and with the community's needs and desires. The process would involve collaborating with various local organizations, artists, business- and property-owners, and residents. Outcomes could include locations and general concepts.

Related Recommendations

- ▶ There are a number of strategies pertaining to green buildings in **Chapter 4. A Framework for a Sustainable Village** that could be accomplished through **10-1**.
- ▶ **10-4** would implement **5-1** under the topic Green Buildings in **Chapter 4**.

INDEX OF RECOMMENDATIONS

Chapter 4: A Framework for a Sustainable Village

1. Lead, Manage & Coordinate

- 5-1. **Submit application to be certified by NYSERDA's Clean Energy Communities** program.
- 5-2. **Designate a Climate Smart Communities Coordinator** (CSC PE1).
- 5-3. **Create a Climate Smart Communities Task Force** (CSC PE1).
- 5-4. **Consider roles of CFTE, Tree Committee, and Water Quality Advisory Committee** in assessing, advising on, and/or taking ownership of certain sustainability initiatives.
- 5-5. **Become certified by NYS DEC's Climate Smart Communities** program (CEC 10).
- 5-6. **Consider hiring additional staff or outside professionals/consultants** to manage, implement, and/or promote sustainability initiatives.
- 5-7. **Adopt policies to require or encourage the purchase of environmentally-preferable products.** "Environmentally-preferable" products can come in a variety of forms, such as ENERGY STAR labeled products, products containing post-consumer recycled content material, and lease/take-back programs of equipment. See *Sustainable Procurement Playbook for Cities* by the Urban Sustainability Directors Network. Also consult New York State's Purchase Green Requirements and Tools.
- 5-8. **Update the Village's Greenhouse Gas Emissions Inventory** (CSC PE2). The Village's latest Greenhouse Gas Emissions Inventory was initially compiled in 2012.
- 5-9. **Consider joining a national or international climate program** (CSC PE1). Organizations such as the International Council for Local Environmental Initiatives (ICLEI) can provide technical assistance and support and a wider network for sharing best practices.
- 5-10. **Continue coordinating with neighboring municipalities on sustainability education, awareness, and planning initiatives and implementing joint initiatives** (CSC PE10). Where possible, coordinate initiatives with the Village to achieve economies of scale in terms of feasibility, grants, investments, and/or outcomes.
- 5-11. **Invite and work with universities and research institutions** to share knowledge of successful sustainability strategies and to study sustainability topics and challenges in the Village. Leverage assistance from project-oriented classes in the fields of landscape architecture, urban planning, and other disciplines.
- 5-12. **Involve local high schools** to learn about and participate in local sustainability initiatives through relevant classes and active involvement from student groups. Mamaroneck High School, for example, has an environmental club called "Leave No Trace."
- 5-13. **Engage the Mamaroneck Union School District and Rye Neck School Districts** to share information on environmental sustainability initiatives and accomplishments. Where possible, coordinate initiatives

with the Village to achieve economies of scale in terms of feasibility, grants, investments, and/or outcomes.

5-14. Encourage local businesses to undertake environmental sustainability initiatives and share information on accomplishments. Promote participation in Westchester County's Green Business Partnership and recognize businesses that have demonstrated results through the program.

2. Clean Water

5-1. Reduce or eliminate the use of pesticides and chemical fertilizers on Village property. The Village has been using organic fertilizers for many years. It is not permitted to use nitrogen-based fertilizers and pesticides. The Village has been deploying a fogging truck in Shore Acres for mosquito control when needed.

5-2. Identify, locate, and implement green stormwater management demonstration projects on Village property. Publicize completed projects.

5-3. Produce final draft of the *Water Quality Assessment & Improvement Program Implementation Plan*.

5-4. Preserve natural areas through zoning or other regulations (CSC PE6). Adopt stronger wetlands and riverine buffer protection rules (LWRP).

5-5. Adopt rules to control outdoor residential watering during peak hours and to limit outdoor watering from automated systems to limited windows of time. Consider requiring smart controllers for all new irrigation systems and promote the conversion of standard controllers to smart controllers.

5-6. Launch the Healthy Yards campaign to reduce use of chemical fertilizers and pesticides on residential and non-residential properties.

5-7. Create or update a watershed assessment to identify flooding and water quality priorities (CSC PE7).

5-8. Educate homeowners about green stormwater management and encourage them to implement green stormwater management techniques (e.g., rain barrels, cisterns, rain gardens). The Town of Mamaroneck and Village of Larchmont both have a rain barrel program.

5-9. Conserve, re-vegetate, and reconnect floodplains and buffers (CSC PE7).

5-10. Use green infrastructure to manage stormwater in developed areas (CSC PE7). This action is currently under review by CSC (see Figure 41 on page 46).

5-11. Explore potential for further stream restoration for Village waterways (2012 Comp Plan), particularly where Army Corps of Engineers project does not apply.

3. Clean Air

5-1. Adopt a policy to report the energy use of buildings (CEC 1).

5-2. Perform a professional energy audit on four major Village buildings. Review and implement

reasonable energy conservation measures in audit report to reduce electricity consumption, fuel combustion, energy costs, and greenhouse gas emissions.

5-3. Consider incentives for employees to commute via bicycling, transit, or carpooling (CSC PE3).

5-4. Begin implementing the Urban Forest Canopy Management Plan. The plan includes a range of recommendations from completing the tree inventory to developing a heritage tree program that should be evaluated, scheduled, and implemented. The implementation of the plan would continue into the Short-Term and Mid-Term stages.

5-5. Adopt a formal vehicle fleet efficiency policy (CSC PE3). The Village also should keep an inventory of vehicles and track their utilization and maintenance (see Figure 46).

5-6. Right-size the Village's fleet of vehicles (CSC PE3).

5-7. Convert licensed taxis to consist of hybrid or electric vehicles.

5-8. Reduce vehicular miles traveled through certain development controls. Consider encouraging new multi-unit residential development in areas that are within an 10-minute walk from the train station and/or along bus or bicycle routes that provide efficient connections to the station.

5-9. Consider additional zoning safeguards in the industrial area to prevent hazardous materials release into the environment.

5-10. Track the location, type, and planting date of recently- and newly-planted trees on public property using GIS.

5-11. Implement strategies that support bicycling and walking (CSC PE6). Prepare a bicycle and pedestrian master plan (derived from 2012 Comp Plan).

5-12. Plan for and implement traffic calming measures (CSC PE6).

5-13. Plan for and implement a Safe Routes to School program (CSC PE6). Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school and to make walking and bicycling to school safe and appealing.

5-14. Consider revisions to zoning provisions for multi-unit residential development. These might include reducing parking requirements or introducing maximum parking provisions; encouraging developer-provided car sharing; incorporating ride-share service drop-off/pick-up space in site planning; and requiring bicycle parking or a fee-in-lieu mechanism.

5-15. Devise a coordinated promotional campaign to remind residents, property-owners, and landscaping businesses about the seasonal ban on leaf blowers. Combine this with stepped up enforcement.

5-16. Implement strategies that increase public transit ridership and alternative transport modes (CSC PE6). This could include, for example, exploring the possibility of a shuttle service connecting residential neighborhoods to the train station.

5-17. Consider new regulations to reduce or eliminate the use of gasoline-powered lawn and garden

equipment.

- 5-18. Consider requiring provision of parking spaces with electric charging capabilities** in certain new private developments.
- 5-19. Perform a review of Village street lights** and recommend lighting improvements to promote security and to encourage walking and the use of Village parks.
- 5-20. Consider reductions in parking requirements** for certain land uses.

4. Toward Zero Waste

- 5-1. Conduct a waste audit of Village facilities and operations and track diversion rates over time** (CSC PE5)
- 5-2. Provide recycling bins next to all trash receptacles in Village facilities** (CSC PE5). In high-traffic areas, consider single bins that contain slots for trash and recycling.
- 5-3. Provide more trash and recycling bins in parks and on sidewalks** along Village streets and apply clear signs/instructions. Coordinate bins with bus stop locations and other areas. Consider, in appropriate locations, large, solar-powered compacting bins, which can reduce the frequency of pick-ups, thereby reducing labor, fuel consumption, and emissions from trucks.
- 5-4. Promote the Waste Wizard Recyclopeda.** Accessible at www.lmsanitation.org/waste-wizard-recyclopeda, this online database helps local residents and businesses recycle or reuse a wide variety of materials.
- 5-5. Continue to support the Marine Education Center** with coastal cleanups.
- 5-6. Identify and implement waste prevention activities. Consider participating in EPA's WasteWise program** (CSC PE5).
- 5-7. Provide organic waste collection and composting in Village facilities** (CSC PE5).
- 5-8. Create an educational campaign to encourage recycling, composting, and waste reduction** (CSC PE5). Best practices and techniques from other similar communities within Westchester County and outside of the state should be researched in order to maximize the effectiveness of the campaign. Consider coordinating a campaign with neighboring municipalities and encouraging the involvement of the school districts.
- 5-9. Educate homeowners about household composting and/or participating in the Village's food waste recycling program.** The Village could reproduce and circulate or post several resources produced by the NYS Dept. of Environmental Conservation, including the guide *Everything You Wanted to Know about Composting but Were Afraid to Ask* (see Figure 51) and the "Easy Home Composting" poster to educate homeowners on composting.
- 5-10. Provide recycling bins in public places and events** (CSC PE6).
- 5-11. Set up and manage a resource recovery center to encourage reuse of gently-used or new**

materials that have been discarded (CSC PE5). For example, the Town of Bedford, NY operates a “Take it Or Leave it Shed.” The Village could also promote certain apps such as LetGo for this purpose.

5-12. Explore the feasibility of offering residential curbside food waste collection.

5-13. Consider grassroots programs, contests, and/or games that involves residents in litter collection. Communities have organized “litter walks” and “plogging,” which combines fitness with litter collection, might appeal to younger people.

5-14. Adopt a construction and demolition waste reduction program or policy (CSC PE5).

5-15. Consider expanding food waste collection to include commercial businesses.

5. Greener Buildings, Properties & Streets

5-1. Adopt a green building standard for Village-owned buildings and facilities (CSC PE3). The Village should consider green building techniques and certification in the planning stages for new facilities for Village offices and the Police Department.

5-2. Retrieve data from utilities on energy and water consumption of municipal facilities and operations.

5-3. Consider upgrading interior lighting and HVAC equipment of four major Village buildings (CSC PE3). Determine cost-effectiveness of upgrades.

5-4. Consider adopting a residential energy efficiency financing program (CSC PE8). The Village could create such a program by using a qualified energy conservation bond, create an energy revolving loan fund, collaborating with lenders to offer energy-efficient mortgages, and establish an Energize NY Finance program (see Strategy #4 below).

5-5. Consider establishing an Energize NY PACE Financing Program to encourage buildings to implement energy efficiency projects. Property-assessed clean energy (PACE) is a voluntary program in which a home or business owner receives financing from a local government for up-front costs of qualified energy improvements. In exchange, he or she repays the costs through a special property tax assessment over a period of years or decades.

5-6. Install water efficient fixtures (CSC PE3). The EPA, through its WaterSense program, labels products that are backed by independent, third-party certification and meet EPA’s specifications for water efficiency and performance.

5-7. Install a Building Energy Management System - BEMS (CSC PE3). BEMS monitor, measure, and control energy use in buildings. A buildings can have its own BEMS to manage lighting and heating, ventilation, and air conditioning. Alternatively, multiple buildings can have their systems be managed by a central BEMS.

5-8. Adopt an energy benchmarking requirement for Village buildings (CSC PE3). Benchmarking,

typically through the ENERGY STAR Portfolio Manager tool, helps facility managers identify opportunities to reduce emissions, cut energy waste, drive continuous improvement, and quantify energy savings.

5-9. Consider adopting a green building standard for new development (CSC PE3). The Town of Greenburgh, NY adopted a Green Building Law in 2002, which uses LEED standards for developments except for single and two-family residential houses. In 2009, new commercial and multifamily buildings were included in the law (see Figure 57 on page 59). Other standards include, for example, the Home Energy Rating System (HERS) Index.

5-10. Construct a new green building (CSC PE3). The Village should consider green building techniques in the development of new facilities for Village offices and the Police Department.

5-11. Implement several green stormwater management demonstration projects on Village property, including parks, where feasible. See Figure 58 on page 59.

5-12. Consider establishing a financing mechanism for energy efficiency and renewable energy projects in Village-owned buildings (CSC PE3). The Village could allocate a portion of its annual energy budget to energy efficiency upgrades or use budget incentives to allow departments to keep cost savings resulting from energy efficiency projects. It could also create a revolving energy fund that uses savings from energy efficiency or renewable energy projects to pay for future improvements.

5-13. Incorporate energy efficiency and waste handling provisions in standard specifications and government contracts (CSC PE3).

5-14. Consider incentives for green industry or businesses to locate in the Village (CSC PE8). The Village could create green enterprise zones, provide property for a business incubator, create tax incentives, offer microloans for startups, and/or expedite permitting processes.

5-15. Conduct a feasibility study for renewable energy installations (CSC PE4). Should the Department of Public Works decide to redevelop its facility, this could be an opportunity to incorporate renewable energy.

5-16. Consider installing a geothermal pump or other geothermal technology at a new or existing Village property (CSC PE4). Geothermal heat pumps leverage the relatively constant temperature of the Earth's surface layer as a heat source in winter and a heat sink in summer.

5-17. Consider installing a wind system on Village property (CSC PE4). Undertake a feasibility study to determine if a wind installation is appropriate and, if so, consider potential locations, costs, etc.

5-18. Retrieve data from utility providers on residential and commercial energy and water consumption.

5-19. Conduct a sustainability audit of the zoning code. EPA's *Sustainable Design and Green Building Toolkit for Local Governments* is one such audit that the Village could consider utilizing.

5-20. Request participation in another Solarize program (CEC 6).

5-21. Adopt policies, programs, and regulations to conserve water for residential and commercial outdoor use. It is especially important for the Village to conserve non-essential water use during peak periods.

5-22. Adopt energy benchmarking requirements for privately-owned buildings (CSC PE8). Consider legislation that requires the monitoring and reporting of energy consumption in private buildings of a certain minimum size and type.

5-23. Offer energy upgrade financing to business and non-profits (CEC12).

6. Taking Climate Action

5-1. Develop a government operations climate action plan (CSC PE2). A climate action plan sets goals and outlines initiatives that reduce GHG emissions. Using a GHG emissions inventory as the foundation, a climate action plan defines GHG reduction targets and provides a framework for achieving those targets.

5-2. Streamline the approval process for solar (CEC 8). Permitting processes can add costs to solar projects.

5-3. Develop a community greenhouse gas emissions inventory (CSC PE2). Consult accounting and reporting standards such as *Greenhouse Gas Protocol - Global Protocol for Community-Scale Greenhouse Gas Emission Inventories*.

7. Build Awareness & Involvement

5-1. Implement data collection protocols and track sustainability accomplishments and associated cost savings internally. The Village should implement policies and systems to track and measure accomplishments.

5-2. Create an incentive program for Village employees. Encourage ideas for actions or changes in procedures that prevent or reduce solid waste, conserve energy and water, or reduce impacts on air and water quality in the Village.

5-3. Develop a communications plan to publicize the Village's sustainability programs and accomplishments. This could be a joint effort by Village staff and CFTE that includes fully-utilizing the Village website's E-News service, amplifying the reach of CFTE's Facebook page by utilizing more of Facebook's functions and capabilities, using Instagram to broaden the reach, working with LMC-TV for promotions, and soliciting information from local businesses on their sustainability programs.

5-4. Create a "buy local/buy green" campaign (CSC PE8). Link up with regional partners/programs and neighboring communities to promote "buy local/buy green." The local farmers market could be integrated into a "buy local/buy green" campaign.

5-5. Hold green vendor fairs (CSC PE8). Consider ways to incorporate green vendors into Village festivals such as the "Summer on the Avenue" block parties.

5-6. Create a green jobs training program (CSC PE8). Link up with regional partners/programs and local organizations to identify and promote opportunities for green jobs.

Chapter 5: Residential Neighborhood Character

- 5-1. Introduce Additional Zoning Standards for Garages.** The following are intended to reduce the prominence of garages on the front facades of houses.
- 5-2. Introduce Zoning Standards for Front Walks.** To maintain the welcoming nature and walkability of residential blocks and yards, the zoning code should require a walkway to extend from the front steps of a house to the sidewalk—or to the driveway if no sidewalk is present.
- 5-3. Introduce Maximum Lot Coverages.** The zoning code currently includes a maximum building coverage for the “R” zones of 35 percent. A maximum lot coverage would include the main structure, an accessory structure beyond a certain size, and a driveway/parking pad. Homeowners utilizing grass-crete as opposed to impermeable pavement could be offered a certain percent reduction in coverage. Exceptions or reductions should be considered for attached porches and for other features.
- 5-4. Include Subdivision Regulations for Preservation of Existing Features.** Consider preserving existing features that would add value to residential development, such as large trees, watercourses, historic spots and similar irreplaceable assets.
- 5-5. Include Subdivision Regulations for Lots & Lot Layout.**
- 5-6. Include Subdivision Regulations for Natural Cover/Topography.**
- 5-7. Include Subdivision Regulations for Topsoil.** Consider prohibiting any topsoil, sand or gravel to be removed from any lots shown on any subdivision plat, except for improving lots, for laying out of streets, and for removal of contaminated soils in accordance with DEC standards.
- 5-8. Evaluate the Use of a Form-Based Zoning Approach.** Evaluate the possibility using a form-based zoning approach, which can lead to more predictable built results and a high-quality public realm by using physical form and building types, rather than solely land use, as the organizing principle. Figure 73 on page 93 shows excerpts from the Borough of Narberth, PA’s form-based zoning code. The table indicates the building types that are permitted in each zoning district. The accompanying page are the design standards for the multifamily house building type.

Chapter 6: Land Use & Development

Village Downtown (Mamaroneck Ave & Halstead Ave, C-2)

- 6-1. Initiate the Mamaroneck Avenue Complete Street Project.**
- 6-2. Commercial Revitalization Strategy for Village Downtown.**
- 6-3. Launch the Downtown Reconnects to the River Project (Phase 1).**

Village/Downtown Gateway Corridor (Mamaroneck Ave, C-1)

- 6-1. Improve Pedestrian Safety & Comfort in the Corridor.**

6-2. Commercial Revitalization Strategy for the Village/Downtown Gateway.

Mixed Residential Corridor (Halstead Ave, C-1)

6-1. Commercial Revitalization Strategy for the Mixed Residential Corridor.

6-2. Consider Zoning Standards and Design Guidelines to Preserve Certain Building Types, Architectural & Site Design Characteristics. This strategy includes exploring the reduction of non-conformities so that prevailing building types that contribute to the character of this district are permitted. This district is zoned C-1. Form-based zoning approaches should also be considered.

6-3. Support and Encourage Business- and/or Property-Owners in Improving the Appearance of Facades and Parking Areas.

Regional Commercial Corridor (Post Road East, C-1)

6-1. Commercial Revitalization Strategy for Post Road East

Harborview/Regional Mixed Corridor (Post Road West, C-1)

6-1. Commercial Revitalization Strategy for Post Road West

Post-Industrial Neighborhood (Washingtonville)

6-1. Create a Affordable Housing Retention Strategy for Washingtonville

6-2. Improve Pedestrian Safety and Connections to Columbus Park. A critical step is to make the intersection at Mamaroneck Avenue and Waverly Avenue safer to cross so that residents in Washingtonville are better connected to an adjacent open space amenity, Columbus Park, and the commercial activity in the Village/Downtown Gateway character district.

Chapter 7: Historic Preservation

7-1. Convene a Historic Preservation Task Force. Review **Chapter 218. Historic Preservation** and consider modifications based on model ordinances, ordinances from similar communities, and best practices.

7-2. Consider Initiating the Process to become a Certified Local Government (CLG). Benefits of the program include: access to State Historic Preservation Office staff for technical assistance and training, participation in an online network with other CLG communities, the latest information on topics critical to local preservation, and grants to support local preservation and educational activities. Communities have used CLG funding to conduct historic resource surveys, produce publications, undertake planning studies, and present training programs.

7-3. Adopt a Revised Preservation Ordinance. See the Model Preservation Law in the Resources &

Examples section.

7-4. Designate New Historic District(s).

Chapter 8: Transportation Systems

8-1. Prepare a Village-Wide Plan for Bicycle Facilities & Amenities. A bicycle network should provide connections throughout the Village where feasible, link up with neighboring towns, and also include appropriate and well-placed amenities for riders (e.g., signs, bicycle racks, pavement markings, etc.)

8-2. Prepare a Complete Streets Implementation Plan. A Complete Streets policy is a commitment that all future transportation projects will take into account the needs of all users of roads in the Village. The day-to-day decisions that Village departments and elected officials make should be aligned with the goals of the adopted policy. The Village should follow-up its adoption of a Complete Streets resolution with an Implementation Plan. An Implementation Plan can specify whether Complete Streets is the default policy for every project or if it should be treated as a special project.

8-3. Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes.

8-4. Develop Implementation Plan for Pedestrian Safety Improvements to N. Barry Ave and Halstead Ave. The 2018 memo "Village of Mamaroneck Walking Safety Assessment: Halstead Avenue and North Barry Avenue"

8-5. Create a Vision Zero Action Plan.

8-6. Consider App-based Models of Transportation to Reduce Car Trips.

8-7. Introduce Bicycle Sharing to the Village. Consider a bicycle-sharing pilot project to test interest in this type of transportation arrangement.

8-8. Create a Program to Promote Walking throughout the Village. See Figure 134.

8-9. Evaluate and Implement Moratorium Traffic Study Recommendations to Reduce Congestion.

8-10. Participate in the County's Bee-Line Bus Redesign Process.

Chapter 9: Environmental Protection, Open Space & Resilience

9-1. Undertake the Harbor Island Seawall Repair Project. Secure grants to repair and replace failing seawalls with new higher walls.

9-2. Launch the Sea Level Rise Tracking Program. Begin tracking sea level rise at Harbor Island Park to inform future projections using high-accuracy, locally-derived data.

9-3. Continue to Participate in NYSEERDA's Climate Smart Communities program. See [Chapter 4](#).

9-4. Prepare a Private Shoreline Protection Strategy. Explore measures to address sea level rise on

privately-owned areas of the shoreline through code requirements or incentives. Consider permitting the raising of homes to heights that incorporate expected sea level.

9-5. Prepare a Village Protection Strategy. Consider installation of vegetated berms to protect from both storm surge and sea level rise. Explore the use of other structural interventions including automated flood walls that retract to maintain views.

9-6. Consult with DEC’s Office of Climate Change to ensure best management practices are implemented to adapt to climate change.

9-7. Prepare a Village Managed Retreat Strategy. Consider raising or relocating facilities (a strategy called “managed retreat”). Raise or relocate critical infrastructure such as pump stations and force mains in areas that are expected to be inundated.

Chapter 10: Municipal, Parks & Recreation, and Cultural Facilities

10-1. Continue Work on the Consolidate Administrative Facilities Project. Work with selected design firm to develop concepts. Consider ways to better link or integrate municipal facilities with the Library and Downtown and integrate environmental sustainability goals into the project as per **Chapter 4**.

10-2. Produce a New Master Plan for Harbor Island Park. The 2004 *Harbor Island Master Plan* is obsolete, though some concepts might still be valid. A new master plan must recognize the impacts of sea level rise and storm surges on the park’s grounds and facilities, which could potentially mean, in the long-term, a protective role for the Village in addition to its recreational roles.

10-3. Green Infrastructure Demonstration Project. Design and implement a green infrastructure demonstration project in an appropriate and visible area on Village property. For example, Columbus Park could be a good location to demonstrate how green infrastructure can absorb stormwater runoff from a parking lot.

10-4. Prepare a Parks, Recreation & Open Space Master Plan. Planning for parks and recreation typically involves three levels: master planning at a parks system-wide level, site planning for a park or recreation facility, and operational/maintenance planning. Engaging residents will be a critical part of the process in order to determine the level of existing services and facilities provided and how they might be expanded or supplemented by new facilities.

10-5. Produce a Village Public Art Plan. The overarching purpose of this type of plan would be to ensure that public art is aligned with the Village’s goals and with the community’s needs and desires. The process would involve collaborating with various local organizations, artists, business- and property-owners, and residents. Outcomes could include locations and general concepts.



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ACKNOWLEDGMENTS





APPENDICES

- A. Regional, State, and Federal Plans and Studies
- B. Locally-Designated Landmarks
- C. Phasing & Implementation Tables

Appendix A. Regional, State and Federal Plans & Studies

REGIONAL, STATE, FEDERAL PLANS & STUDIES		
YEAR	TITLE	AREA OF FOCUS
2018	The Momentum Continues - The Urban Action Agenda	Region
2018	Fourth Regional Plan	Multi-State Region
2018	Westchester County Bee-Line System First & Last Mile Connections Mobility Study	County
2018	Bus Stop Planning, Design & Placement Guidelines for Westchester Cnty Municipalities	County
2018	One Region: Planning for a Strong and Just Metropolis	Multi-State Region
2017	Shared Services Panel Plan	County
2017	Plan 2045: Maintaining the Vision for a Sustainable Region	Multi-State Region
2017	Coastal Adaptation	Multi-State Region
2017	Blueprint for Smart Growth	County
2017	Bringing Electric Vehicles to Fruition - Westchester County, NY	Region
2017	Analysis of Impediments to Fair Housing Choice + Supplement to Ch. 12	County
2017	Long Island Sound Crossing Feasibility Study	Region
2017	Comprehensive Economic Development Strategy Update (2016-2017)	Region
2016	Under Water: How Sea Level Rise Threatens the Tri-State Region	Region
2016	Bee-line System Passenger Survey	County
2016	Mid-Hudson Sustainability & Smart Growth Toolkit	Regional
2015	Hazard Mitigation Plan Update	County
2015	The Feasibility of Micro-Housing in Westchester County	County
2014	Sustainable Communities Implementation Plan	Region
2014	Getting Back on Track: Unlocking the Full Potential of the New Haven Line	Multi-State Region
2014	Discovery Report: Coastal Flood Study	County
2013	Mid-Hudson Regional Sustainability Plan	Regional

SPONSOR/ LEAD DEPARTMENT	SUMMARY/ RELEVANCE TO COMP PLAN UPDATE
Hudson Valley Pattern for Progress	Summarizes the progress of the Urban Action Agenda, which promotes the revitalization and growth of urban centers.
Regional Plan Association (RPA)	Plan for the RPA region that is guided by the values of equity, health, prosperity, and sustainability.
Westchester County	Explores ways to serve the first and last mile segments of trips through partnerships with the likes of Uber and Lyft.
Westchester County	A reference when planning the design of road and sidewalk rehabilitation or improvement projects that impact bus operations.
New York City Department of City Planning	A presentation of a new regional planning unit, analyzes regional population, economic and land use trends.
Westchester County	Describe shared service initiatives among municipalities and the County and quantifies cost savings.
NYMTC	A long-range plan for investing in the transportation system and building sustainable growth in the NYMTC region.
Regional Plan Association	A framework for governance and funding to address climate change.
Westchester County Association	An economic development initiative that seeks to bring gigabit broadband to every household, business, and institution in the County.
Sustainable Westchester	Recommends areas where Sustainable Westchester can be most impactful and promotes a “municipality toolkit” to encourage electric vehicles.
Westchester County	Studies the affordability of housing in the County and examines demographics and housing in each municipality.
NYSDOT	Studying the feasibility of connecting Westchester County and Long Island via a bridge and/or tunnel.
Hudson Valley Regional Council	Summarizes employment gains and losses and reaffirms strategy to invest in biotech, biomedical and healthcare, advanced manufacturing, and information technology.
Regional Plan Association	Anticipates the impacts of sea level rise in the region.
Westchester County	A plethora of data about bus transit service and usage.
Regional Plan Association	Contains a Sustainability Assessment (See Chapter 5).
Westchester County	See chapter on the Village of Mamaroneck for detailed information on hazard vulnerabilities and events.
Westchester County	Explores smaller “micro-unit” housing types as a means to address housing challenges in Westchester County.
NY-CT Sustainable Communities	Supports local and regional planning to leverage the region's robust transit network and promote economic opportunity.
Regional Plan Association	The New Haven Line needs \$3.6 billion through 2020 to rebuild aging and obsolete infrastructure. Includes emergency and long-term capital investments.
FEMA	Study to update the FIRMs for the County.
Mid-Hudson Planning Consortium	A vision that builds on the region's social, cultural, and natural history to promote economic development, environmental sustainability, and quality of life.

REGIONAL, STATE, FEDERAL PLANS & STUDIES		
YEAR	TITLE	AREA OF FOCUS
2013	Stormwater Reconnaissance Plan for the Coastal Long Island Sound Watershed	County
2013	Building Coastal Resilience	Multi-State Regional
2013	Supporting Economic Growth & Opportunity: The Economic Impact of Suburban Bus Service in Westchester and Nassau Counties	Regional
2010	Flooding & Land Use Planning: A Guidance Document for Municipal Officials and Planners	County
2010	Westchester 2025 Plan Together + Buildout Analysis	Village of Mamaroneck

SPONSOR/ LEAD DEPARTMENT	SUMMARY/ RELEVANCE TO COMP PLAN UPDATE
Westchester County	Highlights flood problem areas, lists prioritized projects, and provides recommendations for municipalities.
Regional Plan Association	Using scenario planning to address uncertainty and change. Contains great table describing coastal adaptation strategies.
Tri-State Transportation Campaign	The ability to extend and expand Bee-Line bus service on routes that serve major new developments has been vital to its success.
Westchester County	Guidance on how best to approach flooding and flood damage and devise strategies to address it locally and regionally.
Westchester County	Policies to guide 2025 County planning.

Appendix B. Locally-Designated Landmarks

Map ID No.	Site	National Register - listed	National Register - eligible	Designated VoM Landmark	Other LWRP Historic Resources	AIA - Recipient
1	"Old Mill"			X		
2	The American Legion Hall			X		
3	100 Mamaroneck Avenue			X		
4	Hook and Ladder Company No. 1 Firehouse			X		
5	Mamaroneck Railroad Stationhouse (1888)		X			
6	John Richbell Monument & Cemetery				X	
7	Site of Disbrow House (1677)				X	
8	DeLancey House (Fenimore Cooper House) (1792) Development				X	
9	Disbrow Cemetery				X	
10	Site of Flandreau House				X	
11	Site of Polycarpus Nelson House				X	
12	St. Thomas Episcopal Church Complex	X				
13	John Flandreau Cottage ("Vue de L'Eau") Church Rectory (1867); Banta House (Staff, 1890)		X			
14	Site of First School House				X	
15	DeLancey Cemetery				X	
16	Florence and Powell Cemetery				X	
17	Gedney Farmhouse - Circa 1800 (demolished)				X	
18	The Gatehouse				X	
19	Site of Deall's Dock				X	
20	The Mamaroneck United Methodist Church	X				X
21	Site of Battle of Heathcote Hill (1776)				X	
22	Site of Heathcote Manor House (at Women's Club overlooking harbor circa 1702)				X	
23	Site of 18th Century Dam and Mill Pond				X	
24	Site of "Closet Hall" of Fenimore Cooper				X	
25	Old Village Square (Madison Square)				X	
26	Guion Cemetery				X	
27	Town of Rye Dock Property			X		
28	Toll Gate House (1805)				X	
29	Gedney Cemetery				X	
30	Later Gedney Cemetery				X	
31	Dingee Cemetery				X	
32	Site of Depot School (1885)				X	
33	The Town of Mamaroneck Cemetery			X		
34	Tompkins Avenue Bridge ("Where the Salt Water Meets the Fresh")				X	
35	Site of First Kindergarten (1901)				X	
36	Melbourne Avenue Historic District (Old Rye Neck)				X	
37	Columbus Park Monument				X	
38	Mamaroneck Project Building (Sewage Treatment Plant Tower & Administration, 1931)		X			
39	Harbor Island Park (Pavilion, 1934; Seawalls; Memorial Grove and Firemen's Memorial)				X	
40	Stanford White-designed Gatehouse and Stables (Mamaroneck Beach and Yacht Club, 1885); Cottage Gatehouse				X	

Map ID No.	Site	National Register - listed	National Register - eligible	Designated VoM Landmark	Other LWRP Historic Resources	AIA - Recipient
41	Daniel Warren Schoolhouse (Conrad Henne, Architect, 1930)					X
42	Mamaroneck Free Library (1927); Emelin Theatre (1972)				X	
43	Mamaroneck Village Hall (Johnson Park and World War II Memorial)				X	
44	Weatherbee Mansion (Westchester Day School, circa, 1880)				X	
45	Old Central School (First High School, 1888)				X	
46	Strait Gate Church (1945); Rev. Martin Luther King Center				X	
47	Barry Avenue A.M.E. Zion Church (1903)				X	
48	Holy Trinity Church (1885)				X	
49	Tompkins Park (Memorial to World War I Veterans) with Milestone "23 Miles to N.Y. City"				X	
50	Oriente Beach Club				X	
51	Beach Point Club Mansion				X	
52	St. Vito's Church (1930)				X	
53	Satan's Toe, Site of Flagler Estate and D.W. Griffith Studio				X	
54	Highview Street Historic District				X	
55	The "Skinny House"	X		X		
56	Walter's Hot Dog Stand	X				
57	Albert E. & Emily Wilson House	X				
59	The Lichtenstein Building			X		
60	The Bedelle Homestead and Cottage			X		

Appendix C. Phasing & Implementation Tables

These tables will be provided to the Planning Department as a separate document. It will be an editable Microsoft Word document that includes all of the strategies organized by chapter and phasing. Given that the nature and timing of strategies can change over time, this provides the Village with a way to edit and/or reorganize the strategies.



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