

# COMPREHENSIVE PLAN VILLAGE OF MAMARONECK

Village of Mamaroneck, NY

February 2012

## Village Board of Trustees

Norman Rosenblum, Mayor  
Louis N. Santoro, Deputy Mayor  
Toni Pergola Ryan  
John M. Hofstetter  
Sid Albert

## Prepared by 2025 Comprehensive Plan Revision Committee

Chairman: Robert Galvin

Leonard Aubrey	Robert Gunsher
Salvador Behar	Robert Hassler
Douglas Capasso	Alison Iavarone
Rocky Cipriano	John Knoetgen
Liz Covington	Tony Lividini
Laura Cruz Colon	Edward Pomeranz
Gregg DeAngelis	Luis Quiros
Doris Dickerson	Norma Riffel
Manny Enes	Ralph Ruocco
Doris Erdman	Nancy Wasserman
Lois Fenton	Lee Wexler
Jane Grusby	Andy Spatz
Ian Daly	

With the assistance of  
BFJ Planning  
115 Fifth Avenue New York, NY 10003



## Table of Contents

<b>Chapter 1: Introduction, Vision Statement, Goals and Objectives.....</b>	<b>1</b>
1.1 Plan Update and 2025 Vision Committee.....	1
1.2 Public Participation .....	1
1.3 2025 Vision Statement .....	2
1.4 Goals and Objectives.....	2
<b>Chapter 2: Regional Setting .....</b>	<b>5</b>
2.1 Relevant Regional Policies.....	5
2.2 Local Context .....	10
2.3 Previous Plans/Studies.....	12
<b>Chapter 3: Demographics and Housing.....</b>	<b>15</b>
3.1 Population Change.....	15
3.2 Race and Ethnicity.....	17
3.3 Age.....	17
3.4 Housing.....	18
3.5 Household size.....	18
3.6 Economic Characteristics.....	19
3.7 Summary of Changes Since 1986 .....	20
3.8 Affordable Housing.....	21
3.9 Population Projections.....	22
3.10 Recent Development Proposals/Projects.....	25
3.11 Property Taxes.....	26
<b>Chapter 4: Land Use and Zoning.....</b>	<b>29</b>
4.1 Land Use .....	29
4.2 Zoning .....	30
4.3 Update and Streamline Zoning Text.....	30
4.4 Update Village Subdivision Regulations.....	36
4.5 Review Bulk and Area Setbacks in all Zoning Districts .....	36
4.6 Address Impacts of Infill Housing in C-1 zone.....	37
4.7 Zoning Map Changes and Corrections .....	37
4.8 Review the Village’s Parking Regulations .....	38
<b>Chapter 5: Industrial Area.....</b>	<b>39</b>
5.1 Industrial Area Land Use .....	39
5.2 Streetscape and Building Conditions.....	43
5.3 Flood Control in the Industrial Area.....	47
5.4 Industrial Trends in Mamaroneck .....	47
5.5 Recommendations .....	50
<b>Chapter 6: Environmental Protection/Mamaroneck Harbor/Long Island Sound.....</b>	<b>53</b>
6.1 Flooding, Watercourses and Wetlands .....	53

Village of Mamaroneck Comprehensive Plan  
Table of Contents

---

6.2	Soils .....	65
6.3	Steep Slopes.....	68
6.4	Stormwater and Drainage .....	68
6.5	Mamaroneck Harbor/Long Island Sound .....	71
6.6	Sustainable Design/Green Building Practices .....	75
6.7	Climate Change and Sea Level Rise.....	76
6.8	Light Pollution .....	85
6.10	Recommendations .....	86
<b>Chapter 7: Neighborhoods and Housing .....</b>		<b>91</b>
7.1	Mamaroneck Neighborhoods .....	91
7.2	Historic Preservation.....	98
7.3	Housing Cost and Affordability.....	102
7.4	Recommendations .....	105
<b>Chapter 8: Commercial Districts .....</b>		<b>107</b>
8.1	Mamaroneck Commercial Districts .....	107
8.2	Issues and Opportunities .....	115
8.3	Recommendations .....	121
<b>Chapter 9: Traffic and Transportation .....</b>		<b>125</b>
9.1	Overview .....	125
9.2	Functional Classification of Roadways.....	126
9.3	Traffic Volumes.....	128
9.4	Public Transportation, Bicycle and Pedestrians .....	131
9.5	Parking.....	131
9.6	Recommendations .....	140
<b>Chapter 10: Open Space and Recreation.....</b>		<b>143</b>
10.1	Overview .....	143
10.2	Parks and Open Space.....	144
10.3	Mamaroneck Harbor .....	148
10.4	Conservation Areas.....	150
10.5	Issues and Opportunities .....	151
10.6	Recommendations .....	154
<b>Chapter 11: Municipal Services and Cultural Facilities.....</b>		<b>155</b>
11.1	Municipal Services .....	155
11.2	Schools.....	157
11.3	Boards, Commissions and Committees .....	160
11.4	Water and Utilities .....	161
11.5	Cultural Facilities .....	164
11.6	Recommendations .....	165
<b>Chapter 12: Recommendations and Priorities .....</b>		<b>167</b>

12.1	Recommendations, Priorities and Implementation .....	167
12.2	Updates to the Comprehensive Plan .....	168
<b>Action Plan.....</b>		<b>171</b>
<b>Appendix: Workshop Summaries.....</b>		<b>181</b>

## List of Figures

Figure 2-1: USGS Map.....	6
Figure 2-2: Patterns for Westchester.....	8
Figure 2-3: Local Context .....	11
Figure 3-1: Census Tracts and Blocks .....	16
Figure 4-1: Land Use .....	31
Figure 4-2: Zoning Map .....	33
Figure 5-1: Industrial Area.....	40
Figure 5-2: Observed Industrial Area Land Uses .....	41
Figure 5-3: Industrial Area Land Use Map .....	42
Figure 5-4: Hoyt Avenue Redevelopment.....	42
Figure 5-5: Streetscape Conditions .....	46
Figure 5-6: ZIP Code 10543 and Westchester County Industrial Firms 1998-2005 .....	49
Figure 6-1: Drainage Basins .....	54
Figure 6-2: FEMA Flood Map .....	57
Figure 6-3: Wetlands and Critical Environmental Areas.....	61
Figure 6-4: Soils .....	67
Figure 6-5: Steep Slopes.....	70
Figure 6-6: Local Waterfront Revitalization Program Area.....	74
Figure 6-7: Projected Sea Level Rise .....	80
Figure 6-8: Estimated Percent Building Loss – Category 3 Storm .....	81
Figure 7-1: Village Neighborhoods.....	92
Figure 7-2: Village Landmarks .....	99
Figure 8-1: Map of Recent Development Projects.....	112
Figure 8-2: Conceptual Build-Out Plan for Philips Park Road .....	116
Figure 9-1: Functional Classification of Road Network .....	127
Figure 9-2: Traffic Volumes.....	129
Figure 9-3: Access Management Concept.....	130
Figure 9-4: Travel-to-Work Data.....	131
Figure 9-5: Public Transportation Map .....	132
Figure 9-6: Intersections Identified as Requiring Pedestrian Improvements.....	135
Figure 9-7: Parking Lot Concepts.....	139
Figure 10-1: Major Parks and Open Space.....	146
Figure 10-2: Harbor Island Master Plan .....	147
Figure 10-3: Mamaroneck, Sheldrake Rivers Public Open Space Linkages .....	153
Figure 11-1: School Districts in the Village of Mamaroneck .....	159
Figure 11-2: Water Districts in the Mamaroneck Region .....	162

Figure 11-3: Sewer Districts in the Mamaroneck Region ..... 163  
Figure 12-1: Map of Key Plan Recommendations ..... 169

## List of Tables

*Table 3-1: Population Change in Mamaroneck since 1970..... 15*  
*Table 3-2: Race and Ethnicity..... 17*  
*Table 3-3: Age Structure..... 18*  
*Table 3-4: Increase in Number of Housing Units from 1980-2000..... 18*  
*Table 3-5: Households in Mamaroneck 1960-2000..... 19*  
*Table 3-6: Housing Value for all Owner-Occupied Housing Units..... 19*  
*Table 3-7: Major Employers in Mamaroneck Village, 2004..... 20*  
*Table 3-8: Changes in Demographics between 1986 and 2000..... 20*  
*Table 3-9: Affordable Housing Allocation..... 21*  
*Table 3-10: NYMTC 2025 Demographic Projections ..... 23*  
*Table 3-11: NYMTC Total Population and Households Forecasts 2000 – 2025 ..... 24*  
*Table 3-12: Recent Development Proposals/Projects..... 25*  
*Table 3-13: Property Tax Structure for Residents of the Village of Mamaroneck..... 26*  
*Table 4-1: Summary of Existing Zoning Districts ..... 32*  
*Table 5-1: Manufacturing Firms and Number of Employees ..... 49*  
*Table 5-2: Employed Resident Industrial Labor Force ..... 50*  
*Table 6-1: Freshwater and Tidal Wetlands Recommendations..... 62*  
*Table 6-2: Stream Assessment and Restoration ..... 62*  
*Table 6-3: Stormwater Management..... 62*  
*Table 6-4: Local Comprehensive Plans and Ordinances..... 63*  
*Table 6-5: Community Greenhouse Gas Emissions in 2005..... 85*  
*Table 7-1: Residential Zoning District by Neighborhood..... 97*  
*Table 7-2: Village Landmarks ..... 98*  
*Table 7-3: Affordable Housing Projects Since 1986..... 104*  
*Table 8-1: Recent and Proposed Residential Projects in and around the Village Center 109*  
*Table 9-1: Traffic Volumes in Mamaroneck..... 128*  
*Table 10-1: Village of Mamaroneck Park Facilities ..... 144*  
*Table 11-1: Mamaroneck Union Free School District Enrollment..... 158*

## **Chapter 1: Introduction, Vision Statement, Goals and Objectives**

### **1.1 Plan Update and 2025 Vision Committee**

It has been more than twenty years since the last Comprehensive Plan was adopted for the Village of Mamaroneck in 1986. Since that time, the Village has grown and experienced new infill development in the business district and along major commercial corridors such as the Post Road and Mamaroneck Avenue. In addition, the basic land use and demographic data of the 1986 plan requires updating. As a result, the Mayor and Board of Trustees determined that the Plan should be updated to reflect existing conditions and lay out a set of goals that will set a path for the Village to move forward over the next ten to twenty years and make some immediate zoning text changes including amendments to FAR.

State municipal law provides that the Board of Trustees may prepare a comprehensive plan with the assistance of a special board. In September 2006, the Mayor appointed Planning Board Chair Bob Galvin to Chair the 2025 Vision Committee to assist the Trustees in the preparation of a Plan update. This Committee includes a range of representatives from different aspects of Village life including residential and commercial sectors. Through monthly meetings, the Committee has provided guidance and direction in the drafting of this Plan. Additionally, in order to collect and incorporate vital public input into the Plan, televised public workshops were held on November 11, 2006, and February 10, 2007.

The concluding Recommendations and Priorities section incorporates the Village's essential characteristics and future goals addressed in the following chapter topics: Regional Setting, Demographics and Housing, Land Use & Zoning, Environmental Protection, Neighborhoods and Housing, Traffic and Transportation, Open Space and Recreation, and Municipal Services and Cultural Facilities. This has been proposed as an Action Plan that is both part of the document and can also be used as a standalone to-do-list for the Board of Trustees.

### **1.2 Public Participation**

As mentioned, two public workshops are part of the planning process for this update. The first public workshop was held on November 11, 2006, at the Senior Center and included a survey to poll public opinion as regards the main goals and issues for the plan to address. This workshop forum was aimed at eliciting public comments and suggestions for the recommendations for the Plan. The preliminary draft was subsequently presented at the second workshop, held on February 10, 2007. Recommendations from the second workshop have been reviewed and appropriately integrated into this document. Both workshops are summarized in the appendix.

### 1.3 2025 Vision Statement

During a series of monthly meetings starting in September 2006, the 2025 Vision Committee formulated a vision statement and a series of goals and objectives. These are described below.

*In our vision for the Village of Mamaroneck in 2025 the Village's quality of life, small-town character, diversity, and special natural environment are preserved and enhanced. The beauty and quality of the Village's environment is strengthened, and defines our shared identity and unites us in civic pride.*

*Our success is the result of Village residents, businesses, local government and institutions coming together in deliberate action to realize our collective vision of what Mamaroneck can and should be. The future of our Village will be built on the four themes of the vision:*

- *QUALITY OF LIFE,*
- *SMALL-TOWN CHARACTER,*
- *DIVERSITY, AND*
- *ENVIRONMENT.*

### 1.4 Goals and Objectives

Taking inspiration from the vision statement, the following goals and objectives were drafted addressing the four themes of quality of life, small-town character, diversity, and environment:

- Preserve the character of existing neighborhoods
- Update current zoning ordinance
- Vigorously enforce zoning, building codes and other local laws
- Encourage preservation of historic structures and review downtown building inventory for preservation
- Develop workforce and senior housing at appropriate densities
- Make better use of industrial areas but exercise care in relation to adjacent residential areas
- Plan transition areas between higher and lower-density zones
- Maintain excellent schools and public services while keeping property taxes "affordable"
- Strengthen the retail base and attractiveness of our commercial areas
- Encourage conservation and strict development regulations on the waterfront, floodplains and wetlands
- Protect water quality in Long Island Sound
- Increase and upgrade publicly-owned open space and recreation, especially Harbor Island Park

- Increase public access to the waterfront and preserve beach clubs and marinas
- Continue to improve and beautify the Village by instituting streetscape improvements, planting, and requiring appropriate landscaping in all new developments
- Ensure that traffic does not impinge on the quality of life of residents, implementing traffic management measures as necessary



## Chapter 2: Regional Setting

The Village of Mamaroneck is located on Long Island Sound in Westchester County, approximately 23 miles north of New York City. The Village is bordered by the Town/Village of Harrison to the north, the unincorporated area of the Town of Mamaroneck to the south and west and Long Island Sound to the east (see Figure 2-1).

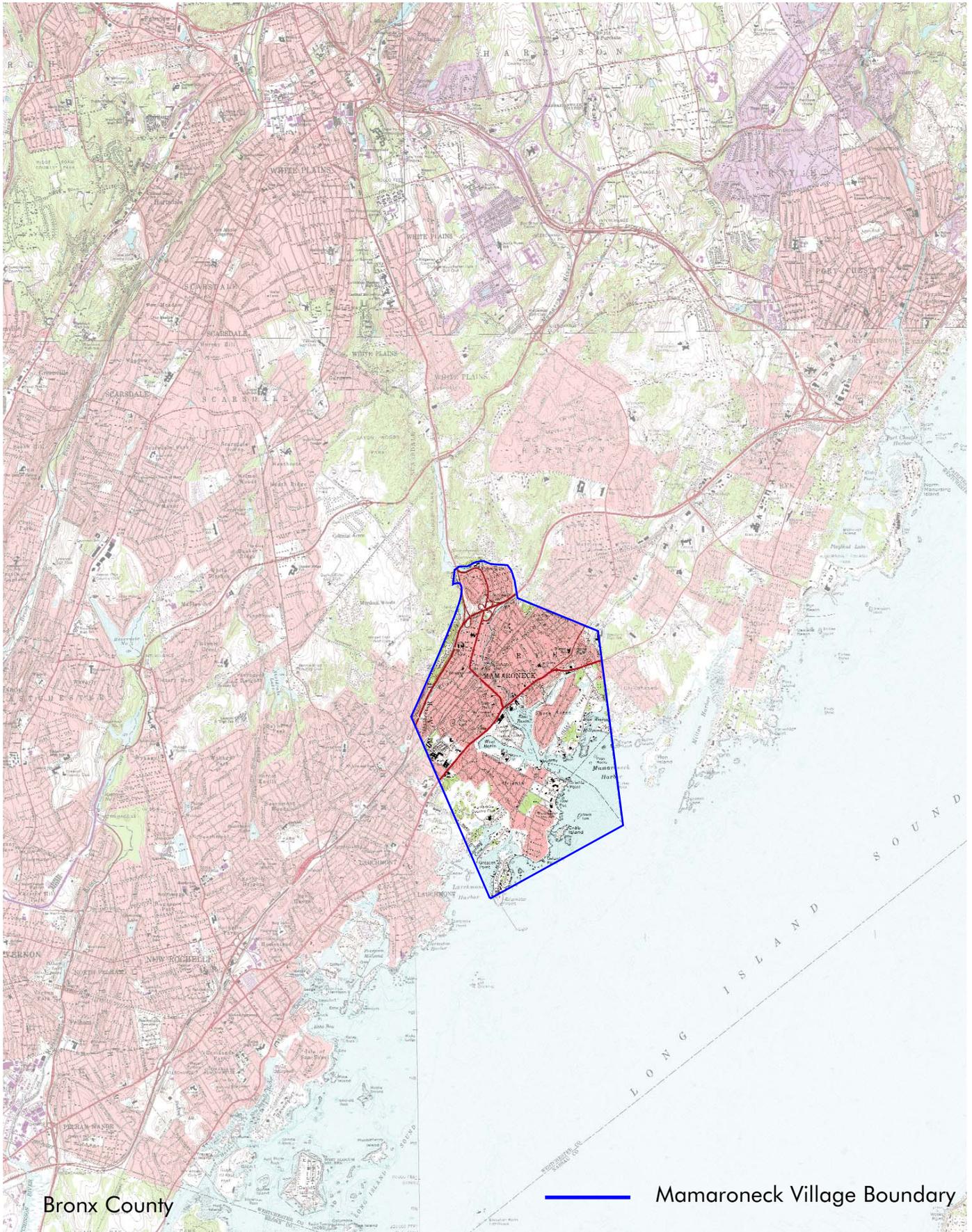
Mamaroneck is situated in a key location with regard to regional transportation. Both I-95 and the Boston Post Road (US Route 1), a historically significant road, run through the Village providing connections south to New York City and north to New England. The Village is also situated along the Metro-North Railroad (New Haven line), a 40-minute train ride to Midtown Manhattan.

### 2.1 Relevant Regional Policies

A community's growth and development patterns are shaped most directly by the land use and planning decisions made by its local government. However, many local concerns, such as air and water quality, traffic conditions and economic growth have impacts that reach beyond municipal boundaries. These can be most effectively addressed when the regional context is taken into consideration. This broader outlook for growth and development is provided by vision plans issued by state and county governments and sometimes inter-municipal agreements. For Mamaroneck, several plans and initiatives have been developed on the county and inter-municipal levels that are relevant to local decisions. These are:

- Regional Plan Association – *A Region at Risk*
- Westchester County's *Patterns for Westchester: The Land and the People*
- Westchester County's *Westchester 2025*
- Long Island Sound Coastal Management Program

The Region – *A Region at Risk*. Since 1922, the Regional Plan Association (RPA) has issued three plans that provide a regional perspective on land use issues in the 31-county New York/New Jersey/Connecticut metropolitan area. The Third Regional Plan, *A Region at Risk* (1996), presents a broad vision for improving regional quality of life and competitiveness within a global economy. The plan's specific recommendations, expressed as Campaigns, include polices on green areas, the economic development of centers, improved transportation systems, the workforce and governance. Some of these recommendations are incorporated in this plan.



LOCAL WATERFRONT REVITALIZATION PROGRAM AREA

FIGURE 2-1: USGS MAP



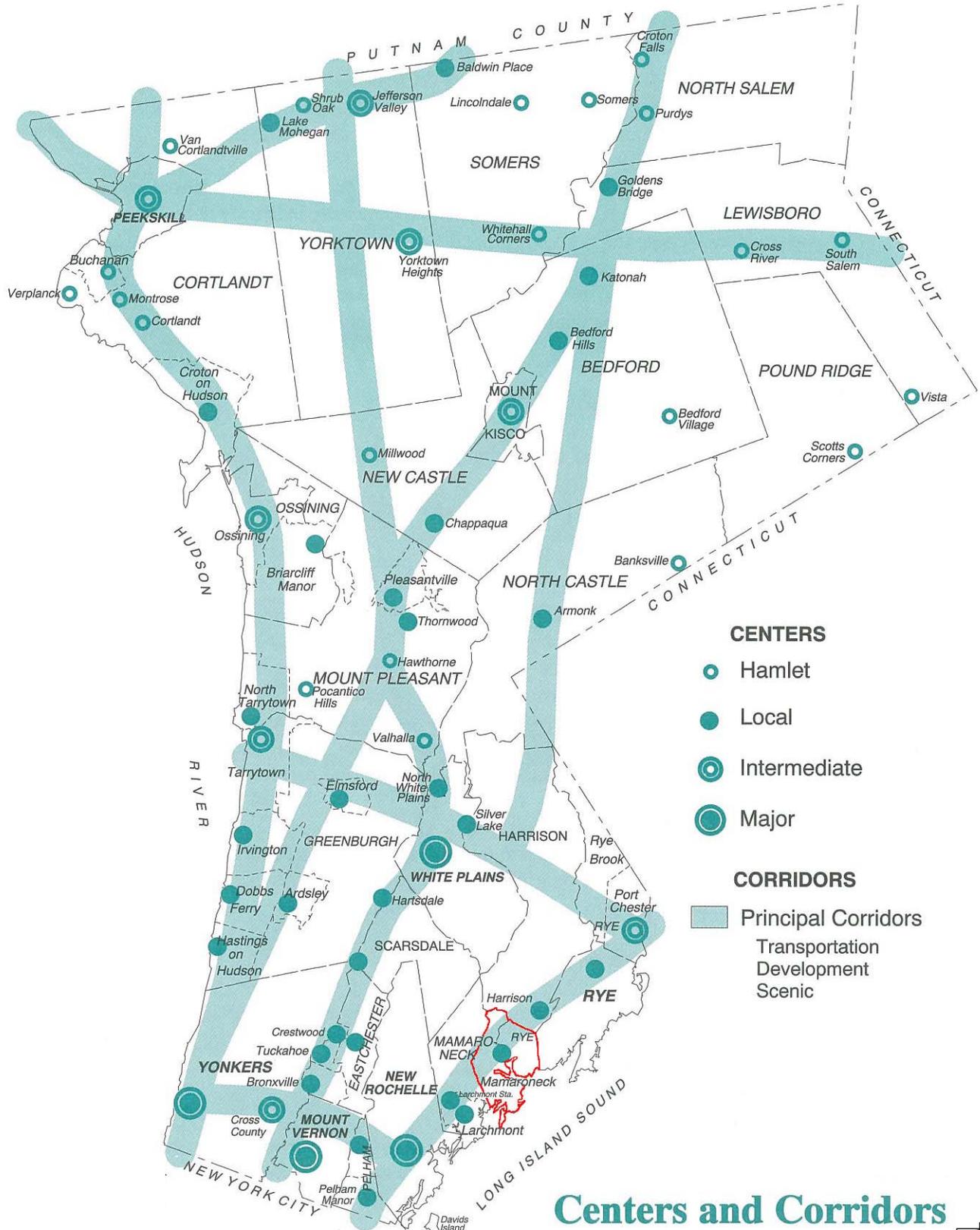
**Westchester County Patterns and Westchester 2025.** In 1996, Westchester County adopted *Patterns for Westchester: the Land and the People (Patterns)*. *Patterns* serves as a policy document designed to guide sustainable development that “balances economic and environmental concerns and serves the needs of a changing population.” *Patterns* offers a broader vision and context for local-level planning initiatives. It supports looking at both local and cross-border issues and encourages inter-municipal communication and cooperation, to strengthen individual municipalities and the County overall.

Since final land use authority rests with municipalities, *Patterns* serves as a guide and not a mandate for local planning efforts. However, the County does have two sources of influence: 1) when considering distributing grants or funding assistance for local planning efforts, the County can look at whether these local efforts conform to the vision set forth in *Patterns* and 2) under Articles 239-m and 239-n of the State’s General Municipal Law, the County’s planning department has mandatory review over certain proposed planning and zoning actions that occur within 500 feet of a municipal boundary and State and County facilities. These actions include the adoption of a comprehensive plan, and the issuance of site plan approval; special permit; or variance for property within 500 feet of a municipal boundary, County or State park or recreation area, County or State roadway, County-owned stream or drainage channel, or County or State-owned land on which a public building or institution is situated. Westchester County has exercised its right under Article 239-m in disapproving local comprehensive plans and zoning ordinances.

*Patterns* categorizes the County’s municipalities, transportation network and natural environment as centers, corridors and open space respectively. The basic premise of *Patterns* is that existing centers, if nurtured by necessary infrastructure, can support commercial and residential growth; that existing strip development along corridors can be reshaped to capture some benefits of centers; and that not all land uses are appropriate to all locations. From this perspective, hamlets and small towns function as service centers and remain the optimum locale for development investment. Mamaroneck is identified as a local center in *Patterns*. Local centers typically have a well defined downtown business district and include, in addition to the uses found in hamlets, small-scale offices, more extensive retail stores, supermarkets, libraries, other public buildings and residential uses “over the store” and in low-rise multi-family structures. Some parts of the identified transportation network corridors also run through Mamaroneck.

The recommendations set forth in *Patterns* for Mamaroneck support the Village’s efforts to preserve its existing patterns of development and open space.

In 2006, the Westchester County Planning Board began a review of the County’s planning policies in the context of the challenges currently facing the region. While the board found that *Patterns* continues to provide a solid foundation for the county’s development, new critical issues require specific acknowledgement and action. As a result, the County has created *Westchester 2025*, an Internet-based, interactive framework for a planning partnership between Westchester and its 45 municipalities. *Westchester 2025* is intended to help create a single regional vision, and to assist the Westchester County Planning Board carry out its principal responsibilities of long-range planning, advising the County Executive and Legislature on capital spending and bringing the County’s perspective to bear on planning and zoning referrals from municipal governments.



LOCAL WATERFRONT REVITALIZATION PROGRAM AREA

FIGURE 2-2: PATTERNS FOR WESTCHESTER

*Westchester 2025* supports sustainable development that balances economic and environmental concerns and serves the needs of the county's changing population. To respond to major events of the early 21<sup>st</sup> Century including flooding, terrorism and infrastructure failure, the plan modifies the policies originally developed for *Patterns*, as follows:

1. Channel development to centers.
2. Enhance transportation corridors.
3. Assure interconnected open space.
4. Nurture economic climate.
5. Preserve natural resources.
6. Support development and preservation of permanently affordable housing.
7. Support transportation alternatives.
8. Provide recreational opportunities to serve residents.
9. Protect historical and cultural resources.
10. Maintain utility infrastructure.
11. Support vital facilities.
12. Engage in regional initiatives.
13. Define and protect community character.
14. Promote sustainable technology.
15. Track and respond to trends.

While *Westchester 2025* has not developed specific recommendations for the Village of Mamaroneck, its policies are generally in line with the Village's land use and development goals. In addition, as part of the *Westchester 2025* effort, County planning staff presented a draft zoning build-out analysis report to the Village Trustees in September 2010. The analysis also calculated various impacts on infrastructure, traffic and school populations.

**Long Island Sound Coastal Management Program.** The Long Island Sound Coastal Management Program replaces the State Coastal Management Program for the Sound shorelines of Westchester County, New York City to the Throgs Neck Bridge, Nassau County, and Suffolk County. Local government priorities for the coast, expressed in local plans and in Local Waterfront Revitalization Programs, are supported by the Long Island Sound Coastal Management Program in two important ways. First, it establishes priorities and targets State capital and program efforts to better reflect approved Local Waterfront Revitalization Programs. Second, it provides resource protection and development information for use in periodic updates of approved Local Waterfront Revitalization Programs and in the development of new Local Waterfront Revitalization Programs within the region.

**Local Waterfront Revitalization Program.** Mamaroneck's Local Waterfront Revitalization Program was approved in 1985. This program's purpose is to promote a balance between economic development and preservation in order to permit the beneficial use of coastal resources, while preventing the loss of living marine resources and wildlife, diminution of open space areas or public access to the waterfront, impairment of scenic beauty, or permanent adverse changes to ecological systems. The report includes policies and implementation techniques. An update of the LWRP is underway, and is anticipated to be complete in 2012.

## **2.2 Local Context**

According to the United States Census Bureau, the Village contains a total area of 6.7 square miles, of which 3.5 square miles is under water, leaving 3.2 square miles, or 2,048 acres of land area. Mamaroneck is an incorporated Village within the Town of Mamaroneck and the Town of Rye. It is a low-lying coastal community on western Long Island Sound which lies at the confluence of the Mamaroneck and Sheldrake Rivers.

Development in neighboring municipalities forms an important element of the local context. Details of current or recent projects in neighboring communities are as follows:

### ***Town of Mamaroneck***

The unincorporated area of the Town of Mamaroneck is characterized mainly by residential development. The Villages of Larchmont and Mamaroneck serve as local centers for this residential population. One of the most significant projects in the pipeline is an approved Forest City Daly apartment building on Madison Avenue, near the I-95 ramps and Larchmont border.

### ***City of Rye***

A Central Business District Study was recently prepared by the Retail Strategy Task Force (RSTF) with the services of Phillips Preiss Shapiro Associates, Inc. This Study is intended to develop recommendations to maintain and improve the business climate in the downtown. A range of issues is addressed including land use, pedestrian and vehicle circulation, urban design, market trade area, parking, land use and zoning controls and other concerns.

### ***Village of Port Chester***

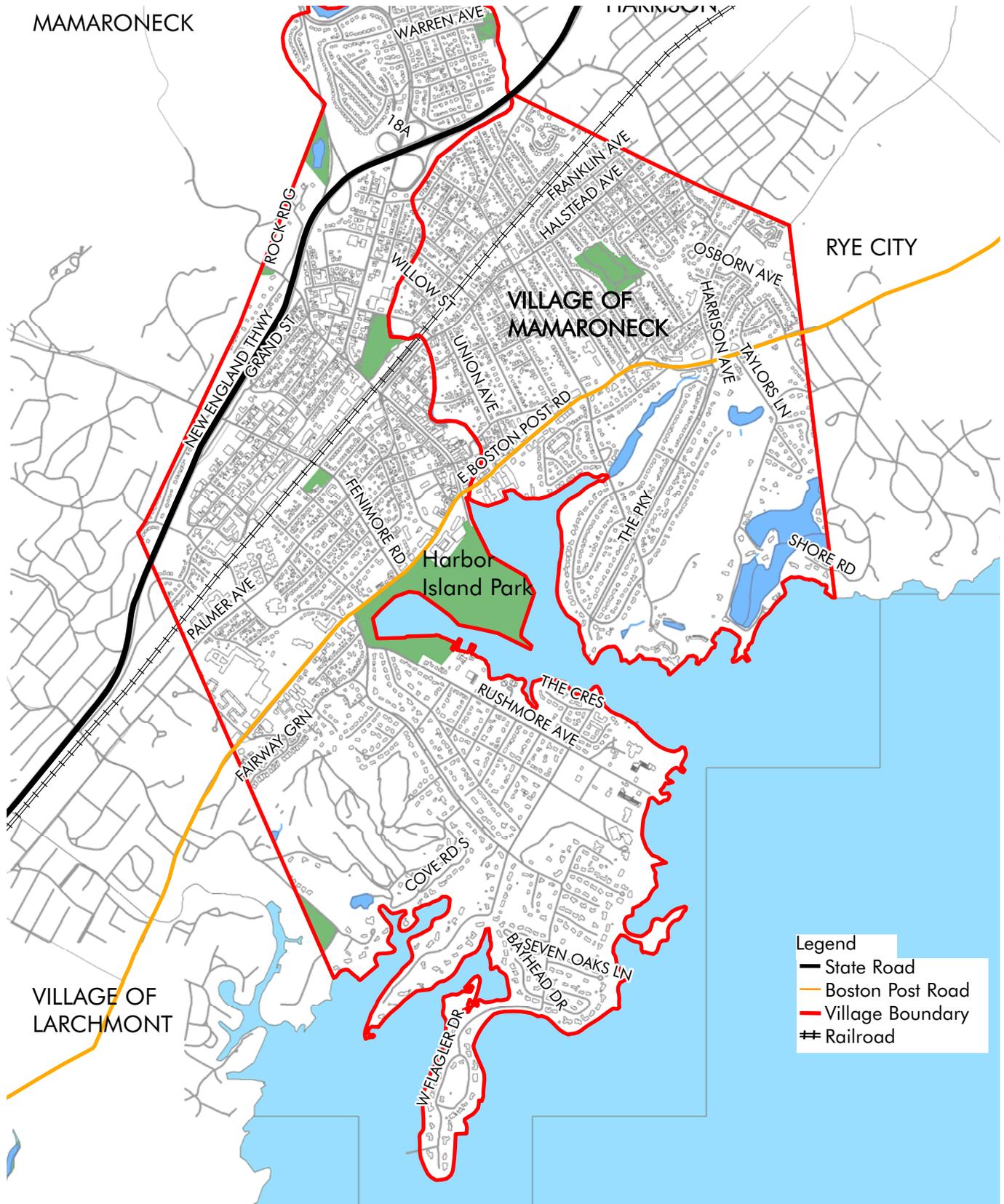
At present the Village of Port Chester is updating its 1968 Master Plan. In recent years, the Village has been engaged in a large-scale redevelopment in the downtown. The first phase of the Marina Redevelopment Project, consisting of a multiplex cinema and several national retail “big box” outlets, has been completed. The Village has also recently witnessed significant residential development activity. Two condominium projects have been approved, with another one in the approval process. In addition, Fox Commons, an affordable 35-unit condominium development on the Byram River has been completed and is being marketed by the Village’s Housing Action Committee, and the Village is currently evaluating proposals to redevelop the former United Hospital property for residential use.

### ***Town/Village of Harrison***

The Town/Village recently updated its 1988 Master Plan. A number of projects are ongoing in an effort to revitalize the downtown, including Project Home-Run, a significant park and recreational facility. A proposal for the creation of a townhouse zone in the Town was recently defeated; however, a transit-oriented development (TOD) project has been proposed adjacent to the Harrison Train Station.

### ***Village of Larchmont***

The Village of Larchmont recently revised its zoning code and introduced Floor Area Ratios. Recently completed developments include a Commerce Bank on the site of a former gas station, and an approximately 50-unit building on the Collins Brothers site adjacent to the Metro-North railroad that is moving forward under the County’s housing settlement agreement.



LOCAL WATERFRONT REVITALIZATION PROGRAM AREA

FIGURE 2-3: LOCAL CONTEXT



### ***City of White Plains***

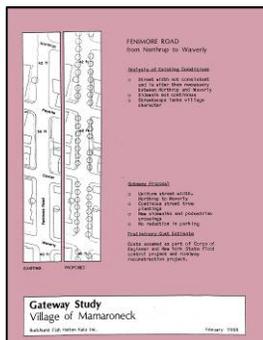
The City has undertaken a major revitalization of its downtown, which includes an urban shopping complex with tenants such as Target. The redevelopment of the downtown is leading to the creation of a new skyline for White Plains, characterized by residential towers (such as City Center and Trump Tower) and a RitzCarlton Hotel.

## **2.3 Previous Plans/Studies**

The last Comprehensive Plan for the Village of Mamaroneck was adopted in 1986. This plan described each of the neighborhoods in the Village and set out goals and objectives for the entire Village.

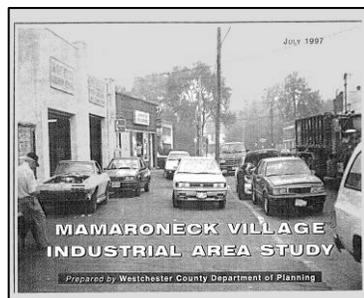
At the time, the concerns included a stabilized population size and an aging population composition. The continued decline in the availability of affordable housing and developable land was also a major concern. Concerns regarding the environmental side-effects of overdevelopment and the need for preservation of historic buildings were also brought to the forefront.

The last Master Plan made a number of recommendations, some of which required additional studies and/or plans. Since 1986, a number of studies have been completed, including the Gateway Study (1988), the Mamaroneck Village Industrial Area Study (1997), the Waverly Avenue Design Study (2004), the Fenimore Road Improvement Report (2004) and the Harbor Island Park Master Plan (2004). These now serve as background and inputs to this current update.



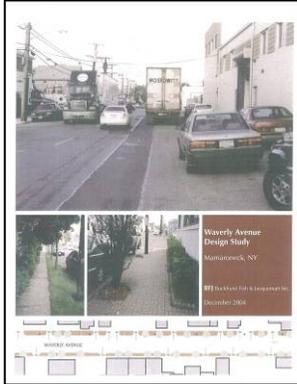
### Gateway Study, 1988

This was prepared to begin the implementation of the 1986 Master Plan recommendations regarding improvements to the Village gateways.



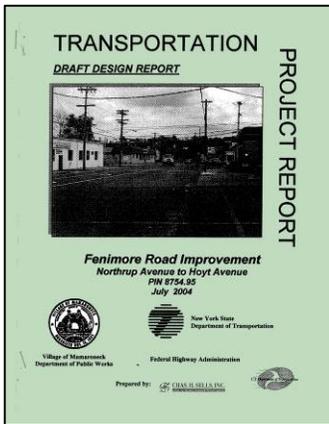
### Mamaroneck Village Industrial Area Study, 1997

This Study, prepared by Westchester County Planning Department, was intended to build upon Westchester County *Patterns*, which was published in 1996. It represented a cooperative initiative between the County and the Village with the aim of improving the viability of the Village's industrial area, which was a recommendation of the 1986 Plan.



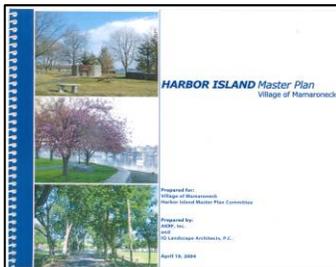
Waverly Avenue Design Study, 2004

This Study recommended various streetscape improvements for Waverly Avenue, to include parking reconfigurations, improving the appearance of the street, and improving pedestrian safety and access.



Fenimore Road Improvement Report, 2004

This Design Report was commissioned to implement the streetscape and roadway improvement recommendation of the Industrial Area Study.



Harbor Island Park Master Plan, 2004

AKRF prepared a planning report and a master plan design for the three-phase reconstruction of Harbor Island Park.



## Chapter 3: Demographics and Housing

This chapter examines Mamaroneck’s demographic characteristics including population, race and ethnicity, housing, income, and economic characteristics, providing an overview of existing conditions and comparing the current context to the context of the 1986 plan. This chapter also compares Mamaroneck with other municipalities in Westchester, including the Town/Village of Harrison and the City of Rye. These municipalities were selected for this purpose based on their total population as enumerated in the 2000 Census, which were both similar to that of Mamaroneck.

Mamaroneck contains four census tracts and 21 census blocks as shown in Figure 3-1. For the 1986 plan, data from the Neighborhood Statistics Program of 1980 were utilized, and figures were available for twelve neighborhoods: Harbor Heights, Old Rye Neck North, Halstead, Florence Park, Old Rye Neck South, Heathcote Hill, Industrial, Washingtonville, CBD, Harborlawn/Shore Acres, and Orienta. The 2010 Census has been completed, and is incorporated as appropriate throughout this section (not all data presented in this chapter are yet available from the 2010 Census).

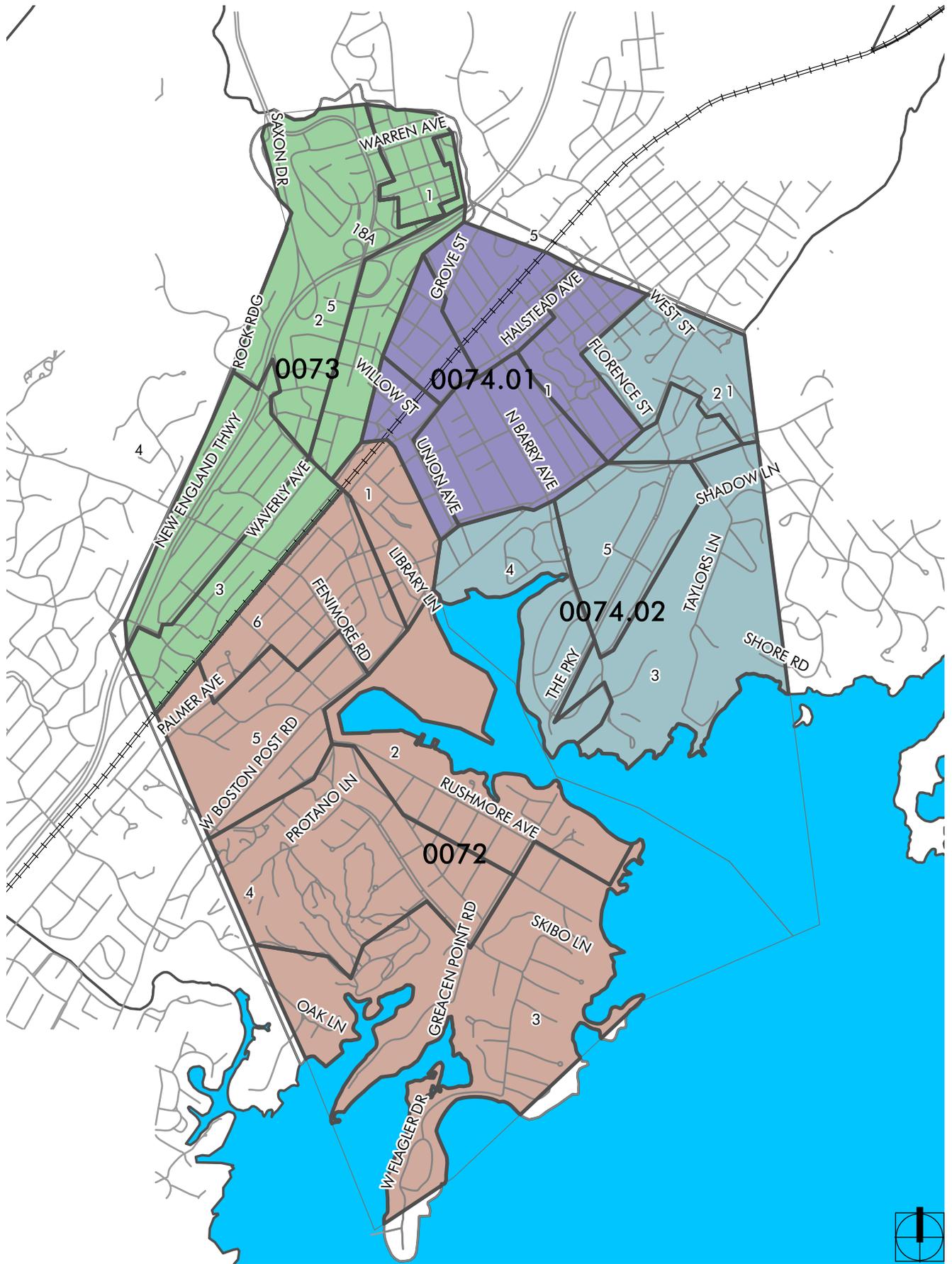
### 3.1 Population Change

According to the US Census Bureau, the population of Mamaroneck totaled 18,929 in 2010, which represents an increase of 7.5% since the 1986 Plan (1980 Census) and an increase of 0.9% from 2000. Mamaroneck experienced a decline in population between 1970 and 1990 (see Table 3-1,) but the population increased between 1990 and 2010, returning to the 1970 population level. The rate of growth from 1970 to 2010 for Harrison exceeded 27%, while the Town of Mamaroneck and City of Rye each saw a single-digit decrease.

**Table 3-1: Population Change in Mamaroneck since 1970**

Year	Population 1970	Population 1980	Population 1990	Population 2000	Population 2010	% Change 1970- 2010
Mamaroneck Village	18,852	17,616	17,325	18,752	18,929	0.4%
Mamaroneck Town	31,243	29,017	27,706	28,967	29,156	-6.7%
City of Rye	15,869	15,083	14,936	14,955	15,720	-0.9%
Town/Village of Harrison	21,544	23,046	23,308	24,154	27,472	27.5%

Source: U.S. Census Bureau, 1970 - 2010



LOCAL WATERFRONT REVITALIZATION PROGRAM AREA

FIGURE 3-1: CENSUS TRACTS AND BLOCKS

Figure 3-1 shows the four Census Tracts in the Village. Census Tract 72 includes the neighborhoods of Orienta and Heathcote Hill. Census Tract 73 encompasses the industrial area, in addition to the neighborhoods of Washingtonville and Harbor Heights. Tract 74.01 includes Old Rye Neck and Tract 74.02 includes Harborlawn and Shore Acres. Population in each Tract and Block is illustrated in Table 3-2.

### 3.2 Race and Ethnicity

According to the U.S. Census, the Village of Mamaroneck is approximately 77% white, 4% African American, and 5% Asian. The white population has declined from its 1986 level of 92%, while the proportion of black/African American has grown. The race of Village residents differs from that of Westchester County as a whole, as can be seen from Table 3-2. In 2010, the proportion of Hispanic residents in the Village was more than 24%.

For Census 2010, people who identify with the terms "Hispanic" or "Latino" are those who classify themselves in one of the specific Hispanic or Latino categories listed on the Census 2010 questionnaire – "Mexican," "Puerto Rican," or "Cuban." It also includes people who indicate that they are "other Hispanic or Latino." Origin can be considered as the heritage, nationality group, lineage or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as "Hispanic" or "Latino" may be of any race.

**Table 3-2: Race and Ethnicity**

Race/ Ethnicity	Percent of Population		
	Village of Mamaroneck	Town/Village of Harrison	Westchester County
White alone	76.8%	84.1%	68.1%
Black or African American alone	4.1%	2.4%	14.6%
American Indian and Alaska Native alone	0.3%	0.2%	0.4%
Asian alone	4.9%	7.5%	5.4%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.0%	0.0%
Some other race alone	10.9%	3.3%	8.3%
Two or more races	3.1%	2.4%	3.2%
<b>Total Percentage Hispanic</b>	<b>24.3%</b>	<b>11.7%</b>	<b>21.8%</b>

Source: U.S. Census Bureau, 2010

### 3.3 Age

An analysis of Mamaroneck's age structure is helpful in evaluating future needs for services and facilities in the community. Approximately 15% of Mamaroneck's residents are over the age of 65, as shown in Table 3-3. The age structure has remained relatively stable, as in 1980 there were 5% of residents under 5, and 14% were 65 or over.

**Table 3-3: Age Structure**

Age structure	2010 Number	2010 %	2000 Number	2000 %	% change since 2000
Under 5 years	1,169	6.2%	1,191	7.1%	-1.8%
5-19	3,756	19.9%	3,481	16.0%	7.9%
20-34	3,277	17.3%	3,664	21.0%	-10.6%
35-64	7,860	41.5%	7,403	39.6%	6.2%
65-84	2,262	11.9%	2,545	13.6%	-11.1%
85 and over	605	3.2%	468	2.6%	29.3%

Source: U.S. Census Bureau, 2000-2010

### 3.4 Housing

According to the U.S. Census Bureau, Mamaroneck contained a total of 7,512 housing units in 2010, which is an increase of 1,030 units, or almost 16%, from 1980. The largest increase between 1990 and 2010 took place in Census Tract 72, which includes the neighborhoods of Orienta, Heathcote Hill, and the downtown, where a total of 326 units were added. As shown in Table 4-5, when compared with its neighbors and to the county, Mamaroneck experienced a large percentage increase in housing units between 1980 and 2010, but its growth was surpassed by the Town/Village of Harrison and the county as a whole.

In relation to housing tenure, as of 2010, 59% of the Village's housing units were owner occupied, which is slightly lower than the owner-occupancy rate (62%) for Westchester County as a whole. This was a slight increase in the percentage of owner-occupied units for the Village, which stood at 53% in 1986.

**Table 3-4: Increase in Number of Housing Units from 1980-2000**

Municipality	1980	1990	2000	2010	% Change 1980-2010
Village of Mamaroneck	6,482	6,842	7,328	7,512	15.9%
Town of Mamaroneck	10,540	10,833	11,255	11,562	9.7%
City of Rye	5,206	5,616	5,559	5,957	14.4%
Town/Village of Harrison	7,403	7,984	8,657	8,956	21.0%
Westchester County	316,658	336,727	349,445	370,821	17.1%

Source: U.S. Census Bureau, 1980-2010

### 3.5 Household size

In line with the rest of the county, household size has generally been decreasing since 1960 to its current level of 2.65, and the number of households has been increasing. Although the population may remain relatively stable through time, there is still a need to provide for the additional households. The average household size for Westchester County in 2010 was also 2.65.

**Table 3-5: Households in Mamaroneck 1960-2010**

Year	Average Household Size	Number of Households
1960	3.3	5,335
1970	3.1	6,003
1980	2.71	6,386
1990	2.58	6,574
2000	2.6	7,097
2010	2.65	6,998

Source: U.S. Census Bureau, 1960-2010

For the 2000 Census, the median value of homes in Mamaroneck was reported as approximately \$317,900 (see Table 3-6). This is higher than the median value in Westchester County of \$285,800 but lower than in the neighboring communities of Rye City, the Town/Village of Harrison, and the Town of Mamaroneck, where median values were \$556,700, \$465,000, and \$442,800 respectively. Median home value data for owner-occupied units are not yet available from the 2010 Census; however, the Census Bureau has released data for the 2005-2009 five-year average, as shown in Table 3-6. Based on figures collected for house sales, the median house price in the Rye Neck portion of the Village in 2005 was \$635,000<sup>1</sup>.

**Table 3-6: Housing Value for all Owner-Occupied Housing Units, 2005-2009**

	Westchester County	Village of Mamaroneck	Town/Village of Harrison
Less than \$50,000	0.9%	0.5%	1.1%
\$50,000 to \$99,999	2.0%	0.9%	0.5%
\$100,000 to \$149,999	3.3%	3.9%	1.4%
\$150,000 to \$199,999	4.3%	2.6%	2.5%
\$200,000 or more	89.6%	92.1%	94.5%
<i>Median Value (2000)</i>	<i>\$285,800</i>	<i>\$317,900</i>	<i>\$465,000</i>

Source: U.S. Census Bureau, *Summary File 3, Tables H84, H85* 2000, 2005-2009 American Community Survey

### 3.6 Economic Characteristics

The majority of the Village’s residents work outside of the Village within Westchester County. On average, residents commute approximately 30 minutes to work. For the five-year average from 2005 to 2009 (the most recent data available) approximately 66% travel by automobile, 22% by public transportation, and the remainder bicycle, walk or work at home. For 2005-2009, 35% of the Village’s residents are employed in management and professional occupations, 26% are employed in sales and office occupations, and 21% in service occupations.

As reported by the County in 2004, the Village had six employers employing over 200 people.

---

<sup>1</sup> Village of Mamaroneck website – [www.village.mamaroneck.ny.us/](http://www.village.mamaroneck.ny.us/)

**Table 3-7: Major Employers in Mamaroneck Village, 2004**

Company Name	Number of Employees	Industry
Mamaroneck Union Free School District	812	Elementary and Secondary Schools
Sarah Neuman Center For Health	400	Skilled nursing care facilities
Laquila/Pinnacle	300	Concrete work special trade contractors
A T & T	250	Telephone
Rye Neck Union Free School District	205	Elementary and Secondary Schools
Suburban Carting Co	200	Refuse systems

Source: Westchester County Department of Planning *Major Business and Employment Sites, 2004*

The median family income in Mamaroneck for the average five-year period from 2005 to 2009 (the most recent period for which data are available) was \$105,139, which is \$3,815 more than the median income for Westchester County. The median family income divides the total frequency distribution into two equal parts: one-half of households earn less than the median and one-half of the households earn more than the median income.

### 3.7 Summary of Changes Since 1986

It is important to examine how the demographic context has changed in the Village since 1986, as this will form the basis for many of the revisions to policies in this update to the Plan.

The trend of declining population since 1970 has been reversed, and the population has now recovered to its 1970 level. Household size, in line with the rest of the county, continues to decrease. Per capita income and the number of people 25 or older with at least a high school education have increased.

**Table 3-8: Changes in Demographics between 1986 and 2010**

Category	1986 (1980 Census)	2010 (2010 Census*)
Population	17,616	18,929
Number of Households	6,386	6,998
Average Household size	2.71	2.65
Per capita income	\$11,414 (1979 dollars)	\$56,807
Families below the poverty level	132	63
Persons aged 25 or over - high school graduates	73.4%	88%
Housing units	6,482	7,512
Average house cost <sup>#</sup>	\$195,000	\$390,665

\*Some data not yet available from the 2010 Census. For per capita income, families below the poverty level and educational attainment of persons 25 or over, data are the five-year average for the 2005-2009 period. For average house cost, data are from the 2000 Census.

<sup>#</sup>Average house cost differs from Median house value

Source: US Census Bureau 1980-2010

### 3.8 Affordable Housing

The most critical problem cited in the 1986 Plan was the shortage of affordable housing. The Village has addressed this problem since 1986 by allowing infill housing in C-1 districts with no restriction on site size for below-market housing and by providing a density bonus in the C-1, C-2 and RM districts. Both of these measures have been very successful.

Westchester County's Housing Implementation Commission published an *Affordable Housing Allocation Plan* in 1993, which allocated affordable housing responsibilities to each of the County's 43 municipalities for the period 1990-1999. The Village of Mamaroneck is in the Long Island Sound sub-region, and was allocated a total of 86 designated affordable housing units by 1999. As can be seen from the table below, Mamaroneck constructed 215 units, 129 above its allocation. Westchester County's Housing Opportunity Commission published an updated *Affordable Housing Allocation Plan 2000-2015* in 2005 and the total allocation for the period 2000-2015 is 144 units. However, due to the construction of 129 units above allocation in the previous period, the balance for the Village now stands at 15, substantially less than the other municipalities in the sub-region.

**Table 3-9: Affordable Housing Allocation**

Municipality	1990-1999 Allocation	1990-1999 Units constructed	Units Above Allocation	Unmet obligation	2000-2015 Allocation
LONG ISLAND SOUND COMMUNITIES	591	349	111	353	1,135
Larchmont	35	0	0	35	105
Mamaroneck, Town	65	54	0	11	125
<b>Mamaroneck, Village</b>	<b>86</b>	<b>215</b>	<b>129</b>	<b>0</b>	<b>15</b>
New Rochelle	188	77	0	111	481
Port Chester	96	21	0	75	224
Rye	121	0	0	121	167

Source: Westchester County *Affordable Housing Allocation Plan 2000-2015*, Westchester County Department of Planning.

Despite the significant progress made since 1986 in providing affordable housing, demand is expected to continue to grow. Westchester County recommends a minimum output of 15 units for the period to 2015, but the Village should aim to surpass this if it is to provide for the needs of its residents. The two infill provisions in the Village's zoning codes are methods of achieving this.

In August 2009, the County entered into an agreement with the U.S. Department of Housing and Urban Development to settle a housing lawsuit. Working with the Federal housing monitor, the County submitted an updated implementation plan for building 750 units of fair and affordable housing in 31 communities, and complying with other requirements of the settlement. In October 2010, the monitor approved the key piece of the implementation plan, a model affordable housing ordinance. Following the monitor's approval and acceptance of the implementation plan, it will be incorporated into the County's "Analysis of Impediments to Fair Housing Choice."

### 3.9 Population Projections

The following data sources were analyzed and summarized in order to compile all relevant information on the outlook for population and development in Mamaroneck:

- Mamaroneck School District Report, prepared by Bishop Associates and dated March 2006,
- NYMTC population projections every five years, through 2025 (Urbanomics) and
- Short-term projections based on development proposals in the pipeline.

#### *Mamaroneck School District Report*

The study provides some useful historical perspectives on household sizes and composition, as well as a discussion of housing trends across the region. After population decline in the 1970s, the County population grew by 6% since 1990 – although most of this growth was in the northern part of the County. The report notes that the County’s population has stabilized due to a scarcity of reasonable priced housing for young people. Today, major growth areas are where there is a greater abundance of affordable, single-family housing - such as Dutchess and Suffolk Counties. There has also been a decline in birth and fertility rates.

Population: After decline in the 1970s, the Village population increased by 10.2% between 1990 and 2000 and decreased by 1.5% in 2004. The growth rate between 1990 and 2000 is slightly higher than observed for the other municipalities within the school district.

Number of Households: From 1980 to 2000, the number of households grew by 460 (12%) – a growth rate that is comparable to other municipalities within the school district.

#### Household Size:

- Average household size is 2.60 (Census 2000) – lower than other municipalities within the school district. (Within the school district the Village experienced a slight increase from 2.58 to 2.60 between 1990 and 2000; other municipalities declined).
- To put this in perspective, nationally household size reached an average of 4.0 in 1950, and has steadily decreased since then to 2.61 in 2000.
- Based on the report, each household is producing, on average, less than one child per household (0.5 to 0.7 is typical for suburban metro area). This does not take into account unit type which greatly affects the number of school-age children generated.

Household Composition: The Village’s changing household composition reflects overall national trends, which includes increases in single-parent households in relation to traditional married couple households. The fastest growing household is the so called “non-family.” These single-person households account for approximately 39% of households in Mamaroneck. The school district report states that “each household is producing on average about 0.44 children per unit in the public schools” (includes all types of units). This number is closer to between 0.1 and 0.25 for apartments.

Housing Trends: The report concludes that due to the small number of housing permits granted within the school district since 1990 “the potential for new housing construction within the school district will not have a major impact on future school enrollment.”

The report confirms that multi-family/high-density housing has little impact on school enrollments – typically between 0.1 and 0.25 per unit in the New York metro area. The report also notes that re-sales within the district account for in-migration of school-age children into the district – with the exception of enrollment at Mamaroneck Avenue which actually declined by 3% in 2005-2006.

*Illegal Housing:* As the report notes, there is no standard demographic methodology available to account for the impacts of illegal housing, because the units are unregistered and not accurately reflected in Building Department records.

***NYMTC Population Projections***

Urbanomics, an affiliate of BFJ Planning, prepares long-range demographic forecasting on behalf of the New York Metropolitan Council (NYMTC). They provided a forecast for the Village from this data and the attached charts summarize the data they prepared. NYMTC receives federal funding for long-range transportation projects and in return it must prepare and adopt long-range economic forecasts for the region for use in transportation and land use analysis. The data used includes information from:

- State Departments of Labor,
- national data provided by Global Insight, Inc. (GI)
- Regional Economic Information System (REIS) of the U.S. Bureau of Economic Analysis (BEA)
- US Bureau of the Census.

The forecasting includes population, households and also basic income and employment data.

**Table 3-10: NYMTC 2025 Demographic Projections**

Category	2000 Census	2025 (NYMTC)
Population	18,763	20,000
Number of Households	7,097	7,566
Average Household size	2.6	2.6
Per capita income	\$42,500	(\$2005) \$62,000
Average house cost	\$450,000	\$1,000,0000

Please note: Average house cost differs from Median house value. Average house costs also do not reflect the impacts of the nationwide recession which began in 2009.

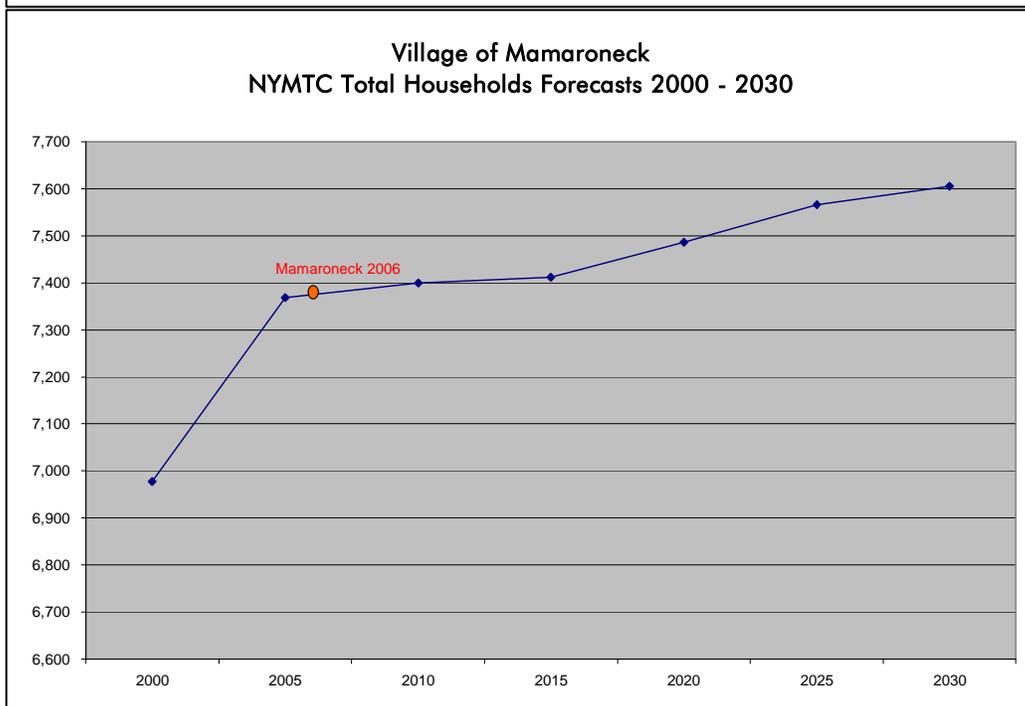
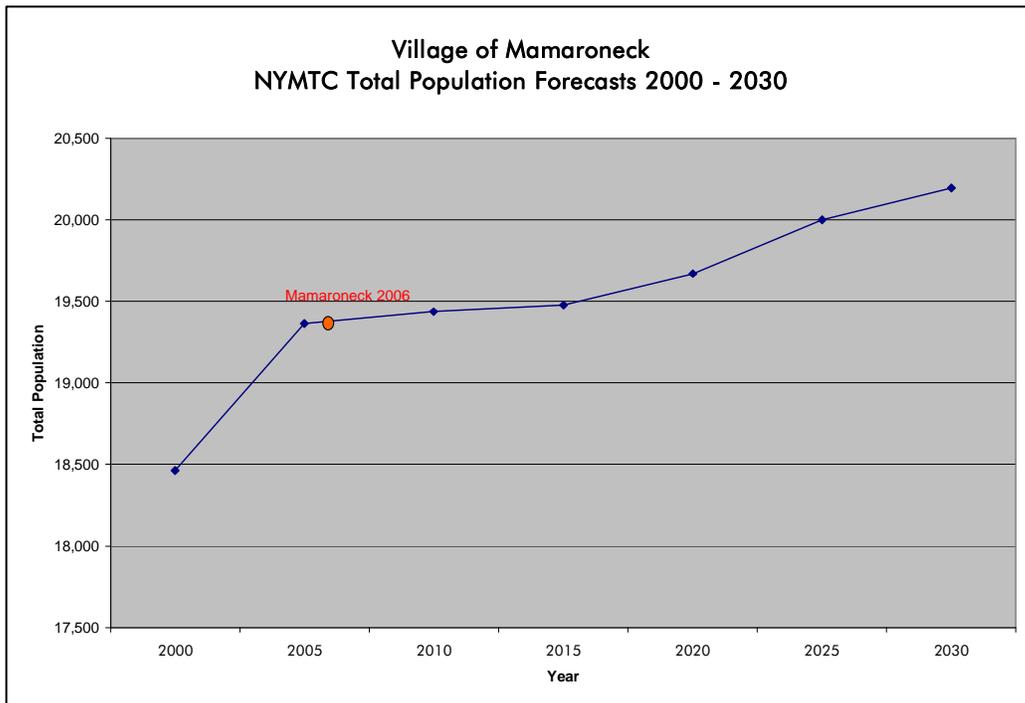
Source: US Census Bureau 1980 and 2000

The County level forecasts are reviewed by the NYMTC Forecast Working Group consisting of county government as well as state and federal transportation agency officials. The reviewed forecasts are then adopted for use and must be used for all transportation planning projects for which TEA-21 federal monies are required. Please note that these are rough estimates that do not

include a fine-grained analysis of zoning and land available for development. Section 3.11 provides an analysis of development projects either planned or proposed at the current time.

**Table 3-11: NYMTC Total Population and Households Forecasts 2000 – 2025**

Year	2000	2005	2010	2015	2020	2025
Total Population	18,464	19,363	19,437	19,478	19,671	20,000
Number of Households	6,978	7,369	7,400	7,411	7,487	7,566



### 3.10 Recent Development Proposals/Projects

As an additional exercise to supplement the projections, a list of all recent projects/proposals was prepared. The number of additional people these might generate (see Table 3-12) was then projected. Seven projects were included: three have been completed, one has received preliminary approval, two are on hold and one is in review. In order to generate the additional number of residents, the latest multipliers from the Center for Urban Policy Research at Rutgers University were used. This is a nationally-recognized resource and is based on extensive data, surveys and analysis of regional housing patterns. As can be seen, it is the single-family projects that have the highest multipliers. Most of the projects within the Village are higher-end apartment projects which have lower multipliers, but are of course denser.

**Table 3-12: Recent Development Proposals/Projects**

Project	Status	# Units	Type	Multiplier*	Total Persons
Sweetwater	Completed	90	Condo apartment	1.88	169.2
Washington Housing Alliance	Completed	10	Rental apartment	2.05	20.5
Parkview Station	Completed	50	Condo apartment	1.88	94
Sheldrake Estates (formerly Blood Bros.)	On hold	75	Condo apartment	1.88	141
Nolles Ridge Subdivision	Preliminary plat approval/On hold pending receipt of Harbor & Coastal Zone Management Commission LWRP consistency approval	6	Single-family	3.67	22.02
Harbor Mews (208 W. Boston Post Road)	Approved	5	Condo townhouse	1.88	<u>9.4</u>
Post Road Townhouses at Delancey Avenue (Maguire's property)	On hold	10	Condo townhouse	1.88	<u>18.8</u>
				<b>Total</b>	<b>474.92</b>

\* Residential Demographic Multipliers, Rutgers University, Center for Urban Policy Research, 2006

***Multipliers***

- 5+ units, 2 BR, more than \$329,500: 1.88*
- 5+ units, 2 BR, \$135,000 to \$329,500: 2.05*
- Single-family detached, 4 BR, more than \$329,500: 3.67*
- Single-family attached, 2 BR, more than \$329,500: 2.09*

### 3.11 Property Taxes

Although a discussion of property taxes is typically not part of a comprehensive master plan, taxes were discussed by the 2025 Committee. The discussions focused on the generally high level of taxes in the Village and on land use strategies that might help enhance our property tax base and, as a result, help ease the tax burden on Village residents.

It also became clear to the Committee that to fulfill the Plan’s vision for 2025, community leaders must strike a careful balance. On the one hand, taxes must be contained to make the Village affordable for young families and middle-income and older residents. On the other hand, the Plan recommends spending by the Village to help preserve the small-town character of our Village and improve our quality of life.

Therefore, this section will: (1) Help residents better understand the complex property tax structure in the Village; and (2) Clarify why property taxes are important to accomplishing the 2025 vision for the Village and connected to specific actions recommended in the Plan.

#### Property Tax Structure

Mamaroneck is unique in that there are two towns as well as two school districts within the geographic boundaries of the Village. As a result, and as shown in Table 3.13 a total of nine different public entities levy property taxes in the Village, seven in the Town of Mamaroneck and seven in the Town of Rye.

**Table 3.13: Property Tax Structure for Residents of the Village of Mamaroneck**

Town of Mamaroneck	Town of Rye
Westchester County	Westchester County
Town of Mamaroneck	Town of Rye
Village of Mamaroneck	Village of Mamaroneck
Mamaroneck School District	Rye Neck School District
Library	Library
Sewer District	Sewer District
Solid Waste District	Solid Waste District

In general, for residents of the Town of Rye, school taxes account for 50%-55% of total taxes paid followed by 25%-30% to the Village and Library; 10%-15% for the County; and the remaining 15% or so goes to the Town and Sewer and Solid Waste districts.

Clearly, public investments in programs and facilities—by the school districts, towns and library, for example—affect resident property tax bills and have a significant impact on maintaining a diverse community and improving the quality of life for all Village residents. But these costs are outside the control of Village government and the scope of this Plan.

Therefore, to help all Village residents better understand what they are getting for their tax dollars, the 2025 Committee recommends:

1. Village government should prepare basic information on the Village's tax base which can then be used to guide implementation of this Plan. Such information would include, but not be limited to, assessments on and revenue from single family residences, multiple unit dwellings, commercial and industrial properties and information on tax certioraris and tax-exempt property; and
2. Five-year capital budgeting should be developed and reviewed annually by the Board of Trustees and Village Manager.
3. An organization such as the League of Woman Voters should sponsor an annual meeting, open to the public, at which the future investment plans of each taxing entity would be explained to taxpayers.

### **Comprehensive Plan Update Investments**

This Plan Update calls for potentially significant capital investments by the Village over the life of the Plan. For example, actions to mitigate flooding and control storm water and drainage, improve parking, ease congestion in the Industrial Area, and improve downtown all require spending by the Village, over and above the ongoing costs of routine Village operations.

Although providing cost estimates and project schedules was not part of the 2025 Committee's scope of work, the Committee did recognize the importance of suggesting possible ways to increase property tax revenues to the Village that might help offset attributable investments called for by this Plan Update.

### **Strategy to Enhance the Property Tax Base**

The 2025 Committee's recommended strategy for enhancing the Village's property tax base is simple: concentrate the Village's limited planning resources in a focused, time-limited and results-oriented way on one or two smaller sections of the Village most likely to help us pay for the Plan's 2025 initiatives.

By "enhancing the Village's property tax base," we mean: (1) Apply the latest "smart growth" techniques to make the most of limited space for development; (2) Any development plan for a particular site or section of the Village should, ideally increase property values and, as a result, yield more property taxes; and (3) The consequences of any proposed development plan, such as increased traffic and required parking, must also be more than offset by measurable improvements to one or more of the four themes of 2025 vision for the Village—quality of life; small-town character; diversity; and environment. Additionally, the Village recognizes that there may be individual projects which may not be financial neutral or free of secondary impacts, but which would be necessary or desirable to further overall community objectives, as embodied in the four themes of this Plan.

This Plan Update includes recommendations for concentrating the Village's resources on a planning process for the Industrial Area and Mamaroneck Avenue, from the Boston Post Road to I-95. The planning effort for these districts would consider:

1. Whether or not it can be reasonably expected that there will be a market for new commercial or high density residential development in the Industrial Area or along Mamaroneck Avenue;
2. Whether or not there is a development plan for the two districts that will meet the criteria for “smart growth” and “enhancing the Village’s property tax base;” and
3. Most important, whether or not there is a commitment among local government, property and business owners, and residents to making the changes needed to maximizing property values.

The final step in the planning process for the Industrial Area and Mamaroneck Avenue would be to have a public discussion on whether or not any investments required by the Village—paid for by the taxpayers—would produce the intended beneficial results.

One additional way of encouraging property tax enhancement is to attract and retain businesses in the Central Business Districts (CBD) and industrial area (see Chapters 5 and 8 of this Plan).

## Chapter 4: Land Use and Zoning

The built environment – the type, location and intensity of existing and future land uses – defines the character of a village. It is important to know where and how much land is presently developed for residential, business, recreation and other uses. Examining these developed areas helps residents visualize desirable and undesirable aspects of land use patterns and provides a foundation for the planning policies and objectives guiding future development of vacant or underdeveloped parcels. A municipality's zoning and subdivision regulations are the major regulatory tools with which it can regulate land uses and influence future development patterns and practices. Below is a summary of the existing land use, development patterns, and zoning in the Village of Mamaroneck.

### 4.1 Land Use

According to the United States Census Bureau, the Village contains a total area of 6.7 square miles, 3.5 of which are under water, leaving a total of 2,048 acres of land area. Mamaroneck is a largely built-out residential suburban community within the New York metropolitan area. Population density is approximately 5,860 people per square mile of land area, or 9.1 persons per acre. This is higher than the Town of Mamaroneck at 6.8 persons per acre but lower than the Village of Larchmont at 9.2 persons per acre.

**Residential.** Residential uses account for the vast majority of the Village's land area, see Figure 4-1. The 1986 Plan noted the great diversity among housing types in the Village, and this diversity has expanded to the present day to include waterfront estates, suburban developments, apartment houses, townhouse complexes, condominiums, apartments above storefronts and single- and two-family houses. Significant housing developments completed since the 1986 Plan include the Avalon Willow (277 rental units), the Regatta (112 condominiums), the Top-Of-The-Ridge development (55 condominium townhouses), Sweetwater (90 units) and Parkview Station (50 units).

**Community and Institutional.** The largest community and institutional uses within the Village include the sewage-treatment plant; the Village Hall facilities; Mamaroneck Avenue School; and Mamaroneck High School, Rye Neck Middle/High School, F.E. Bellows School (grades 3-5) and Daniel Warren School (grades K-2)..

**Office and Commercial.** The traditional commercial and service core of Mamaroneck was centered along Mamaroneck Avenue between the Boston Post Road and Halstead Avenue. In more recent times this core has spread to encompass the entirety of Mamaroneck Avenue and the Boston Post Road. Commercial enterprises here comprise a diverse mix of stores and services, sufficient to serve the Village's population.

**Industrial.** The industrial area of the Village is located in the northwest, bounded by the railway to the south, Fenimore Road to the west, the New York Thruway to the north and Rockland Avenue to the east. This area is located in the M-1 zoning district, and since 1968 residences have been a non-conforming use. Very few residential uses remain here.



Mamaroneck Avenue

**Open Space and Recreation.** The largest and most significant park in the Village is Harbor Island Park, comprising approximately 44 acres idyllically situated on the Long Island Sound waterfront. Other large parks in the Village include Florence Park (8.9 acres) and Columbus Park (6 acres). There are also numerous smaller pocket parks distributed throughout the Village. Large private recreation facilities include the Hampshire Country Club and Mamaroneck Beach and Yacht Club, Orienta Beach Club and Beach Point Club.

## 4.2 Zoning

The Village of Mamaroneck has twenty-one primary zoning classifications, including six single-family residential districts (R-20, R-15, R-10, R-7.5, R-6 and R-5), two multi-family residential districts (R-2F and R-4F), four multiple residence districts (RM-1, RM-2, RM-3, and RM-SC), one manufacturing district (M-1), one office district (O-1), two commercial districts (C-1 and C-2), three marine districts (MR, MC-1, and MC-2), and two other districts (P- Parking District and PB- Public District).

The single-family residential districts allow for single family homes on a range of minimum lot sizes which range from 5,000 to 20,000 square feet. The highest density single-family zone, R-5, is mapped throughout the Village; in Harbor Heights, part of Old Rye Neck North, Old Rye Neck South, Florence Park, around Harrison Avenue in Harborlawn, and along Prospect Avenue in Heathcote Hill (see Figure 4-2). The lowest density zone, R-20, is mapped in the south of the Village, along the waterfront, covering the area west of Orienta Avenue. R-20 is also mapped on the schools and most of the parks in the Village. The multi-family and multiple residence districts are mainly concentrated in the center of the Village, clustered around the commercial core.

The Village has one manufacturing district, M-1, which allows for principal uses including manufacturing, wholesaling, offices, retail and adult uses. This district is mapped in only one location, along Fenimore Road in the northwest. The two commercial districts are mapped along the main arteries in the Village, along Mamaroneck Avenue, North Barry Avenue, Halstead Avenue, and the Boston Post Road

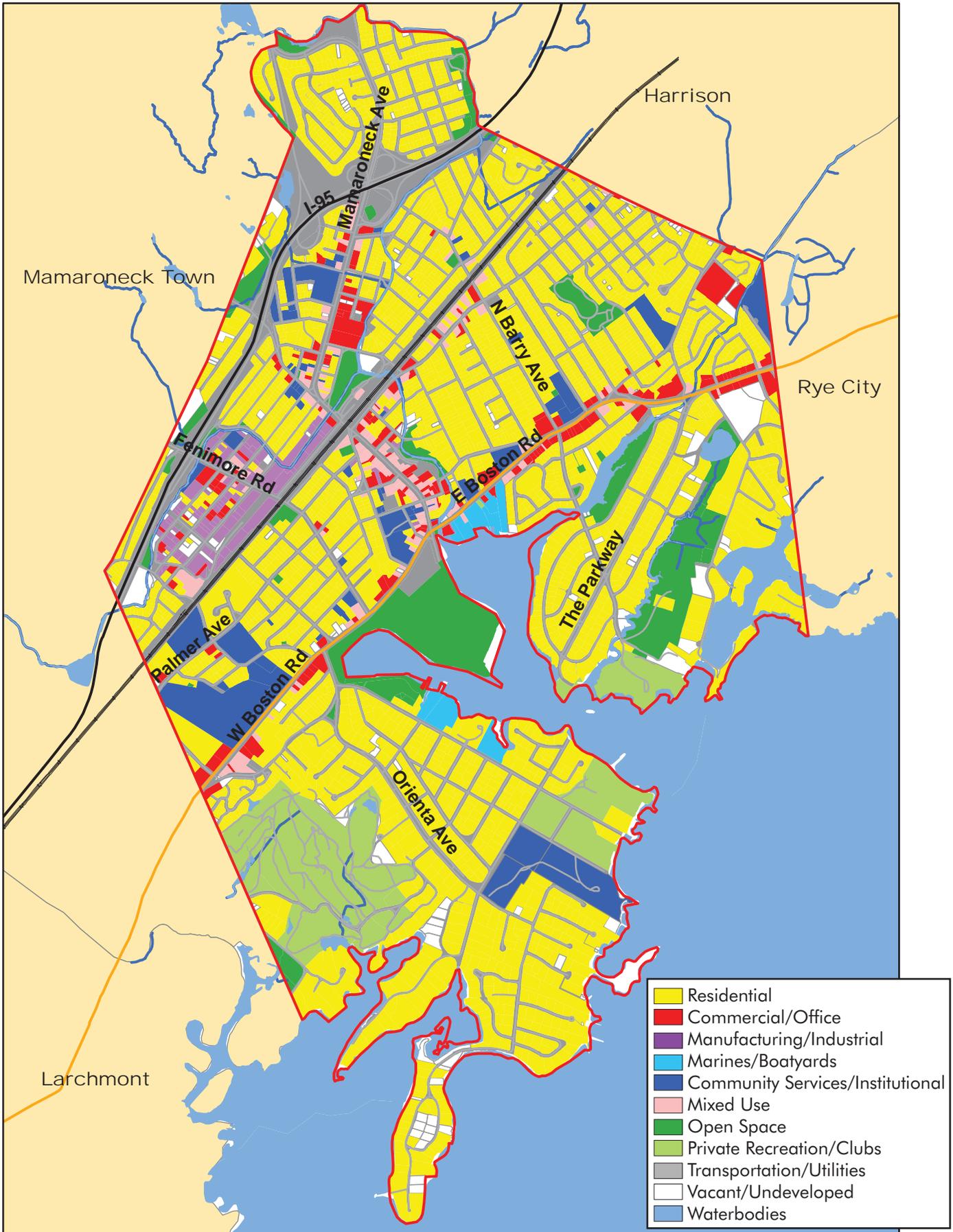


FIGURE 4-1: LAND USE



The waterfront is divided among the Marine Districts, the Public District, and residential districts. The Marine Recreation District allows for recreational facilities of membership clubs and clubhouses, and this is mapped for the Beach Point Club and the Mamaroneck Beach and Yacht Club. The Public District is mapped solely for Harbor Island Park. The Marine Commercial District allows for a combination of commercial and marine uses.

**Table 4-1: Summary of Existing Zoning Districts**

	District	FAR*	Minimum Lot Size/ Density
Single-family housing	One-Family Residence R-20	0.3	20,000 square feet
	One-Family Residence R-15	0.35	15,000 square feet
	One-Family Residence R-10	0.4	10,000 square feet
	One-Family Residence R-7.5	0.45	7,500 square feet
	One-Family Residence R-6	0.5	6,000 square feet
	One-Family Residence R-5	0.55	5,000 square feet
Multi-Family Dwellings	One and Two-Family R2-F	0.65	3,750 per dwelling unit
	One to Four Family R-4F	0.7	2,500 per dwelling unit
Multiple Dwellings	Multiple Residence RM-1	0.5	40,000 but not less than 2,500 per dwelling unit
	Multiple Residence RM-2	0.8	20,000 but not less than 1,500 per dwelling unit
	Multiple Residence RM-3	1.2	20,000 but not less than 1,000 per dwelling unit
	Multiple Residence Senior Citizen RM-SC	4.0	20,000 but not less than 300 per dwelling unit
Office	Office O1	0.5	3 acres
Commercial	General Commercial C-1	0.8 Residential (0.2 bonus for affordable housing)	40,000 for infill housing; no minimum for below-market rate housing development.
	Central Commercial C-2	2.0 (0.5 bonus for affordable housing)	---
Manufacturing	Manufacturing M-1	1.0	10,000 square feet
Marine Commercial	General Marine Commercial MC-1	1.0	1 acre
	Central Marine Commercial MC-2	2.0	None
Marine Recreation	Marine Recreation MR	0.15	1 acre
Public District		N/A	
Parking	Parking P	N/A	5,000 square feet

Source: Village of Mamaroneck Code, Chapter 342, Zoning

\*FAR regulations were revised in May 2008 as part of Phase I of this Comprehensive Plan (see discussion below).

# VILLAGE OF MAMARONECK, NEW YORK

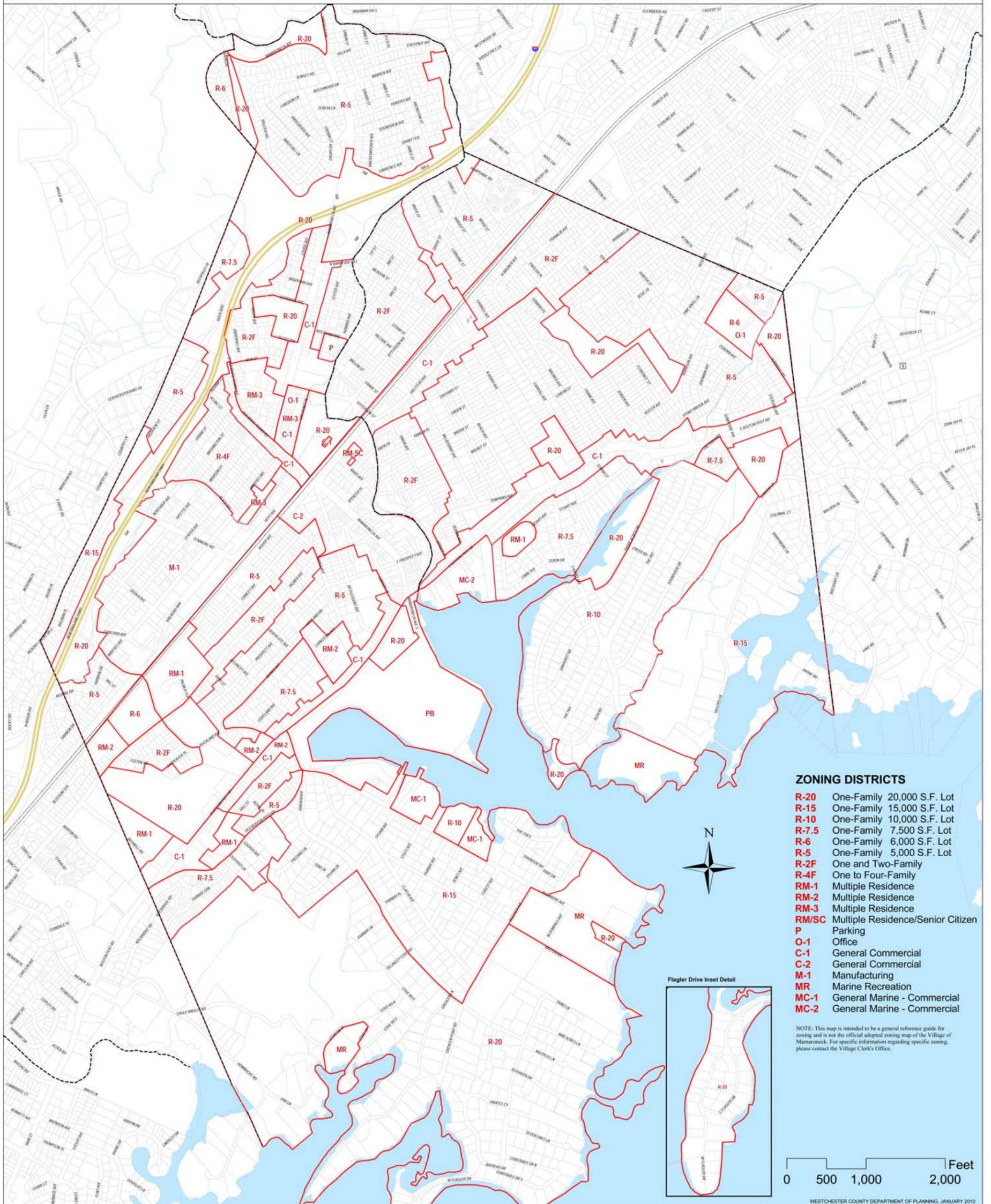
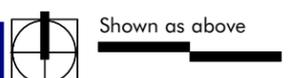


FIGURE 4-2: ZONING MAP



### 4.3 Update and Streamline Zoning Text

The Village zoning code contains a number of inconsistencies, as some terms are undefined and some of the language is antiquated. The zoning code should be updated, clarified and streamlined to ensure that it can be administered effectively and interpreted by the public and applicants appearing before the Village land use boards. The Trustees, Buildings Department, Village land use boards and Board of Architectural Review should be interviewed for ideas and suggestions on how the code might be improved. Other recently updated codes for other comparable Villages should also be consulted.

Some of the recommendations that came out of the second workshop include the following:

FAR definition: In addition to the suggested reductions in FAR, it was suggested that there was a need to revisit the Village's definition of FAR, which was seen as too permissive and including problematic loopholes. As a result, the FAR definition and regulations were revised in May 2008 (see Table 4-1 for the revised FAR regulations).

The previous definitions of gross floor area and floor area ratio are included herein for reference, with the revised definition following:

**FLOOR AREA, GROSS (PREVIOUS)**— 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, excluding:

- (1) Roof areas.
- (2) Cellar areas used only for incidental storage or for the operation and maintenance of the building.
- (3) Any areas devoted only to accessory off-street parking or loading.

**FLOOR AREA, GROSS (REVISED MAY 2008)** – 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. Any interior space with a floor-to-ceiling height in excess of 12 feet shall be counted 1.5 times, except in the M-1 zone. The following are excluded:

- (1) Any attic space with a floor-to-ceiling height of less than seven feet.
- (2) Cellar and basement areas where the average height of all exposed exterior wall or walls is less than three feet measured from the existing grade prior to construction.
- (3) Within single-family zones, including R-5, R-6, R-7.5, R-10, R-15 and R-20, all accessory parking structures devoted only to accessory off-street parking or loading of 400 square feet or less.

**FLOOR AREA RATIO (PREVIOUS)** — Numerical value obtained by dividing the gross floor area, exclusive of cellars or basements used only for storage and utilities, within a building or buildings on a lot by the area of the lot.

**FLOOR AREA RATIO (REVISED MAY 2008)** – The numerical value obtained by dividing the gross floor area, as defined in this Code, within a building or buildings on a lot by the area of the lot, excluding underwater lands.

**Building Height:** The previous existing definition of building height was suggested to be amended and simplified with the intention of removing the potential for different interpretations; this revision was completed in May 2008. As previously written, it allowed for three separate approaches to measuring building height, enumerated below.

**HEIGHT, BUILDING (PREVIOUS)** — The vertical distance to the level of the highest point of the roof if the roof is flat or to the mean level between the eaves and the highest point of the roof if the roof is of any other type, measured as follows:

- (1) If the building adjoins the front property line or is not more than 10 feet distant therefrom: measured at the center of the front wall of the building from the established grade of the curb; if no grade has been officially established and no curb exists, measured from the average level of the finished ground surface across the front of the building.
- (2) If the building is more than 10 feet from the front property line: measured from the average level of the finished grade adjacent to the exterior walls of the building. Where the finished grade surface is made by filling, the level of such finished grade, for the purpose of this definition, shall not be deemed to be more than three feet above the established grade of the curb.
- (3) When a lot fronts on two or more streets of different levels, either the lower street or the average elevation of the lot with regard to the abutting streets may be taken as the base for measuring the height of the building.

**HEIGHT, BUILDING (REVISED MAY 2008)** — The vertical distance to the highest level of the highest point of the roof if the roof is flat or mansard or to the mean level between the eaves and the highest point of the roof if the roof is of any other type, measured from the average level of the existing grade prior to construction adjacent to the exterior walls of the building.

**Recreation Fee:** Stemming from a discussion regarding the redevelopment of the former Blood Brothers property, the Trustees adopted a one-time recreation fee of \$2,500 (since increased) for subdivisions. It is recommended that over time the fee should be increased as appropriate.

The 2025 Committee also recommends exploring the feasibility of amending the Village code to formally support instituting fees for discretionary actions such as zone map changes.

#### 4.4 Update Village Subdivision Regulations

Recent subdivision applications before the Planning Board have made it clear that the Village subdivision regulations are out of date. In fact, the regulations have received only a few updates since they were originally drafted in 1964. Since that time, Section 7-728 of the New York State Village Law, governing subdivision approval, has been substantially revised. For example, within the Village regulations there is currently no provision for State Environmental Quality Review Act (SEQRA).

#### 4.5 Review FARs, Bulk and Area Setbacks in all Zoning Districts

As discussed above, Floor Area Ratio (FAR) revisions were enacted by the Village Board of Trustees in May 2008, based on Phase I of this Comprehensive Plan update. FAR controls control the bulk and size of a building in relation to lot size. In 2000, FAR controls were added to the zoning text as a way of controlling development in addition to the traditional height and setback controls. Since that time, the Planning Board’s experience with site plan approvals and the relative bulk and size of new residential additions raised the need to revisit the FAR schedule. Below is a table showing, for reference, the previous FAR controls with the adjustments that were adopted in May 2008.

We also suggest that, based on the Planning Board’s recent experience with the Sheldrake Estates project, the lot area per unit requirement may be adjusted to increase the requirements for the RM-2 and RM-1 zones. This will be an effective tool at reducing potential unit counts within these zones. The Committee also recommends bulk, area, and setback controls to be reviewed.

**Table 4-2: Summary of Existing and Suggested FARs by Zoning District**

Intent	District	FAR		Minimum Lot Size/ Density
		Previous	Revised	
Single-family housing	One-Family Residence R-20	0.35	0.30	20,000 square feet
	One-Family Residence R-15	0.4	0.35	15,000 square feet
	One-Family Residence R-10	0.45	0.40	10,000 square feet
	One-Family Residence R-7.5	0.5	0.45	7,500 square feet
	One-Family Residence R-6	0.55	0.50	6,000 square feet
	One-Family Residence R-5	0.6	0.65	5,000 square feet
Multi-Family Dwellings	One and Two-Family R2-F	0.7	No Change	3,750 per dwelling unit
	One to Four Family R-4F	0.7	No Change	2,500 per dwelling unit
Multiple	Multiple Residence RM-1	0.5	No Change	40,000 but not less than

Dwellings				2,500 per dwelling unit
	Multiple Residence RM-2	1.0	0.8	20,000 but not less than 1,500 per dwelling unit
	Multiple Residence RM-3	1.5	1.2	20,000 but not less than 1,000 per dwelling unit
	Multiple Residence Senior Citizen RM-SC	4.0	No Change	20,000 but not less than 300 per dwelling unit
Office	Office O1	N/A	0.5	3 acres
Commercial	General Commercial C-1	0.8 Residential (0.2 bonus for affordable housing) 1.0 Commercial	0.6 0.8	---
	Central Commercial C-2	2.0 0.5 bonus for affordable housing	No change	---
Manufacturing	Manufacturing M-1	1.0	No change	10,000 square feet
Marine Commercial	General Marine Commercial MC-1	1.0	No change	1 acre
	Central Marine Commercial MC-2	2.5	2.0	None
Marine Recreation	Marine Recreation MR	0.15	0.15	1 acre
Public District		N/A		
Parking	Parking P	N/A		5,000 square feet

Source: Village of Mamaroneck Code, Chapter 342, Zoning

#### 4.6 Address Impacts of Infill Housing in C-1 zone

A concern the 2025 Committee raised regards the infill housing provisions in the C-1 zone and the potential impacts on adjacent residential areas. This also reflects a number of recent site plan applications that have appeared before the Planning Board which abut existing single-family zones. Under the existing infill housing provisions of Section 342-50, a building height of 50 feet is currently permitted on the Boston Post Road and Mamaroneck Avenue. Possible adjustments might include reducing the maximum height from 50 feet to 45 feet on Mamaroneck Avenue and from 50 feet to 40 feet on the Post Road where there are viewsheds to the Harbor from adjacent residential areas.

#### 4.7 Zoning Map Changes and Corrections

With help from Westchester County, the Village Manager’s office has been working on digitizing the Village Zoning Map. This work will greatly assist with streamlining the administering of the Village’s land use controls with the potential for posting the zoning map information online. With this in mind, there is a number of zoning map recommendations that may be considered as part of the overall update to the Zoning Map. These are outlined below.

### *Industrial Area*

The 2025 Committee has clearly stated that the industrial area warrants further study with an emphasis on understanding whether it remains a viable manufacturing district and what economic benefits are conferred to the Village. In terms of the zoning map, with the rezoning of the former Blood Brother's Auto Wrecking Yard to allow residential use, consideration may be given to whether other portions of the M-1 zone and located outside the traditional industrial area may warrant adjustment or even rezoning to allow further residential use. One suggestion from discussions with the Trustees was to review a possible mapping of a residential zone on Hoyt Avenue within the Village's industrial zone. This work would build on existing studies of the M-1 district including the Westchester County 1997 study. See Chapter 5: Industrial Area.

### *Train Station*

Since the last plan was drafted in 1986, the Mamaroneck Train Station has been the subject of numerous redevelopment proposals. Recently, it has been rezoned from R-20 to C-1 to allow the proposed reuse of the train station for restaurant and office use. In 2008, Verco Properties purchased the building from the MTA, with plans to restore and renovate the structure for a restaurant, transit-oriented retail and professional offices (including Verco's own offices). The restaurant tenant, to be known as Club Car, is anticipated to open in March 2012.

### *North Barry Avenue C-1 District*

The C-1 mapped on North Barry Avenue should be studied and consideration should be given as to whether this should be adjusted to reflect existing land use patterns in conformity with neighboring R-5 and R-2F residential zones.

Other relatively minor items regarding the zoning map include eliminating the Village's dual zones. For example, R-6 and/or O-1 zones are mapped on Fenimore Road and Harrison Avenue. The former may not be an appropriate office site and is currently contemplated for residential use, whereas the latter has a long-standing office use.

### *Village Parks and R-20 Zone*

R-20 is mapped on Village Parks and environmentally sensitive areas such as Guion Creek. This zoning should be amended to better reflect the existing land use.

## **4.8 Review the Village's Parking Regulations**

Experience with redevelopment within the Village core, including the Avalon and more recently the Sweetwater apartments, has raised the issue of whether existing parking requirements are sufficient. A recommendation is to review the existing parking schedule within the Village Code to ensure that there is sufficient provision for on-site parking for multi-family developments, with the aim of limiting the potential impacts to neighboring areas and the availability of on-street parking spaces. Part of any parking analysis should consider national trends and increases in household car ownership, but should also take into account the generally lower parking needs of transit-oriented developments.

## Chapter 5: Industrial Area

The Village's Industrial Area covers approximately 70 acres and is bounded by I-95 and the Metro-North railroad tracks to the west and east, and Rockland Avenue and the Sheldrake River to the south and north. Major streets in the area are Fenimore Road, Hoyt Avenue and Waverly Avenue (see Figure 5-1).

The goals and objectives for the Industrial Area drafted by the 2025 Committee include the following:

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 Village uses and with Village development goals.*

Objectives:

- *Examine market demand for the Industrial Area.*
- *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.*
- *Identify optimum uses for this district and improvements needed to provide for such uses.*

### 5.1 Industrial Area Land Use

Land use in the Industrial Area is predominantly commercial and light-manufacturing. This includes a large number of auto-repair shops, garages, wholesale businesses, trucking operations and more recently the addition of some hi-tech uses. Historically, the area included a significant residential population, which over time has been displaced by commercial uses. Today, there are some residential uses interspersed among the businesses. Typically, the houses are one to two stories tall and include one- and two-family residences. The M-1 zoning prohibits residential uses, so existing residential uses are grandfathered non-conforming uses. Figure 5-3, below, provides a land use map.



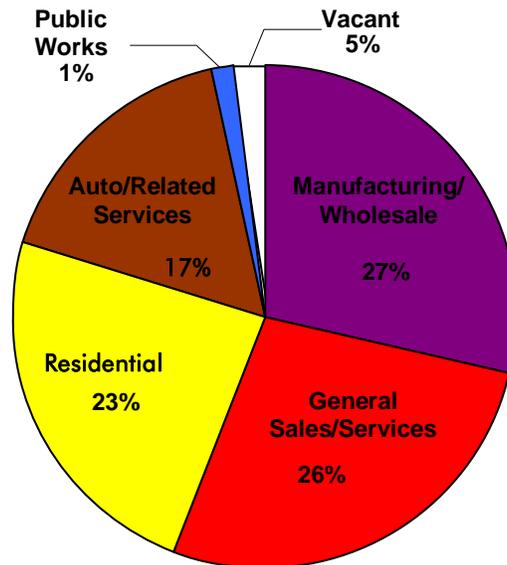
INDUSTRIAL AREA

FIGURE 5-1



The pie chart below illustrates the variety of land uses observed during the field survey.<sup>2</sup> As the chart indicates, the majority of the uses within the area are industrial: auto and related services, manufacturing/wholesale and general sales/services. However, nearly one-quarter of the land uses are residential. A small number of uses are vacant or devoted to public works.

Figure 5-2: Observed Industrial Area Land Uses



---

<sup>2</sup> Land Use Categories (based on American Planning Association standards):

*Manufacturing/Wholesale:* business transforming raw materials into finished goods, or repackaging or finishing semi-manufactured goods.

*General Sales/Services:* business selling finished goods and/or services, such as a deli or construction company.

*Auto/Related Services:* business relating to the automobile, such as an auto-shop or a towing/rental company.

*Public Works:* owned and operated by the Village of Mamaroneck.

*Vacant:* void of use; unoccupied. Vacant lots and vacant buildings both fall under this category.



INDUSTRIAL AREA LAND USE MAP

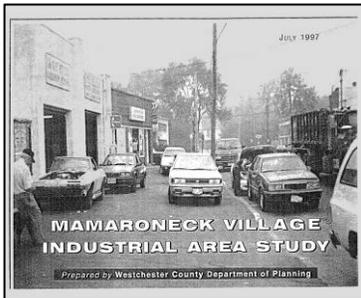
FIGURE 5-3

In 2006, the Village Trustees rezoned the former Blood Brothers Auto Wrecking yard located on Waverly Avenue from M-1 to RM-3, a multi-family zone. The rezoning is consistent with area land use trends which have seen former industrial areas rezoned to allow residential uses. The 2025 Committee sees the potential to allow additional residential uses on a narrow portion of the M-1 zone land mapped on Hoyt Street and located close to the Village downtown and train station. After the flooding in April 2007, a number of businesses vacated commercial buildings located in this area. New development in this area should only occur after flooding has been addressed and mitigated. At that point, further study is recommended to determine if the area should be rezoned for residential uses. In May 2010, Pace University School of Law's Land Use Leadership Alliance conducted a training program on affordable housing, at which a conceptual plan for this area was presented (see Figure 5-4). The figure reflects the proposed Sheldrake Estates project at the Blood Brothers site on Waverly Avenue, and also indicates possible redevelopment along Hoyt Avenue.

## 5.2 Streetscape and Building Conditions

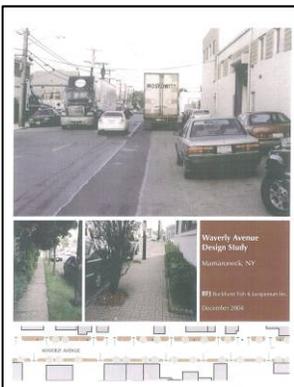
Since the 1986 Plan, there have been a series of studies and improvement projects relating to the Industrial Area. These are summarized below:

### Mamaroneck Village Industrial Area Study, 1997

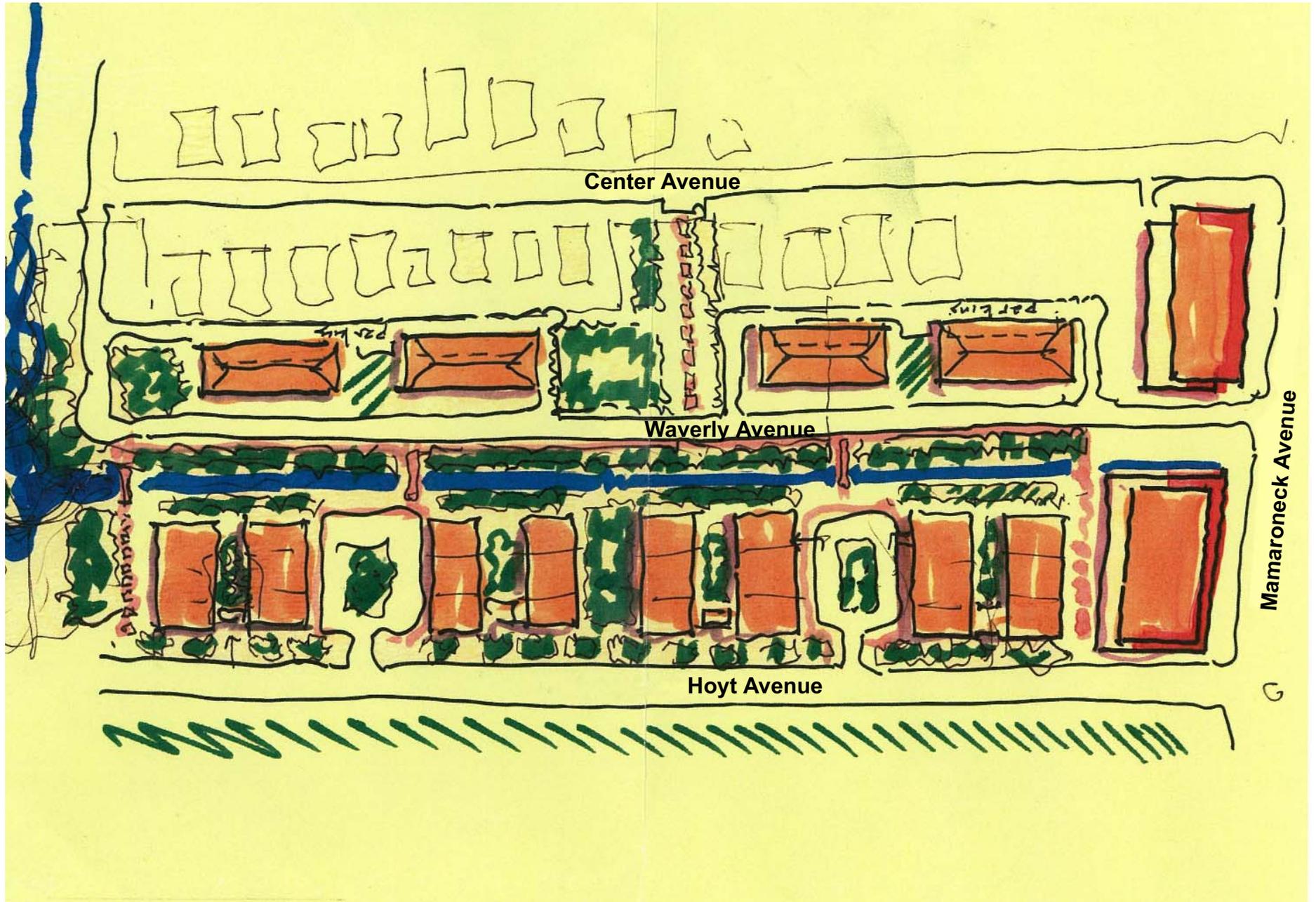


This Study, prepared by Westchester County Planning Department, was intended to build upon Westchester County *Patterns*, which was published in 1996. It represented a cooperative initiative between the County and the Village, with the aim of improving the viability of the Village's industrial area, which was a recommendation of the 1986 Plan. Recommendations from the study are incorporated into this chapter.

### Waverly Avenue Design Study, 2004



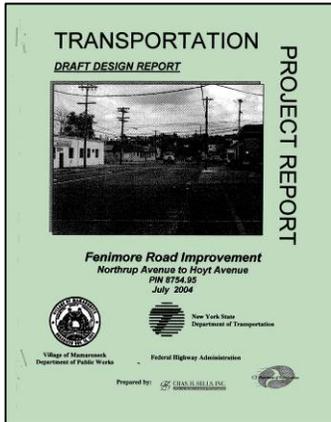
This Study recommended various streetscape improvements for Waverly Avenue, to include parking reconfigurations, improving the appearance of the street, and improving pedestrian safety and access.



POTENTIAL REDEVELOPMENT ALONG HOYT AVENUE

FIGURE 5-4





### Fenimore Road Improvement Report, 2004

This Design Report was commissioned to implement the streetscape and roadway improvement recommendation of the Industrial Area Study.

#### *Streetscape Conditions*

With the exception of Fenimore Road, which was the subject of substantial capital investment as a result of the 2004 study, the Industrial Area suffers from a lack of consistent sidewalks, street trees and vegetation. Some streets, such as Concord and Northrup, are entirely without sidewalks. Streets with residences that pre-date the industrial development of the area, such as Fayette and Center Avenues tend to have sidewalks. Overall, the sidewalks are sporadic, which leaves pedestrians exposed to traffic.

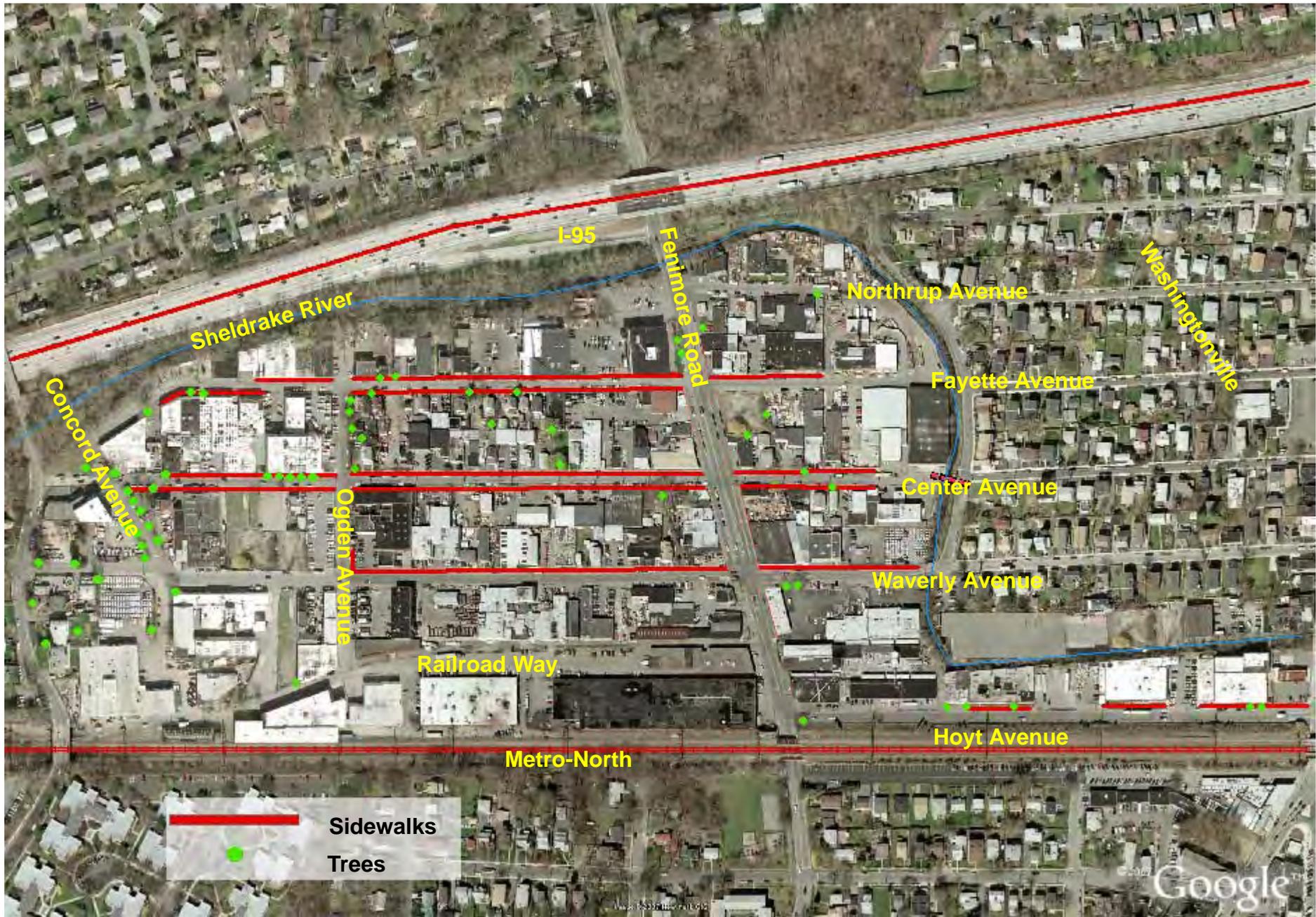


Concord Avenue between Waverly and Center

The Fenimore Road improvement project provides a view of how the industrial area might look with streetscape improvements. There are newly planted street trees on both sides, with neckdowns and widened sidewalks providing easy passage for pedestrians. See Figure 5-5 for a map showing existing sidewalks and street trees. Future improvements in the Industrial Area should focus on recommendations contained in the Waverly Avenue report.



Streetscape improvements on Fenimore Road



STREETScape CONDITIONS

Note: Fenimore Road streetscape was recently upgraded and is not included in this survey.

FIGURE 5-5



### *Building Conditions*

The assessment of existing building conditions in the Industrial Area was made based on a visual inspection of the exterior of structures within the study area. Buildings fell into one of three categories: good: recently constructed or generally well maintained structures, fair: buildings that require maintenance and repair but appear structurally sound and poor: deteriorated buildings/structures that could be considered for demolition. Based on aerial maps, the study area contains approximately 147 buildings. The majority of the buildings are in good condition, with a minority in fair or poor condition. Only 4% to 5% of the area is in poor condition, compared with nearly 90 percent in good condition and 5% in fair condition. Concentrations of fair building conditions were found along Waverly Avenue toward the Fenimore Road intersection and at the south end of Railroad Way. Industrial area buildings do not vary much in height, with the majority at one story or two-stories tall and less than 10% at three stories or higher.

## **5.3 Flood Control in the Industrial Area**

The next chapter of this plan, Environmental Protection/Mamaroneck Harbor/Long Island Sound, addresses flood mitigation on a village-wide basis. However, the Industrial Area plays a critical role in any future plans for flood mitigation. This is because much of the area is within the 100-year floodplain. Federal flood control plans have been prepared by the Army Corps of Engineers and a local flood control plan in the mid 1980s. However, funding was never approved after a cost-benefit analysis indicated that costs far outweighed potential benefits at that time.

Following recent floods, the Village formed a flood committee and retained consulting engineers LJA Associates. A range of recommendations are contemplated, including increasing capacity at the confluence of the Sheldrake and Mamaroneck Rivers in Columbus Park. This should mitigate flood impacts to the Industrial Area. Additional measures should be taken that would include strategic property acquisitions of underutilized lots on the banks of the Sheldrake River. Once acquired, these lots could be restored as wetlands or detention areas and used as natural vegetative buffers. Priority should be given to the most flood-prone lots immediately abutting the Sheldrake River. The Army Corps of Engineers initiated an update of the flood control project in 2010; it is anticipated that this updated planning study will be complete by 2013.

## **5.4 Industrial Trends in Mamaroneck**

Industry, including manufacturing and transportation and warehousing, has been declining in the Northeast and the U.S. as a whole since the end of World War II, and this trend is expected to continue for the foreseeable future. Nonetheless, based on field observations, new site plan applications before the Planning Board and discussions with area land owners, the Village's industrial area contains many viable new businesses and serves an important function in accommodating local area light manufacturing and commercial uses.

*Industrial Businesses*

Figure 5-5 shows the trend in Manufacturing and Transportation & Warehousing firms in both Westchester County and Mamaroneck ZIP code 10543 from the Census Bureau.

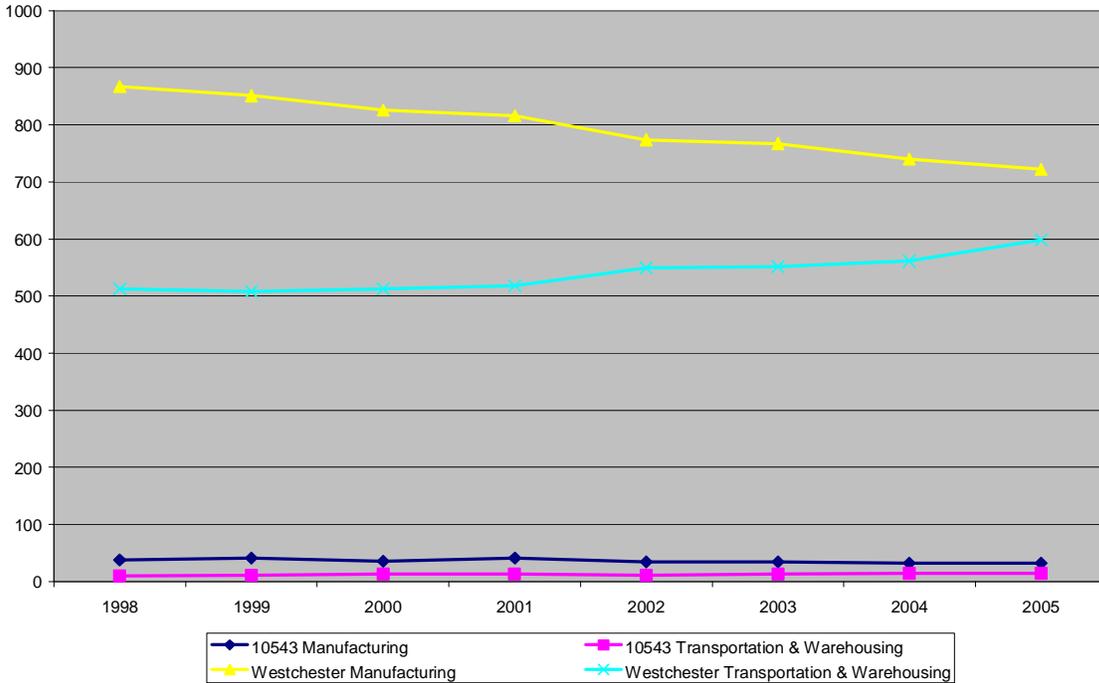
The number of manufacturing firms has steadily fallen in both the County and in Mamaroneck's ZIP code 10543 between 1998 and 2005 (the most recent data available), decreasing by 145 and 6 firms, respectively. A comparison of the two most recent Economic Censuses of Manufacturing shows that from 1997 to 2002, this trend continued for the U.S., New York State, Westchester County and ZIP code 10543. The number of manufacturing firms fell in every geographic category: the U.S. lost 3.3% of firms; New York State 11.9%; the County 8.7%; and ZIP code 10543 19%.

Despite the manufacturing declines, Transportation & Warehousing has grown steadily in Westchester County, from 508 firms in 1999 to 598 firms in 2005, up 17.7%. ZIP code 10543's numbers have held steady at 14 firms for the past three years for which data are available.

Concurrent with the decline in manufacturing firms, industrial employment also decreased. As Table 5-1 shows, at the national and state levels, employment decreases were even greater than firm losses. In Westchester County, however, the decrease in the number of employees was less than that in the number of firms, at only -5.8%.

Sales were up in all three geographies (national, state and county), but especially in Westchester County, which saw a 38.8% increase in manufacturing receipts between 1997 and 2002. Payroll output almost doubled in Westchester as well, coming in 92% higher than in 1997. This corresponds with our field observations which indicated a number of new businesses in the Industrial Area and the appearance of an essentially healthy industrial market in the Village. For example, we noticed a number of higher-end wholesale operations with a small retail outlet that appeared to be relatively recent additions to the Industrial Area. This includes a wine distributor and food catering establishments. In Westchester County, the numbers indicate that shops, although fewer, became slightly larger from 1997 to 2002, with the average size of workers increasing from 21.6 workers to 22.3 workers, respectively.

**Figure 5-6: ZIP Code 10543 and Westchester County Industrial Firms 1998-2005**



**Table 5-1: Manufacturing Firms and Number of Employees**

	1997		2002		Percent Change 1997-2002	
	Firms	Employees	Firms	Employees	Firms	Employees
United States	362,829	16,805,127	350,728	14,664,385	-3.3%	-12.7%
New York State	23,908	785,800	21,057	639,736	-11.9%	-18.6%
Westchester County	869	18,797	793	17,700	-8.7%	-5.8%
ZIP Code 10543	42	N/A	34	N/A	-19.00%	N/A

Source: 1997 and 2002 Economic Census

*Employed Resident Industrial Labor Force*

The employed labor force working in industrial industries has been declining (see Table 5-2). While the overall number of employed persons increased between 2000 and 2005 in New York State and Westchester County, the actual number and share of those persons working in manufacturing decreased. In New York State, the number of persons working in manufacturing decreased by 17.9%, or, in terms of share, from 10% to 8% of total employment. In Westchester, the drop was even greater; the 27.9% decrease in manufacturing employment is a drop in share from 6.4% to 4.5%. The trend in transportation and warehousing has been downward as well, albeit less steeply. In the five-year period, Transportation and Warehousing jobholders dropped by 1.3% in New York State, and by 9.5% in Westchester County.

**Table 5-2: Employed Resident Industrial Labor Force**

Region	2000			2005*		
	Resident Labor Force	Jobs	Manu Share	Resident Labor Force	Jobs	Manu Share
New York State	8,382,988	839,425	10.0%	8,693,147	693,542	8.0%
Westchester County	432,600	27,832	6.4%	442,860	20,063	4.5%
Town of Rye	21,197	1,805	8.5%	<i>21,700</i>	<i>1,301</i>	<i>6.0%</i>
Town of Mamaroneck	13,961	805	5.8%	<i>14,292</i>	<i>580</i>	<i>4.1%</i>
Village of Mamaroneck	8,948	687	7.7%	<i>9,160</i>	<i>495</i>	<i>5.4%</i>

Source: 2000 Decennial Census and 2005 American Community Survey

\*Employed labor force estimates for 2005 (indicated by italics) are based on the municipalities' 2000 shares of County employment.

While data are not available for 2005 for the Towns of Rye and Mamaroneck and the Village of Mamaroneck, it may be safely assumed that Manufacturing and Transportation and Warehousing jobs have decreased at a rate similar to that of Westchester County as a whole. For residents of the Village of Mamaroneck, based on County trends, it is estimated that manufacturing jobs have dropped from 687 to 495 and a decrease in transportation & warehousing jobs from 413 to 374, an overall decrease in share of industrial jobs from 12.3% in 2000 to 9.5% in 2005.

## 5.5 Recommendations

Since the 1986 Plan, some of the recommendations for the Industrial Area were implemented. The more significant of these includes the upgrades to Fenimore Road. The streetscape study of Waverly Avenue was also completed in 2004 and the Planning Board has sought to implement sections of the improvements through site plan applications for new uses and buildings fronting on Waverly Avenue. The 2025 Committee recommends the following addressing parking, auto-related uses, truck traffic and potential zoning code changes.

### ✓ *Priority Recommendation*

Parking	<i>Village</i>	<i>Inter-Governmental</i>
Improve parking enforcement to eliminate double parking and storage of vehicles in the public right-of-way. This will aid the free flow of traffic including pedestrian and vehicular traffic through the district.	✓	
Encourage private property owners to upgrade open parking lots and auto-related uses.	✓	

	<i>Village</i>	<i>Inter-Govern- mental</i>
<b>Parking (cont.)</b>		
Analyze industrial area for potential public parking sites for acquisition that would address parking shortages.	✓	
Encourage private property owners to provide appropriate screening for all parking areas.	✓	
<b>Auto-related uses</b>		
Encourage the screening and buffering of unsightly auto-related uses.	✓	
<b>Hi-tech Business</b>		
Promote the industrial area for continued growth in new hi-tech businesses. This includes working with service providers to upgrade utilities such as power supply and cable services necessary for hi-tech businesses to flourish.	✓	
<b>Waverly Avenue</b>		
Implement the streetscape improvements recommended in the 2004 study to Waverly Avenue. This includes sidewalk widening, elimination of multiple curb cuts, the addition of street trees and street lighting.	✓	
<b>Truck traffic</b>		
Review the industrial area in terms of physical constraints to truck access. Opportunities to improve street configurations and alter parking controls may provide better access for commercial truck traffic, especially on Waverly Avenue.	✓	
<b>Residential Zoning</b>		
Review the suitability of rezoning a portion of Hoyt Avenue to residential use. This includes a number of commercial lots that were vacated after the spring 2007 floods. Hoyt Avenue has close proximity to the train station and the Village's downtown, similar to other recent high-density residential developments, including the Sweetwater apartment building on Bishop Avenue.	✓	

<b>Economic Development</b>	<i>Village</i>	<i>Inter-Govern- mental</i>
Create a salaried downtown coordinator position for the Village's retail and industrial area that would be funded by public and private money. Focus on retaining and attracting new businesses to these areas.	✓	
<b>Flood Mitigation and Open Space</b>		
Develop strategies to acquire private lands adjacent to the Sheldrake River as part of the Village's open space network and for flood mitigation. See Chapter 6 for more detail on current plans to address flooding.	✓	
<b>Utilities</b>		
Work with Con Ed and Verizon to improve utilities and power services to the entire Industrial Area.	✓	

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

Since the 1986 Master Plan, environmental issues have taken center stage in communities across Westchester and the nation. This reflects a number of factors, including increased development pressures on a diminishing supply of land, greater awareness of the environmental impacts of human activities and broader issues such as pollution in the Long Island Sound, flood impacts and global warming. At the local level this has resulted in stricter development regulations, introduction of green and sustainable building practices and a regional approach to environmental planning. It is against this back-drop that the 2025 Committee formulated the key recommendations of this chapter based on the following goals:

### 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 Long Island Sound.*

### Objectives:

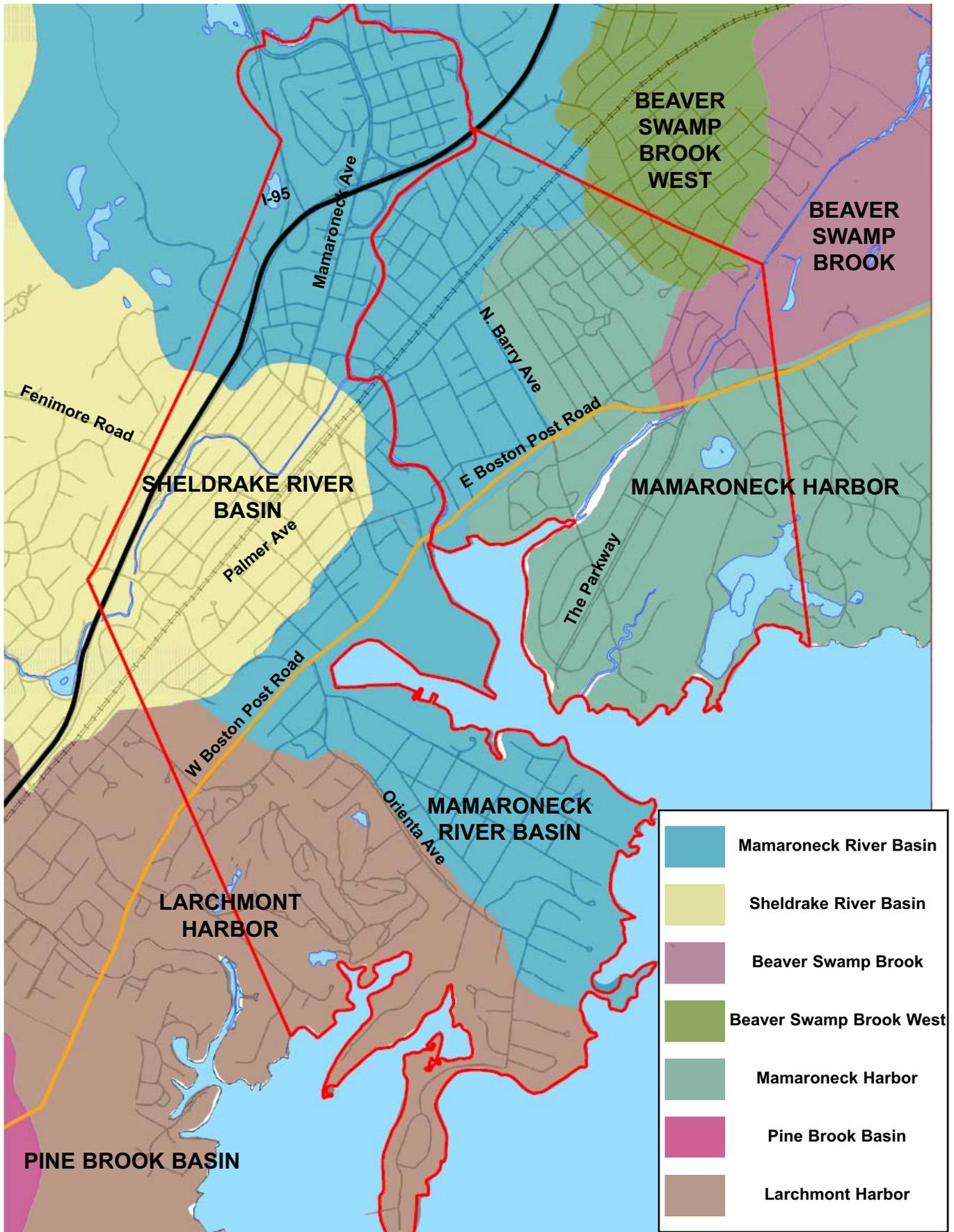
- *Encourage green buildings and sustainable design practices on both public and private developments.*
- *Encourage coordination of the appropriate agencies to address flood control.*
- *Codify Phase I and Phase II requirements for stormwater and impervious surfaces.*
- *Explore potential for further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

This chapter also builds on the work of prior plans and studies including: the County-sponsored *Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor (2001)*, *Long Island Sound Study (1994)* and the Village's own *Local Water Revitalization Program (1984)* and *Harbor Management Plan (1986)*.

## 6.1 Flooding, Watercourses and Wetlands

### Flood Control

Approximately 2.25 miles of the Mamaroneck River and 1.15 miles of the Sheldrake River run through the Village, and about 1.38 square miles of the Village are in the Mamaroneck River watershed. As Figure 6-2 shows, extensive portions of Orienta, Shore Acres, Washingtonville and the Industrial District lay directly within the 100-year floodplain and coastal flood zones, while an even larger area is within the 500-year floodplain.



DRAINAGE BASINS

FIGURE 6-1



The Village's location at the bottom of three drainage basins – the Sheldrake River, Mamaroneck River and Beaver Swamp Brook – is most directly associated with many of the area's most serious environmental problems. Historically and more recently in April 2007, riverine flooding has been especially devastating for Columbus Park, Washingtonville, the Industrial Area and northern parts of the Central Business District. In addition, the Village's predominant soils and built-up character leave it ill-equipped to manage flooding, and the shape of the Mamaroneck basin is wider than it is long, allowing more water to accumulate. Since the 1986 Master Plan, land development in the region has further reduced absorption capacities, and soil erosion and storms have carried large amounts of sedimentation into the harbor, causing siltation which requires dredging. In addition to property damage and the economic burdens from flooding, environmental degradation occurs in the form of erosion and eutrophication of waterbodies, which leads to low levels of dissolved oxygen, causing aquatic life to starve of oxygen. Erosion then adds to the vicious cycle of devastating floods since there is less land available to absorb the next storm.

Following the most recent flood events in the Village, the Mayor established a Citizen's Flood Committee charged with recommending short- and long-term mitigation measures. As of June 2007, consulting engineers LJA Associates have identified three potential areas to explore: increasing the capacity at the confluence of the Sheldrake and Mamaroneck Rivers in Columbus Park, re-dredging the Joint Waterworks Dam and updating riverbed data to establish sites possibly in need of dredging. The Committee is also assisting in preparation of a Multi-Hazard Mitigation Plan, a long-term effort anticipated to be completed by mid-2012 that, if adopted, entitles the Village to additional FEMA funding. The Committee is also exploring the potential for a Village-wide system of riverwalks to improve access and public visibility of its waterways.

Previously, a Flood Mitigation Plan was developed and funded. The Village began going to bid in September 2010 to implement dredging of the identified sites in the rivers.

*Local Controls: Village Code Section 186*

Section 186 (Flood Damage Prevention; Erosion and Sediment Control) of the Village Code provides for flood damage prevention and appoints the Building Inspector as local administrator for granting development permits within the areas of flood hazard. Under the requirements of the law, residential construction must have the lowest floor including the basement elevated to 2 feet above the base flood elevation. Utilities must also be designed and/or located to prevent water damage during flooding. Adoption of the local flood damage laws is a prerequisite for participation in the National Flood Insurance Program. The law was updated by the BOT in July 2007. The revised law reflects guidelines set by New York State Department of Environmental Conservation (DEC).

*Federal Flooding Controls*

The Federal Emergency Management Agency (FEMA), part of the U.S. Department of Homeland Security, is tasked with coordinating the Federal response to floods, earthquakes, hurricanes and other natural or manmade disasters, and with providing disaster assistance to states, communities and individuals. The agency's initial response occurs when the President declares a disaster, which involves a request from the governor

of the impacted state. Once a disaster is declared, FEMA activates the Federal Response Plan and coordinates its response with other emergency-management agencies.

In the flood planning area, one of FEMA's primary roles is preparing Flood Insurance Rate Maps (FIRMs), which delineate base flood elevations and identify flood risk zones including Special Flood Hazard Areas (SFHAs). The SFHA is the land area that is subject to a 100-year flood or greater. These high-risk areas are where the National Flood Insurance Program (NFIP, see below) regulations must be enforced and where the mandatory purchase of flood insurance applies. Properties located outside of these high-risk areas are still subject to flooding, and owners have the option of purchasing flood insurance to protect themselves from flood risks. The FIRM for Mamaroneck (see Figure 6-2) was last updated in 2007.

The flood hazard areas are divided into zones:

- Zone A – areas of 100-year flood (1% chance of occurring in any given year)
- Zone B – areas between the limits of the 100-year flood and 500-year flood (0.2% chance of annual occurrence); or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood
- Zone C – areas of minimal flooding
- Zone V – areas within the 100-year floodplain with additional hazards associated with storm-induced waves.

FEMA's National Flood Insurance Program (NFIP) is a Federal program allowing property owners in participating communities to purchase flood insurance in exchange for state and community floodplain management regulations that reduce future flood damages. The NFIP program goals are to reduce the risk of flood damage to properties and reduce Federal expenditures for uninsured properties that are damaged by floods. Participation in the NFIP requires, at a minimum, adoption and enforcement of a floodplain management ordinance for new construction in floodplains.

Additional requirements of the NFIP include mandating that municipalities consider flood damage and repetitive damage in long-range planning efforts. As part of this process, communities should consider properties that have suffered significant flood damage, repetitive flood damage, flood damage outside of mapped flood hazard areas and properties with significant risk such as nursing homes or residential units located below the base flood elevation. Measures to reduce flood risk may include rezoning to relocate high-risk uses outside of the floodplain, modifying development and building standards to ensure that new structures are flood-proofed and the needed for emergency response is minimized, acquisition or the implementation of projects to reduce flooding or flood damage.

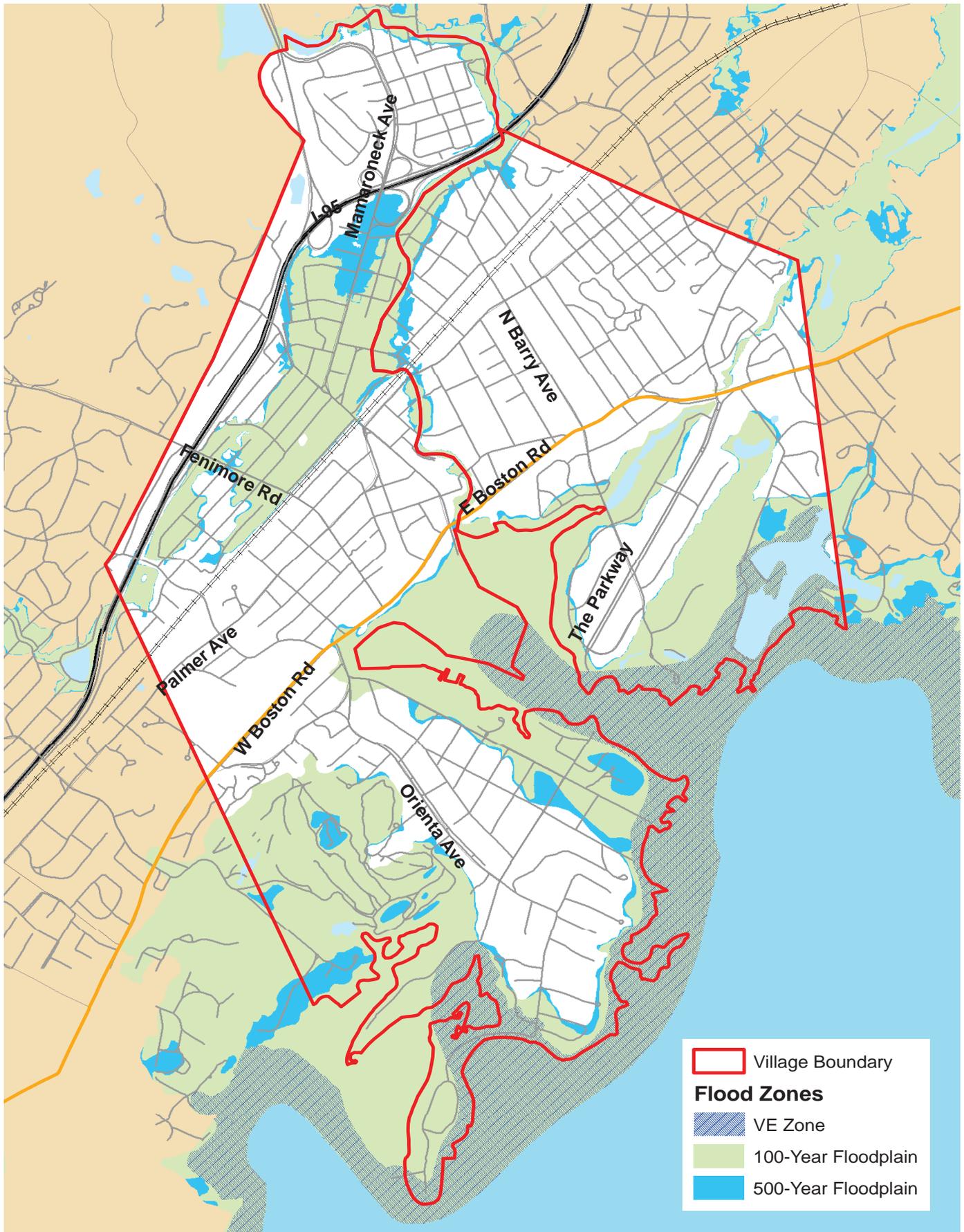


FIGURE 6-2: FEMA FLOOD MAP

0 1750 ft



There are certain areas of the Village that, while not located within a FEMA-mapped 100-year floodplain, nonetheless experience frequent flooding and related damage during storm events. Based on this concern, the Village should coordinate with both FEMA and with appropriate property owners to ensure that official flood maps reflect the most accurate and up-to-date information, and are based on clear evidence of flooding history. In addition, some members of the public have suggested that the Village create local flood-risk zones to recognize these flood-prone areas that may not be within a FEMA floodplain (and therefore not subject to NFIP regulations). It is understood that creation of such localized flood-risk zones would not change the administration of NFIP regulations, i.e. property owners within the local zones would not be required to purchase flood insurance. But the local zones – which would most likely be zoning overlay zones – could be regulated by local laws and actions, which could be highly effective in addressing specific flooding issues. This plan does not recommend the creation of any specific local flood-risk zones; however, the Village, based on the recommendations of the Multi-Hazard Plan and the Flood Mitigation Advisory Committee, may wish to pursue their creation, through appropriate revisions to Chapters 186 (Flood Damage Prevention; Erosion and Sediment Control) and 342 (Zoning) of the Village Code. This issue should be part of a separate, comprehensive study that is based on data and documented flooding experience, with the full cooperation of FEMA representatives and affected property owners.

The NFIP's Community Rating System (CRS) is a voluntary incentive program offering flood insurance premium reductions to communities who exceed minimum requirements. Communities receive points for meeting additional requirements, and are ranked in up to 10 rating classes according to their total score. The higher the score, the greater the premium discount the community receives. Creditable activities are grouped into four categories: public information, mapping and regulations, flood damage reduction and flood preparedness.

As part of its preparation of a Multi-Hazard Mitigation Plan, the Village is in the process of completing its application to qualify for CRS rating. It is already conducting some activities that provide credit points for the rating, and other activities that would generate additional points (such as public information activities) would be fairly simple and low-cost to implement. The Village should assess its NFIP compliance, with a view to qualifying for a CRS rating of at least 7. This rating, which requires 1,500 credit points, gives an insurance premium reduction of 15%. Specific actions to achieve this rating will be provided as part of the Multi-Hazard Plan.

### **Wetlands**

Wetlands greatly mitigate flooding by retaining water from surrounding developed land and gradually discharging it into local watercourses. This function is especially important in flood-prone communities such as the Village of Mamaroneck. Other functions that make wetlands critical to sustaining environmental quality are:

- Protecting subsurface water resources;
- Treating pollutants by serving as biological and chemical oxidation basins;
- Controlling erosion by serving as sedimentation areas and filtering basins;

- Serving as a source of nutrients for freshwater fish; and
- Creating open space corridors that maintain the natural character of the community.

There are three levels of wetland protection: national, state, and municipal. The U.S. Army Corps of Engineers is responsible for regulating national wetlands, and issues permits for regulated activities under Section 404 of the Clean Water Act, which regulates the disposal of dredged or fill material into waters of the United States.<sup>3</sup> Any construction activity that may affect these wetlands (excavation, filling, building, obstructions, potential pollution sources, etc.) is regulated, whether it occurs in the wetland itself or in the 500-foot buffer of the wetland.

In New York State, two main types of wetlands are the focus of protection: tidal wetlands around Long Island, New York City and up the Hudson River all the way to Troy Dam; and freshwater wetlands found on river and lake floodplains across the state. A typical tidal wetland is the salt marsh found in the near shore areas all around Long Island, the lower Hudson River and along the entire Atlantic coast of the United States. These areas are dominated by grasses and other marsh plants which are adapted to the rise and fall of the tide and the salty water it brings. New York's Tidal Wetland Act (1973) recognized the importance of tidal wetlands and sought to insure their protection from filling and dredging. The State's Department of Environmental Conservation's (DEC) New York State Official Tidal Wetlands Inventory delineates and classifies all tidal wetlands in the state.

Freshwater wetlands, also known as marshes, swamps, bogs and wet meadows, are transition areas between uplands and aquatic habitats. Although standing water is a key clue that a wetland may be present, many wetlands only have visible water during certain seasons of the year. New York's Freshwater Wetlands Act (1975) identifies wetlands on the basis of their vegetation, and protects wetlands 12.4 acres and larger. Wetlands smaller than this threshold size may be protected if they are considered of unusual local importance. Around each protected wetland is an "adjacent area" of 100 feet that is also regulated to provide protection for the wetland itself.

Figure 6-3 identifies State- and Federally mapped wetlands within the Village. The map includes mostly coastal area tidal wetlands such as Otter and Guion Creeks and smaller wetland areas on the border of the Town of Mamaroneck in the Hommocks Conservation area.

---

<sup>3</sup> According to the Environmental Protection Agency (EPA), "Waters of the United States" are waters used in interstate or foreign commerce; all interstate waters (including wetlands); all other waters such as lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce; the territorial sea; and all impoundments and tributaries of, and wetlands adjacent to, defined waters of the United States.

*Local Controls: Village Ordinance Section 192: Freshwater Wetlands*

Section 192 of the Village Ordinance was revised and adopted in July 2007. It should be noted that the revised law regulates both freshwater and tidal wetlands; no distinction is made between the two types. Wetlands are generally defined as containing hydric soils with a prevalence of vegetation as defined in the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands* (1989). Under Section 192, wetlands include any areas of 2,500 square feet or greater. In addition, a 100-foot wide buffer is regulated. The Planning Board has jurisdiction and may grant a permit for regulated activities within the wetland areas. In its ongoing efforts to mitigate flooding and preserve environmental quality, the Village may wish to conduct surveys to determine all existing wetlands within the Village that meet this definition.

**A Management Plan for the Sheldrake and Mamaroneck Rivers**

A January 2001 report titled *Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor*, was prepared by a special Watershed Advisory Committee under the guidance of Westchester County. The following areas were addressed:

- Stream Assessment and Restoration
- Freshwater and Tidal Wetlands
- Stormwater Management
- Local Comprehensive Plans and Ordinances
- Outreach and Education

The study identifies six impaired sites in the watershed and one impaired site in the Harbor. Impairment is defined as “a symptom indicating that something is wrong with the water quality.” Symptoms include: eutrophication, hypoxia, habitat loss and floatable debris. Key components of the study’s recommendations are outreach and education: target audiences should be identified, and a local sense of ownership of the watershed should be instilled. The following tables summarize the recommendations and update the information where progress has been made since 2001.

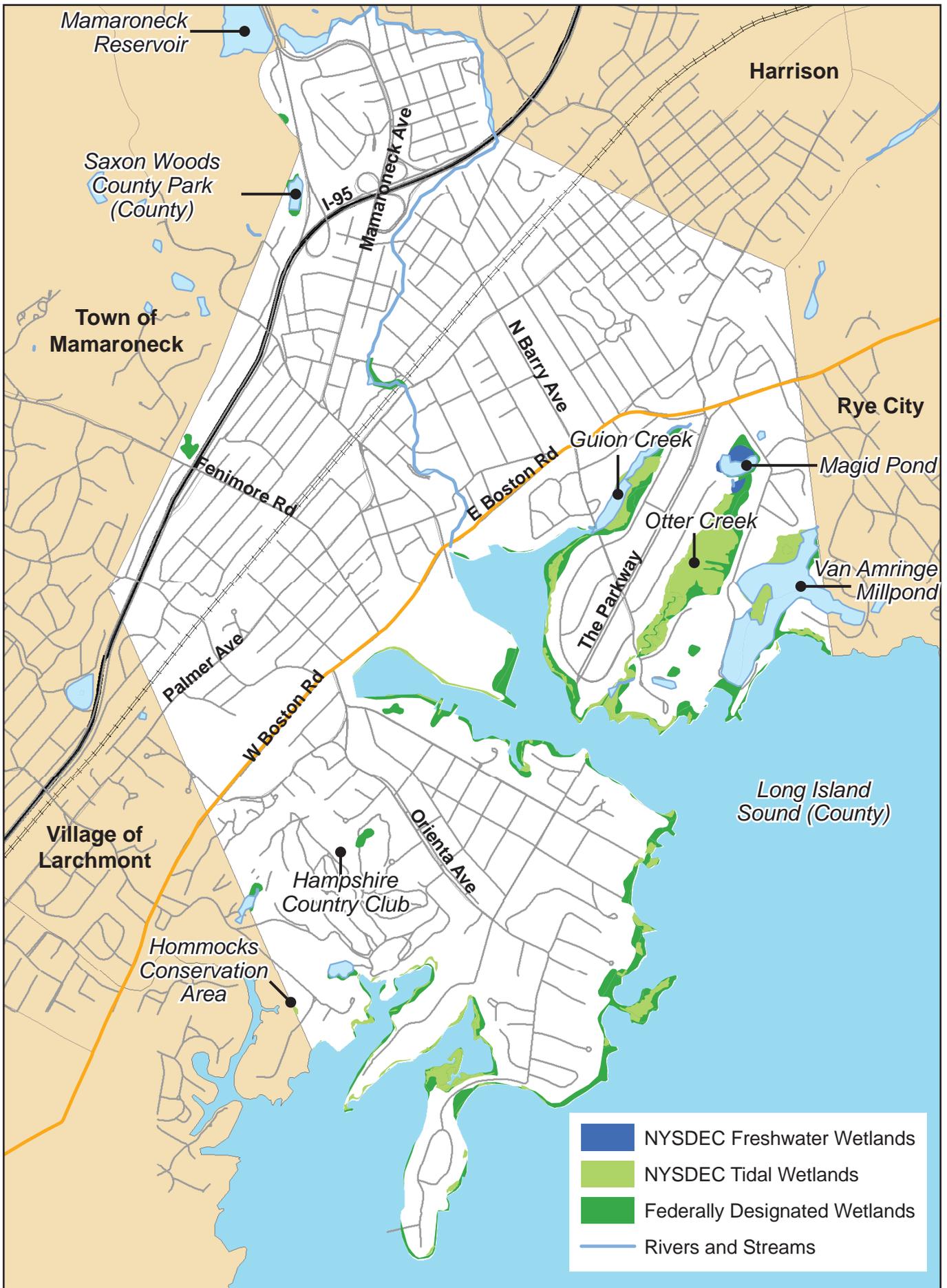


FIGURE 6-3: WETLANDS AND CRITICAL ENVIRONMENTAL AREAS



**Table 6-1: Freshwater and Tidal Wetlands Recommendations**

Area-Wide Recommendations	Village-Specific Recommendations
<ul style="list-style-type: none"> <li>Wetlands should not be the first or only stormwater filters.</li> </ul>	<ul style="list-style-type: none"> <li>Restore salt marshes: West End of Harbor Island, Nichols Boat Yard at Indian Cove (completed)</li> </ul>
<ul style="list-style-type: none"> <li>Headwaters restoration of the Mamaroneck and Sheldrake Rivers.</li> </ul>	<ul style="list-style-type: none"> <li>Reintroduce smooth cordgrass along intertidal sites.</li> </ul>
<ul style="list-style-type: none"> <li>Protect, preserve, restore and create engineered wetlands that pre-treat runoff before it reaches organic waters.</li> </ul>	
<ul style="list-style-type: none"> <li>Stronger emphasis on avoiding rather than mitigating impacts on wetlands, including: ordinances, regulations, easements and land acquisition.</li> </ul>	

**Table 6-2: Stream Assessment and Restoration**

Area-Wide Recommendations	Village-Specific Recommendations
<ul style="list-style-type: none"> <li>Enhance, restore and/or preserve naturally vegetated buffers.</li> </ul>	<ul style="list-style-type: none"> <li>Retrofit stormwater outfall pipes to catch sand and sediment in West Basin of Mamaroneck Harbor.</li> </ul>
<ul style="list-style-type: none"> <li>Stabilize or restore stream banks with organic best practices.</li> </ul>	<ul style="list-style-type: none"> <li>Retrofit stormwater outfall pipes to catch sand and sediment in vicinity of Harbor Island Park.</li> </ul>
<ul style="list-style-type: none"> <li>Stream manipulation should only be done to restore streams to their natural state.</li> </ul>	<ul style="list-style-type: none"> <li>Banks of Sheldrake River in Columbus Park were restored with natural vegetation.</li> </ul>
<ul style="list-style-type: none"> <li>Control erosion through: ordinances, shared enforcement, subdivision and zoning regulations, site reviews, and easements or covenants.</li> </ul>	
<ul style="list-style-type: none"> <li>Retrofit stream drain outlets to catch coarse sediment.</li> </ul>	
<ul style="list-style-type: none"> <li>Remove sediment to restore watercourses.</li> </ul>	
<ul style="list-style-type: none"> <li>Educate homeowners and small business about proper use and disposal guidelines. Publicize clean-up days.</li> </ul>	

**Table 6-3: Stormwater Management**

Area-Wide Recommendations	Village-Specific Recommendations
<ul style="list-style-type: none"> <li>Preserve and restore natural vegetative buffers.</li> </ul>	<ul style="list-style-type: none"> <li>Retrofit Top of the Ridge Drive detention basin.</li> </ul>
<ul style="list-style-type: none"> <li>Improve structural controls through basin retrofitting: convert to extended detention or retention basins.</li> </ul>	<ul style="list-style-type: none"> <li>Mandate Phase 2 stormwater standards within site plan and subdivision codes. (completed)</li> </ul>
<ul style="list-style-type: none"> <li>During subdivision process the following should be considered: site's physical condition, runoff control benefits, pollutant removal capability, long-term maintenance costs, ability to monitor and enforce compliance.</li> </ul>	<ul style="list-style-type: none"> <li>Review non-structural solutions such as pocket ponds where appropriate.</li> </ul>
<ul style="list-style-type: none"> <li>Vegetative controls are less costly and aesthetically pleasing.</li> </ul>	

**Table 6-4: Local Comprehensive Plans and Ordinances**

Area-Wide Recommendations	Village-Specific Recommendations
<ul style="list-style-type: none"> <li>▪ Share services among municipalities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Adopt Stormwater Management Ordinance. (completed)</li> </ul>
<ul style="list-style-type: none"> <li>▪ Conduct study of total impervious surfaces, set goals for reduction: existing and anticipated impervious surfaces should be mapped.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Amend Tree Ordinance to regulate removal on private property and provide replacement whenever possible.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Improve enforcement: pass burden to developer.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Look at permeability levels for all developments and new drainage for existing homes.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Preserve open space.</li> </ul>	
<ul style="list-style-type: none"> <li>▪ Participate in the creation of a regional stormwater management district in conjunction with the Long Island Sound Watershed Intermunicipal Council (The Village recently passed a resolution in support).</li> </ul>	
<ul style="list-style-type: none"> <li>▪ Practice Good Housekeeping: street sweeping and cleaning out catch basins.</li> </ul>	

Note: Taken from *Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor (2001)*, Westchester County

**Critical Environmental Areas (see Figure 6-3)**

A Critical Environmental Area (CEA) is a State or locally designated geographic area with special or unique physical and environmental characteristics. Typically, a CEA is established by identifying fragile or threatened environmental conditions within the State Environmental Quality Review Act (SEQR). There are seven local CEAs designated in Mamaroneck: Otter Creek, Guion Creek, Magid Pond, Van Amringe Millpond, Mamaroneck Reservoir, Hampshire Country Club and the Hommocks Conservation Area.

Development proposed in a CEA is subject to a more rigorous review than other areas. Proposed development wholly or partially within or substantially contiguous to a CEA under SEQR requires the lead agency to study potential impacts on the characteristics of a CEA in an Environmental Assessment Form (long-form) or Environmental Impact Statement.

As discussed above, Hampshire Country Club is one of the Village’s seven critical environmental areas. As figure 6.2 indicates, almost the entire club is located within a 100-year floodplain. The floodplain issue, several ponds and wetland systems and the club’s proximity to Long Island Sound all contribute to its environmental significance. For these reasons it may be appropriate to reconsider the R-20 zoning of the club property.

The R-20 designation is essentially a “holding zone” within the Village’s zoning code and is a common circumstance with many older codes in New York State. The original code writers created a low-density residential zone to apply to parks and other open spaces as essentially a default provision. This was historically very common with golf courses.

With the development of more sensitive zoning techniques, it would be appropriate to consider other options for the golf course. Foremost among them is the option presented by Bonnie Briar Country Club in the adjacent Town of Mamaroneck. New York State’s

Court of Appeals upheld the town's rezoning of the Bonnie Briar Country Club from residential to a recreation/open space zone a number of years ago. This represents one option for the Village to consider.

If the Village prefers to indicate some development option, then it has another example from the Town of Mamaroneck, which has rezoned a small part of Hampshire County Club that is within the Town R-30. Potentially, this zone would allow one single-family home per 30,000 square feet of land area rather than the village's current zoning of R-20, which would allow one single-family home per 20,000-square-foot lot. The R-30 zoning would work better in terms of a conservation or open space development on the Hampshire County Club. An open space or cluster development would allow the development to preserve a significant amount of the property as open space. In New York State, a cluster subdivision means that an applicant and a Planning Board must determine the lot count of a standard subdivision. Then the Planning Board may reduce the lot sizes that are required as long as the total number of lots that are allowed in the standard subdivision are not exceeded in the cluster subdivision. This allows a portion of the development to be preserved as open space. For example, if the Planning Board allowed an R-20 size lot in the R-30 zone it could preserve about a third of the area of Hampshire Country Club. If it allowed a 15,000-square-foot, lot it could preserve approximately half of the area of Hampshire Country Club for open space. The R-20 lot size and the R-15 lot size represent adjacent areas of Orienta which are zoned R-20 and R-15, respectively. Thus a cluster subdivision could have the same lot sizes as the adjacent Orienta neighborhood but result in a 33% to 50% open space preservation of the Hampshire County Club.

Both of the above options would better preserve Hampshire Country Club in the future better than the existing R-20 zoning.

Similarly, the Shore Acres Club, a community clubhouse for Shore Acres residents, is located in an R-20 district at the end of the Parkway and bordering the Harbor. It is recommended that this property be rezoned to MR (Marine Recreation) to reflect the existing use as a club facility.

It should be noted that, while not officially designated as CEAs or Village conservation areas, many portions of Mamaroneck contain significant trees and other vegetation, which provide numerous environmental benefits. In addition to clear aesthetic advantages, trees can also reduce cooling and heating costs, mitigate the urban heat island effect, decrease noise pollution, improve air quality and reduce flooding impacts through soil stabilization.

Mamaroneck's Tree Committee promotes the planting and protection of street trees throughout the Village and makes recommendations on the best types of street trees. In addition, the Village participates in the National Arbor Foundation's Tree City, USA program, which requires member communities to spend at least \$2 per capita on a Community Forest Program. Finally, the Village Planning Board makes use of a landscaping consultant to review site and subdivision plans as appropriate and make recommendations on proper plant species and tree protection measures.

## 6.2 Soils

The physical properties of soils have a direct impact on land use and have important implications for future development. Consideration of the engineering properties of the soil present on a site is an integral part of site design. Soils are classified by the Natural Resource Conservation Service and are illustrated in Figure 6-4. The characteristics of the Village's soil types are described below and are listed in order of their relative prevalence within the Village<sup>4</sup>:

### *Urban Land (Uf)*

Urban land consists of areas covered by streets, parking lots, buildings and other urban structures.

### *Urban land-Charlton/Chatfield Complex (UIC)*

Consists of urban land; very deep, well drained Charlton soils; and moderately deep, well drained to somewhat excessively drained Chatfield soils. Slopes range from 2%-15%.

### *Urban land-Chatfield Rock Outcrop Complex, rolling (UmC)*

Consists of urban land; moderately deep, well drained and somewhat excessively drained Chatfield soils; and areas of rock outcrop. Slopes range from 2%-15%.

### *Urban land-Charlton complex (UhB)*

These soils are very deep, well drained, and gently sloping Charlton soil. They are generally found on ridges and hilltops that are underlain by folded bedrock. They are about 50% Urban land, 25% Charlton soil, and 25% other soils. The natural soil layers have been altered or mixed with manufactured materials, such as bricks, broken concrete, or cinders. Surface runoff is rapid; erosion hazard is severe during construction; and depth to bedrock is more than 60 inches.

### *Charlton-Chatfield complex (CrC)*

These soils are very deep and moderately deep, well-drained and somewhat excessively drained Chatfield soil and a well drained Charlton soil. They are generally found on hilltops and on hillsides. They are about 50% Charlton soil, 30% Chatfield soil, and 20% other soils and rock outcrop. Surface runoff is medium; erosion hazard is moderate; and depth to bedrock is more than 60 inches.

### *Udorthents, smoothed (Ub)*

Very deep, excessively drained to moderately well drained soil areas that have been altered by cutting and filling. Mainly located in and adjacent to urban areas and highways. Slopes range from 0%-25% and are mainly 3%-15%.

---

<sup>4</sup> <http://soils.usda.gov/technical/classification/osd/index.html>

*Udorthents, wet substratum (Uc)*

Consists of somewhat poorly drained and very poorly drained soils that have been altered mainly by filling. Mainly located in lower landscape positions, such as depressions, drainageways and areas of tidal marsh. Slopes are dominantly 0%-3%, but range from 9%-15%.

*Ipswich mucky peat (Ip)*

This is a very poorly drained, nearly level soil in tidal marshes and estuaries. The soil is prone to tidal flooding. Areas are irregular in shape and range from 5 to 150 acres. Slopes range from 0% to 2%. Typically, the surface layer is very dark grayish brown mucky peat about 14 inches thick. The subsurface layer is very dark grayish brown mucky peat about 21 inches thick. The bottom layer is very dark grayish brown mucky peat to a depth of 60 inches or more.

*Urban Land-Woodbridge (UwB)*

This gently to strongly sloping complex consists of very deep, well drained Woodbridge and similar soils with areas of Urban land on smooth top slopes, side slopes and toe slopes of glaciated hills.

*Urban land-Charlton-Chatfield complex (UID)*

This soil category consists of Urban land, the very deep, well drained Charlton soil, and the moderately deep, well drained or somewhat excessively drained Chatfield soil. Slopes on this soil group ranges from 15% to 35%. Urban land makes up approximately 50% of the soil group, while Charlton soils make up 20%, Chatfield soils make up 10%, and other soils make up the remaining 20%. The permeability for both Charlton and Chatfield soils is moderate or moderately rapid throughout the profile. The bedrock in Charlton soils is more than 60 inches below the ground surface and it is 20 to 40 inches below the ground surface for Chatfield soils.

*Hilly Chatfield-Hollis-Rock (CuD)*

Very gray loam over dark brown loam. They are very deep to moderately deep, moderately to moderately rapid drainage. Charlton soils are deep and well drained. Hollis soils are shallow-to-bedrock and excessively drained. Chatfield soils are intermediate between the two. These soils are typically so intermingled on the landscape that they cannot be separated when mapping and are mapped as complexes.

*Charlton-Chatfield Complex soils (CrC)*

Very dark grayish brown loam over dark brown loam. They are very deep to moderately deep, well drained to somewhat excessively drained soils located on the sides and tops of glaciated hills. This soil is formed in glacial till underlain by highly fractured, folded tilted granite, schist, and gneiss bedrock. Rock outcrops make up about 20% of this soil.

*Chatfield-Hollis Rock Outcrop Complex soils (CtC)*

Very dark grayish brown loam over dark brown loam. They are rolling, moderately deep, well drained to somewhat excessively well drained soils. Rock outcrops in this soil unit are predominately granite, gneiss, and schist. This soil is located on hilltops and narrow ridges of glaciated hills.

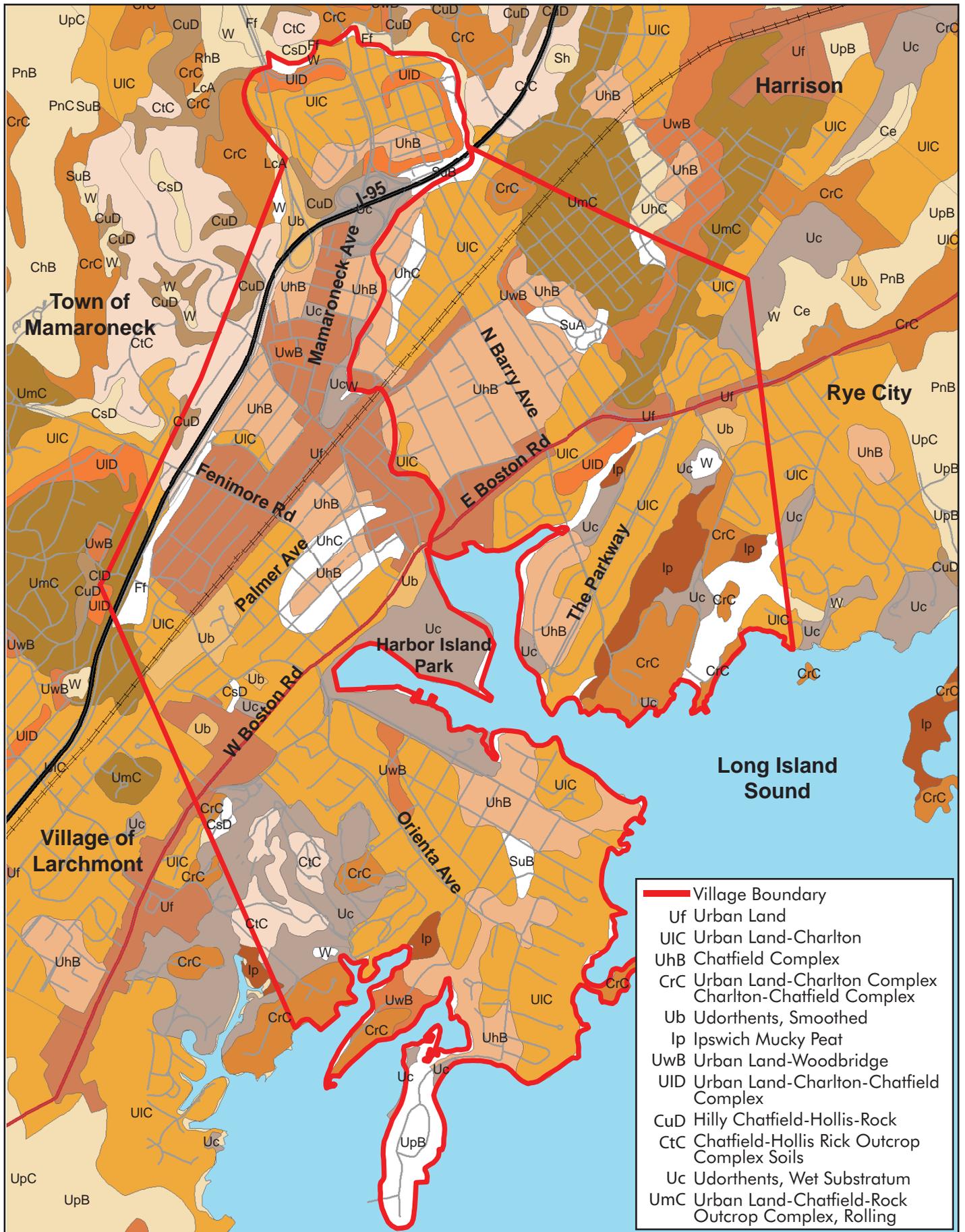


FIGURE 6-4: SOILS



### **6.3 Steep Slopes**

Overall, elevations throughout the Village range from sea level to a high of about 120 feet. The topographical changes are mainly mild foothills above the coastal plain. Most of the Village is located within low-lying floodplains that do not contain steep slopes. However, as Figure 6-5 illustrates, there are a few isolated steep slope areas in the Village occurring near the northwest border with the Town of Mamaroneck and in the vicinity of Baldwin Place and Fenimore Road and between Highview Street and the Thruway. There are also steep slopes in the Harbor Heights neighborhood around Knollwood Avenue, Raleigh Road, Grant Terrace and Lawrence Street. There are some steep slopes south of the Post Road between Rockridge Road and Fairway Green and between Stuart Avenue and Shore Acres Drive.

Generally, development of steep slopes greater than 15% is difficult, though not impossible, due to construction costs and the undesirability of road grades that exceed 10%. In addition, during construction, soil erosion and surface water runoff can increase as a result of the clearing of vegetation from steep slopes. It is recommended that steep slopes be added as development constraints for the Planning Board to consider under the Village's site plan and subdivision controls.

### **6.4 Stormwater and Drainage**

Land development often eliminates natural features that moderate stormwater runoff and exposes soil to erosion. Stormwater runoff carries soil and other pollutants into streams, lakes, rivers and estuaries. In severe storm events, such as the April 2007 storm, bank erosion, flooding, road washouts and flooded basements are a direct result of uncontrolled stormwater runoff. This is a very costly and sometimes dangerous problem as the Village witnessed firsthand. Preventing these problems requires precautions during and after land development. Federal and state law requires urbanized communities, including Mamaroneck, to establish Phase II stormwater management programs aimed at controlling stormwater on developed sites to the maximum extent possible. This means that the quantity, rate and quality of runoff should not change significantly between pre and post-development. Under State law, local stormwater programs which incorporate the Stormwater Phase II Minimum Control Measures must be fully functional by January 8, 2008.

The New York State Department of State recommends adopting a regulation for stormwater management as a local law, rather than as an ordinance. The local law must include the requirement that developers submit a Stormwater Pollution Prevention Plan (SWPPP) to the Village with any application for a land use approval; it must also include sanctions for non-compliance. An effective Village stormwater management program requires the development of procedures for inspections and enforcement. Construction activity involving between 1 and 5 acres of disturbance is regulated under the NYS Phase II program.

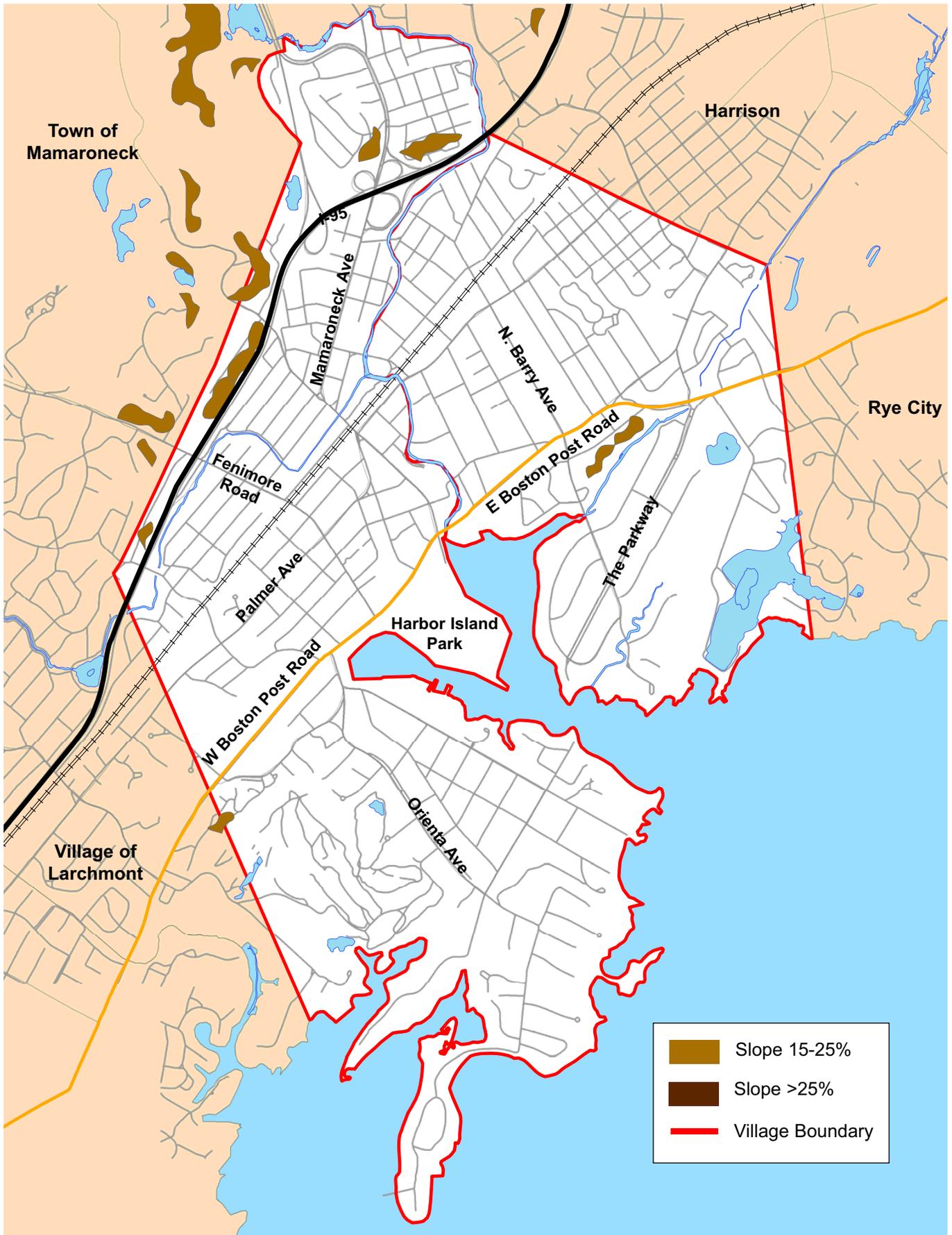
*Local Controls: Implementation of Phase II Regulations*

The Village adopted a Stormwater Management Plan, together with a new Chapter 294 (Stormwater Management and Erosion and Sediment Control) in April 2010 and is in compliance with the Phase II regulations. In accordance with the NYSDEC requirements, the Village of Mamaroneck prepared and filed the Notice of Intent (NOI) with the NYSDEC to be covered under the Phase II SPDES General Permit. The Village prepared an initial Storm Water Management Program (SWMP), with an aim to set measurable goals that the Village has to implement and enforce in order to comply with the permit requirements. It describes various actions that the Village proposes to undertake in order to protect the Village's stormwater quality and reduce pollutants, until the full implementation of the SWMP.

Stormwater runoff on new lots and subdivisions are regulated by existing local controls and are controlled by the new Phase II Stormwater regulations. However, stormwater runoff on existing lots in the older parts of the Village is not regulated. The Committee recommended formally adopting more stringent stormwater and drainage controls at the local level. This would effectively institutionalize the Planning Board's efforts for site plan and subdivision applications that do not meet the Phase II threshold size of one acre. These controls have now been adopted and included as part of new stormwater management legislation.

*Long Island Sound Watershed Intermunicipal Council (LISWIC)*

In addition to local measures, there has been a growing recognition that to fully address stormwater pollution and the impacts on the Long Island Sound, a regional approach is needed. The Long Island Sound Watershed Intermunicipal Council which includes the Village, was formed in 1999 as an association of 13 municipalities in the lower Long Island Sound drainage basin. The overarching goal is to collectively make decisions aimed at achieving a cleaner Long Island Sound. Most recently the group commissioned a report to study the feasibility of creating a Regional Stormwater Management District that would operate across municipal boundaries. The goals of such a district would be to address: flooding, fish kills, declining sea life, nitrogen loading, illegal hookups from households and beach closings. The strategies within the Stormwater Management District would include low impact development techniques and green technologies as a requirement for new development. The Village Board recently passed a resolution in support of the creation of regional stormwater management district.



STEEP SLOPES

FIGURE 6-5

## 6.5 Mamaroneck Harbor/Long Island Sound

Since the last 1986 Master Plan, the Village has made progress in implementing local controls to protect the Harbor and its shoreline and waters. Principal among these is implementation of the Local Waterfront Revitalization Plan and the Harbor Management Plan. In addition, the Village has installed pollution control measures and has worked with the County to restore tidal wetlands in Harbor Island Park. These are outlined below:

**Tidal Wetland Restoration:** In June 2007 the restoration of tidal wetland areas fronting the West Basin was completed. This included increasing the intertidal area and creating a new landscaped berm to accommodate native species such as smooth cordgrass, salt marsh hay, marsh elder and a variety of coastal grasses, shrubs and trees. In addition to these natural features, a public walkway has been constructed along the top of the berm including an observation platform allowing the public to get close to the restored salt marsh and harbor. The total area of restored salt marsh is approximately 0.3 acres. In addition, the restored upland area will be approximately 0.4 acres. Funds will be required to ensure the ongoing maintenance of the wetland areas.

**Gunderboom:** As many residents know, the beaches at Harbor Island Park have often been closed to the public in recent years due to unsanitary swimming conditions. In 2002, a Gunderboom "Beach Protection System" was reinstalled in front of the beach area after the prior system was damaged. The Gunderboom is an 800 foot curtain made of a special fabric that effectively filters out pollutants and is self-cleaning with the tides. The Village currently budgets for annual repair or maintenance of the system.

**Pump-Out Stations:** Under the authority of the Harbor Master, the Village also operates two pump-out stations in the east and west basins of the Harbor and a pump-out boat that provides a mobile service. Both pump-out facilities are now operating and maintained regularly.

### LWRP and Harbor Management Plan

#### *Local Waterfront Revitalization Program (1984)*

The Village's local waterfront revitalization area corresponds to the jurisdictional boundaries of the Village of Mamaroneck. This includes the "harbors, coves, and inlets" and the "vessel regulation area extending 1,500 offshore," see Figure 6-6.

Adopted in 1984, the LWRP promotes a balance between economic development and environmental conservation. The plan addresses riverine flooding, sewage overflows, harbor sedimentation, natural resources and open space, coastal land use and density and long-term harbor management. Recommendations include amending local laws and setting up a management structure for consistency review. The need is also recognized for a way to combine and address as one the issues of flooding, sewage overflows and harbor sedimentation, on a watershed-wide level. Since flooding follows topographical, not municipal boundaries, inter-municipal drainage basin planning is recommended.

#### Development Policies

- Reclaim derelict and under-utilized waterfront areas
- Facilitate siting of water dependent uses on or adjacent to coastal waters
- Encourage development and enhancement of traditional maritime uses
- Expedite permit procedures to site development at suitable locations

#### Flooding and Erosion Hazards Policies

- Buildings and other structures will be sited in coastal area so as to minimize property damage and endanger lives.
- Protecting natural protective features so as to minimize damage to natural resources and property from flooding or erosion.
- Constructing or restoring erosion protectors shall be done only if they have good probability of controlling erosion for at least 30 yrs.
- Activities or development that creates likelihood of erosion will not be permitted.

#### Water and Air Resources Policies

- Any discharge of pollutants must comply with State and National standards.
- Waters already over-polluted will be recognized as a development constraint. Best Management Practices will be used ensure that no runoff and sewage overflow flow into coastal waters.
- Discharges from vessels will be limited.
- Dredging will meet State dredging permit requirements.

The LWRP is in the process of being updated, with completion anticipated for 2012.

#### *Harbor Management Plan (1986)*

Spawned by the Local Water Revitalization Plan, the Harbor Management Plan adopted a number of policy statements. The Village also enacted Local Ordinance No. 21-1985, which restructured the Village Harbor and Coastal Zone Management Commission (hereinafter the HCZM Commission), broadening its roles and responsibilities.

Mamaroneck Harbor includes all navigable waters within the limits of the Village of Mamaroneck and for a distance of 1,500 feet offshore from the Village boundary, except those waters that are within other municipalities' jurisdiction.

A summary of each policy statement of the Harbor Management Plan follows:

- The Village recognizes the economic, recreational, and aesthetic assets of the Harbor:
  - Depending on fiscal constraints, the Village will preserve, maintain and enhance the Harbor.
- Finances allowing, the Village will insure the safe navigation, mooring and storage of vessels in and about the Harbor.
- The Village will take all lawful steps to maximize jurisdiction over its tidal waters.
- The Village will periodically assess the capacity of the Harbor, and based on the assessment to enhance the Harbor.
- Environmental degradation and pollution of the Harbor is an anathema and the Village will strive to eradicate such pollution.

- Marine structures shall conform to sound construction, design and configuration guidelines.
- The Harbor should be periodically dredged to appropriate depths.
- The Village, consistent with aforementioned policies, will promote the recreational and economic uses of the Harbor.
- The Village will continue to afford public docking and trailer-boat launching facilities, unless such services become too expensive.
- The Village directs the Harbor and Coastal Zone Management Commission to review the preservation, maintenance, and enhancement of the Harbor not less than every three years.

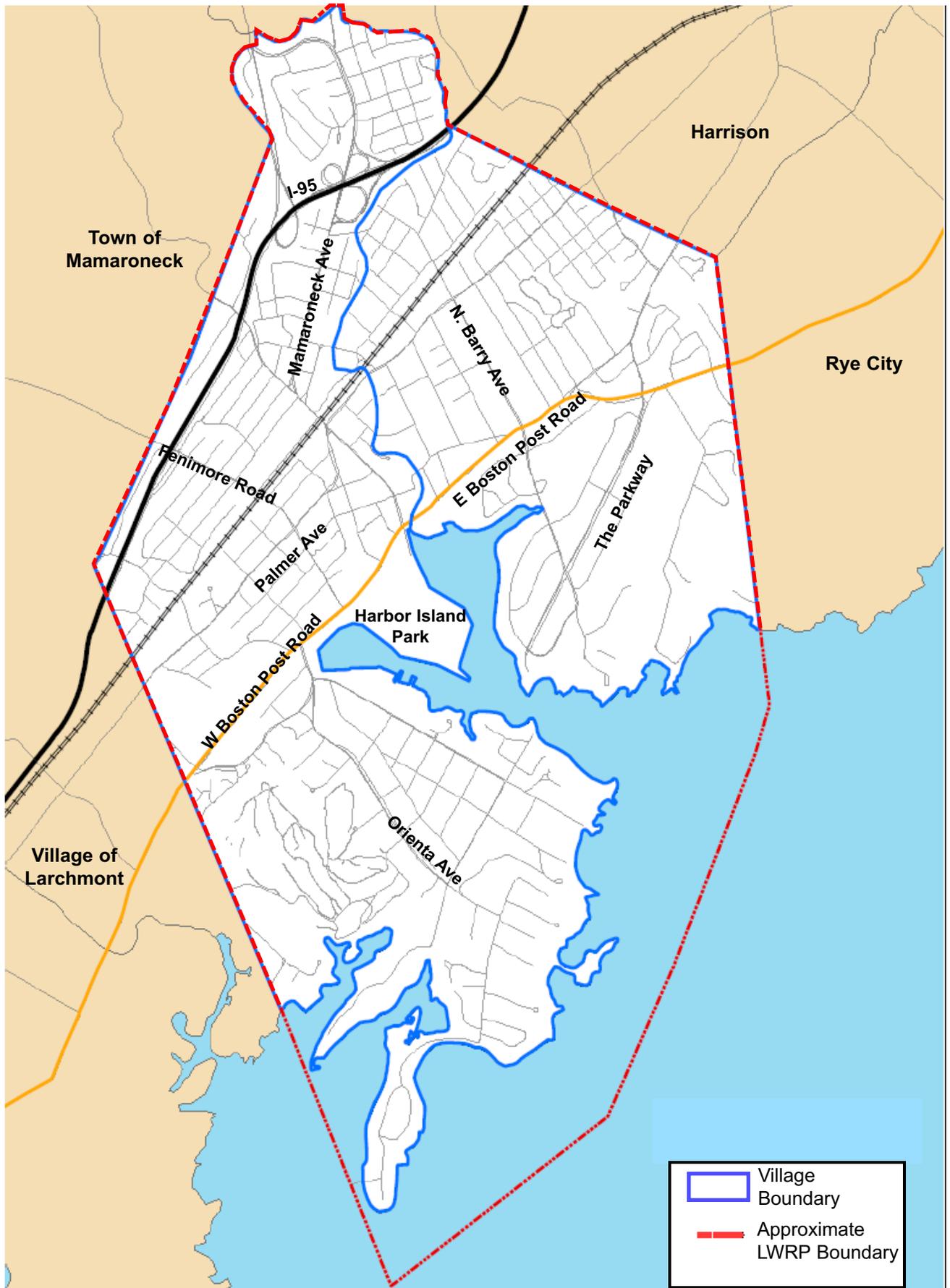
The Village Harbor and Coastal Zone Management Commission (HCZM) has the following goals as stated in the Village ordinance:

- The quality of the coastal environment, water and air quality, fish, wildlife, wetlands and natural areas shall be preserved, protected and enhanced.
- Recreational opportunities shall be expanded, and open access to the waterfront shall be guaranteed for residents.
- The present flooding and silting condition caused by flood tides and upland actions along the tributaries of the rivers traversing the Village must be carefully monitored and eliminated where possible.
- Sedimentation of the harbor should be controlled and reduced.
- The land adjacent to the tidal area of the coastal zone, which is one of the Village's principal assets, should be studied and a plan should be submitted to the Village Board of Trustees in order that it be used in such a manner as to contribute to the overall development of the Village, the economic vitality of the Village being likewise essential to the future of its coastal zone.
- Upgrading the zoning in and around the coastal zone.

Key responsibilities of the HCZM include reviewing proposed actions that may affect the coastal zone in order to determine their consistency with the LWRP and consulting with and advising the Village Board of Trustees "on all matters relating to the health and safety of people and the safety and security of facilities, marine structures and watercraft on, in or using the harbor and the land, structures and facilities abutting the harbor."

*Long Island Sound Study (1994)*

The Long Island Sound Study began with the partnership between the Environmental Protection Agency (EPA) and the States of New York and Connecticut and was drafted in 1994. The Sound is an estuary with a mix of salt and fresh water that both sustains aquatic life and lends environmental and economic value to abutting communities. As of 1994, the Study estimated that the Sound generates \$5 billion annually in the regional economy and offers more in intrinsic value. The ongoing ability of the Sound to support and enhance aquatic and human life depends on the quality of its waters.



LOCAL WATERFRONT REVITALIZATION PROGRAM AREA

FIGURE 6-6

Within the Village, non-point sources such as runoff, habitat destruction and disposal of wastes have marred the quality of the Sound. Also, the County's wastewater treatment plant receives excessive infiltration and inflow during heavy storms, causing the discharge of wastewater that is treated to a partial secondary level into the Sound. Regional residential, commercial and recreational development has altered natural landscapes and increased the amount of impervious surfaces. This has increased runoff and reduced the filtration and processing functions of natural habitats and landscapes. The sewage treatment plant is currently being upgraded to tertiary treatment, including the biological removal of phosphorous and nitrogen. This upgrade is scheduled for completion by 2012.

In 1994, the Comprehensive Conservation and Management Plan for Long Island Sound recommended development of a plan to restore the full range of the Sound's coastal and aquatic habitats. In 2002, two sites were identified in Mamaroneck for restoration, Greacen Point (tidal wetlands and intertidal flats) and Hommock Marsh (tidal wetlands).

The study also concluded that improved land use planning coupled with support for successful environmental programs, such as the Phase II stormwater permitting or the Coastal Zone Management Program, is central to restoring Long Island Sound. Specifically, encouragement of in-fill development and reclamation of derelict properties along the waterfront should be a priority. Engineered wetlands are frequently less effective than the natural wetlands they are intended to replace. Therefore, strong support for conservation practices is vital to the health of the Sound.

## **6.6 Sustainable Design/Green Building Practices**

Numerous communities including large cities, towns and villages are pursuing measures to encourage and in some cases mandate green or sustainable building practices. Green building practices are resource-efficient models of construction, renovation, operation, maintenance, and demolition. Research and experience increasingly demonstrate that when buildings are designed and operated with their lifecycle impacts in mind, they can provide great environmental, economic and social benefits.

Elements of green building include:

- Energy Efficiency and Renewable Energy
- Water Stewardship
- Environmentally Preferable Building Materials and Specifications
- Waste Reduction
- Elimination of Toxics
- Indoor Environment
- Smart Growth and Sustainable Development

The U.S. Green Building Council has devised a Leadership in Energy and Environmental Design (LEED™) Green Building Rating System to measure the energy and environmental performance of buildings. The system allots points in seven categories for environmentally

beneficial building materials and design, such as site location, water efficiency, energy and the atmosphere, materials and resources and indoor environmental quality.

In addition to LEED accreditation, New York State offers a tax incentive program for developers known as the Green Building Tax Credit (GBTC) program. The GBTC is a \$25 million dollar income tax credit for owners and tenants of buildings that meet energy, indoor air quality, materials, commissioning, water conservation, appliance, and size criteria. Also, the New York State Energy Research and Development Authority (NYSERDA) provide technical and financial assistance to those interested in building "green."

Recent site plan approvals by the Village of Mamaroneck Planning Board have included consideration of LEED-type techniques. However, there is currently no provision or incentive for green buildings within the Village Ordinance. The Village should update its ordinance to encourage sustainable design practices. One option might be a rebate on building permit fees based on the level of LEED-type compliance.

Another aspect of sustainable building practices is the use of energy efficient products and practices that conserve energy and thus avoid greenhouse gas emissions. EnergyStar, a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy, is a voluntary labeling program designed to identify and promote energy efficient products. The EnergyStar label is now on major appliances, office equipment, lighting, home electronics and more, and the EPA has also extended the label to cover new homes and commercial and industrial buildings. A number of communities have passed legislation mandating that certain types of uses to purchase EnergyStar-labeled products or requiring certain types of residential buildings to conform to EnergyStar Homes criteria.

As an overall goal, the Village should seek ways to use energy efficient products and incorporate green building practices in new municipal projects. Where feasible, equipment and products should be upgraded to meet higher environmental standards. This might include smaller items, such as office equipment and larger items, such as the acquisition of hybrid electric cars for the Village departmental fleets.

## **6.7 Climate Change and Sea Level Rise**

According to the DEC's policy for assessing energy use and greenhouse gas emissions in environmental impact statements (EISs), global climate change is a significant environmental challenge, and one that will continue to affect the environmental and natural resources of New York State. There is scientific consensus that human activity is increasing the concentration of greenhouse gases in the atmosphere, and that this, in turn, is leading to climate change. The six main greenhouse gases are carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Emissions of carbon dioxide represent an estimated 89% of the total greenhouse gas emissions in the state, and the vast majority of these emissions result from fuel combustions. Other sources of greenhouse gases include electricity distribution; refrigerant substitutes; management of municipal waste, municipal wastewater and agriculture; and natural gas leakage.

In 2001, Westchester County joined the Cities for Climate Protection Campaign, a program of The International Council of Local Environmental Initiatives (ICLEI), in order to take stock of and create a plan for reducing the county's greenhouse gas emissions<sup>5</sup>. An initial study concluded that the county as a whole produced almost 12 million tons of carbon dioxide in 1999, broken down by sector below:

Sector	Percentage of total carbon dioxide
Transportation	51%
Residential	30%
Commercial	19%

A federal report, *The Potential Impacts of Global Warming on the Mid-Atlantic Region*, 2000, concluded that the impacts of climate change could be very severe in Westchester.

- Under different climate change scenarios, the Mid-Atlantic region with its extensive coastline is likely to suffer from the impacts of increased flooding and sea-level rise.
- Extreme weather events such as heavy rainfall, floods, heat waves, and drought are likely to become more frequent.
- Changes in temperature and rainfall could contribute to summer heat stress, smog, other health risks, and will adversely impact forests, parks, and animal habitats.

In December 2010, a task force created by the New York State Legislature released a report on sea level rise stemming from climate change, which included a set of findings and recommendations for an action plan to protect coastal communities and natural resources from these rising sea levels. The report documented a number of hazards of sea level rise, both by itself and in combination with other coastal hazards, including rising water tables, saltwater intrusion into estuarine and freshwater environments, inundation and flooding, storm surge and coastal erosion. The sea level rise report outlined the following general recommendations:

1. Adopt official projections of sea level rise and ensure continued and coordinated adaptation efforts.
2. Require State agencies responsible for the management and regulation of resources, infrastructure and populations at risk from sea level rise to factor the current and anticipated impacts into all relevant impacts of decision making.
3. Classify areas where significant risk of coastal flooding due to storms has been identified and implement risk reduction measures in those areas.
4. Identify and classify areas of future impacts from coastal flooding from projected sea level rise and storms to reduce risk in those areas.

---

<sup>5</sup> [http://www.westchestergov.com/environment\\_ClimateChange.htm](http://www.westchestergov.com/environment_ClimateChange.htm)

5. Reduce vulnerability in coastal areas at risk from sea level rise and storms. Support increased reliance on non-structural measures and natural protective features to reduce impacts from coastal hazards, where applicable.
6. Develop maps and other tools required to assist local decision makers in preparing for and responding to sea level rise.
7. Amend New York State laws and change and adopt regulations and agency guidance documents to address sea level rise and prevent further loss of natural systems that reduce the risk of coastal flooding.
8. Provide financial support, guidance and tools for community-based vulnerability assessments and ensure a high level of community representation and participation in official vulnerability assessments and post-storm recovery, redevelopment and adaptation-planning processes.
9. Undertake a comprehensive assessment of the public health risks associated with sea level rise, coastal hazards and climate change, including compromised indoor air quality, drinking water impacts, post-traumatic stress and other mental health problems, increases in disease vectors, impaired access to health care and loss of reliable access to food and medical supplies.
10. Raise public awareness of the adverse impacts of sea level rise and climate change and of the potential adaptive strategies.
11. Develop mechanisms to fund adaptation to sea level rise and climate change.
12. Fund research, monitoring and demonstration projects to improve understanding of key vulnerabilities of critical coastal ecosystems, infrastructure and communities from sea level rise.
13. Ensure continued and coordinated adaptation to sea level rise.
14. Seek federal funding, technical assistance and changes to federal programs to make them consistent with, or accommodating to, State policies, programs and adaptation measures related to sea level rise.

Also in 2010, a separate study on sea level rise in New York State found that sea level is rising approximately one inch about every eight years along the state's coast. Effects from this rise would become more widespread if rising global temperatures cause the rate of sea level rise to accelerate. The Intergovernmental Panel on Climate Change, for example, estimates that, by the end of the next century, sea level is likely to be rising 0 to 3 inches per decade more rapidly than today (excluding the possible impacts of increased ice discharges from the Greenland and Antarctic ice sheets).

According to this study – which was part of a larger, multiyear project by the EPA on sea level rise along Eastern Seaboard – coastal communities must ultimately choose between one of three general responses: using seawalls, dikes, revetments, bulkheads and other structures; elevating the land and perhaps the wetlands and beaches as well; or retreating by allowing the wetlands and beaches to take over land that is dry today. Each of these approaches has both advantages and disadvantages, and each is being pursued somewhere in the state. Structural solutions preserve existing land uses, but wetlands and beaches are squeezed between the development and the rising sea. Elevating the land can preserve both the natural shores and existing land uses, but often costs more than shoreline structures. Retreating can preserve natural shores, but existing land uses are lost.

As part of the EPA project, a series of maps were created showing which lands *would* be protected given existing policies, and to generate a dialogue on which lands *should* be protected. These maps, which are not officially endorsed by the federal or any state government, are not intended to be precise forecasts of what people *will* do, but are meant as a starting point for communities seeking to decide what they *should* do. They are also useful in providing a rough idea of where sea level rise would occur and how communities may be affected. For “shore protection,” the study includes activities that prevent dry land from converting to either wetland or water. Activities that protect coastal wetlands from eroding or being submerged were outside the scope of the study.

As shown in Figure 6-7, according to the EPA study, sea levels are projected to rise significantly in the Mamaroneck area. As the map indicates, all of Harbor Island Park, and much of the Orienta and Harborlawn/Shore Acres neighborhoods, would be affected by the sea level rise, which would extend north of Boston Post Road, affecting the downtown area as well. The map indicates that, because of the existing development pattern and policies, these areas are likely to be fully protected, through municipal or other action. Clearly, the Village could experience significant impacts from sea level rise and related climate change effects.

In fact, the Coastal Resilience project, sponsored by The Nature Conservancy, has created a series of maps that show the projected dollar losses due to sea level rise and storm surge, or a combination of the two factors. Figure 6-8 indicates the anticipated financial losses stemming from a Category 3 hurricane. The map indicates that large portions of Mamaroneck would experience significant economic losses from these events: generally in the range of 1%-10% building loss (lightest yellow), 11%-20% building loss (medium yellow) or 21%-40% (light orange).

While climate change is often perceived as a federal, state or regional issue, local communities can take actions to mitigate its impacts. In 2008, Westchester County released the Westchester Global Warming Action Plan, created to identify workable strategies and practical actions the County can implement to reduce greenhouse gases and promote sustainable development. The task force charged with completing the plan considered the 2005 countywide greenhouse gas footprint of approximately 13.1 million tons of carbon dioxide, and relying on the most recent climate science, set a goal to reduce greenhouse gases by 20% below the 2005 base year by 2015. By 2050, the task force set a goal of an 80% reduction in total greenhouse gas emissions below the base year.

# Southern Westchester County

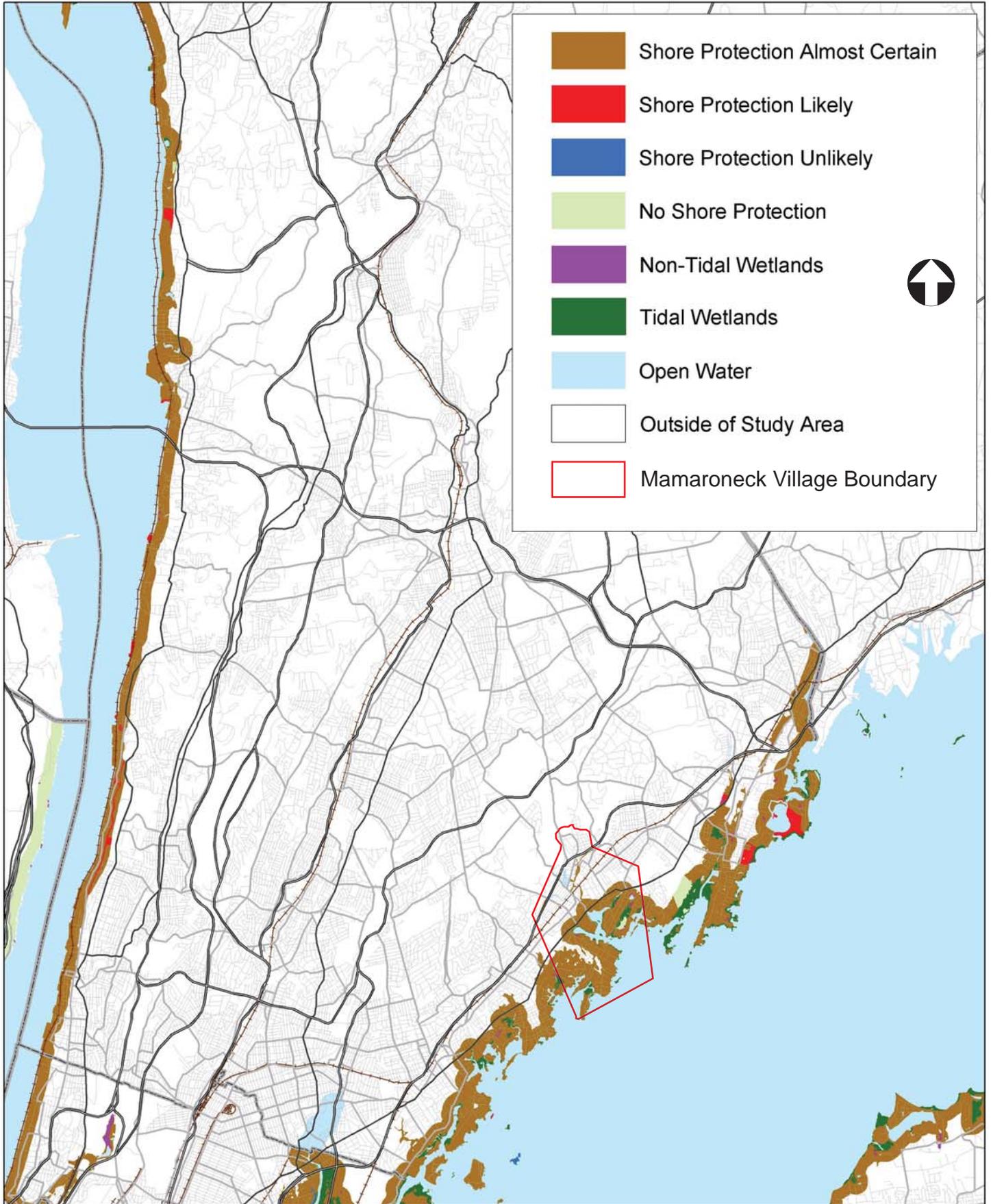


FIGURE 6-7: PROJECTED SEA LEVEL RISE

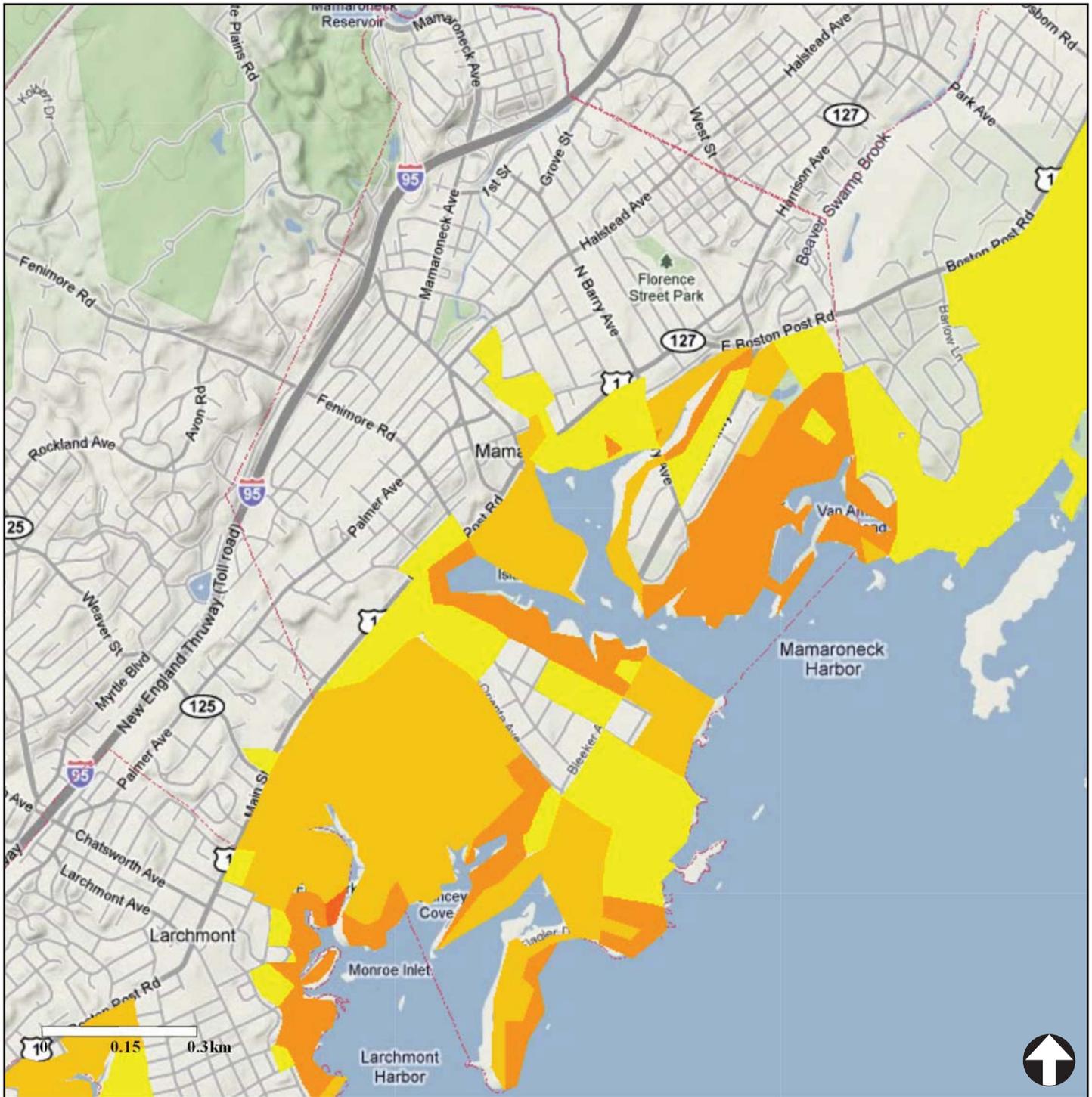


FIGURE 6-8: ESTIMATED PERCENT BUILDING LOSS-CATEGORY 3 STORM

To achieve these goals, the plan identified short-, medium- and long-term strategies on a countywide, municipal, business, educational institution and household level to address five key areas: energy, transportation, land use, water resources and recycling. As most relevant to the Village of Mamaroneck, the following direct municipal actions were recommended:

- ***Define and Report the Municipal Greenhouse Gas Footprint***
  - Join ICLEI (short-term).
  - Develop a municipal greenhouse gas inventory (short-term).
  - Set a reduction goal consistent with the countywide goal (short-term).
  - Develop a plan from the actions below to meet the reduction goal (short-term).
  - Monitor progress annually, report progress publicly and to the County government and adjust plan, if necessary (short- long-term).
- ***Energy***
  - Make behavioral changes in energy use, such as managing thermostats to reduce heating and cooling demand; shifting electrical use to non-peak periods; and replacing incandescent bulbs with more energy-efficient alternatives (short-term).
  - Perform an energy audit on all municipal buildings (short-term).
  - Adopt green building practices for new buildings and infrastructure and major renovations (short- to long-term).
  - Install renewable energy such as solar and geothermal, where appropriate (long-term).
  - Take advantage of existing financing opportunities (medium-term).
- ***Transportation***
  - Use carpools and van-pools (short-term)
  - Participate in ride-sharing programs (short-term).
  - Practice car sharing through joint ownership programs such as ZipCar (short-term).
  - Use mass transit when possible for municipal government transportation (short-term).
  - Use alternate modes such as walking or riding bicycles when possible for municipal government transportation (short-term).
  - Implement fleet management practices to replace municipal vehicles with hybrids, flex-fueled and alternative-fueled vehicles and more efficient conventionally fueled vehicles (medium-term).
  - Change to ultra-low-sulfur diesel fuel or biodiesel vehicles (short-term).
  - Use ethanol in flex-fueled vehicles (short-term).
  - Change municipal vehicle operating behavior by avoiding idling and aggressive driving, maintaining the vehicle and tire pressure and consolidating trips (short-term).
  - Substitute use of virtual technology such as video-conferencing for travel (short-term).
- ***Land Use***
  - Update the municipal comprehensive plan in line with *Westchester 2025* to address climate change and sustainability, including actions such as open

- o space planning that identifies critical areas and promoting transit-based development (short-term).
- o Adopt model codes in line with the comprehensive plan update (medium-term).
- o Become a Greenway Compact Community (short-term).
- o Create and participate in inter-municipal planning agreements (short-term).
- o Encourage private donations of land and conservation easements as a method to preserve open space (short-term).
- o Partner with land trusts, private citizens and County and State governments to get funding for land preservation (medium-term).
- o Access funds through participation in regional planning programs (short-term).
- o Allocate additional municipal budget to open space land acquisition (short-term).
- o Participate in developing a regional stormwater management approach such as the creation of a stormwater district (short-term).
- **Water Resources**
  - o Implement stormwater management best practices when developed by County government (medium-term).
  - o Implement adaptation strategies in low-lying and flood-prone areas when making decisions for capital improvements, infrastructure investments and granting project approvals (medium-term).
  - o Address inflow and infiltration (I/I) concerns in municipal collection systems (medium-term).
  - o Implement water-saving measures (medium-term).
- **Waste Reduction, Recycling and Green Purchasing**
  - o Perform a municipal waste audit to identify opportunities for waste prevention and reduction, improved recycling and conversion of waste streams for recycling (short-term).
  - o Evaluate current purchasing policies for opportunities to purchase durable, repairable, recycled content, low-toxicity products that can be reused, recycled or composted; locally produced goods requiring no transportation; and organic foods (short-term).

Finally, in November 2011, the New York State Energy Research and Development Authority (NYSERDA) released the *Climate Adaptation Guidebook for New York State*, an extensive report intended to provide the state's decision-makers with the latest data on New York's vulnerability to climate change and to facilitate the development of adaptation strategies informed by both local experience and scientific knowledge. Adaptation strategies do not directly include actions that reduce the likelihood of climate change from occurring (i.e., climate change mitigation), but instead present actions to lessen the impact of climate change or take advantage of changes caused by a shifting climate. Some key tools identified in the report include regulatory, design and engineering standards; legal structures; and insurance opportunities. The report's recommendations include that governmental entities incorporate projections of increased sea levels and heavy rains when constructing large infrastructure projects; protecting and nurturing natural barriers to sea-level rise such as coastal wetlands; and revising building codes in

areas such as roof strength and foundation depth in regions that would be hit hardest by storms.

In order to combat the negative effects of climate change, it is recommended that the Village adopt an active program to reduce local emissions of Greenhouse Gases, such as CO<sub>2</sub>. Possible steps include retrofitting existing municipal buildings and street lighting to reduce energy use, the purchase of more efficient automobiles and trucks in its fleets, and encouraging the use of transportation alternatives such as bicycles and walking.

As a first step, the Village might commission an inventory of municipal emissions, both in order to establish a baseline, but also to identify the most cost-effective areas to make changes. Certain energy conservation steps – such as retrofitting lighting – may have very short, or even immediate payback times.

The Village might also consider joining other communities that have committed to reducing greenhouse gas emissions. For example:

- The U.S Conference of Mayors Climate Protection Agreement calls for cities to strive to meet the Kyoto protocol – 7% reduction from 1990 levels by the year 2012. This agreement has already been signed by over 500 communities nationwide, including White Plains, New Rochelle, Yonkers, Tarrytown and NYC. The provisions of the protocol are scheduled to expire in 2013, and international negotiations on a successor program are underway.
- If the village joins ICLEI-US and makes the commitment to participate in the Cities for Climate Protection Campaign, ICLEI then provides experienced staff, software tools, and a wide variety of programs and technical assistance to help reduce greenhouse gas emissions in an effective and efficient manner<sup>6</sup>. (This has been done in the Village of Croton-on-Hudson.)
- Westchester County's Global Warming Taskforce is made up of representatives from government, business, schools and colleges and the environmental community so that each sector can address both short-term and long-term actions specific to their area. It is chaired by North Castle Supervisor Reese Berman and co-chaired by Robert Funicello, environmental project director of Westchester County<sup>7</sup>.

The Village has already undertaken several of these steps, including joining ICLEI and developing a municipal greenhouse gas inventory. This inventory is shown on Table 6-5. Completion of this inventory represents the first of five milestones set by ICLEI for climate protection. The remaining steps involve setting an emissions reduction target, creating an action plan to meet that target, implementing the action plan and monitoring the programs already implemented and conducting another audit to verify the emissions reductions.

---

<sup>6</sup> <http://www.iclei.org/index.php?id=1120#milestones>

<sup>7</sup> [http://www.westchestergov.com/environment\\_TaskForce.htm](http://www.westchestergov.com/environment_TaskForce.htm)

**Table 6-5: Community Greenhouse Gas Emissions in 2005**

	Carbon Dioxide (tons)	Nitrous Oxide (lbs)	Methane (lbs)	Equivalent Carbon Dioxide (tons)	Energy Used to Heat One Pound of Water (MBtu)
<b>Residential</b>	44,636	427	10,452	44,812	660,008
<b>Commercial</b>	40,372	507	10,701	40,563	551,321
<b>Industrial</b>	3,773	0	0	3,773	107,773
<b>Transportation</b>	71,430	8,945	7,162	72,891	909,631
<b>Government</b>	3,529	189	309	3,562	40,949
<b>TOTAL</b>	<b>163,740</b>	<b>10,068</b>	<b>28,624</b>	<b>165,601</b>	<b>2,269,682</b>

*Source: Village of Mamaroneck, 2011.*

An action that is currently under consideration by the Village as part of the development of a Multi-Hazard Mitigation Plan is raising the required elevation of buildings in flood zones, to allow for foundations to be raised in flood-prone areas and in areas that would be most affected by sea level rise. A 2-foot increase in required building heights has been discussed. This is an issue that requires further detailed study to ensure that any change in required building heights to respond to flooding and climate change issues is balanced with the need to preserve Mamaroneck’s existing community character and scenic quality.

## 6.8 Light Pollution

“Light pollution” refers to excess or poorly-directed exterior lighting that degrades the nighttime sky, damages the small-town character of the village, and wastes energy. Reducing wasteful exterior municipal lighting has the potential to save the village energy and money, while lessening the negative effects of light pollution.

The village might consider the following steps to reduce light pollution:

- Improve enforcement of existing regulations, and especially awareness of the issue among village officials.
- Extend the village’s lighting regulations to residential areas. Currently, the regulations only apply to commercial/industrial and multiple-residence uses.
- Commit to the use of more energy-efficient and “dark-sky” friendly lighting for street and park lighting, and other municipal uses.

## 6.10 Recommendations

The following provides a list of environmental recommendations:

✓ *Priority Recommendation*

Flooding, Watercourses and Wetlands	<i>Village</i>	<i>Inter-Governmental</i>
Prioritize and implement the flood mitigation recommendations of the Village Citizen’s Flood Committee. Potential measures include increasing the capacity at the confluence of the Sheldrake and Mamaroneck Rivers in Columbus Park, re-dredging the Joint Waterworks Dam, updating riverbed data to establish sites in need of dredging and regularly dredging the Mamaroneck and Sheldrake Rivers.	✓	✓
Continue to implement short-term mitigation measures such as regular cleaning and maintenance of catch basins and removal of debris from Village streets and waterways that can contribute to blockages and exacerbate flooding.	✓	
Work with neighboring municipalities to form a Regional Stormwater Management District to address: flooding, fish kills, declining sea life, nitrogen loading, illegal hookups from households and beach closings.	✓	✓
Conduct a comprehensive assessment of the Village’s compliance with the National Flood Insurance Program’s Community Rating System. (In progress)	✓	
Complete and adopt a Multi-Hazard Mitigation Plan to allow the Village to receive additional funding from FEMA. (In progress)	✓	
Explore the potential and feasibility for a Village-wide system of riverwalks to improve access and public visibility of the Village’s waterways.	✓	

<b>Stormwater and Drainage</b>	<i>Village</i>	<i>Inter-Governmental</i>
Continue to implement the recommendations of the County's special Watershed Advisory Committee report dealing with controlling polluted stormwater for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor (see Tables 6-1 through 6-5).	✓	
<p><u>Green Stormwater Infrastructure:</u> Including green roofs, rain gardens and permeable pavers.</p> <ul style="list-style-type: none"> <li>▪ Implement alternative green storm water infrastructure on all Village projects including green roofs, rain gardens and permeable pavers.</li> <li>▪ Adopt Changes to the Village Code to encourage and/or require provision of permeable surfaces and limit the amount of impermeable surfaces in all residential, commercial and industrial zoning districts.</li> <li>▪ Improve and expand outreach efforts to educate residents as regards measures for implementing green storm water infrastructure such as rain gardens and permeable pavers.</li> </ul>	✓  ✓  ✓	
Map existing storm drains, ideally using Geographic Information Systems (GIS) to form a baseline from which a comprehensive policy for upgrades and additions can be developed. Different areas of the Village can then be prioritized for storm drain addition or upgrade based on a pre-determined set of criteria.	✓	
Map portions of the Village that are not sewered (again using GIS where appropriate) and target these areas as part of the Village's on-going efforts to control pollution.	✓	
Address pollution in Long Island Sound through upgrades to Village sewers, storm drains and elimination of any remaining septic fields within the Village.	✓	

<b>Mamaroneck Harbor and Long Island Sound</b>	<i>Village</i>	<i>Inter-Governmental</i>
Repair or replace existing pump-out stations in Mamaroneck Harbor as needed and provide for their regular maintenance.	✓	
Ensure shoreline, including beaches, salt marshes and tidal wetland areas receive necessary investments and maintenance to ensure they remain clean and healthy. This includes regularly assessing whether the gunderboom in the Harbor needs replacement and providing regular maintenance.	✓	
Identify the impacts of the County's sewage treatment facility on pollution in the Village's Harbor. This includes establishing what percentage of overall pollution is created by overflows from the County facility. Review the County's plans for upgrades to tertiary treatment for the Sewage Treatment Plant and its impacts on Harbor Island. (In progress)		✓
<b>Sustainable Design/Green Building Practices</b>		
Amend Code to Include Requirements and Incentives for Green Buildings: <ul style="list-style-type: none"> <li>▪ Generally seek ways for the Village to reduce its carbon footprint</li> <li>▪ 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 compliance.</li> <li>▪ Explore requiring "green building/LEED-type compliance for larger projects. This might include a requirement for all buildings exceeding a certain square footage.</li> <li>▪ Adopt policy for all new Village buildings to be "green" buildings, incorporating LEED-type requirements.</li> </ul>	✓  ✓  ✓  ✓	
Upgrade the Village's right-of-way to reduce impervious surfaces. This could potentially involve expanding the tree ordinance to include permeable surfaces and planting requirements. Areas for upgrade include Village parking lots and sidewalks.	✓	
Pass EnergyStar legislation to facilitate green building residential projects. One approach is to require residential developments to comply with EnergyStar guidelines.	✓	

<b>Environmental Actions</b>	<i>Village</i>	<i>Inter-Governmental</i>
<p>In order to combat the negative effects of climate change, it is recommended that the village adopt an active program to reduce local emissions of Greenhouse Gases.</p> <p>Possible steps include:</p> <ul style="list-style-type: none"> <li>▪ Retrofitting existing municipal buildings and street lighting to reduce energy use.</li> <li>▪ Purchasing more efficient automobiles and trucks in the Village’s fleets.</li> <li>▪ Encouraging the use of transportation alternatives such as bicycles and walking.</li> <li>▪ Joining other communities that have committed to reducing greenhouse gas emissions.</li> </ul>	✓	
<p>The village might consider the following steps to reduce light pollution:</p> <ul style="list-style-type: none"> <li>▪ Improve enforcement of existing regulations, and especially awareness of the issue among village officials.</li> <li>▪ Extend the village’s lighting regulations to residential areas. Currently, the regulations only apply to commercial/industrial and multiple-residence uses.</li> <li>▪ Commit to the use of more energy-efficient and “dark-sky” friendly lighting for street and park lighting, and other municipal uses.</li> </ul>	✓	
<b>Zoning Actions</b>		
<p>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.</p>	✓	
<p>Explore rezoning the Shore Acres Club property to Marine Recreation (MR) to reflect its use as a private club.</p>	✓	



## Chapter 7: Neighborhoods and Housing

Residents at the public workshops during Phase 1 stated that the quality of the Village's neighborhoods is a critical component of the Village's identity. Particularly, residents want to meet the future need for growth without sacrificing this identity. The neighborhoods and housing goals and objectives drafted by the 2025 Committee include the following:

### Goals:

- *Provide a variety of housing options for households with different needs and incomes.*
- *Continue to support options to preserve and provide affordable housing in the Village.*
- *Attempt to meet increasing housing needs and demands but limit high-density developments.*

### Objectives:

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

### 7.1 Mamaroneck Neighborhoods

The Village is home to 11 residential neighborhoods (excluding the Industrial Area and Village's downtown, which are dealt with separately in Chapters 5 and 8). Each neighborhood has a distinct character created by a mix of architectural styles and physical setting. This section profiles each neighborhood: Zee, Heathcote Hill, Orienta, Old Rye Neck South, Old Rye Neck North, Harborlawn/Shore Acres, Halstead, Harbor Heights, Florence Park and Washingtonville. See Figure 7-1.

**Zee:** The Zee neighborhood is situated in the northwestern part of the Village and is separated from the rest of the Village by I-95. The neighborhood provides a northern gateway to the Village via Old White Plains Road and consists of a mixture of pre- and post-World War II single-family houses with some larger lots containing older Victorian homes. Some larger lots on Highview Street were subdivided in the 1980s. Zee contains one of the larger undeveloped, privately owned parcels in the Village, located at 800 Fenimore Road, opposite Baldwin Place. Nolles Ridge, a subdivision of six single-family residences, has received preliminary plat approval. Tracts of land abutting the New England Thruway are Village-owned and act as a visual buffer from I-95. There are three zoning districts mapped in the area: R-5, R-7.5 and an R-6/0-1 which is mapped at 800 Fenimore Road. Lands abutting I-95 are zoned R-20, which is effectively a holding zone for Village parks and open space. There are two R-5 and R-7.5 districts, which are some of the Village's highest density single-family zones.

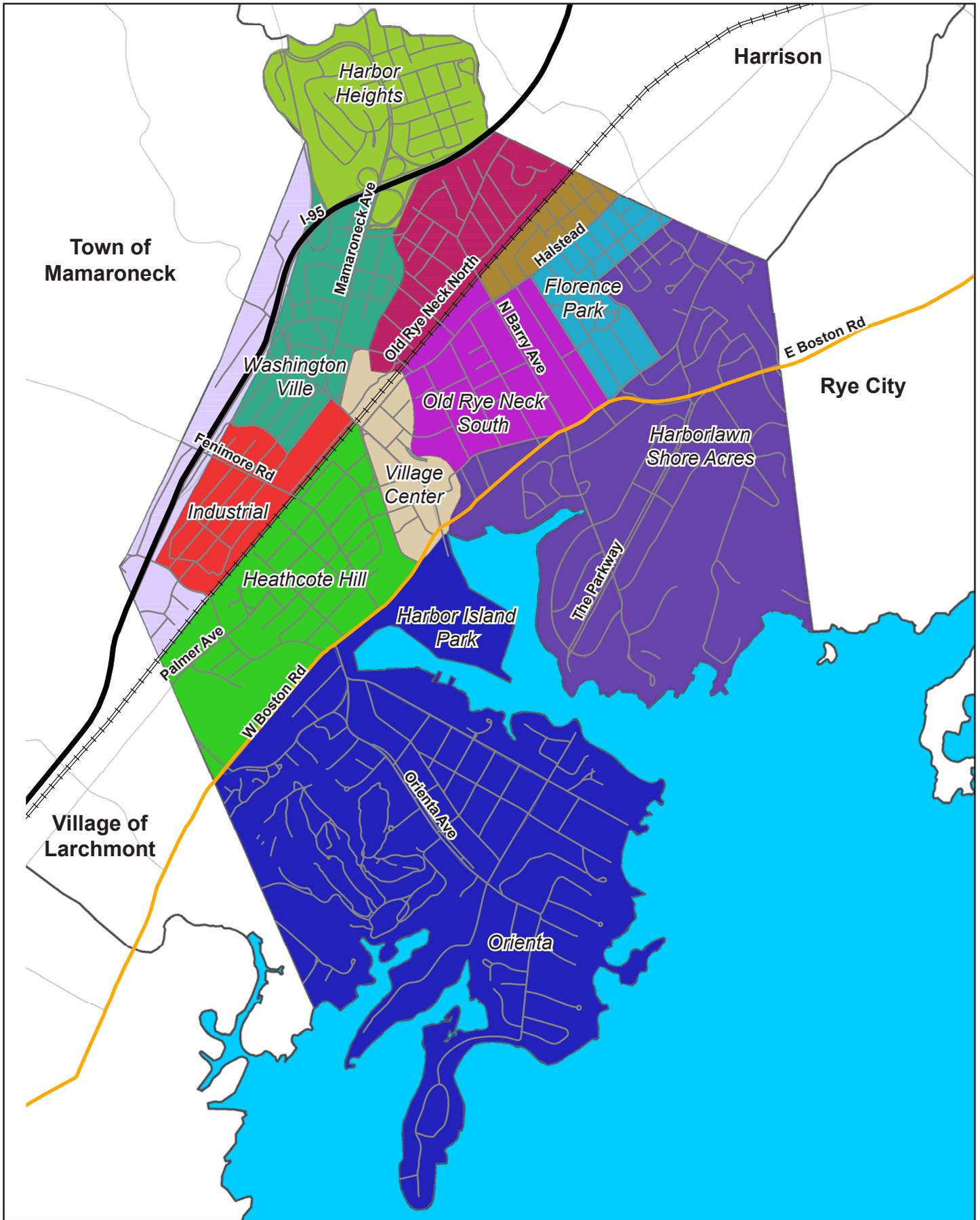


FIGURE 7-1: VILLAGE NEIGHBORHOOD





**Baldwin Place**



**Baldwin Place and Rockland Avenue**

**Heathcote Hill:** Heathcote Hill contains some of the Village’s oldest residences. It is located south of the Industrial Area and immediately west of the Village Center with views of Mamaroneck Harbor. There is a mix of housing types and densities including apartment buildings, single-family homes, co-ops, the Sarah Neuman Nursing Home and Westchester Jewish Center. While the neighborhood is mainly residential, there are some commercial uses at the intersection of Palmer Avenue and Fenimore Road. Zoning designations include R-2F, R-5, R-7.5 and RM-2 allowing a mix of single-family, two-family and multi-family uses.



**Palmer Avenue**



**Fenimore Road**

**Orienta:** Geographically, Orienta is the Village’s largest neighborhood and contains a large amount of waterfront property, most of which is privately-owned. Like much of the Village, there is an eclectic mix of housing styles including turn-of-the-century Tudor mansions; post-war ranches; and large waterfront estates which are now used as clubs, camps and schools. There are also some commercial boatyards located on Rushmore Avenue with frontage directly onto Mamaroneck Harbor. Approximately half the neighborhood is zoned R-15, one of the lowest density zones in the Village, requiring a minimum lot size of 15,000 square feet. The boatyards and clubs are zoned MC-1 and MR, respectively, each of which is a specially tailored marine/waterfront zoning designation. The other major zoning designation is R-20, mapped on the Hampshire Country Club golf course and the area to the west and south of Orienta including Greacen Point and Flagler Drive. A mix of R-2F, R-6, R-7.5, RM-1 and RM-2 are mapped in the area bounded by West Boston Post Road and the Old Boston Post Road.



Sylvan Lane



Orienta Avenue

**Old Rye Neck North and South:** *Old Rye Neck North* is separated from *Old Rye Neck South* by the Metro-North railroad. It lies generally east of the Mamaroneck River, south of I-95 and contains a mix of two-family homes located west of North Barry Avenue zoned R2-F and single-family homes zoned R-5. There are two local neighborhood commercial areas mapped C-1 on North Barry Avenue and Halstead Avenue. Commercial uses on North Barry Avenue are sporadic, and this area may be appropriate for rezoning from C-1 to a residential zone. Top of the Ridge, a 55-unit townhouse development on the former Girl Scout property, is located on the Town of Harrison border and was built in the early 1980s.



Two-family (left) and single-family (right) homes in Old Rye Neck North and South

*Old Rye Neck South* lies generally east of the Village Center. It is bordered by Halstead Avenue to the north, Wagner Avenue to the east, and the Post Road to the south. Similar to Heathcote Hill, *Old Rye Neck South* contains many Victorian homes. In the 1986 Plan, there was discussion of designating historic districts including an area centered on Melbourne Avenue. This was not implemented; please see a discussion of the Village's landmark laws later in this chapter. Most of the neighborhood is zoned R-5 with an area zoned R-2F (two-family) in the neighborhood around Union Avenue. Halstead Avenue borders *Old Rye Neck South* to the north, providing some neighborhood convenience stores and commercial businesses.

**Harborlawn/Shore Acres:** Harborlawn is located north of Boston Post Road, south of Henry Street and east of Florence Street, and is primarily single-family residential. It includes Lawn Terrace, a small garden apartment complex in Harborlawn, and Rye Neck Farms, a townhouse condominium development, located next to an office complex on Harrison Avenue bordering the Town of Harrison. Shore Acres is just south of Harborlawn, across Boston Post Road. Similar to Orienta, Shore Acres has extensive waterfront areas, including Mamaroneck Beach and Yacht Club, Shore Acres Club and larger, single-family homes. There are also significant natural and environmental assets including salt marshes and streams at Guion Creek, Otter Creek and Magid Pond. Combined with views of the Sound, these areas lend Shore Acres its distinct open space character. The Parkway, a landscaped boulevard, divides Shore Acres, and houses along this road are typical of the neighborhood. R-10 is mapped in Shore Acres, R-15 is mapped on the eastern portion along Taylor’s Lane and R-7.5 in the Harborlawn area.



**The Parkway**

**Halstead:** Halstead is a small neighborhood tucked between Metro-North railroad and Florence Park neighborhood and bounded by the Harrison town line and North Barry Avenue. The neighborhood is mainly single-family homes with a number of multi-family residences, some office uses and a fire station. The area is almost exclusively zoned R-2F.



**Franklin Avenue**



**Florence Street**

**Harbor Heights:** Harbor Heights is the northernmost neighborhood in Mamaroneck. Similar to Zee, it is cut off from the rest of the Village by I-95. Mamaroneck Avenue runs directly through Harbor Heights, providing access to the Hutchinson Parkway, Saxon Woods Park and White Plains. The neighborhood consists mainly of single-family houses on moderate to steep slopes; however, there are a few multi-family residences, and a pre-war apartment housing complex fronting Mamaroneck Avenue. A small portion of the neighborhood is zoned R-6; the rest is zoned R-5 with R-20 mapped along the Thruway.



**Sunset Road**

**Florence Park:** Florence Park is bounded by Wagner, Halstead and Keeler Avenues. House sizes appear to be relatively smaller than in other neighborhoods in the Village. The neighborhood is zoned R-5 with an R-20 zone mapped on Florence Park.



**Florence Street**

**Washingtonville:** Washingtonville is an older neighborhood commonly known as “the Flats,” due to its location on low-laying land within the Sheldrake River floodplain. It is generally located between the train station and Village Center and the Thruway to the north. Neighborhood character is a mix of single-family, four-family and multi-family with small front yard setbacks and narrow streets. There are some commercial uses on Old White Plains Road including car repair and local neighborhood stores. Institutional uses include St. Vito’s Church, Strait Gate Church, Mamaroneck Avenue School and Columbus Park. Strait Gate Church was recently designated as a pick-up site for day laborers, and a traffic study concluded that there were no resulting traffic problems. Washingtonville is

designated a Community Development Block Grant (CDBG) area and has received considerable funding for infrastructure and housing improvements over the years.



**Plaza Avenue**



**Center Avenue**

In 2006, the Village Trustees rezoned the former Blood Brothers Auto Wrecking property from M-1 to RM-3, allowing higher-density residential uses. The 3-acre property is located on the Sheldrake River behind Waverly Avenue. There is still an existing M-1 zone along the Sheldrake extending to Mamaroneck Avenue, with non-conforming commercial uses.

Along Mamaroneck Avenue is a mix of multi-family apartment buildings with some street-level commercial uses. This contrasts with uses further north toward the I-95 ramps, which include gas stations, an A&P, office buildings and multi-family housing, including Avalon Willow. There are several vacant and underutilized properties in this area with redevelopment potential. Sections of the County sewer line along Mamaroneck Avenue may need upgrading. Table 7-1 summarizes zoning districts by residential neighborhood.

**Table 7-1: Residential Zoning District by Neighborhood**

Zoning District	Neighborhoods
R-20	Orienta, Heathcote Hill, Zee, Washingtonville, Harbor Heights, Old Rye Neck South and North, Florence, Harborlawn/Shore Acres
R-15	Orienta, Harborlawn/Shore Acres
R-10	Orienta, Harborlawn/Shore Acres
R-7.5	Zee, Heathcote Hill, Harborlawn/Shore Acres, Orienta
R-6	Heathcote Hill, Harborlawn/Shore Acres, Zee, Harbor Heights
R-5	Orienta, Heathcote Hill, Zee, Washingtonville, Harbor Heights, Old Rye Neck South and North, Florence, Harborlawn/Shore Acres
R-2F	Washingtonville, Old Rye Neck South and North, Halstead, Orienta, Heathcote Hill
R-4F	Washingtonville
RM-1	Orienta, Heathcote Hill, Harborlawn/Shore Acres
RM-2	Heathcote Hill, Orienta
RM-3	Washingtonville

## 7.2 Historic Preservation

Although the Village of Mamaroneck is generally thought of as a 20<sup>th</sup>-century suburb, much of it is now more than 50 years old. The Village’s geographic location made it an obvious Indian and colonial settlement point. The origins of the current community began in the mid-19<sup>th</sup> century, due to the strong rail connection to New York City. 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 archeological remains may potentially exist in the Village, and the Mamaroneck Harbor area has been generally designated as an archeologically sensitive area by the State Office of Parks, Recreation and Historic Preservation (SHPO).

Chapter 218 of the Village Code governs Historic Preservation, providing for the formation of a Village Landmarks Advisory Committee which has the authority to 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. Currently, the Landmarks Advisory Committee 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 below lists individual locally designated landmarks (see Figure 7-2 for a map):

**Table 7-2: Village Landmarks**

(1)	The "Skinny House" located at 175 Grand Street (protected structure: both the interior and the exterior). <b>Designated 1986</b>
(2)	100 Mamaroneck Avenue (protected structure: both the exterior and portions of the interior). <b>Designated 1983</b>
(3)	The American Legion Hall located at 189 Prospect Avenue (protected structure: exterior portion only). <b>Designated 1984</b>
(4)	Hook and Ladder Company No. 1 Firehouse located at 147 Mamaroneck Avenue (protected structure: front exterior portion only). <b>Designated 1984</b>
(5)	The Lichtenstein Building located at 158 West Boston Post Road (protected structure: exterior portion, including roof). <b>Designated 1985</b>
(6)	The Bedelle Cottage located at 130 Highview Street (protected structure: exterior and portions of interior). <b>Designated 1985</b>
(7)	The Bedelle Homestead located at 136 Highview Street (protected structure: exterior and portions of interior). <b>Designated 1985</b>
(8)	The Town of Rye Dock Property located at the East Boston Post Road, adjacent to Guion Creek including the land, two (2) rights-of-way, the bridge and the remnant of land wall. <b>Designated 1989</b>
(9)	The Town of Mamaroneck Cemetery located at Mount Pleasant Avenue including the land and gravestones. <b>Designated 1989</b>
(10)	The Mamaroneck United Methodist Church located at 514 East Boston Post Road (including the interior and exterior of church structure and sanctuary, the exterior of the two-story parlor and the property site). <b>Designated 1991</b>
(11)	The Old Mill located on Taylors Lane (protected site and structure: both the interior and the exterior). <b>Designated 1983.</b>

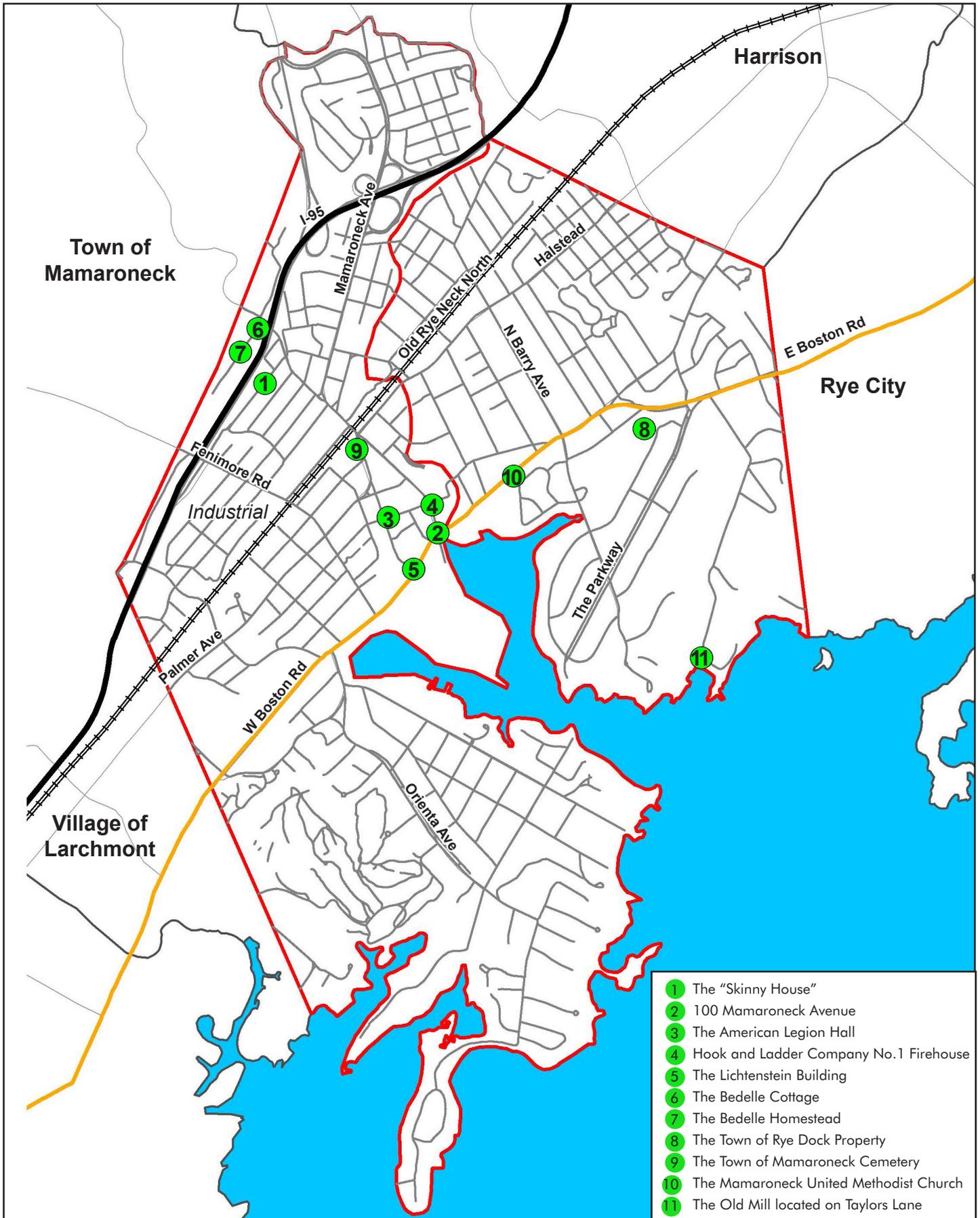


FIGURE 7-2: VILLAGE LANDMARKS



In addition to the locally designated Village landmarks in Table 7-2, 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 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 and the Landmarks Commission does not hold meetings. The local law is therefore not closely enforced and currently serves simply as a record of individual landmarks within the Village.

The 1986 Plan made several recommendations on historic preservation: increasing surveys and local preservation planning activities (including nominating appropriate buildings to the National Register); adaptive reuse of historic structures; adoption of Landmarks Advisory Committee guidelines for rehabilitation of historic properties; and submitting the local ordinance for certification at the State and National level to qualify local landmarks for tax benefits. These recommendations were never fully implemented.

In addition to the Village landmarks described in Table 7-2, a number of other sites were recognized in the 1986 Plan by the Mamaroneck Historical Society and the Landmarks Advisory Committee as historically significant. At that time, the following sites were under consideration for local designation or National Register listing:

- Mamaroneck Railroad Station
- John Richbell Monument and Cemetery
- Disbrow Cemetery
- John Flandreau Cottage ("Vue de L'Eau") Church Rectory, Banta House
- DeLancey Cemetery
- Florence and Powell Cemetery
- Guion Cemetery
- Gedney Cemetery
- Later Gedney Cemetery
- Dingee Cemetery
- Tompkins Avenue Bridge
- Melbourne Avenue Historic District, Old Rye Neck
- Columbus Park Monument
- Mamaroneck Project Building, Sewage Treatment Plant Tower & Administration
- Mamaroneck Beach & Yacht Club gatehouse and stables
- Mamaroneck Free Library, Emelin Theatre
- Mamaroneck Village Hall, Johnson Park, World War II Memorial
- Old Central School
- Barry Avenue A.M.E. Zion Church
- Holy Trinity Church
- Tompkins Park (memorial to World War I Veterans) with Milestone
- Satan's Toe, Site of Flagler Estate and D.W. Griffith Studio
- Highview Street Historic District

The Village may wish to revisit the issue of whether any of the sites listed above should be protected through local landmark designation, in addition to placing them on the National Register. The National Register of Historic Places is the official listing established and maintained by the federal government for identifying properties worthy of preservation because of their historic value. While a National Register is prestigious, it offers little real protection against inappropriate additions or changes in building material, windows or doors, or demolition, and only imposes restrictions on state and federal agency actions involving the structures. Only local landmark designation can offer more significant protection.

In addition to a greater focus on local landmarks designation, the following tools and resources are useful in historic preservation and rehabilitation efforts:

- Federal tax credits are available for qualified historic preservation projects.
- Preservation easements: the Village of Mamaroneck could create a preservation easement program, perhaps using the National Trust model, and have a qualified nonprofit organization accept the easements.
- Certified Local Government Program: the Village's participation in this program would provide it with access to grants, technical assistance and training for review boards and commission members.
- New York State Office of Parks, Recreation and Historic Preservation: This state office provides municipalities with planning, funding, technical and educational assistance. Westchester County's Department of Planning can provide examples of preservation legislation and programs in the region, survey assistance and access to local resources.
- The National Trust: This federal office provides municipal assistance through its Forum and Main Street programs.

Another potential tool to enhance the protection of historically significant or otherwise important buildings or sites within the Village is to create a conservation overlay district that regulates design standards. The Village can look to several examples in other Westchester communities for zoning districts that provide detailed design guidelines for areas with special character. While the guidelines are not mandatory, they clearly inform property owners about the municipality's preferences regarding how new construction and alterations are expected to mesh with existing buildings and enhance overall appearance.

The Village of Mamaroneck should review special character districts, and the necessary local laws and powers and duties of the Planning Board (or other board) that would regulate development in these districts. By definition, special character or conservation districts do not include historic districts, but rather, serve to protect the character of an area that lies outside historic designation. The Village should consider utilizing special character districts to achieve the previously stated objective of continued stabilization and maintenance of attractive residential areas.

### 7.3 Housing Cost and Affordability

Affordable housing is a general term that can mean public housing, workforce housing or even temporary shelters. In the Village, as in the rest of Westchester County, there is a shortage of affordable housing. This was recognized in the 1986 Plan, which stated 20 years ago that Mamaroneck has come to face a shortage of moderate and low-income housing. Today, the situation is perhaps more extreme, although there is greater housing choice within the Village as a result of infill projects. This includes apartments in the Regatta, rental units in the Avalon Willow on Mamaroneck Avenue and senior citizen housing on Halstead Avenue. Additional units have also been included in the redevelopment of smaller infill sites.

However, the financial ability of owners and renters has not kept pace with the rise in value of new and existing homes, creating an affordability gap. Many cannot afford to pay property taxes or move to a larger home. As a rule of thumb, housing is considered affordable when it costs no more than 30% of a household's monthly household income for rent and utilities. Designated affordable housing is guaranteed to remain affordable for a set period to households qualifying under specific income guidelines.

According to the 2000 Census (the most recent year data are available) for the Village, approximately 35% of owners and 40% of renters paid 30% or more of their monthly household income toward housing costs in 1999. About 17% of renters paid at least 50% of their monthly household income for rent. Among homeowners with annual household income under \$50,000, 70% paid 35% or more of their 1999 monthly household income for selected monthly owner costs. These costs include property taxes which are significant as is generally the case in Westchester County.

Westchester County's Housing Opportunity Commission published an *Affordable Housing Allocation Plan 2000-2015* in 2005. The study points out that in 1990 to 1999 the Village allocated 129 affordable housing units above its obligation. The study credits the "units above allocation" toward the Village's obligation between 2000 and 2015, which is 144 units. The final 2000 to 2015 allocation for the Village is 15 units. The construction of the total allocated number should be a goal for the Village to 2015.

In August 2009, the County entered into an agreement with the U.S. Department of Housing and Urban Development to settle a housing lawsuit. Working with the Federal housing monitor, the County submitted an updated implementation plan for building 750 units of fair and affordable housing in 31 communities, and complying with other requirements of the settlement. In October 2010, the monitor approved the key piece of the implementation plan, a model affordable housing ordinance. Following the monitor's approval and acceptance of the implementation plan, it will be incorporated into the County's "Analysis of Impediments to Fair Housing Choice."

*Federally Assisted Housing*

The Village of Mamaroneck Housing Authority was abolished in 2009 and transferred to the Town of Mamaroneck. The Town of Mamaroneck Public Housing Agency (PHA) (part of the Town's Community Services Department) now administers the Housing Choice Voucher program (HUD's Section 8 Rental Assistance Program, which is intended to provide rental assistance to families in need). The Town's PHA manages the Housing Choice Voucher program for the Town, the Village of Larchmont and the Village of Mamaroneck (including Rye Neck). It is recommended that the Village should review and clarify the Town's PHA administration based on the Village's Below Market Rate Housing ordinance requirements. Opportunities for the PHA to work with other housing advocacy groups, such as the Washingtonville Housing Alliance, should be leveraged.

*Work Force Housing*

Following the recommendations of the 1986 Master Plan, the Village established an affordable housing ordinance. This can be found in Section 15 of the Village Zoning Code, which provides a floor area bonus for the inclusion of below-market rate housing in market-rate developments. The bonus is available in the C-1, C-2, RM-1, RM-2 and RM-3 zones at a ratio of one affordable unit to every additional market-rate unit that the bonus floor area creates. In addition, as an incentive to developers to develop below-market rate housing in the C-2 district, the Village allows for a height increase of up to 60 feet, from 45 feet, and an increase in the Floor Area Ratio from 2.0 to 2.5. Eligibility for the units is based on family income, measured as a proportion of the median Village employee salary. The code also governs the minimum size of the affordable units; for example, a one-bedroom unit can be no smaller than 650 square feet. The Town of Mamaroneck Housing Authority is now responsible for administration.

Section 15 of the Village Zoning Code (Below Market Rate Housing) needs to be updated to reflect recent administrative changes and to reflect AMI (Area Median Income) as the basis for affordability and other provisions in the County's model code for future CDBG funding.

Since the law was enacted in 1988, the Village has successfully increased its inventory of affordable units, being one of the few municipalities to meet its fair share housing goals. Table 7-3, below, provides a summary of recent additions, indicating those that have been built.

**Table 7-3: Affordable Housing Projects Since 1986**

Location	Developer	# Units	Sale/Rental	Status	Year Built
736 Old White Plains Road	WHA	10	Rental	Built	2007
Sheldrake Lofts, at Plaza & Waverly Avenues	L&M Development Partners	7	Sale	On hold	N/A
Harbor Mews (208 W. Boston Post Road)	JHL Development/Community Housing Innovations	2	Sale	Pending	N/A
Avalon Willow	AvalonBay Communities	12	Rental	Built	2000
Regatta	MACC (LDC)	74	Sale	Built	1999
725 Old White Plains Road	WHA/First Baptist	7	Rental	Built	1983/1999
Continental View	Loewen Development	35	Sale	Built	1996
Mamaroneck Towers Senior Citizen	WHA/Community Housing Management Corp.	75	Rental	Built	1995
731 Old White Plains Road	WHA	6	Rental	Built	1995
258-266 Waverly Avenue	WHA	4	Rental	Built	1995
230 Center Avenue	WHA	2	Rental	Built	1993
129 Madison Avenue	WHA	4	Sale	Built	1993
136 Library Lane	WHA	7	Rental	Built	1990
922 Howard Avenue	WHA	1	Sale	Built	1990
Plaza Avenue Townhouses	WHA	8	Sale	Built	1986

Source: Westchester County Department of Planning, Washingtonville Housing Alliance annual report, 2010.

A total of 215 affordable units have been built in the Village between 1990 and 1999. These include: 75 senior citizen units in Mamaroneck Towers on Halstead Avenue opposite the Train Station; 35 condominium apartments at Continental View on the Boston Post Road; and 74 condo units at the Regatta on Mamaroneck Avenue.

## 7.4 Recommendations

<b>Neighborhoods and Housing</b>	<i>Village</i>	<i>Inter-Governmental</i>
Develop a comprehensive affordable and senior housing policy, which meets the 2015 County targets for building new affordable units.	✓	
Clarify the Town's PHA administrative role under the Village's Affordable Housing Ordinance. Update the Village's affordable housing ordinance to qualify for future CDBG funding.	✓	
Balance stabilization and protection of the Village's existing residential neighborhoods with the new infill development.	✓	
Either (1) re-start regular meetings of the Village Landmark Commission to develop an agenda for protecting the Village's existing landmarks, identifying potential new landmarks, historic districts and building interiors. Or (2) review the potential to combine the functions of the Board of Architectural Review (BAR) and the currently defunct Landmark Commission.	✓	
Determine how the Village's local landmark law can be refined and improved to ensure protection for historic buildings and landmarks.	✓	
Review the role of the Town's PHA as regards affordable housing advocacy and coordination with local housing groups such as the Washingtonville Housing Alliance (WHA).	✓	
Maintain the boundaries between commercial districts and adjacent residential neighborhoods through appropriate zoning and set back requirements.	✓	



## Chapter 8: Commercial Districts

The goals and objectives drafted by the 2025 Vision Committee include:

### Goals:

- *Identify centers for shopping and consolidate activities within these areas in order to reinforce local business and enhance 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 of the Village.*
- *Provide adequate short-term parking for shoppers and visitors in the vicinity of Mamaroneck Avenue.*
- *Maintain the existing boundaries of the Village's business districts and exercise care in extension of commercial activities, particularly with regard to adjacent residential areas.*
- *Evaluate parking requirements in the downtown core and review potential for shared parking provisions and potentially reducing parking requirements within the C-2 zone.*

### Objectives:

- *Develop design guidelines for unattractive streetscapes and specific areas of concern.*
- *Recommend appropriate landscape and signage treatment for the major gateways to the Village.*
- *Complete the streetscape improvements along Mamaroneck Avenue north of the train station.*
- *Focus CBD on Mamaroneck Avenue between Post Road and Railroad.*
- *Improve retail mix:*
  - *Explore options for larger retailers/franchises within the Village to improve the retail mix.*
  - *Explore potential for new Village parking lot on Prospect Avenue (consistent with 1986 Master Plan) to supplement downtown parking.*
- *Examine ways of expanding the tax base.*
- *Map potential opportunities for additional public parking areas within the downtown area.*
- *Seek ways to enhance the Village's dedicated parking fund.*

### 8.1 Mamaroneck Commercial Districts

Although only approximately 10% of the 2,048 total acres in the Village is occupied by commercial uses, commercial areas play a vital role in the lives of Village residents. The County Comprehensive Development Plan, *Patterns for Westchester* (currently being updated as *Westchester 2025*), identifies Mamaroneck as a local center. Local centers, according to *Patterns*, are "located on major roads. Many are served by the north-south

commuter rail lines and almost all are served by the Westchester County bus system. Local centers typically have a well defined downtown business district and include, in addition to the uses found in hamlets, small-scale offices, more extensive retail stores, supermarkets, libraries, other public buildings and residential uses 'over the store' and in low-rise multifamily structures."

The Village's commercial uses are primarily focused on Mamaroneck Avenue and the Boston Post Road and can be grouped into four general categories: the central business district/downtown focused on Mamaroneck Avenue, Boston Post Road, neighborhood commercial centers and marine commercial areas. Each area is described below.

### **Central Business District/Downtown**

The central business district (CBD), on Mamaroneck Avenue between Boston Post Road and the railroad tracks, is the traditional Village center, with predominantly ground-level retail uses housed with some residential uses above. This area has retained much of its historical appearance and character and serves as the central shopping district for Village residents and visitors from neighboring communities. Many of the shops and restaurants have been established in Mamaroneck for years, and there is a relatively low vacancy rate. The Downtown is contained within the Village's C-2 (Central Commercial) zone and is bordered by a single-family residential district on the west and a one- and two-family residential district to the east. Expansion of the downtown is limited by the adjacent residential neighborhoods and the Mamaroneck River.



The Village has recently implemented a number of plans to improve the aesthetic quality of this section of Mamaroneck Avenue: utility wires were buried, street furniture was installed, signage was improved and a number of street trees have been planted, as shown in the photos below.

Downtown Mamaroneck and vicinity has recently seen a significant level of new residential development and proposals. It is felt that this is a positive development and will help to ensure the continued growth and viability of the Village’s commercial core by enhancing local buying power. Table 8-1 summarizes recent downtown residential projects, also shown on Figure 8-1.



Streetscaping improvements on Mamaroneck Avenue in the downtown create a vibrant, pedestrian-friendly atmosphere.

**Table 8-1: Recent and Proposed Residential Projects in and around the Village Center**

Project Name	Location	Number of Units
Sweetwater	Stanley/Bishop (built)	90
Washington Housing Alliance	Washington/Old White Plains Road (built)	10
Parkview Station	Van Rans/Sheldrake/Columbus Park (built)	50
Blood Bros. (Sheldrake Estates)	Waverly Avenue (on hold)	75

Source: Village of Mamaroneck Planning Board, 2007

In addition to these residential projects, several institutional uses in the Village Center are either expanding or proposing expansion. The Mamaroneck Public Library recently renovated the existing facility and expanded it by 20,000 square feet, doubling the space. And the Emelin Theatre is planning a new performing arts center. The library and Emelin together will form a cultural center drawing additional visitors to the downtown area and increasing the attractions in the Village center. Additionally, the CBD has recently experienced the development of a number of restaurants gaining a reputation as a “restaurant row.”

Mamaroneck Avenue north of the railroad has a highway-commercial character similar to the Boston Post Road, and also has a number of offices, residential uses and a few undeveloped lots. While this portion of Mamaroneck Avenue has not been subject to a streetscaping plan as in the Downtown, through site plan review with the Planning Board, several commercial properties and the Avalon Willow project (see photo on right, below) have upgraded the streetscape.



### **Boston Post Road**

Boston Post Road (U.S. Route 1) accommodates a range of highway commercial uses, including shopping centers, auto-dealers, restaurants and convenience stores. Portions fronting the Harbor also contain commercial boatyards and Harbor Island Park. Farther west toward the Town, there are some residential uses and more commercial highway uses towards the border with the Town. 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. This plan divides the road into three segments which are described on the following pages and shown below.



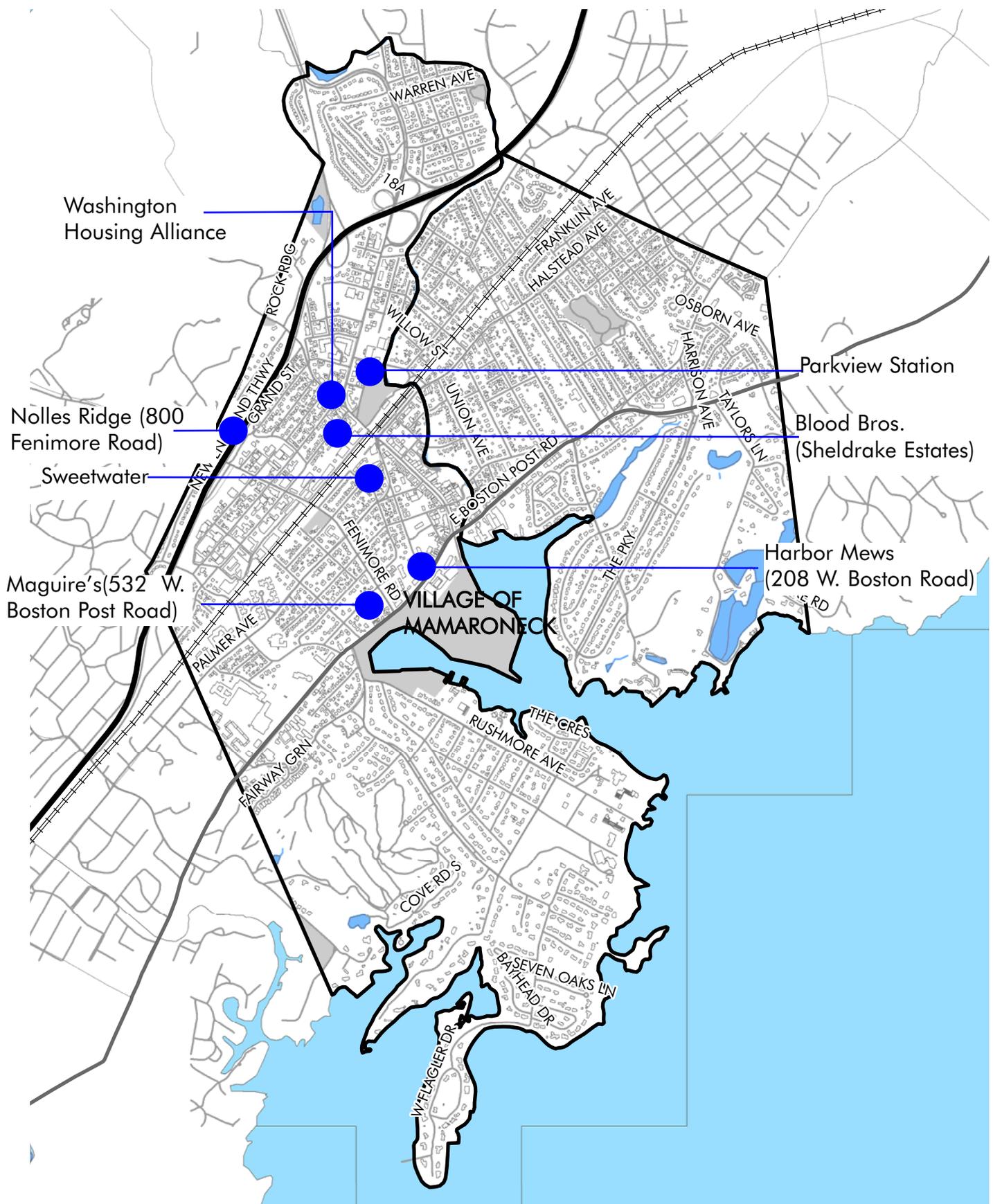
**Section 1** from the border with Rye to Mamaroneck Avenue contains more commercial and auto dealer uses such as this lot, large scale development predominates



**Section 2** fronting Harbor Island Park is scenic, affording views of the Harbor



**Section 3** from Harbor Island Park to the border with the Town contains more of a mix of uses including the Mamaroneck High School and Town Hall



MAP OF RECENT DEVELOPMENT PROJECTS

FIGURE 8-1



***Section 1; City of Rye to Mamaroneck Avenue:***

The Post Road between Mamaroneck Avenue and the Rye border is zoned C-1 (General Commercial) on both sides, except for an area just east of the intersection with Mamaroneck Avenue, which is zoned MC-2 (Central Marine – Commercial) and the F.E. Bellows Elementary School which is zoned R-20. This section of the Post Road is almost exclusively devoted to one- and two-story highway commercial uses and offices. Key issues to address include the multiple curb cuts creating potentially unsafe traffic conditions, the need for streetscape improvements and screening for parking lots.

***Section 2; Mamaroneck Avenue to Rockland Avenue:***

This section of the Post Road is different in character principally because it affords direct views of Harbor Island Park and the Sound and is also more visible to the surrounding residential neighborhoods and from Harbor Island Park itself. C-1 is mapped only on one side of the road. Recent proposals include a 15-unit townhouse development approved at the former Maguire’s restaurant site. It is recommended that this section of the Post Road may warrant further study as a special scenic overlay zone that would further limit the height of new residential development to preserve views and the existing scenic character.

***Section 3; Rockland Avenue to Town of Mamaroneck:***

Moving west and toward the Town of Mamaroneck beyond Harbor Island Park, C-1 is mapped either on one side of the road with some portions zoned residential or public district on both sides. This part of the road has a diversity of uses, including several multifamily structures, the Town Hall and Mamaroneck High School.



### Neighborhood Commercial Areas

Clusters of small-scale convenience shops and offices are located on Old White Plains Road north of Mamaroneck Avenue, Halstead Avenue and North Barry Avenue within C-1 zones. The areas surrounding these clusters remain overwhelmingly single-family and two-family residential. In the case of the North Barry Avenue commercial area, there are limited shops



Smaller-scale convenience retail in residential neighborhoods along Halstead Avenue (above) and North Barry Avenue (right) provide goods and services to nearby residents.



Marine Commercial areas along Mamaroneck Harbor contribute to the local economy while blending into surrounding residential areas.

### Marine Commercial Areas

Several marine commerce areas were established by the Village's Coastal Zone Management Plan to allow for the location of water-dependent business uses (boatyards). Two General Marine – Commercial (MC-1) districts are on Rushmore Avenue southeast of Harbor Island Park, adjacent to the harbor. The Central Marine – Commercial (MC-2) district, discussed above, is just east of the Mamaroneck Avenue/Boston Post Road intersection, along the harbor. These areas are bordered by residential/commercial uses.

## 8.2 Issues and Opportunities

Consultation with the 2025 Committee and the Planning Board, together with review of the 1986 Plan, reveal the following key issues related to Mamaroneck's commercial areas.

### *8.2a Residential Density and Viability of the CBD*

A principal concern is the continued growth and viability of the Village's downtown commercial core. Streetscape improvements in the Village Center have greatly enhanced its appearance. However, there is an understanding that for downtown commerce to thrive mixed uses and additional high quality residential development are necessary. It is recognized that a key constraint to additional density is the lack of parking in the area. Please see the recommendations in section 9.7 and the parking lot concepts in Figure 9-7. The 2025 Committee prepared a sketch to indicate how the east side of Mamaroneck Avenue might be built out under existing zoning, including a system of alleyways and decks serving to enhance the rear of the properties on Philips Park Road and overlooking the Mamaroneck River (see Figure 8-2). Please note that this scheme is purely conceptual, it is understood that additional development will require assemblage of small parcels. Additional population would also serve to increase local buying power and help to improve Mamaroneck's competitiveness with surrounding communities. Ways of achieving additional residential density might include extending the C-2 zone along Mamaroneck Avenue, in the vicinity of the train station and introducing additional density incentives to encourage new residential development in the existing C-2 zone.

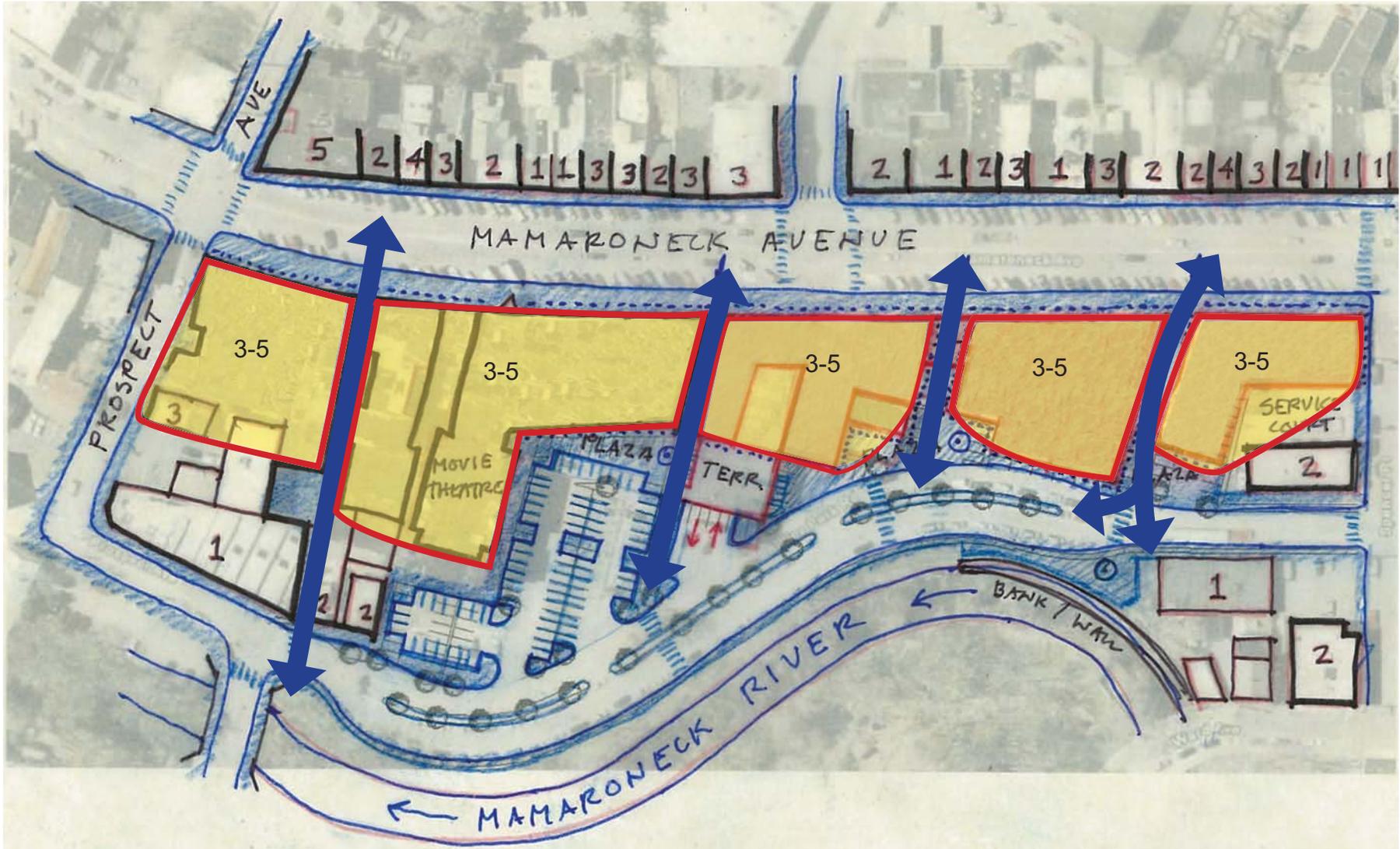
### *8.2b Parking*

Parking spaces in the Village Center area are shared by commuters, residents, downtown workers and shoppers. The Village has allocated the existing spaces to serve the needs of these user groups through a system of meters, decals and timed-use areas. See Chapter 9, Traffic and Transportation, for a discussion of municipal parking downtown.

The 1986 Plan included conceptual plans for a 28-space surface parking lot on Mount Pleasant Avenue and a 200-space facility on Philips Park Road with a mix of decks and surface parking. Both proposals would provide additional public parking at the rear of buildings along Mamaroneck Avenue in the Village's core, and are discussed in greater detail in Chapter 9. It is recommended that utilization of the Hunter lot (located opposite the courthouse) also be studied to ensure it is being used efficiently. It also appears that the condition of the Hunter lot may require that the parking structure be redeveloped.

The Village Planning Board recently established a fee in lieu of parking for the 2007-2008 fiscal year of \$8,700 per space, pursuant to Section 342-61. B. of the Village Code. This section provides that applicants for site plan approval may offer to pay 60% of the cost of the required amount of on-site parking spaces. Fees in lieu of parking are placed in a special trust fund of the Village, to be used exclusively for public parking.

The Village should also review its existing parking schedule within the Village Code to limit potential impacts to adjacent areas and increase the availability of on-street spaces.



Legend

- ..... Retail Frontage
- ⊙ Fountain Statue
- ↔ Alleyways

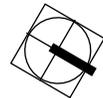
CONCEPTUAL BUILD-OUT PLAN FOR PHILLIPS PARK ROAD

MAMARONECK COMPREHENSIVE PLAN UPDATE

SOURCE: GREGG DEANGELIS

FIGURE 8-2

Not to Scale



Feb. 2008  
BEJ Planning

It is also important that the amount of parking required is appropriate for the type and location of the new development. For example, new mixed-use development (i.e. apartments above stores) in the Village Center may not require the level of parking as a more traditional multifamily development. Such downtown development may be better suited for a shared parking program where complementary uses can share parking spaces based on different times of peak demand. Potential adjustments to the parking requirements are discussed in Chapter 9.

### ***8.2c Commercial Mix***

The vacancy rate in the Central Business District of Mamaroneck is low, although there are several empty storefronts along Mamaroneck Avenue. These vacancies have the potential to reduce the pedestrian traffic and create negative spillover effects to nearby businesses.

One way to address vacancies may be to improve the retail mix by attracting destination retailers and national chains to Mamaroneck. These larger, well established retailers create a stable commercial environment that can potentially improve the retail environment for all businesses by attracting a greater number of shoppers, from both local and regional markets, to the central business district. Shoppers may initially be attracted to the area for the name-brand stores, but will then patronize smaller, locally owned businesses as well.

An effective mechanism to attract new retail could be the creation of an entity to undertake redevelopment initiatives in the downtown, which could undertake discussions and negotiations with prospective commercial tenants, and proactively market the CBD. Other possible ways to improve the retail mix could be to create a salaried downtown coordinator position that could be funded by public and private money. Responsibilities would include 1) managing a market analysis, 2) event planning, 3) the marketing of downtown to appropriate retailers based on the market analysis, and 4) management of a façade improvement program.

The commercial mix beyond the downtown area should also be addressed. The 2025 Committee has noted the need for a waterfront restaurant. The Harbor Island Master Plan recommended the addition of a new restaurant, and other opportunities for restaurant growth may be found in the boatyards within the Marine Commercial districts. Such new waterfront restaurants would be in keeping with the goals of the Local Waterfront Revitalization Program, which aims to improve public access and views of the water.

### ***8.2d Pedestrian Access/Urban Design***

Urban design and streetscape were a major focus of the 1986 Master Plan. The Plan identified design concerns in the Village Center, recommending that streetscape and parking be upgraded with particular emphasis on a consistent signage program. This recommendation resulted in a number of subsequent studies: a 1987 report on streetscape design along Mamaroneck Avenue, a 1988 gateway study, 1989 revisions to the signs chapter of the Village Code, the 2004 study on streetscape improvements for Waverly Avenue, and a 2004 report on streetscape and roadway improvements on Fenimore Road.

### *Streetscaping*



**This section of Boston Post Road is automobile-focused and not conducive to pedestrians.**



**Sidewalks are often disrupted by parking lots and curb cuts.**

The Village's highway commercial areas, along the Post Road and Mamaroneck Avenue north of the train station have received some upgrades through individual site plan applications. Unsightly uses, such as Fenimore Gardens' parking structure on Post Road, should be screened. As well, there are still sporadic sidewalks, lack of street trees, landscaping and street furniture and excessive curb cuts and surface parking lots fronting roadways. A priority is to improve Mamaroneck Avenue north of the train station. At the time of writing this section of roadway is under review by both the Village and the County for possible sidewalk streetscape improvements.

In addition, the 2025 Committee identified several key intersections in the downtown area that require improvements to ease pedestrian access, improve safety and visual appearance. These include the intersection of Mount Pleasant, Mamaroneck and Halstead avenues where pedestrians coming from the new Sweetwater development on Stanley Avenue and local residents will walk to reach the train and shop downtown; and the intersection of Mamaroneck Avenue and the Boston Post Road where improvements may allow easier passage of pedestrians from the CBD to the waterfront.

### *Gateways*

The 1986 Master Plan recommended that the Village's major "gateways" should have a significant common entry feature, which would beautify as well as identify the entrance to Mamaroneck. The plan suggested that this feature should include an attractive graphic element to announce, "Village of Mamaroneck," perhaps with a Village identification symbol or logo. The plan noted that the gateway area should also have careful landscape treatment. The 1988 Gateway Study was prepared to implement these recommendations regarding improvements to the Village gateways.



Today, the Village's gateways have an overabundance of signage and newspaper boxes, which detracts from their character and effectiveness. While some of these traffic signs are necessary to alert drivers to Mamaroneck traffic regulations, every effort should be made to limit and consolidate signage in the Village, especially in the gateway areas. The recommendation is to provide signage continuity between the gateway areas and the commercial districts of the village, potentially the Village Center. Signage and wayfinding improvements should include kiosks in the CBD to direct shoppers and visitors.

### ***8.2e Infill Housing in the C-1 Zone***

Residential uses are currently 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 the recommendations of a 1985 housing study that sought to promote the creation of new middle-income units in the Village's C-1 zone (residential units were already 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 remains an important objective, concern has been raised regarding the size and setbacks permitted.

The existing infill housing provisions of Section 342-50 allow for a maximum building height of 50 feet on Boston Post Road and Mamaroneck Avenue. Possible adjustments to the provisions could include reducing this height limit to 45 feet on Mamaroneck Avenue and to 40 feet or lower on the Boston Post Road, where there are viewsheds to the harbor from adjacent residential areas.

### ***8.2f Recommended Code Changes***

The following provides a list of some code and zoning map changes intended to address the goals of this chapter. This includes some amendments to address inconsistencies and incongruities in the zoning designations mapped downtown.

- 1. Retail Continuity in the C-2 Zone:** As a means to ensure retail continuity within the Village core, the infill housing provisions in the C-2 zone could be amended to require ground-floor retail on Mamaroneck Avenue. This change would allow for the development of higher-density residential uses in the commercial zones, while continuing to preserve retail continuity at street level.
- 2. North Barry Avenue:** The existing zoning in Mamaroneck's commercial areas generally appears to reflect existing land use patterns and trends. One exception is the C-1 area currently mapped on North Barry Avenue north of the railroad tracks. It is recommended that the C-1 zone on North Barry Avenue should be studied for potential replacement with a zone that prohibits commercial uses (existing retail and commercial uses might be grandfathered non-conforming uses). Such a zone change would serve to remove future conflicts between new commercial uses and the surrounding residential neighborhoods.

- 3. Train Station:** The Train Station has undergone redevelopment to restaurant, retail and office use. The two-story, 8,250-square-foot historic building no longer serves Metro-North customers and all train-related activity today takes place on the platforms. To facilitate redevelopment of this significant asset, the Village rezoned the station in 2009 from R-20, which prohibits commercial uses, to C-1 which would allow a range of commercial uses. The redevelopment has preserved the historic character of the building, as well as its landscaped setting.



- 4. Amendment to the Marine Commercial Zones:** In addition, to improve the commercial mix throughout the Village, restaurants should be added as an accessory use within the Marine Commercial zones. This change would promote the development of waterfront restaurants along the harbor, including in the boatyards. As discussed above, the addition of new waterfront restaurants is consistent with Mamaroneck's LWRP because it would enhance public access and views of the water.
- 5. Review C-1/2F Zone on Mamaroneck Avenue:** The north side of a section of Mamaroneck Avenue located at the intersection with Nostrand Avenue is currently zoned C-1/2F; a split commercial two-family zone. This section should be rezoned to a pure C-1 to allow for a different uses and preclude future commercial conflict.
- 6. Rezone the west side of Mount Pleasant Avenue which is currently zoned C-2:** C-2 zoning is currently mapped on residential properties on the west side of Mount Pleasant Avenue between Palmer Avenue and Stanley Avenue. The recommendation is to rezone this area to reflect existing built conditions and buffer neighboring R-5 and R-2F single and two-family residential districts.
- 7. Rezone Bilotta Parcel:** There is an isolated M-1 parcel located on the western side of Mamaroneck Avenue between Waverly Avenue and East Plaza Avenue located at 564 Mamaroneck Avenue. This parcel currently houses Bilotta Kitchens. While Bilotta Kitchens is now a permitted use in the M-1 zone, based on a 2010 zoning change, it is recommended that this parcel be rezoned to C-1, consistent with land use patterns fronting Mamaroneck Avenue and allowing future retail uses in this location.

### 8.3 Recommendations

Since the 1986 Plan, a number of the recommendations for Mamaroneck’s commercial areas were implemented, such as the streetscape improvements along Mamaroneck Avenue in the Village Center. Others, such as plans to add parking on Mount Pleasant Avenue have not yet been implemented. The following list therefore reflects those relevant 1986 recommendations and the more recent work of the 2025 Committee:

*✓ Priority Recommendation*

<b>Parking</b>	<u>Village</u>	<u>Inter-Govern-mental</u>
Develop an intelligent parking program for the downtown core. This would include upgrades to existing public parking lots and construction of new parking facilities using funds from the fee in lieu of parking as provided for by Section 342-61. B. of the Village Code.	✓	
Expand and create new public parking facilities on Mount Pleasant Avenue and Philips Park Road. Explore other opportunities for increasing parking capacity (see Chapter 9: Traffic and Transportation).	✓	
Amend the zoning code to introduce a shared parking credit within the C-2 district to allow complementary uses to share parking facilities and reduce the amount of on-site parking needed for new, mixed-use developments.	✓	
<b>Economic Development in the Commercial Core</b>		
Conduct a market analysis to determine the types of businesses that could be supported in the Village. Including national and regional franchises.	✓	
Create a salaried coordinator position for the Village that would be funded by public and private money. Focus on retaining and attracting new businesses to the downtown commercial and industrial areas.	✓	
Explore establishing an entity to undertake redevelopment initiatives in the downtown area.	✓	

<b>Pedestrian Improvements and Safety/Urban Design</b>	<i>Village</i>	<i>Inter-Govern-mental</i>
Extend the streetscape improvements implemented on Mamaroneck Avenue within the downtown core, north of the train station. (Completed)	✓	
Enforce signage controls for private establishments and new standards for public signage, with the intent being to eliminate excess signage and improve aesthetics.	✓	
Upgrade and connect sidewalks along all major commercial thoroughfares starting with the Boston Post Road and Mamaroneck Avenue north of the train station. Implement a Village-wide policy to eliminate asphalt sidewalks and replace them with pervious paving materials (see environmental recommendations contained in Chapter 6). Where possible, new sidewalks should be set back six to eight feet from the curb line, separated by a landscaped buffer of grass or ground cover.	✓	
Improve several key intersections in the downtown area to ease pedestrian access, improve safety and visual appearance. These include the intersection of Mount Pleasant, Mamaroneck and Halstead avenues where pedestrians coming from the new Sweetwater development on Stanley Avenue and local residents will walk to reach the train and shop downtown; and the intersection of Mamaroneck Avenue and Boston Post Road where improvements may allow easier passage of pedestrians from the CBD to the waterfront.	✓	
<b>Zoning Map Changes</b>		
Eliminate C-2 zoning currently mapped on residential properties on the west side of Mount Pleasant Avenue between Palmer Avenue and Stanley Avenue. Rezone to reflect existing built conditions and buffer neighboring R-5 and R-2F single and two-family residential districts.	✓	
Rezone the Bilotta property located at 564 Mamaroneck Avenue from M-1 zoning to C-1.	✓	
Explore the potential to rezone sections of Mamaroneck Avenue in the vicinity of the train station to C-2, to allow higher density mixed use development. This is consistent with the Master Plan's recommendations to increase the downtown residential population, increasing local buying power and supporting new local businesses and improved retail.	✓	

Zoning Map Changes (cont.)	<u>Village</u>	<u>Inter-Govern- mental</u>
Amend C-2 to require retail on ground floor for retail continuity apartments over stores.	✓	
Review possibility of a scenic overlay zone on Post Road, from Mamaroneck Avenue to Rockland Avenue, to further limit the height of new residential development in order to preserve views and the existing scenic character.	✓	
The existing infill housing provisions of Section 342-50 allow for a maximum building height of 50 feet on Boston Post Road and Mamaroneck Avenue. Possible adjustments to the provisions could include reducing this height limit to 45 feet on Mamaroneck Avenue and to 40 feet or lower on the Boston Post Road, where there are viewsheds to the harbor from adjacent residential areas.	✓	
Explore rezoning the C-1 area currently mapped on North Barry Avenue north of the railroad tracks to a zone that prohibits commercial uses, to remove future conflicts between new commercial uses and the surrounding residential neighborhoods.	✓	
Review the possibility of rezoning the C-1/2F zone on the north side of Mamaroneck Avenue at Nostrand Avenue to a pure C-1 to allow for different uses and preclude future commercial conflict.	✓	



## Chapter 9: Traffic and Transportation

The goals and objectives for traffic and transportation include the following:

- 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 – in particular, focus on whether requirements for multifamily developments are sufficient.
- 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.

### 9.1 Overview

The Village of Mamaroneck's transportation system is comprised of highways, streets, a rail line and a bus system. I-95 (New England Thruway) and the Boston Post Road (U. S. Route 1) traverse the Village in a general north-south direction. These highways, together with the Metro-North Railroad (New Haven Line) and Westchester County's Bee-Line Bus System, form the backbone of Mamaroneck's transportation system. The Village's development pattern heavily relies on auto transportation, and Metro-North represents the primary alternative transportation mode for residents commuting to New York City. Westchester County's Bee-Line bus service provides routes to White Plains, Port Chester and New Rochelle, primarily along Halstead, Palmer and Mamaroneck Avenues.

Most of the major thoroughfares that traverse the Village are maintained by the State: I-95 and the Boston Post Road. I-95 is part of the U. S. Interstate highway system and the New York Thruway system. The highway runs southwest to northeast through Mamaroneck and provides access to points south such as New York City and New Jersey, and to points north such as Hartford, Connecticut, and Boston, Massachusetts. The Boston Post Road is a historic U. S. touring route that runs mostly parallel to I-95 from Maine to Florida. Route 1 carries local traffic through the Village and connects to the Village of Larchmont and the Town of Harrison.

Palmer and parts of Mamaroneck Avenues are the only County-maintained roadways in the Village. Palmer Avenue runs southwest to northeast before connecting with Mamaroneck Avenue in the Village center. Mamaroneck Avenue runs north through the Village and feeds traffic to I-95. The rest of the roadways in Mamaroneck are Village-maintained, except for private roads.

## 9.2 Functional Classification of Roadways

Transportation planners and engineers have devised standard categories for roadways so that roads can be designed based on their function. Certain roadways are intended to carry high volumes of through traffic, while others are primarily for local traffic and providing access to adjacent lands. When conflicts occur in the use of roadways, congestion and crashes are usually the result. Arterials and collectors can vary considerably in design. The functional classification of Mamaroneck's road system is depicted in Figure 9-1 and is as follows:

### *Limited Access Highways*

These roads provide regional access for vehicles traveling through Mamaroneck. They primarily carry high-speed and long-distance through traffic. All access and egress occurs via grade-separated interchanges, and access to individual properties along the rights-of-way is prohibited. I-95 is the only road of this type in the Village.

### *Arterials*

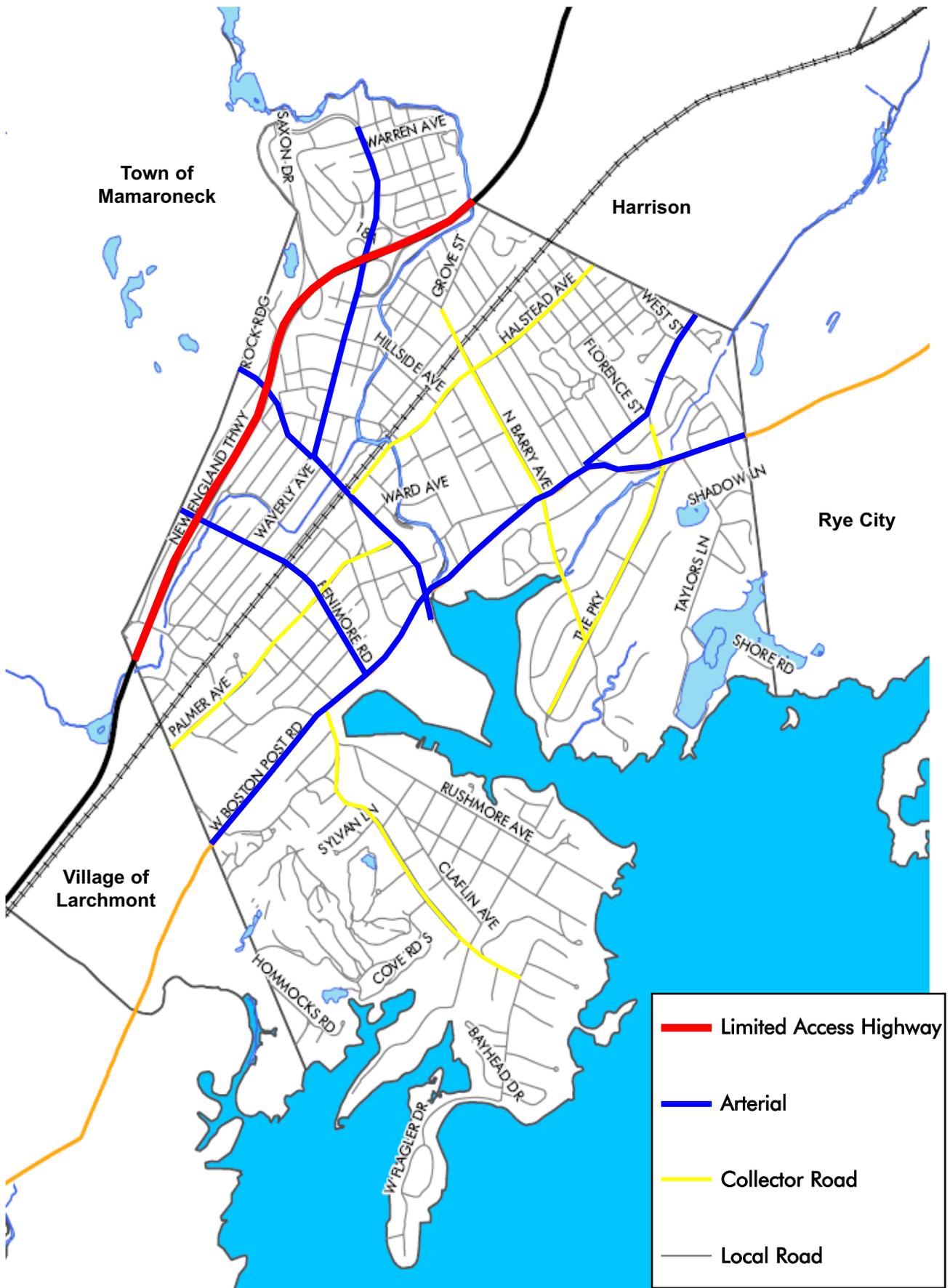
Arterials are designed to carry traffic throughout and between Mamaroneck and the surrounding towns and villages. Arterials are generally state roads (e.g. Boston Post Road), but Mamaroneck Avenue, Old White Plains Road, Fenimore Road and Harrison Avenue also function as arterials. The width of the pavement of the arterial should be sufficient to permit the movement of traffic in both directions. Along with direct access (driveways, curb cuts), on-street parking should be discouraged along arterials. The Village Board and Planning Board should, when possible, discourage or limit direct access to arterial roads from adjoining land, as a component of an access management plan.

### *Collector Roads*

Collector Roads are roads that carry and circulate traffic within neighborhoods and connect local roads to arterial roads, balancing access and mobility. Collector roads in Mamaroneck include The Parkway, Barry Avenue, Orienta Avenue, Palmer Avenue, Rockland Avenue, Halstead Avenue and Waverly Avenue. These roads are typically somewhat wider than local roads to permit the passage of one lane of traffic in each direction without interference from parked or standing vehicles.

### *Local Roads*

Local roads are all other streets. They provide direct access to the properties located along them, and should not be designed to carry through traffic. They have very limited mobility, with average speeds topping at 20 mph, and a high degree of accessibility. Local roads serve residential neighborhoods as connectors to collector roads. Since land use plays a large role in road classifications, local roads will only serve neighborhoods.



FUNCTIONAL CLASSIFICATION OF ROAD NETWORK

FIGURE 9-1



Road classification is not precise, and considerable variation exists from one road to another or from one area to another, mainly due to land use. According to the Federal Highway Administration, a local road may change its classification as surrounding development changes. For example, Boston Post Road functions as both an arterial and a local shopping road.

### 9.3 Traffic Volumes

Traffic volumes are shown in Table 5-1 and Figure 5-2. As would be expected, the highest volumes are on I-95; the 2006 Average Annual Daily Traffic<sup>8</sup> (AADT) was 107,430 around Exit 18A (Fenimore Road) and 115,830 by Exit 18B (Mamaroneck Avenue). Route 1 (Boston Post Road) had an AADT of 13,940 from Route 125 to Mamaroneck Avenue, and 17,290 from Mamaroneck Avenue to Route 127, at the Harrison line. Palmer Avenue, from the Mamaroneck Town line to Mamaroneck Avenue, had an AADT of 19,022. Mamaroneck Avenue from Route 1 to the Harrison line had volumes of 10,825 to 22,787.

**Table 9-1: Traffic Volumes in Mamaroneck**

Road	From	To	Miles	AADT (2006)
I-95	Mamaroneck Town Line	Exit 18A (Fenimore Road)	2.1	107,430
I-95	Exit 18A (Fenimore Road)	Exit 18B (Mamaroneck Avenue)	0.9	115,830
Boston Post Road	Rt. 125 Larchmont	Mamaroneck Avenue	1.23	13,940
Boston Post Road	Mamaroneck Avenue	Rt. 127 Mamaroneck	0.6	17,290
Mamaroneck Avenue	Boston Post Road	Mt. Pleasant Avenue	0.36	10,825
Mamaroneck Avenue	Mt. Pleasant Avenue	Old White Plains Road	0.18	22,787
Mamaroneck Avenue	Old White Plains Road	I-95	0.51	19,655
Mamaroneck Avenue	I-95	I-95 Ramps	0.12	19,655
Mamaroneck Avenue	I-95 Ramps	Harrison Town Line	0.61	19,655
Palmer Avenue	Mamaroneck Town Line	Mamaroneck Avenue	0.93	19,022

Source: Westchester County and NYS DOT

Analyzing the existing traffic conditions on the major roadways in Mamaroneck helps determine where capital improvements are needed. However, the major roadways are not under the Village's jurisdiction, but are controlled by either the NYSDOT (Route 1) or the New York Thruway Authority (I-95). The highest-volume portion of roadway directly under the Village's jurisdiction includes Mamaroneck Avenue between Mt. Pleasant Avenue and Old White Plains Road. This includes the train station and points just north of the railroad tracks.

---

<sup>8</sup> AADT is an estimate of the total volume of traffic on a road segment for one year, divided by the number of days in the year. The number shown is the total two-way traffic volume.

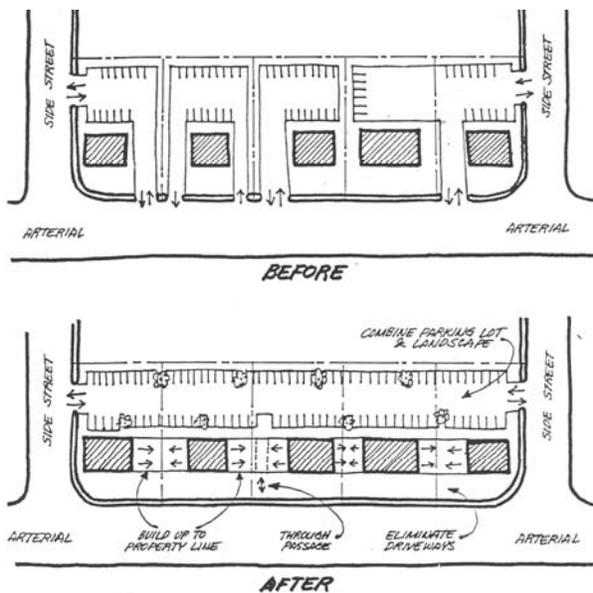


### Traffic Calming

The purpose of traffic calming is to reduce the negative impacts of traffic intrusion into residential neighborhoods or other areas with dense pedestrian activity. Traffic calming strategies reduce traffic speeds and limit the degree of vehicular freedom in a neighborhood without completely prohibiting traffic. Any traffic calming device should be reviewed and approved on a case-by-case basis by the Police Department, in consultation with the Planning Board, the Traffic Commissioner and the Department of Public Works. Among the various traffic calming measures the Village may consider are speed humps or neck downs (where sidewalks are selectively widened at intersections), for example at wide intersections such as South Barry Avenue and The Parkway.

### Access Management

Access management techniques would be most effectively applied to commercial properties on the Boston Post Road and Mamaroneck Avenue, allowing them to more safely accommodate current and future traffic volumes. The Village would need to study the land uses, lots and driveways along these roads, to map potential connections between adjacent sites. As specific properties seek subdivision or site plan review by the Village Planning Board, access management strategies can then be required.



Access management can reduce conflicts between vehicles by requiring the consolidation of access points (e.g. driveways and curb cuts) along a roadway. This achieves more efficient traffic flow and a safer road.

Figure 9-3: Access Management Concept

The Village's land use authority offers the principle opportunity for access management along the Post Road and Mamaroneck Avenue.

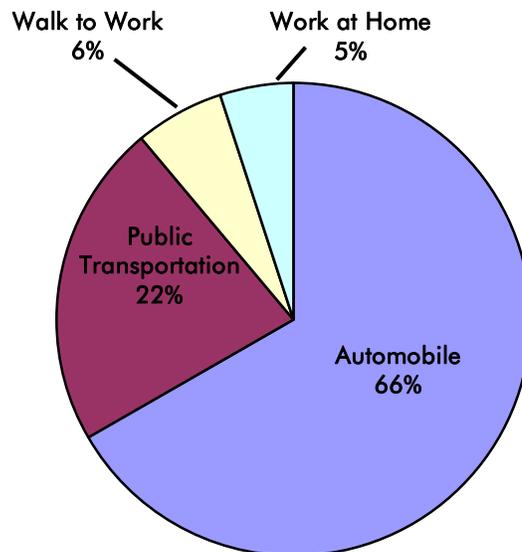
An access management program can seek to minimize the most hazardous movements (left turns in and out). Reducing the number of driveways/curb cuts on a street decreases traffic conflicts on that street. For example, if an off-street connection exists between two businesses, drivers could go from one to the other without entering the street. Some existing curb cuts could be eliminated. Where possible, the Village should group turning movements in and out of properties by encouraging connections between adjacent properties or shifting driveways to side streets to minimize the more problematic turns.

## 9.4 Public Transportation, Bicycle and Pedestrians

### Travel-to-Work Data

Commuter patterns are surveyed by the Census Bureau, which tracks patterns for workers aged 16 and older. In the Village of Mamaroneck in for the five-year average from 2005 to 2009, there were 8,883 workers 16 years and over commuting, with the majority (66%) using an automobile. Most workers who drove to work drove alone (63%), with only 3% carpooling. Another 22% of the Village's workers used public transportation, with most of those (75%) of these using the railroad. Only 3.4% of total workers used a bus or trolley bus. Workers who walked to work made up 5.9% of the total workers, with only eight workers bicycling to their jobs. Almost 5% of Mamaroneck's work force worked at home.

Figure 9:4: Travel-to-Work Data

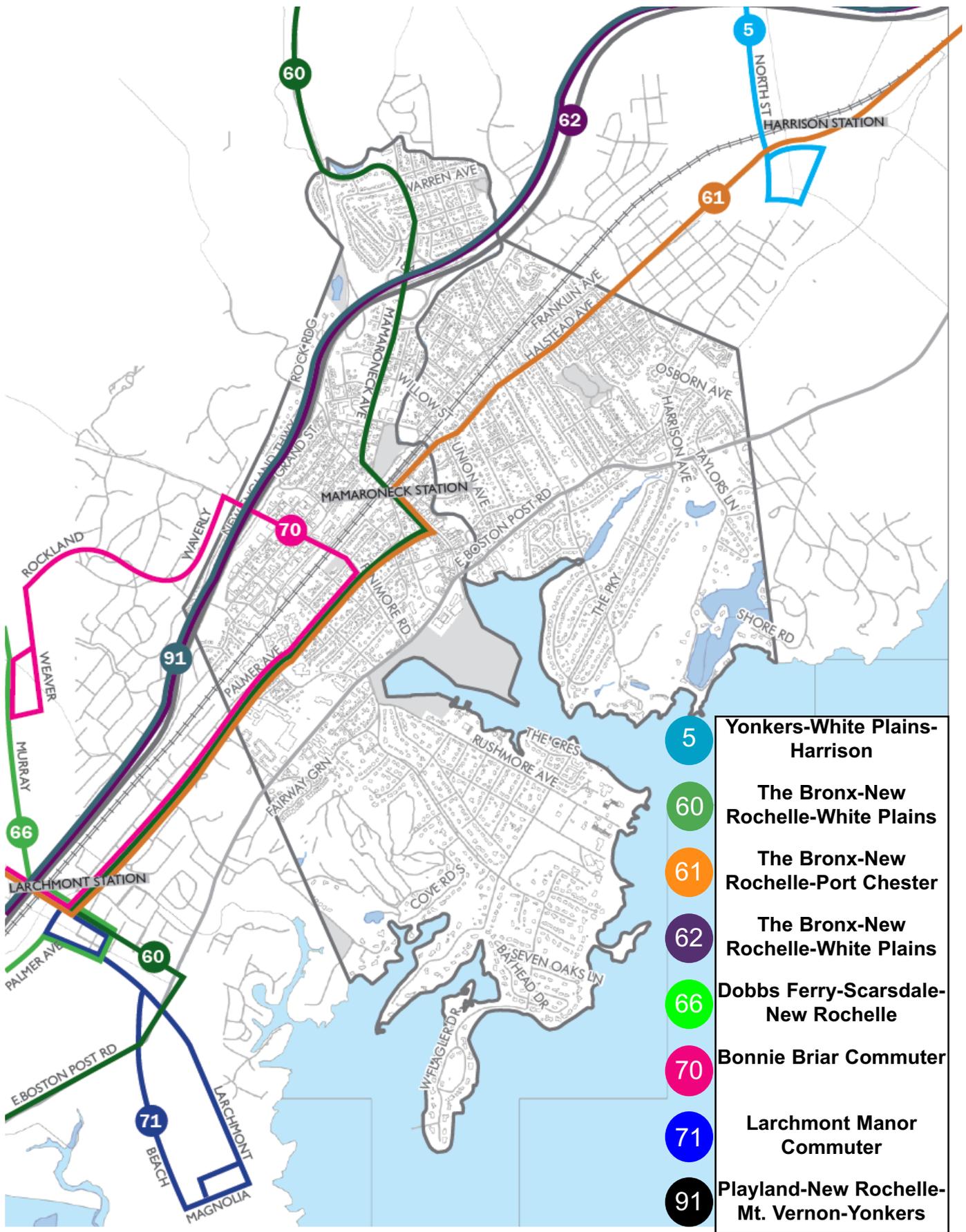


Of the total Mamaroneck commuters, 35% had a commute time of more than 30 minutes; 33% of these commuters had a commute time of 1 to 1 ½ hours. Most workers whose commute time was at least an hour used public transportation. Another 44% of commuters took between 10 and 29 minutes to get to work, while just 15% had commute times under 10 minutes. About three-quarters of all commuters left for work between 6:30 a.m. and 10 a.m., mostly between 7 a.m. and 9 a.m.

### Public Transportation Options

The Village of Mamaroneck has a number of public transportation options, consisting of bus and railroad. In the future, waterborne taxis may be added to this list.

*Bee-Line Bus:* Routes 60, 61, 62, 70 and 91 of Westchester County's Bee-Line Bus system provide regularly scheduled bus service to Mamaroneck. Routes 60-62 run from Fordham Road in the Bronx through Mamaroneck, while Route 70 serves Mamaroneck High School and Hammocks Middle School, and Route 91 provides seasonal service to Rye Playland.



PUBLIC TRANSPORTATION MAP

MAMARONECK COMPREHENSIVE PLAN UPDATE

SOURCE: WESTCHESTER COUNTY DOT



0 200 ft

FIGURE 9-5

Other bus routes in the vicinity of the Village include Route 5, which serves the Harrison train station, and Routes 66 and 71, which serve the Larchmont station. Figure 9-5 shows the available buses for travel in Mamaroneck and surrounding areas.

#### *Metro-North and Amtrak*

Downtown Mamaroneck is served by the Metro-North commuter railroad (see Figure 9-5), with frequent service to Grand Central Station in New York. The time from Mamaroneck to Grand Central is typically less than 40 minutes during peak hours, and monthly commuting costs are \$210 (as of July 2010). A total of 265 Metro-North-owned parking spaces are available at the Mamaroneck Train Station, consisting of both permit and metered spaces. The station's parking facilities are operated by Allright Corp., which operates parking for a number of other Metro-North stations in the region. In addition, parking permits are available for Village-owned railroad commuter lots, for both residents and non-residents. Village residents may park at the parking lot at Van Ranst Place and Jefferson Avenue, at the Jefferson Avenue lot and on Bishop Avenue, for \$360 a year. Non-residents may park on Bishop Avenue from Maple Avenue to Fenimore Road, for \$480 per year. Mamaroneck residents can also access Amtrak, which shares the right-of-way on the North East Corridor rail, by taking the Bee-Line 66 bus or west Metro North train to the New Rochelle station for Amtrak service.

#### *Ferry Service*

The Long Island Sound Ferry Coalition is exploring potential waterborne transportation to link communities throughout the Long Island Sound area. Initial screening for project alternatives identified a Manhattan-Westchester-Connecticut Coast Water Taxi as a short-list alternative. This would be a full-year service providing connections for commuters and recreational users. Potential stops would be Lower Manhattan, Midtown Manhattan, Hunts Point, New Rochelle, Larchmont, Mamaroneck, Rye, Port Chester, Stamford and Norwalk. The service is envisioned as a transportation amenity similar to a small express bus – rather than a high-capacity/high-speed transportation service provided by a commuter railroad – and would substitute for auto trips between coastal communities.

#### ***Transportation and Pedestrian Improvements Plan***

Many Westchester communities, in an effort to encourage walking and bicycle use, have prepared a transportation and pedestrian improvements plan. Typically this includes a study of reported accidents, key pedestrian and vehicular conflict points, traffic volumes and existing sidewalk conditions. Then a list of improvements is proposed based on the data and field observations. It is recommended that the Village prepare a similar plan. This will then provide a priority list of capital improvement projects and potential funding sources. Some preliminary concepts are discussed below.

#### *Designated bike lanes and shared bike/auto lanes*

The Village should explore the potential for designated bicycle lanes and shared bicycle/automobile lanes, or some combination of these, on key roadways. At a minimum, this infrastructure should be added to the Village's arterial roads, especially those that provide access to the train station. Creating designated or shared bike lanes does not necessarily require major capital improvements such as road widening, but can be accomplished with more inexpensive measures like road striping and signage.

*Secure and covered bike storage facilities at the train station*

One of the most significant impediments to commuters' use of bicycles to reach train stations is the perception that their bicycles will not be safe from possible theft or damaging weather effects. In cooperation with the MTA, the Village should explore adding bike storage facilities at the station that are both secured and protected from outdoor elements. These facilities often result in an increase in the number of commuters traveling to the train station by bicycle. Bike storage should also be encouraged for new residential projects within the Village.

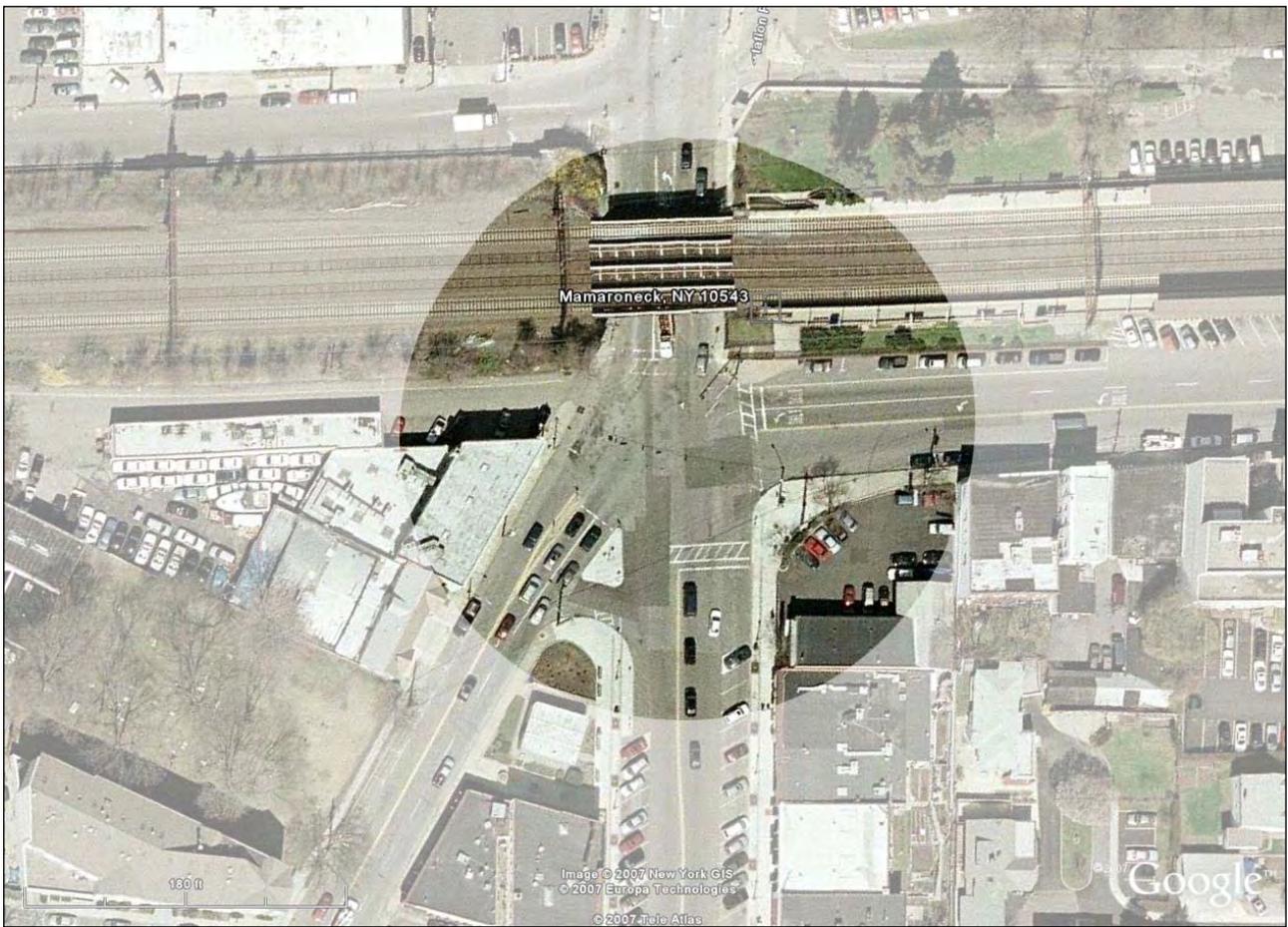
*Sidewalk Plan*

As part of a comprehensive pedestrian and bicycle plan, the Village should implement a sidewalk plan to connect key areas by filling in gaps where sidewalks are missing and improving the design of existing sidewalks (see Chapter 8). Such improvements could be made a condition of site plan approval for new development. Of particular importance, the Village should strive to provide continuous sidewalks in a half-mile radius of schools and the train station. This would ensure that commuters and school users have a safe and attractive option for reaching their destination by walking, which could have positive effects on traffic, noise and air quality. The 2025 Committee has also identified the following key intersections where pedestrian and safety improvements are a priority:

- Mt. Pleasant, Bishop, Halstead and Mamaroneck Avenues: this five-way intersection is subject to high volumes of vehicular and pedestrian traffic, particularly at peak hour, with commuters using the train station. Improvements should focus on pedestrian safety and options for reducing the amount of black-top with planted traffic islands.
- Mamaroneck Avenue and the Boston Post Road: this T-junction is also heavily trafficked, and its current configuration is a deterrent to foot traffic crossing between Harbor Island Park and the Village Center. Additionally, there is no sidewalk along the Post Road in the vicinity of the bridge over the Mamaroneck River. Pedestrian improvements should seek to re-connect the Village's downtown with the waterfront. Please see Figure 9-6.

*Mid-Hudson South Bicycle and Pedestrian Master Plan*

In 1999, Westchester, Rockland and Putnam Counties launched the Mid-Hudson South Bicycle and Pedestrian Master Plan, in response to federal mandates requiring that long-range transportation plans include accommodation for bicycles and pedestrians as a key component of the overall transportation network. The plan was intended to develop an integrated network of bicycle and pedestrian facilities for both transportation and recreation purposes, increase safety for bicyclists and pedestrians, encourage bicycling and walking through community planning and promotion of local facility investment, promote bicycling and walking as alternatives to automobile travel, educate the public on opportunities for bicycle and pedestrian travel in the region and promote bicycle and pedestrian access to employment centers.



INTERSECTIONS REQUIRING PEDESTRIAN SAFETY, ACCESS & LANDSCAPING IMPROVEMENTS

FIGURE 9-6



The plan identifies locations in the three-county region where it would be feasible to develop bicycle and pedestrian facilities that could serve as viable alternative means of transportation. The entire 13.3-mile Route 1 corridor from New York City to Connecticut was identified as a proposed bicycle route system. Road corridors were selected for bicycle routes based on factors including their ability to create viable links between population centers, commercial and recreation centers (including off-road paths); scenic qualities and east-west orientation. Also considered were routes used on a regular basis by established bicycle clubs.

The East Coast Greenway, a bicycle/pedestrian path proposed to extend from eastern Maine to Florida, is anticipated to pass through the Village of Mamaroneck along Palmer and Halstead Avenues. The proposed greenway is sponsored by the East Coast Greenway Alliance; the Village recently joined its efforts and will work with the Alliance on signage and local information.

## 9.5 Parking

### *Resident and Public Parking*

In addition to the Village-owned railroad commuter lots, there are a number of other permit spaces available for purchase in parking lots on Fenimore Road, Library Lane, Johnson Avenue, East Prospect Avenue, Spencer Place, Bishop Avenue, at the Hunter Tier and at the rear of the Playhouse. Permits for all lots are \$420 annually (2010). Overnight parking permits are also required from 6 p.m. to 8 a.m. for the Hunter Lot (lower level only), Spencer Lot, Prospect Lot and Johnson Lot.

Public metered parking is also available at the following locations:

- Van Ranst Place, Jefferson Avenue and Station Plaza (railroad meters)
- Halstead Avenue
- Ward Avenue
- Spencer Place
- Mamaroneck Avenue from Halstead Avenue to Boston Post Road
- West Post Road
- Library Lane
- Under Emelin Theatre
- Prospect Avenue, in front of Village Hall
- Hunter Parking Structure (upper level)
- Phillips Park Road
- Playhouse Parking Lot Area
- Mt. Pleasant Avenue
- East Prospect Avenue
- The Regatta Garage
- East Post Road

Parking resources are critical to the success of downtown businesses. However, the provision of an adequate amount of parking, especially in older, largely built-out sections of the village center, can be difficult. For example, the Village Code currently does not provide a separate parking requirement for fast food restaurant as compared to a regular sit-down restaurant. This leads to insufficient parking for fast food establishments. A successful parking strategy balances the needs of downtown residents, workers, shoppers and pedestrians, and promotes economic development. Best parking practices for the Village include the following measures: provide permit parking for downtown residents, provide for on-street parking and enhance downtown pedestrian amenities to encourage foot traffic in place of vehicular traffic, and install intelligent parking guidance systems that identify public parking lots, pay stations and prepaid parking keys. Based on these principles, there are a number of potential strategies to address parking needs in Mamaroneck's business areas.

#### *Shared Parking*

Currently, when two or more different uses occur on a single lot, the total amount of required parking is the sum of the requirements of each individual use on the lot. This can result in excessively large and underutilized lots. As an alternative, a shared parking provision allows a reduction in the total number of required parking spaces based on a list of complementary uses with different peak parking demands. For example, spaces used by shoppers during the day can be used by downtown diners and residents at night.

Where shared parking is appropriate and there is limited overlapping demand among uses, the Village could establish a set distance, for example, 200 feet, whereby off-street spaces could be counted toward a business's parking requirement. Currently the Village code authorizes the Zoning Board of Appeals (ZBA) to allow "the joint use of a parking space by two or more establishments on the same lot or on contiguous lots," even if the total provided is less than the sum of the spaces required for each use. For the new downtown residential development envisaged in this plan, a shared parking provision is highly recommended, especially given the proximity and availability of public transportation. The C-2 zone may warrant its own set of parking requirements, including an explicit shared parking provision to supplement the authority of the ZBA. In addition, in the appropriate circumstances, the Planning Board should have the authority to permit shared parking as part of site plan review.

#### *Parking Management*

The Village currently operates 90-minute parking meters on Mamaroneck Avenue intended to give priority to shoppers for the most convenient parking spaces. Ideally, long-term spaces are located farther from the stores and designated for use by merchants and employees. Strict parking enforcement can help ensure that metered spaces on Mamaroneck Avenue are used for short-term parking needs of customers.

*Creation of Additional Public Parking*

The 1986 Master Plan included conceptual plans for a 28-space surface parking lot on Mount Pleasant Avenue and a 200-space facility on Phillips Park Road containing a mix of decks and surface parking. Both proposed schemes, shown in Figure 9-7, would provide public parking at the rear of buildings along Mamaroneck Avenue in the downtown. The Mount Pleasant Avenue lot can possibly accommodate more spaces with the construction of an additional deck based on the site's topography. This would add needed parking to the upper end of the CBD. In addition, the potential to redevelop Hunter parking lot and add a deck needs to be explored. The parking lot currently provides parking for the Mamaroneck Police Department and permitted overnight parkers on the lower level, and public metered parking on the upper level. It is also used by visitors to the Emelin Theatre and the library. If the renovations of these two uses generate a significant increase in their parking needs, it may be necessary to increase the lot's parking supply. Also, the area behind the Regatta off Prospect Avenue should be reviewed to determine if it can be redeveloped for public parking through restriping, landscaped islands and signage.

*Dedicated Parking Fund*

The Mamaroneck Planning Board established a fee in lieu of parking for the 2007-2008 fiscal year of \$8,700 per space, pursuant to Section 342-61.B. of the Village Code. Applicants for site plan approval may offer to pay 60% of the cost of the required amount of on-site parking spaces. Fees in lieu of parking are placed in a special trust fund of the Village, to be used solely for public parking needs, including land acquisition.

As administrator of the special parking fund, the Village Manager's office may develop priorities for disbursement of funds. For example, funds may be effectively used in parking guidance systems that identify public parking lots, pay stations and prepaid parking keys.



Phillips Park Road parking lot concept (approximately 200 spaces)

Mt. Pleasant Avenue surface parking lot concept (approximately 28 spaces)



PARKING LOT CONCEPTS

FIGURE 9-7



## 9.6 Recommendations

This chapter contains a number of specific recommendations to implement the 2025 Vision Committee’s goals listed at its outset, as well as to address a number of transportation issues in the Village, as summarized below:

The following provides a summary of recommendations:

**✓ Priority Recommendation**

<b>Pedestrian/Bicycle Improvements</b>	<u>Village</u>	<u>Inter-Govern-mental</u>
<p>Prepare a <u>Transportation and Pedestrian Improvement Plan</u> focused on improving the design of Village’s major intersections to allow safer passage for pedestrians and to provide a more attractive streetscape.</p> <p>Key intersection requiring improvements include:</p> <ul style="list-style-type: none"> <li>▪ Mt. Pleasant, Bishop, Halstead and Mamaroneck Avenues</li> <li>▪ Mamaroneck Avenue and the Boston Post Road</li> </ul> <p>The plan will address a number of issues including:</p> <ul style="list-style-type: none"> <li>▪ Assessing the connectivity of sidewalks within a half-mile radius of schools and the train station; and</li> <li>▪ Studying the viability of adding designated bicycle lanes and/or shared bicycle/automobile lanes along Village-maintained roadways. At a minimum, focus improvements on the arterial roads, particularly those that provide access to the train station.</li> </ul>	✓	
<p>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:</p> <ul style="list-style-type: none"> <li>▪ Mt. Pleasant, Halstead and Mamaroneck Avenues</li> <li>▪ Mamaroneck Avenue and the Boston Post Road</li> </ul>	✓	
<p>Work with the County and State on improvements to Boston Post Road (Route 1) to accommodate bicycle and pedestrian travel, as envisioned in the Mid-Hudson South Bicycle and Pedestrian Master Plan.</p>	✓	
<p>Work with the MTA to develop secured and covered bicycle storage facilities at the train station.</p>	✓	

<b>Access Management</b>	<u>Village</u>	<u>Inter-Govern-mental</u>
Develop an access management program that reduces the number of driveways and curb cuts along the Boston Post Road and Mamaroneck Avenue north of the train station by encouraging connections between adjacent properties or shifting driveways to side streets.	✓	
<b>Parking</b>		
Amend the Village zoning code to include shared parking provisions for complementary uses within the Village’s C-2 zone.	✓	
Enforce parking laws on Mamaroneck Avenue in the downtown to ensure that shoppers may access the most convenient spaces.	✓	
Seek ways to improve utilization of existing public parking facilities including improved wayfinding and intelligent parking systems.	✓	
If an assessment of parking utilization determines the need, implement conceptual plans for a surface or decked parking lot on Mt. Pleasant Avenue and a 200-space facility on Phillips Park Road.	✓	
Upon completion of renovations to the Emelin Theatre and the library, evaluate whether these institutions need increased parking capacity at the Hunter parking facility, possibly accomplished by redeveloping the structure and adding another deck.	✓	
Set priorities for disbursement of monies in the parking fund generated by in-lieu-of-parking payments and amend court legislation if needed.	✓	
<b>Traffic Calming</b>		
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, for example at South Barry Avenue/The Parkway.	✓	

**References**

Brandes Gratz, Roberta. “We Don’t Have Enough Parking.” *Planning Commissioners Journal*. Number 48, Fall 2002.

Zimble, Robin. *Driving Urban Environments: Smart Growth Parking Best Practices*. Governor’s [Maryland] Office of Smart Growth.

Connecticut Main Street Center. *Downtown Darien: An Action Plan for the Revitalization of Downtown Darien*. May 2006.



## Chapter 10: Open Space and Recreation

The goals and objectives drafted by the 2025 Vision Committee include:

Goal:

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

Objectives:

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

### 10.1 Overview

Mamaroneck Village residents cherish the diverse open space and recreation opportunities afforded by the Village's location on the Long Island Sound. The jewel in the crown is the 44-acre Harbor Island Park; in fact, the harbor itself may be considered as a community recreational facility. It contains approximately 200 acres of water surface and more than 1,000 boat moorings operated by the Village, boatyards and private club facilities.

In addition to a network of parks and public and private open spaces, Mamaroneck has a number of conservation and open space areas designated by its Harbor and Coastal Zone Management Commission and identified in its Local Waterfront Revitalization Program. These areas, including wetlands and waterfront marshes, provide habitats for a variety of wildlife in addition to recreational opportunities for Village residents. This chapter summarizes the existing conditions of Mamaroneck's open space and recreational facilities, discusses a number of issues related to these resources and recommends steps the Village can take for improvement.

The National Recreation and Park Association (NRPA) sets standards for community open space. The most recent version of its guidelines, *Park, Recreation, Open Space and Greenway Guidelines* (1996), recommends planning for and programming facilities based on local needs. In general, NRPA suggests that a park system at a minimum be composed of a "core" system of parklands, with a total of 6.25 to 10.5 acres of developed open space per 1,000 in population. Applying this to Mamaroneck's population (estimated at 18,472 in 2006) results in a range of 115.5 acres to 194 acres of total open space. At present, the sum of open space lands, including County, municipal and private open space is approximately 252 acres, not including small vest pocket parks.

While the Village clearly exceeds the NRPA standards, more than half of the total developed open space consists of private or semi-private land, such as the beach clubs, Hampshire Country Club and Otter Creek Preserve.

### Commissions and Committees

The Village of Mamaroneck has several appointed commissions and committees that provide advisory functions to the Board of Trustees on matters pertaining to open space and recreation: Recreation and Parks Commission, Tree Committee, Committee for the Environment, Harbor and Coastal Zone Management Commission and Harbor Island Master Plan Implementation Committee.

## 10.2 Parks and Open Space

### Village Parks

The Village of Mamaroneck provides a range of active and passive recreation facilities for use by its residents.<sup>9</sup> The centerpiece of Mamaroneck’s park system is Harbor Island Park, which serves as the Village’s primary public access point on the waterfront. This park is the central municipal recreation area and is used by more than 100,000 residents and non-residents a year. Other Village parks are smaller and tend to serve a local neighborhood or school. Together, they provide for a range of active and passive recreational spaces.

The Department of Public Works is responsible for operation and maintenance of Village parks, while the Recreation Department oversees all recreation programs and the scheduling of playing fields and other facilities. Table 10-1 provides a list of Village-maintained park facilities (see Figure 10-1 for a summary of major parks and open space).

**Table 10-1: Village of Mamaroneck Park Facilities**

<b>Bub Walker Park</b> (End of Grand St. & Plaza Ave.)	Sitting area.
<b>Columbus Park</b> (6 acres) (Van Ranst Place, next to Metro-North station)	Playground, swings, basketball courts, play field, benches (recently renovated by the County)
<b>Florence Park</b> (8.9 acres) (Florence St. between Park & Keeler Aves.)	Basketball courts, tennis courts, jogging/walking path, checkers tables, benches, playground.
<b>Gianunzio Park</b> (Plaza Ave. and Washington St.)	Sitting area with tables.
<b>Gillies Park</b> (Orienta Ave. & Old Post Rd.)	Grass area.

---

<sup>9</sup> Active recreation includes some level of physical exertion, such as team sports, cycling, jogging. Passive recreation typically requires little or no physical exertion, and usually needs few support structures or facilities. Examples of passive recreation include walking, sightseeing and picnicking.

**Table 10-1: Village of Mamaroneck Park Facilities (Continued)**

<b>Guion Creek Nature Trail</b> (Along Shore Acres Dr.)	Trails through natural saltwater marsh on Long Island Sound.
<b>Harbor Island Park</b> (Mamaroneck Ave. & Boston Post Rd.)	Playground, beach, pavilion, restrooms/showers, marina, boat launch, tennis courts, picnic tables, ball fields, parking, special events.
<b>Jefferson Avenue Park</b> (Jefferson & North Barry Aves.)	Playground, swings, basketball court.
<b>Meighan Park</b> (Boston Post Rd)	Sitting area.
<b>O’Connell Park</b> (Phillips Park Rd.)	Sitting area with checkers tables along stream.
<b>Pape Memorial Park</b> (Old White Plains Rd. & Madison St.)	Sitting area.
<b>Stanley Avenue Park</b> (Stanley Ave. & Fenimore Rd.)	Playground, swings, basketball court, play field.
<b>Taylor Lane Park</b> (Taylors Lane)	Walking path.
<b>Ward Avenue Park</b> (Ward Ave. & Spencer Place)	Playground, walking path along stream.
<b>Warren Avenue Park</b> (Warren Ave. off Mamaroneck Ave.)	Playground, swings, basketball court, tennis court, ball field, nature trail, walking track.

Source: Village of Mamaroneck, 2007

A comprehensive program of recreational activities for all ages is offered by the Village. 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, and operates a teen center at the recreation center on selected Friday nights.

### **Harbor Island Master Plan**

In 2001, a report was prepared which recommended that a new Master Plan be prepared for Harbor Island Park. The following year, the Harbor Island Master Plan Committee was established and public visioning sessions were held to gain the input of Village residents. The principal goal was to provide a coherent vision for the future of the entire park and to maximize its potential as a first rate public amenity. In 2004, with the assistance of consultants, the Committee produced a final report which laid out a plan for the future. Figure 10-2 summarizes the Master Plan. Planned improvements include the renovation of the County pier, addition of a waterfront walkway and formal esplanade, fishing pier renovation, a new beach pergola, Coast Guard relocation and expansion, Pavilion improvements, the relocation of the tennis facility, redistribution of parking, and reorganization of the athletic fields and the addition of a new themed playground.



MAJOR PARKS AND OPEN SPACE

FIGURE 10-1





### **Private Open Spaces**

Mamaroneck has several private beach clubs that provide water-based recreation and waterfront access to their members. This includes Mamaroneck Beach and Yacht Club, Shore Acres Club, Beach Point Club and Orienta Beach Club (see Figure 10-1). While these facilities are not public, they add to the Village's open space character and the scenic qualities of the waterfront. As described below, the clubs play a role in Mamaroneck's waterfront recreational access, and the Village has policies in place to encourage such water-dependent and water-enhanced recreation. In addition to these waterfront clubs, Hampshire Country Club, located on Eagle Knoll Road in the western portion of Mamaroneck, includes an 18-hole golf course that comprises more than 80 acres of open space.

### **Westchester County and Town of Mamaroneck Facilities**

In addition to the Village's network of parks and open spaces, there are several public areas within Mamaroneck that are under the jurisdiction of Westchester County, or are shared with the Town of Mamaroneck or nonprofit organizations:

- **Saxon Woods County Park:** 700-acre County park with a range of recreational facilities including a pool, picnic areas, trails and an 18-hole miniature golf course. A small portion of the park lies within the Village of Mamaroneck and largely consists of Gedney Pond and wooded areas.
- **Leatherstocking Nature Trails:** Nearly two miles long and encompassing about 30 acres, this trail system runs from New Rochelle to the Village of Mamaroneck. Maintained by the Town of Mamaroneck, the Leatherstocking Trail is accessed in the Village via Rockridge Road and Old White Plains Road. It also provides access to the Sheldrake River Trails, part of a larger Town-owned conservation area.
- **Hommocks Conservation Area:** A small portion of this 7.6-acre area maintained by the Town of Mamaroneck is located within the Village. The area, comprised of woodland, salt marsh and meadows, is located along Hommocks Road, just past the Hommocks Middle School soccer fields.
- **Otter Creek Preserve:** A 27-acre tidal marsh preserve owned by the Nature Conservancy. The area includes a half-mile trail that takes visitors past the tidal marsh and creek for which the preserve is named, through deciduous forest and along wet woodland depressions. A variety of waterfowl and other migratory birds make use of the marsh and estuary throughout the year.

## **10.3 Mamaroneck Harbor**

Mamaroneck's waterfront along Long Island Sound is approximately nine miles long. The majority of this land is zoned residential and is occupied by single-family homes. Other zones along the harbor include PB Public District use, mapped on Harbor Island Park, the marine commercial zones including the commercial shipyards and the marine recreational zones accommodating the waterfront clubs.



Recreational access to the Sound is of three types: 1) municipal parkland, beach and marina; 2) commercial boatyards; and 3) quasi-public access via waterfront clubs. Municipal docks accommodate only small boats – mostly power – but Harbor Island Park offers significant passive waterfront access, and its beach is the largest in the Village. Waterfront clubs offer a limited number of facilities for a wider variety of watercraft, as well as swimming and water-enhanced sports and social amenities. Commercial boatyards provide the most boating facilities to the greatest number of people, accommodating the widest variety of watercraft on a year-round basis, as well as being a principal source of shipping services and sales.

#### **LWRP Access Policies**

Waterfront access and recreation are addressed in Mamaroneck’s Local Waterfront Revitalization Program (LWRP), which aims to preserve a balance between economic development and preservation, in order to allow the beneficial use of coastal resources while preventing the loss of living marine resources and wildlife. The LWRP contains a total of 44 policies, as prescribed by the State, with the following pertaining to access and recreation along the Village’s waterfront:

#### **Development Policies**

##### Policy 1

*Restore, revitalize and redevelop deteriorated and underutilized waterfront areas for commercial and industrial, cultural, recreational and other compatible uses.*

##### Policy 2

*Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.*

##### Policy 4

*Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime activity.*

## **Public Access Policies**

### Policy 19

*Protect, maintain and increase the levels and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized by all the public and in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources. In providing such access, priority shall be given to public beaches, boating facilities, fishing areas and waterfront parks.*

### Policy 20

*Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided, and it should be provided in a manner compatible with adjoining uses. Such lands shall be retained in public ownership.*

## **Recreation Policies**

### Policy 21

*Water-dependent and water-enhanced recreation shall be encouraged and facilitated and shall be given priority over non-water-related uses along the coast, provided it is consistent with the preservation and enhancement of other coastal resources and takes into account demand for such facilities. In facilitating such activities, priority shall be given to areas where access to the recreation opportunities of the coast can be provided by new or existing public transportation services and to those areas where the use of the shore is severely restricted by existing development.*

### Policy 22

*Development and redevelopment, when located adjacent to the shore, shall provide for water-related recreation, as a multiple use, whenever such recreational use is appropriate in light of reasonably anticipated demand for such activities and the primary purpose of the development.*

### Policy 23

*Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the State, its communities or the Nation.*

The Village is presently in the process of updating its LWRP, which is anticipated to be completed in 2012 and will result in some reorganization of policies.

## **10.4 Conservation Areas**

A total of 16 local Conservation and Open Space Areas were identified in Mamaroneck's Coastal Zone Management Plan (which formed part of its Local Waterfront Revitalization Program), and seven of these areas were designated by the Village as Critical Environmental Areas (CEAs) because of their unique or exceptional value (see Chapter 6).

The Village's Conservation and Open Space Areas, particularly the wetlands, provide habitats for abundant and diverse wildlife, including several rare species. Mamaroneck's local Conservation and Open Space Areas are as follows:

- Delancey Cove
- Greacen Point Marsh
- Guion Creek\*
- Hampshire Country Club\*
- Hommocks Conservation Area\*
- Kirstein Cove/Buttenweiser Island/Paps Rocks
- Larchmont Harbor (Mamaroneck)
- Magid Pond\*
- Mamaroneck Reservoir (Mamaroneck)\*
- Mamaroneck Reservoir (Harrison)
- Otter Creek Salt Marsh\*
- Van Amringe Mill Pond\*
- Warren Avenue Conservation Area

\*Locally designated CEA under the State Environmental Quality Review Act (SEQRA).

Within Mamaroneck, Westchester County has also designated as CEAs Long Island Sound and State and County parklands which would include Saxon Woods Park.

## 10.5 Issues and Opportunities

Consultation with the 2025 Committee and the Planning Board, together with review of the 1986 plan, revealed several key issues pertaining to Mamaroneck's open space and recreation resources. The principal goal identified was to increase and upgrade public open space wherever possible.

### *10.5a Implementation of the Harbor Island Master Plan*

The principal opportunity for the Village is to build on the work of the Harbor Island Master Plan Committee and implement the Master Plan recommendations. This would include Phase 1 recommendations including but not limited to the renovation of the County pier, addition of a waterfront walkway and formal esplanade, fishing pier renovation, a new beach pergola, Coast Guard relocation and expansion and Pavilion improvements.

### *10.5b Opportunities for Increasing and Upgrading Existing Public Open Space*

The Village is mostly built-out, with few opportunities for new public open space. However, existing parks and open space can be upgraded and improved. Upgrades would focus on not only Harbor Island Park but also local neighborhood parks, and pocket parks.

### ***10.5c Additional Access along Village Waterways***

Riverine access is currently limited to sections of the Sheldrake River in the industrial area, Columbus Park, the Gedney Pond Stream, the Guion Creek Nature Trail and Otter Creek Preserve. Much of the Mamaroneck and Sheldrake Rivers and the Gedney Pond Stream is not accessible to the public, nor is Magid Pond, which has been identified as a local Conservation and Open Space Area and a Critical Environmental Area.

Much of the land bordering the Mamaroneck and Sheldrake Rivers and other waterways and water bodies within the Village is privately owned, and is therefore unavailable for public open space and recreational use. However, where appropriate, the Village may expand public access along the rivers, through new site plan applications that come before the Planning Board. For example, an apartment project was recently approved at the former Blood Brothers site with the provision that a public riverwalk was provided along the Sheldrake River. The Village should pursue opportunities to extend public access throughout the Village's waterways wherever practical. This might include extending access along the Mamaroneck River behind the Regatta connecting the sidewalks from Philips Park Road out to the Harbor. See Figure 10-3.

### ***10.5d Zoning Classification of Parklands***

Nearly all of Mamaroneck's parks are zoned residential, with the lone exception being Harbor Island Park, which is zoned Public District (PB). All other Village-owned parkland is zoned for single-family residential, with the most common zoning designation for these areas being R-20.

Mamaroneck's zoning code has established the Public District (PB) zone as follows:

#### ***§342.34. Public District***

*Permitted principal uses. The following are the only principal uses permitted in PB Public Districts:*

- A. *All Village property shall be put to such public uses as the Village Board may duly determine and prescribe. Dedicated parkland may only be put to public recreational uses.*

The Village should consider designating all parks currently zoned for R-20 single-family as PB Public District use.



MAMARONECK AND SHELDRAKE RIVERS, OPEN SPACE LINKAGES

FIGURE 10-3



## 10.6 Recommendations

The following provides a summary of recommendations:

*✓ Priority Recommendation*

Open Space and Recreation	<u>Village</u>	<u>Inter-Govern-mental</u>
Implement the recommendations of the Harbor Island Master Plan.	✓	
Prepare an open space master plan for the remainder of the Village excluding Harbor Island Park. Plan would provide: <ul style="list-style-type: none"> <li>• An assessment of existing parks,</li> <li>• A list of potential acquisitions of land in the industrial area abutting the Sheldrake River for both public access and potential flood mitigation.</li> <li>• Opportunities to increase access and the public visibility of the Village’s waterways.</li> </ul>	✓	
Explore options for increasing the supply of public open space and upgrades to existing open space.	✓	
Study feasibility of amending the Village code to require public access for projects located on Village waterways, including properties located on the Mamaroneck and Sheldrake Rivers. The goal is to provide continuous waterway access throughout the Village.	✓	
Rezone Village parkland currently zoned for residential use to the PB Public District.	✓	
Seek ways of improving pedestrian and open space linkages to neighboring communities including the Town of Mamaroneck, City of Rye and Town of Harrison.	✓	✓

## Chapter 11: Municipal Services and Cultural Facilities

The goals and objectives drafted by the 2025 Vision Committee include:

*Goal:*

- *Preserve and maintain the valuable historic, cultural, architectural and archeological heritage of the Village.*
- *Encourage the designation of landmark buildings and historic districts by the Village or by individual property owners.*
- *Encourage maintenance and rehabilitation of historically and/or architecturally significant buildings.*
- *Ensure that the significant role that Mamaroneck Library and Emelin Theater play in the community is recognized and enhanced.*
- *Link the Old Village Hall to Emelin and Library to create a cultural and civic center.*

*Objectives:*

- *Encourage the preservation of historic features and neighborhood character within the Village.*
- *Update the list of Village landmarks and review opportunities for historic districts – explore the possibility of conservation overlays for neighborhoods.*
- *Explore options for a new Village Hall and the consolidation of Village services.*
- *Explore potential uses for Village health-care center.*
- *Explore ways of increasing cooperation with neighboring municipalities in order to better deal with the inter-municipal impacts of development, taking advantage of New York State grants to foster shared services.*

### 11.1 Municipal Services

#### **Village Administration**

The Village Administration and Departments are currently housed at two principal locations. Old Village Hall at 169 Mount Pleasant Avenue contains the Building Department, the Village Court and Court Clerks, the Police Department, the Village Historian and the registrar of vital statistics. Village Hall at the Regatta on Mamaroneck Avenue houses the offices of the Village Manager, Assessor, Mayor, Attorney and Clerk-Treasurer. Having two centers of government activity results in a certain level of inefficiency for staff and visitors, and also generates more tax-exempt property. The Village should explore a consolidation of the municipal functions located at Village Hall and Village Hall at the Regatta, as well as other potential locations, as a way to enhance efficiency and return property to the tax rolls. The following provides an overview of Village Departments.

## **Police and Fire**

### *Police*

The Village of Mamaroneck Police Department is located on the first, second and third floors at Village Hall and has a 50+ member police department including patrol, detectives, administrative staff, SWAT, traffic, bicycle, marine unit, domestic violence, youth and Drug Abuse Resistance Education (DARE). Police Department needs have been assessed and options for reconfiguring the existing offices were reviewed. These options included providing a new public entrance and window near the courtroom entrance, upgrades to the interior office space and locker rooms and installation of new communication equipment.

### *Fire*

The Village of Mamaroneck Fire Department comprises five all-volunteer fire companies: Hook and Ladder, Mamaro, Columbia, Volunteer's and Halstead Manor. In addition, it has a marine division and rescue squad, which provides emergency medical aid to Village residents. Vehicles include two ladder trucks, five pumpers, one utility truck, three sport utility vehicles and one fire boat.

The Fire Department is run by a chief and the company captains, and the Fire Council is its governing body. The council has 10 wardens, two from each company, who serve as liaison officers between their respective companies and the council. Chiefs and company officers are elected for one-year terms, and wardens for two-year terms.

In overall charge of the Fire Department is the Fire Commission, which consists of the mayor and Village Board of Trustees. While the Village pays for major fire department costs, such as new equipment, most other expenses are met by the department itself through fundraising efforts. The Village has recently completed a new firehouse on Palmer Avenue. The new structure will house the Hook and Ladder company that was previously located on Mamaroneck Avenue, in addition to the existing Mamaro Engine & Hose Company.

## **Community Services**

The Village's Community Services Department was merged with the Town of Mamaroneck's Office of Community Services in January 2009. The Town's Office directs public social services aimed at assisting the elderly and lower-income residents of the Town, the Village of Larchmont and the Village of Mamaroneck (including Rye Neck). The Office of Community Services is located in Town Hall and operates a senior center at the former VFW on Boston Post Road near Stop & Shop. Senior citizens' programs include a nutrition program, home-delivered meals, door-to-door transportation to medical facilities in Westchester County and a reduced-fare taxi coupon program, as well as activities at the Senior Center. The department also provides social services to Village residents of all ages, including bilingual translation, referrals and community outreach providing energy assistance and neighborhood rehabilitation. The Office also manages the Housing Choice Voucher Program (Section 8) through the Town's PHA, and it is the local liaison with federal, state and county social service agencies.

### **Public Works and Recreation**

The Department of Public Works, headquartered on Fayette Avenue, has eight different functions including: highway, parks, sewer, sign, electrical, building maintenance, mechanic and sanitation. The department also issues permits for street and sidewalk openings. There are currently 75 vehicles and 53 employees. There is currently limited room for expansion at the headquarters on Fayette Avenue.

As discussed in Chapter 6, the Recreation Department oversees all recreation programs conducted by the Village and the scheduling of playing fields and other recreational facilities. Most recreational programs are held in the Beach Pavilion at Harbor Island Park, where the department's office is located. The Village's recreation facilities include 13 parks, ranging from the 44-acre Harbor Island Park to vest pocket parks located throughout Mamaroneck. Facilities include a 700-foot beach, tennis courts in three locations, softball and soccer fields and a recreation center. The Recreation Department also plans seasonal special events.

### **Building Department**

The Building Department is responsible for code enforcement within the Village. The department receives and reviews applications, drawings and plans for building permits, dumpster permits, demolition permits, plumbing permits, sign permits and electrical permits. The department also performs inspections to ensure compliance with building permits, issues certificates of occupancy and compliance on completed permits and performs housing inspections to ensure buildings are used in a safe and lawful manner. It is currently located on the third floor of the Village Hall.

### **Harbor Master**

The Village Harbor Master oversees and administers all vessels located within the waterways of Harbor Island. The Harbor Master assigns each applicant a float space or mooring space, is responsible for maintaining records of dock and mooring assignments and issues ramp permits for launching boats. There is a public launching ramp available near the entrance to Harbor Island Park, as well as two pump-out stations, one at each basin. The Harbor Master's office is located next to the West Basin in Harbor Island Park.

## **11.2 Schools**

The Village of Mamaroneck is served by two school districts: the Mamaroneck Union Free School District and the Rye Neck Union Free School District. See Figure 11-1 for a map of the school districts. Because each school district is controlled by its own legislative body, independent of the Village, this Plan makes no recommendations regarding school operations or facilities. This section is provided for information purposes only.

### *Mamaroneck Union Free School District Schools*

The Mamaroneck Union Free School District covers approximately nine square miles and includes the Village of Larchmont and all of the Village of Mamaroneck west of the Mamaroneck River. The district has four elementary schools, one middle school and one high school. Central Elementary School, Chatsworth Avenue Elementary School, Murray

Avenue Elementary School and Hommocks Middle School are located in Larchmont, while Mamaroneck Avenue Elementary School and Mamaroneck High School are located in the Village of Mamaroneck (see Figure 11-1).

For the 2005-2006 school year, total K-12 enrollment in the Mamaroneck Union Free School District was 4,773 students, representing growth of nearly 18% from the 1996-1997 school year. With the exception of a slight decline from the 1998-1999 to the 1999-2000 school years, the district's enrollment has steadily increased, and is expected to continue rising for the next ten years, albeit at a slower pace. According to the median forecast of a 2006 demographic study commission by the Board of Education, total K-12 district enrollment is projected to increase to 5,214 students, in the 2015-2016 school year, or approximately 9.2% from the 2005-2006 level. Table 11-1 shows the recent and projected enrollment for the Mamaroneck Union Free School District.

**Table 11-1: Mamaroneck Union Free School District Enrollment**

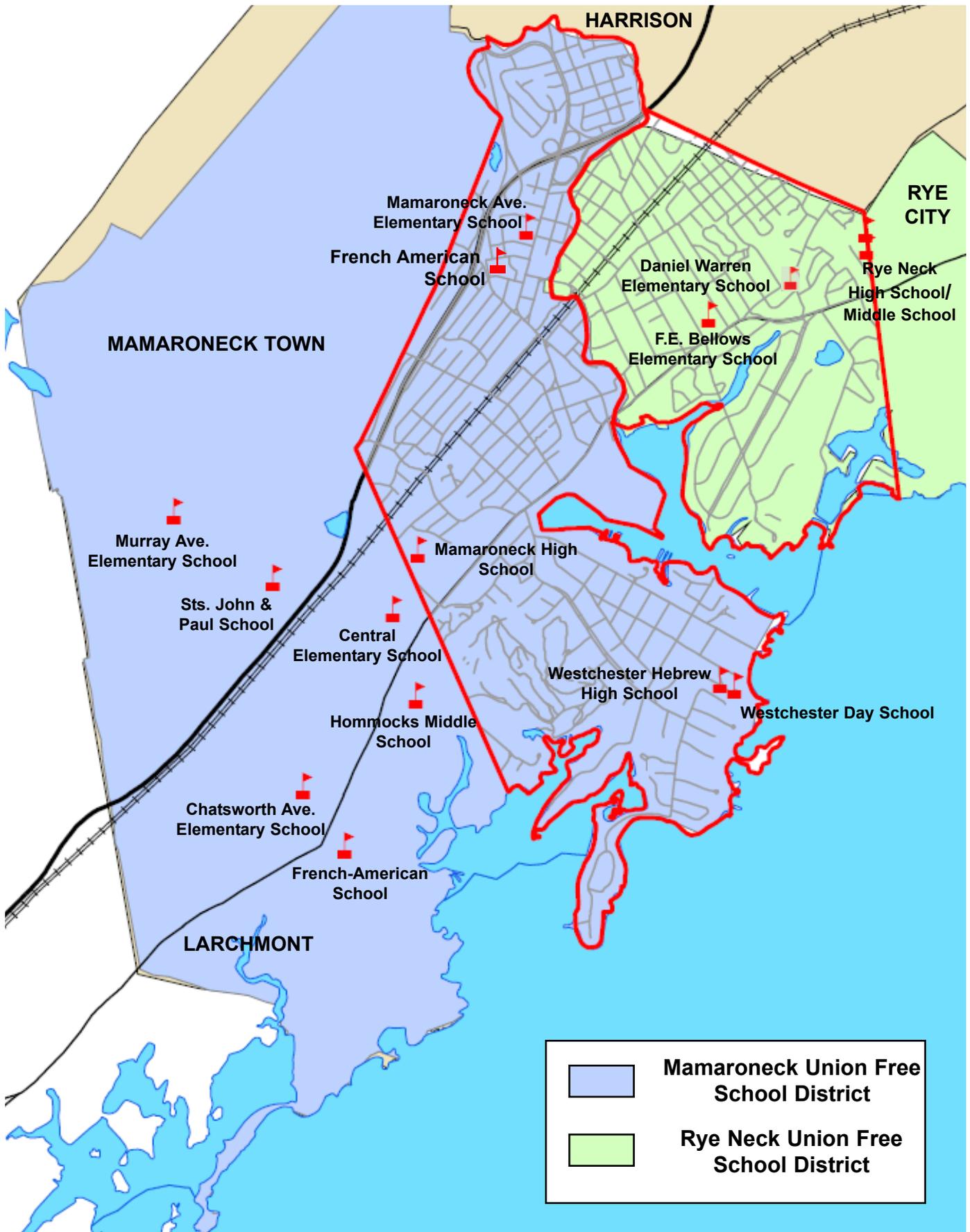
	1996-1997	2005-2006	2015-2016*
<b>K-5</b>	2,044	2,235	2,327
<b>6-8</b>	885	1,087	1,262
<b>9-12</b>	1,119	1,451	1,625
<b>Total</b>	<b>4,048</b>	<b>4,773</b>	<b>5,214</b>

Source: Mamaroneck Union Free School District Board of Education Demographic Study, 2006.

\*Indicates the average forecast, which uses the average enrollment experience for the past five years to predict future enrollments.

*Rye Neck Union Free School District Schools*

The Rye Neck Union Free School District includes all of the Village of Mamaroneck east of the Mamaroneck River, plus the portion of the City of Rye west of Bradford Avenue and south of Beaver Swamp Brook (the Greenhaven section). The district has two elementary schools, one middle school and one high school, all located in the Village of Mamaroneck (see Figure 11-1). Daniel Warren Elementary School services grades K-2, while F.E. Bellows Elementary School serves grades 3-5, Rye Neck Middle School grades 6-8 and Rye Neck High School grades 9-12.



SCHOOL DISTRICTS IN THE VILLAGE OF MAMARONECK

FIGURE 11-1



While the Rye Neck School District does not have a publicly available demographic study showing current and projected enrollment as the Mamaroneck Union Free District does, the Rye Neck district experienced 34% total enrollment growth from the 1995-1996 school year through January 2007. The elementary school level saw the greatest increase, indicating that the upper grades will also see significant growth in the coming years. To address this expected growth, voters approved a facilities bond in 2005 to enlarge Daniel Warren and implement infrastructure improvements to the middle/high school campus.

#### *Private Schools*

The Village of Mamaroneck area has several private or parochial schools that serve residents in the Village and the region:

- The **Westchester Day School** is a co-educational Yeshiva elementary school serving Pre-K through 8<sup>th</sup> grade students throughout the region. The school is located at 856 Orienta Avenue. **Westchester Hebrew High School** shares campus space with the day school, offering a Modern Orthodox, co-educational curriculum for grade 9-12 students.
- The **French-American School** is a coeducational, bilingual private school serving more than 775 students in Pre-K through high school on three campuses. The upper school (grades 6-12) campus is located at 145 New Street in the Village of Mamaroneck, while the pre-kindergarten campus is in Scarsdale and the lower school (grades 1-5) campus is in Larchmont.
- **Sts. John and Paul School** is a co-educational Catholic school serving approximately 300 students in grades K-8. The school is located on Weaver Street in Larchmont.

### 11.3 Boards, Commissions and Committees

As of the time of this writing, the following local boards, commissions and committees were established and listed as active by the Village of Mamaroneck:

- Beautification Committee/Tree Committee
- Board of Appeals
- Board of Architectural Review
- Board of Ethics
- Board of Traffic Commissioners
- Budget Committee
- Committee for the Environment
- Council of the Arts
- Harbor & Coastal Zone Management Commission
- Harbor Island Master Plan Implementation Committee
- Housing Authority
- Landmarks Advisory Committee (not functioning)
- Larchmont-Mamaroneck Cable TV Board of Control
- Larchmont-Mamaroneck Cable TV Advisory Committee
- Mamaroneck Avenue Task Force Committee

- Planning Board
- Recreation and Parks Commission
- Tri-Municipal Human Rights Commission
- Rent Guidelines Board - County (Representatives)
- Citizens Flood Committee
- Village Historian

Members of most boards, commissions and committees are appointed by the Village Board of Trustees to staggered terms of varying length, with the exception of short-term, ad-hoc committees such as the Harbor Island Master Plan Implementation Committee. The membership of most appears to be adequately filled, except for the Landmarks Advisory Committee, which is completely vacant.

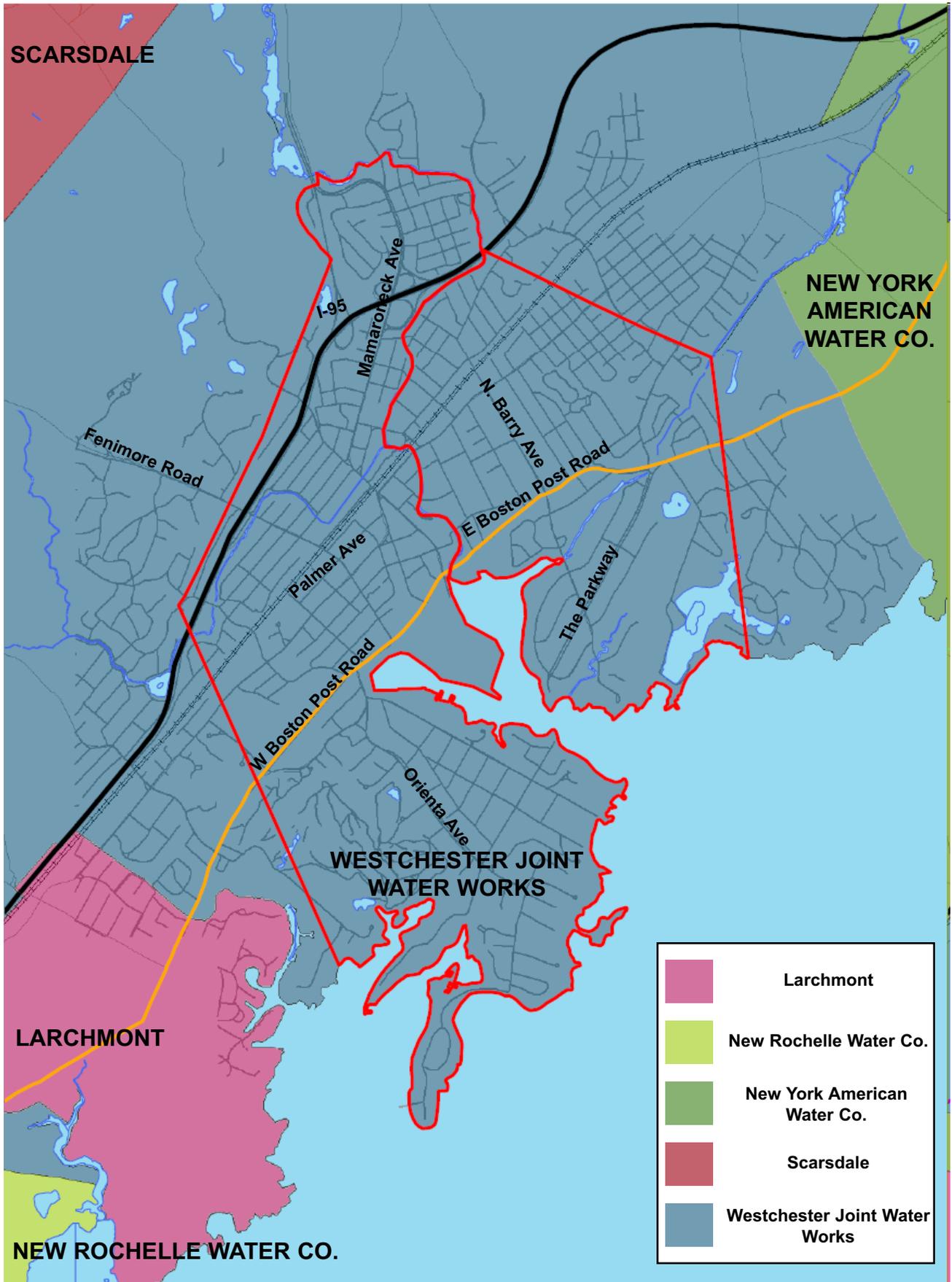
## 11.4 Water and Utilities

### **Water and Utilities**

The Westchester Joint Water Works, which serves the Village of Mamaroneck and the Towns of Mamaroneck and Harrison, provides a primary source of water for the Village, bought from New York City. See Figure 11-2 for a map of the water districts in the Village and surrounding areas. Gas and electricity are supplied by Consolidated Edison.

### **Sewage System**

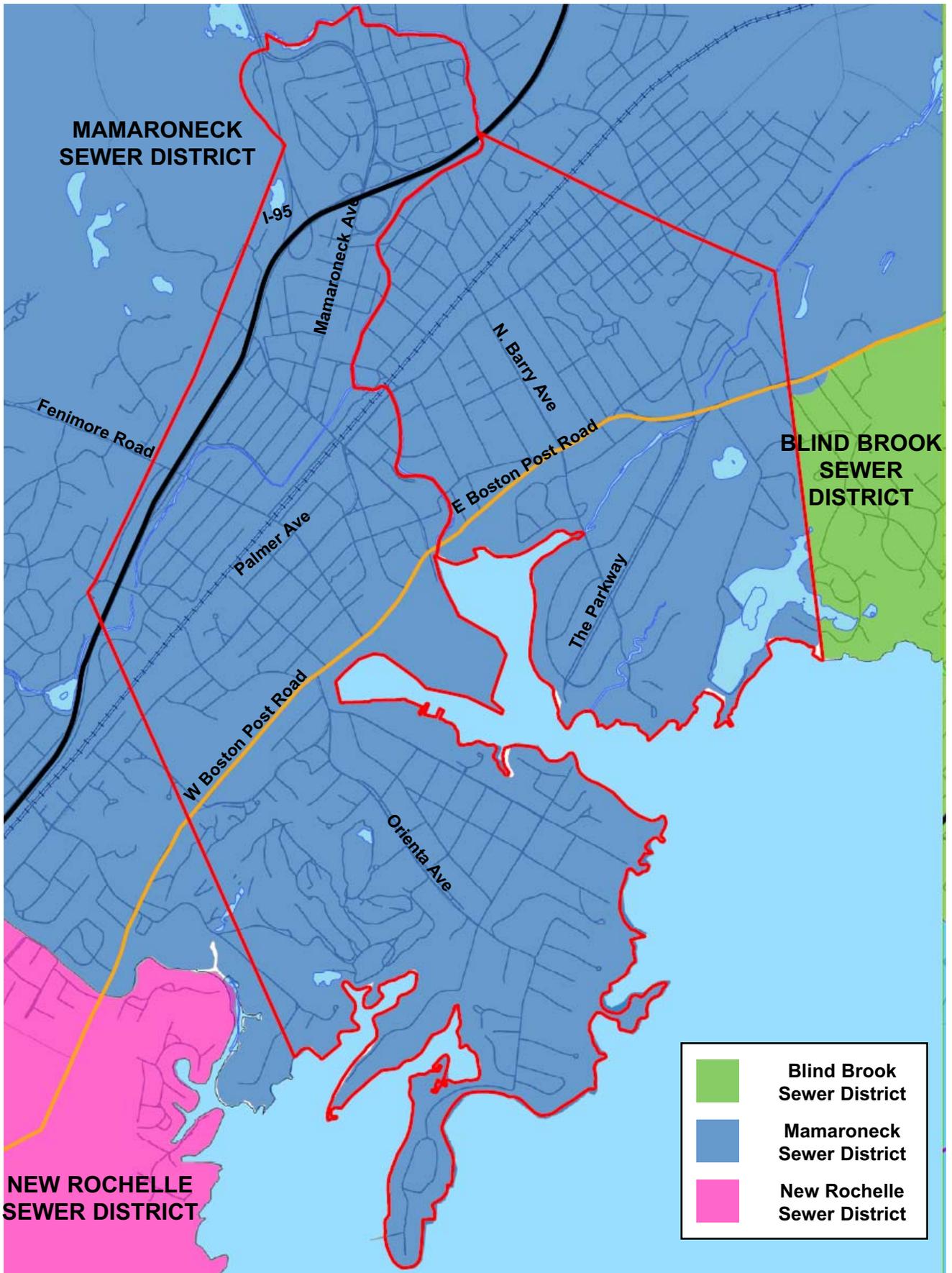
The current sewage system was constructed in the early 20<sup>th</sup> century, and much of it dates back to the 1930s, including the county-owned wastewater treatment plant located on the Post Road. The original section of the treatment plant is a brick Classical Revival building with a lighthouse-like tower and has been a landmark of the community and waterfront since its construction in 1931. The plant has been substantially upgraded three times since its original construction, to improve treatment, and is now undergoing a fourth upgrade. The plant processes sewage from the 30-square-mile Mamaroneck Sewer District, which includes all of the Village of Mamaroneck; parts of the Towns of Harrison and Mamaroneck; and the Cities of New Rochelle, Rye and White Plains, for a total of 282 miles of sewer lines (see Figure 11-3). Since the mid-1990s, sewage entering the Mamaroneck Wastewater Treatment Plant (MWTP) has been treated to the secondary level before discharge, and MWTP-treated effluent consistently meets or exceeds secondary treatment standards. Wastewater that has been treated at the MWTP, under normal flow conditions, flows by gravity (pumping occurs during very high tides and/or high influent flows caused by wet weather-related inflow and infiltration), through an outfall pipe that crosses under Harbor Island Park to the County Pier, then southeasterly under the entrance to the West Basin of Mamaroneck Harbor to Orienta Point, underground via The Crescent, Bleeker Avenue and Walton Avenue) to Long Island Sound, then extending underwater to a point just south of Buoy 42, approximately 6,985 feet from land.



WATER DISTRICTS IN THE MAMARONECK REGION

FIGURE 11-2





SEWER DISTRICTS IN THE MAMARONECK REGION

FIGURE 11-3



Since the wastewater treatment plant is considered a local landmark and has been declared eligible for listing on the National Register of Historic Places, and because the plant property abuts the Village's major recreational space – Harbor Island Park – maintenance of the treatment plant and its surroundings is a major Village concern. The plant is currently being upgraded to tertiary treatment to remove additional nitrogen from treated effluent, and that work is scheduled for completion by the end of 2012.

The age of the sanitary sewage collection system owned and operated by the Village has a significant impact on both current and potential future development, due to the legal and practical necessity to substantially reduce inflow and infiltration into that collection system.

## 11.5 Cultural Facilities

### **Mamaroneck Public Library**

The Mamaroneck Public Library was founded in a storefront on Boston Post Road in 1923 with about 800 books. With the donation of land and funds from benefactors, a new building was constructed on the current site at 136 Prospect Avenue and opened in 1927. By 1966, a new wing added 7,200 square feet for the present reading and reference rooms, and a children's library was constructed. This expansion was followed by the addition of the Emelin Theatre, then a part of the library, with a common library and an expansion of the lower level of the library, and in 1987 by the addition of another wing.

To bring the library facilities to modern standards for safety, efficiency and accessibility, the Mamaroneck Public Library completed a substantial project to renovate the existing facility and build an additional 20,000 square feet, doubling the amount of space. The



project was funded by a combination of a public bond, grants and private fundraising. The library conducted focus groups and telephone surveys to gather community input. The renovated library opened in September 2011.

**An artist's rendering of renovations to the Mamaroneck Public Library**

### **Emelin Theatre**

The Emelin Theatre, founded in 1972, is the oldest continuously operating not-for-profit professional theater in Westchester County. The 250-seat venue is known for concerts and children’s center, as well as its Film Club, which screens films before their general release for on-time only viewings. The theater, located on Library Lane just off Mamaroneck Avenue, has proposed a renovation project to incorporate the existing theater into a new performing arts center. The project, which would more than double the size of the existing structure and allow the theater to expand its offerings, would include an expanded and renovated Emelin Theatre for stage and dance productions; a new film theater; and a 60-seat experimental theater for readings, small productions and chamber music. The center will also have expanded classrooms, a large meeting area and a roof terrace.



**Rendering of the proposed renovations to the Emelin Theatre**

## **11.6 Recommendations**

The key recommendation is for the Village should explore a consolidation of the municipal functions located at Village Hall and Village Hall at the Regatta, as well as other potential locations, as a way to enhance efficiency and return property to the tax rolls.



## Chapter 12: Recommendations and Priorities

This chapter provides an explanation of plan recommendations addressing the preceding chapters of land use and zoning, industrial area, environmental protection, Mamaroneck Harbor and the Long Island Sound, neighborhoods and housing, commercial districts, traffic and transportation and open space and recreation. Recommendations are listed based on short- and long-term objectives, and implementation measures are described in the Action Plan.

### 12.1 Recommendations, Priorities and Implementation

Once the master plan is adopted, it is important to have a road map for achieving the plan goals. The final section of this document is the Action Plan, which summarizes the plan recommendations and lists priorities. Certain recommendations should be accomplished within the next year to 18 months. Other mid- and long-term recommendations require advance planning. Some of the plan's recommendations are preliminary: they require that Mamaroneck study a problem and its solutions in-depth before a final recommendation can be pursued. Items with a red check are of highest short-term priority.

The Action Plan is further divided by the four critical methods that Mamaroneck will follow to ensure that this plan, through its recommended actions, is implemented:

- **Local Laws and Regulations:** Zoning and subdivision regulations are the two most familiar tools used to implement a plan. The Board of Trustees may also need to amend other local laws; for example, the chapter of the code that addresses flood prevention and control.
- **Village Capital Investment Plan:** The second key tool is the capital improvement program. The ways that Mamaroneck spends public revenue for public improvements – on water and sewer utilities, construction of parking structures, land acquisition, major equipment purchase, new or renovated parks and recreational facilities – and the standards to which they are built have a major effect on the Village's image and function. Once the comprehensive plan is adopted, Mamaroneck should evaluate and choose capital projects based on plan recommendations.

The process of preparing the capital budget, the resulting document (capital program) and, of course, the improvements themselves are important tools in implementing the comprehensive plan. Such a program is indispensable for a sustained capital improvement effort. It allows for a continuous update on municipal needs without allowing the revision process to stall the planning and scheduling, and without being sidetracked into unnecessary and poorly planned projects. Further, public input into the planning process continues, long past the plan's adoption, as capital budgets are heard publicly. The orderly public

expenditures on needed improvements send a positive signal to private businesses and property owners: the capital program enables them to plan their investment knowing that the Village is also responsibly planning.

- **Further Study Necessary:** Certain plan recommendations will require more analysis and detailed implementation measures can only be crafted after recommendations from a committee. For example, the plan recommends a Village-wide comprehensive open space and recreation plan and a transportation and pedestrian improvement plan.

There are two key aspects to continuing planning. The first is the Village government's sustained work with regional agencies, authorities and other municipalities on issues that extend across borders. These include (and are not limited to) Metro-North, NYS DOT, and the Towns of Mamaroneck, Rye and Harrison. As these entities make critical land use decisions, the Village must transmit its concerns and preferences. With an adopted comprehensive plan, Mamaroneck's position is in effect on record and must be taken into consideration.

The second aspect concerns development applications before the Planning Board and Village Board of Trustees. In all likelihood, most site plan and subdivision applications conform to existing land development regulations. For these, the Planning Board exercises careful oversight to get the best possible outcome for the Village, but is not required to make a policy decision. In other cases, a requested zone change or subdivision application may necessitate just such a policy choice. The boards look to the adopted comprehensive plan for guidance: does the plan anticipate a zoning change, or open space preservation? The plan can also aid business recruitment and commercial building renovations, through its discussion of the commercial areas.

## 12.2 Updates to the Comprehensive Plan

In the future, Mamaroneck can expect that changes will occur before the next comprehensive plan is written. A procedure should be put in place to review progress on this plan's implementation, and to ensure that the plan remains current and relevant to the Village's context. Within five years of the Plan's adoption, a progress report should be produced to assess the degree to which the plan recommendations have been implemented. At that time, there should also be opportunity to make any necessary changes and additions to the plan with public input. This way, the Board of Trustees, Planning Board, the Village's other boards and advisory groups, local residents and stakeholders will ensure that Mamaroneck continues to plan for its future.

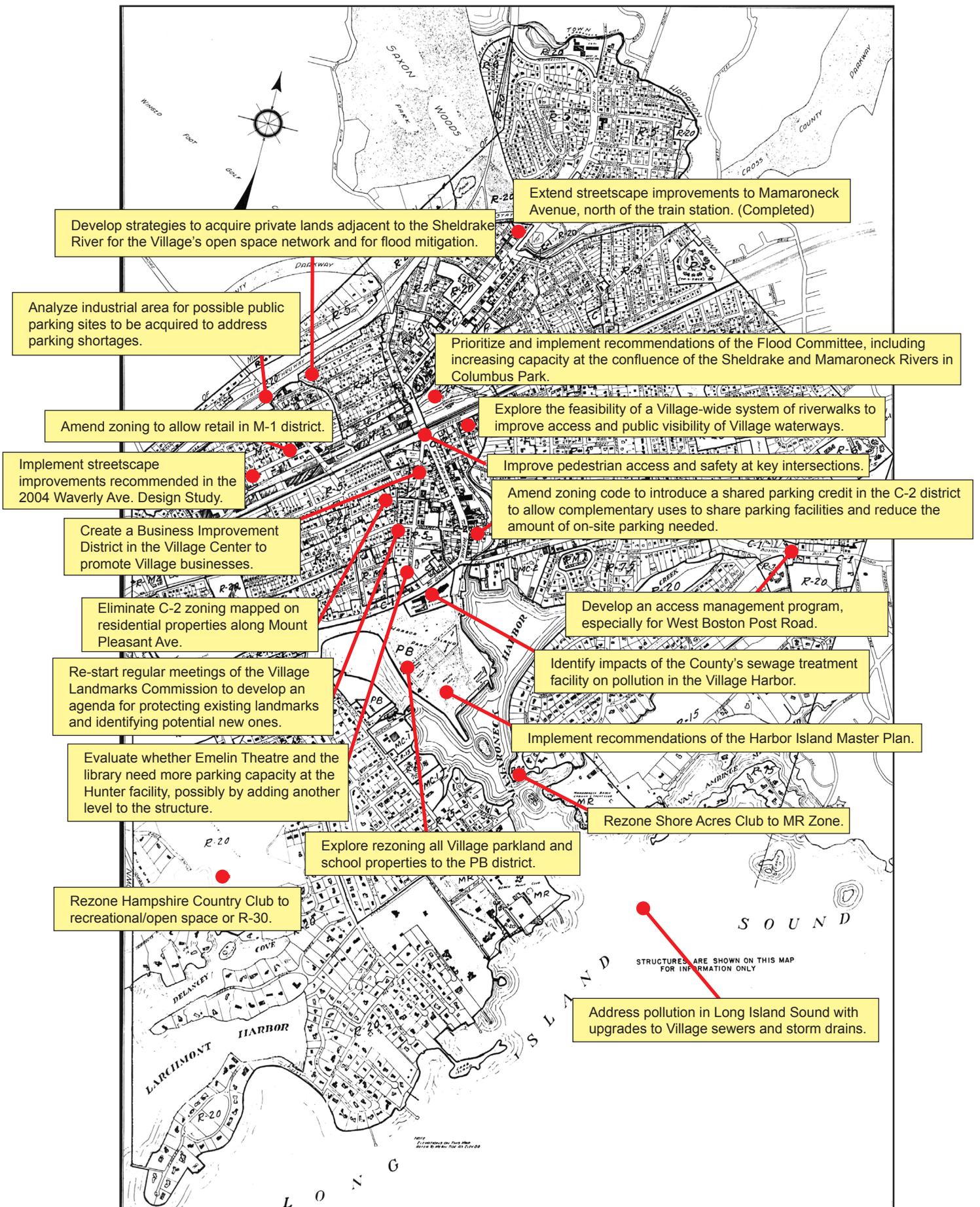


FIGURE 12-1: MAJOR PLAN RECOMMENDATIONS





# Village of Mamaroneck Action Plan

**Immediate Action:**  
**Local Laws and Regulations**

**Medium Term Action:**  
**Village Capital Investment Plan**

**Long Term Action:**  
**Further Study**



Local Laws and Regulations	Village	Inter-Governmental
----------------------------	---------	--------------------

**✓ Priority Recommendation**

<b>Economic Development</b>		
Create a salaried downtown coordinator position for the Village that would be funded by public and private money. Focus on retaining and attracting new businesses to the downtown commercial and industrial areas.	✓	

<b>Environmental Actions</b>		
In order to combat the negative effects of climate change, it is recommended that the village adopt an active program to reduce local emissions of Greenhouse Gases.  Possible steps include: <ul style="list-style-type: none"> <li>▪ Retrofitting existing municipal buildings and street lighting to reduce energy use.</li> <li>▪ Purchasing more efficient automobiles and trucks in the Village’s fleets.</li> <li>▪ Encouraging the use of transportation alternatives such as bicycles and walking.</li> <li>▪ Joining other communities that have committed to reducing greenhouse gas emissions.</li> </ul>	✓	
The village might consider the following steps to reduce light pollution: <ul style="list-style-type: none"> <li>▪ Improve enforcement of existing regulations, and especially awareness of the issue among village officials.</li> <li>▪ Extend the village’s lighting regulations to residential areas. Currently, the regulations only apply to commercial/industrial and multiple-residence uses.</li> <li>▪ Commit to the use of more energy-efficient and “dark-sky” friendly lighting for street and park lighting, and other municipal uses.</li> </ul>	✓	

<b>Flooding Watercourses and Wetlands</b>		
Prioritize and implement the flood mitigation recommendations of the Village Citizen’s Flood Committee. Potential measures include increasing the capacity at the confluence of the Sheldrake and Mamaroneck Rivers in Columbus Park, re-dredging the Joint Waterworks Dam, updating riverbed data to establish sites in need of dredging and regularly dredging the Mamaroneck and Sheldrake Rivers.	✓	✓
Continue to implement short-term mitigation measures such as regular cleaning and maintenance of catch basins and removal of debris from Village streets and waterways that can contribute to blockages and exacerbate flooding.	✓	
Continue efforts to complete and adopt a Multi-Hazard Mitigation Plan to allow the Village to receive additional funding from FEMA.	✓	

Local Laws and Regulations	Village	Inter-Governmental
<b>Neighborhoods and Housing</b>		
Develop a comprehensive affordable and senior housing policy, which meets the 2015 County targets for building new affordable units and clarifies the Town of Mamaroneck’s PHA administration.	✓	
Update the Village’s Affordable Housing Ordinance.	✓	
Balance stabilization and protection of the Villages existing residential neighborhoods with the new infill development.	✓	
Either (1) re-start regular meetings of the Village Landmark Commission to develop an agenda for protecting the Village’s existing landmarks, identifying potential new landmarks, historic districts and building interiors. Or (2) review the potential to combine the functions of the Board of Architectural Review (BAR) and the currently defunct Landmark Commission.	✓	
<b>Open Space and Recreation</b>		
Implement the recommendations of the Harbor Island Master Plan.	✓	
<b>Parking &amp; Traffic</b>		
Improve parking enforcement to eliminate double parking and storage of vehicles in the public right-of-way. This will aid the free flow of traffic including pedestrian and vehicular traffic through the district.	✓	
Enforce parking laws on Mamaroneck Avenue in the downtown to ensure that shoppers may access the most convenient spaces.	✓	
Encourage private property owners to provide appropriate screening and buffering for all parking areas and other unsightly auto-related uses	✓	
Encourage private property owners to upgrade open parking lots and auto-related uses.	✓	
<b>Pedestrian Improvements and Safety/Urban Design</b>		
Enforce signage controls for private establishments and new standards for public signage, with the intent being to eliminate excess signage and improve aesthetics.	✓	

Local Laws and Regulations	Village	Inter-Governmental
----------------------------	---------	--------------------

<b>Stormwater and Drainage</b>		
Adopt Changes to the Village Code to encourage and/or require provision of permeable surfaces and limit the amount of impermeable surfaces in all residential, commercial and industrial zoning districts.	✓	
Work with neighboring municipalities to form a Regional Stormwater Management District to address: flooding, fish kills, declining sea life, nitrogen loading, illegal hookups from households and beach closings.	✓	✓
Continue to implement the recommendations of the County’s special Watershed Advisory Committee report dealing with controlling polluted stormwater for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor (see Tables 6-1 through 6-5).	✓	
Improve and expand outreach efforts to educate residents as regards measures for implementing green storm water infrastructure such as rain gardens and permeable pavers.	✓	
Ensure shoreline, including beaches, salt marshes and tidal wetland areas receive necessary investments and maintenance to ensure they remain clean and healthy. This includes regularly assessing whether the gunderboom in the Harbor needs replacement and providing regular maintenance.	✓	

<b>Sustainable Design/Green Building Practices</b>		
Amend Code to Include Requirements and Incentives for Green Buildings:		
<ul style="list-style-type: none"> <li>▪ Generally seek ways for the Village to reduce its carbon footprint</li> </ul>	✓	
<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	✓	
<ul style="list-style-type: none"> <li>▪ Explore requiring “green building” or LEED-type compliance for larger projects. This might include a requirement for all buildings exceeding a certain square footage.</li> </ul>	✓	
<ul style="list-style-type: none"> <li>▪ Adopt policy for all new Village buildings to be “green” buildings, incorporating LEED-type techniques.</li> </ul>	✓	
<ul style="list-style-type: none"> <li>▪ Pass EnergyStar legislation to facilitate green building residential projects. One approach is to require residential developments to comply with EnergyStar guidelines.</li> </ul>	✓	

Local Laws and Regulations	Village	Inter-Governmental
----------------------------	---------	--------------------

Zoning Changes		
Amend the zoning code to introduce a shared parking credit within the C-2 district to allow complementary uses to share parking facilities and reduce the amount of on-site parking needed for new, mixed-use developments.	✓	
Eliminate C-2 zoning currently mapped on residential properties on the west side of Mount Pleasant Avenue between Palmer Avenue and Stanley Avenue. Rezone to C-1 to reflect existing built conditions and neighboring R-5 and R-2F single and two-family residential districts.	✓	
Rezone the Bilotta property located at 564 Mamaroneck Avenue from M-1 zoning to C-1.	✓	
Consider rezoning the Hampshire Country Club property from R-20 to a recreation/open space designation to be consistent with the existing use. Rezone the Shore Acres Club property from R-20 to MR to reflect the current use.	✓	
Amend the Village zoning code to include shared parking provisions for complementary uses within the Village’s C-2 zone.	✓	
Rezone Village parkland currently zoned for residential use to the PB Public District.	✓	
Maintain the boundaries between commercial districts and adjacent residential neighborhoods through appropriate zoning and set back requirements.	✓	
Amend C-2 to require retail on ground floor for retail continuity apartments over stores.	✓	
The existing infill housing provisions of Section 342-50 allow for a maximum building height of 50 feet on Boston Post Road and Mamaroneck Avenue. Possible adjustments to the provisions could include reducing this height limit to 45 feet on Mamaroneck Avenue and to 40 feet or lower on the Boston Post Road, where there are viewsheds to the harbor from adjacent residential areas.	✓	
Explore rezoning the C-1 area currently mapped on North Barry Avenue north of the railroad tracks to a zone that prohibits commercial uses, to remove future conflicts between new commercial uses and the surrounding residential neighborhoods.	✓	
Review the possibility of rezoning the C-1/2F zone on the north side of Mamaroneck Avenue at Nostrand Avenue to a pure C-1 to allow for different uses and preclude future commercial conflict.	✓	

<b>Village Capital Investment Plan</b>	<b>Village</b>	<b>Inter-Governmental</b>
--	----------------	---------------------------

✓ *Priority Recommendation*

<b>Flood Mitigation and Open Space</b>		
Develop strategies to acquire private lands adjacent to the Sheldrake River as part of the Village’s open space network and for flood mitigation. See Chapter 6 for more detail on current plans to address flooding.	✓	

<b>Parking &amp; Traffic</b>		
Expand and create new public parking facilities on Mount Pleasant Avenue and Philips Park Road. Explore other opportunities for increasing parking capacity (see Chapter 9: Traffic and Transportation).	✓	
In consultation with the Police Department, Planning Board, Traffic Commission and the Department of Public Works, consider adding speed humps, neck downs or similar traffic calming devices on a case-by-case basis in selected areas. For example at the intersection of South Barry Avenue and Parkway.	✓	

<b>Pedestrian Improvements and Safety/Urban Design</b>		
Implement the streetscape improvements recommended in the 2004 study to Waverly Avenue. This includes sidewalk widening, elimination of multiple curb cuts, the addition of street trees and street lighting.	✓	
Extend the streetscape improvements implemented on Mamaroneck Avenue within the downtown core, north of the train station. (Completed)	✓	
Upgrade and connect sidewalks along all major commercial thoroughfares starting with the Boston Post Road and Mamaroneck Avenue north of the train station. Implement a Village-wide policy to eliminate asphalt sidewalks and replace them with pervious paving materials (see environmental recommendations contained in Chapter 6). Where possible, new sidewalks should be set back six to eight feet from the curb line, separated by a landscaped buffer of grass or ground cover.	✓	
Improve several key intersections in the downtown area to ease pedestrian access, improve safety and visual appearance. These include the intersection of Mount Pleasant, Mamaroneck and Halstead avenues where pedestrians coming from the new Sweetwater development on Stanley Avenue and local residents will walk to reach the train and shop downtown; and the intersection of Mamaroneck Avenue and the Boston Post Road where improvements may allow easier passage of pedestrians from the CBD to the waterfront.	✓	

<b>Village Capital Investment Plan</b>	<b>Village</b>	<b>Inter-Governmental</b>
--	----------------	---------------------------

<b>Pedestrian Improvements and Safety/Urban Design (cont.)</b>		
Work with the County and State on improvements to Boston Post Road (Route 1) to accommodate bicycle and pedestrian travel, as envisioned in the Mid-Hudson South Bicycle and Pedestrian Master Plan.	✓	✓
Work with the MTA to develop secured and covered bicycle storage facilities at the train station.	✓	

<b>Stormwater and Drainage</b>		
Repair or replace existing pump-out stations in Mamaroneck Harbor as needed, and provide for their regular maintenance.	✓	
Address pollution in Long Island Sound through upgrades to Village sewers, storm drains and elimination of any remaining septic fields within the Village.	✓	
<u>Green Stormwater Infrastructure:</u> Including green roofs, rain gardens and permeable pavers. <ul style="list-style-type: none"> <li>▪ Implement alternative green storm water infrastructure on all Village projects including green roofs, rain gardens and permeable pavers.</li> <li>▪ Upgrade the Village’s right-of-way to reduce impervious surfaces. This could potentially involve expanding the tree ordinance to include permeable surfaces and planting requirements. Areas for upgrade include Village parking lots and sidewalks.</li> </ul>	✓  ✓	

Further Study	Village	Inter-Governmental
---------------	---------	--------------------

✓ *Priority Recommendation*

Economic Development		
----------------------	--	--

Conduct a market analysis to determine the types of businesses that could be supported in the Village’s industrial and commercial areas. Including national and regional franchises.	✓	
Explore establishing an appropriate entity to undertake redevelopment initiatives in the downtown area.	✓	

Flooding Watercourses and Wetlands		
------------------------------------	--	--

Continue efforts to achieve compliance with the National Flood Insurance Program’s Community Rating System.	✓	
Explore the potential and feasibility for a Village-wide system of riverwalks to improve access and public visibility of the Village’s waterways.	✓	

Municipal Services and Cultural Facilities		
--	--	--

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

Neighborhoods and Housing		
---------------------------	--	--

Determine how the Village’s local landmark law can be refined and improved to ensure protection for the historic buildings.	✓	
Review the role of the Town’s PHA as regards affordable housing advocacy and coordination with local housing groups such as the Washingtonville Housing Alliance (WHA).	✓	

Open Space and Recreation		
---------------------------	--	--

Prepare an open space master plan for the remainder of the Village excluding Harbor Island Park. Plan would provide: <ul style="list-style-type: none"> <li>▪ An assessment of existing parks,</li> <li>▪ A list of potential acquisitions of land in the industrial area abutting the Sheldrake River for both public access and potential flood mitigation.</li> <li>▪ Opportunities to increase access and the public visibility of the Village’s waterways.</li> </ul>	✓	
Explore options for increasing the supply of public open space and upgrades to existing open space.	✓	

Further Study	Village	Inter-Governmental
---------------	---------	--------------------

Open Space and Recreation (cont)		
Study feasibility of amending the Village code to require public access for projects located on Village waterways, including properties located on the Mamaroneck and Sheldrake Rivers. The goal is to provide continuous waterway access throughout the Village.	✓	
Seek ways of improving pedestrian and open space linkages with the Village and to neighboring communities including the Town of Mamaroneck, City of Rye and Town of Harrison.	✓	✓

Parking & Traffic		
Seek ways to improve utilization of existing public parking facilities including improved wayfinding and intelligent parking systems.	✓	
Analyze Industrial Area for potential public parking sites for acquisition that would address parking shortages.	✓	
Explore other opportunities for increasing parking capacity in the Commercial Districts.	✓	
Review the industrial area in terms of physical constraints to truck access. Opportunities to improve street configurations and alter parking controls may provide better access for commercial truck traffic, especially on Waverly Avenue.	✓	
Develop an intelligent parking program for the downtown core. This would include upgrades to existing public parking lots and construction of new parking facilities using funds from the fee in lieu of parking as provided for by Section 342-61. B. of the Village Code.	✓	
Upon completion of renovations to the Emelin Theatre and the library, evaluate whether these institutions need increased parking capacity at the Hunter parking facility, possibly accomplished by redeveloping the structure and adding another deck.	✓	
Develop priorities for disbursement of the monies in the parking fund generated by in-lieu-of-parking payments and amend court legislation if necessary.	✓	
If an assessment of parking utilization determines the need, implement conceptual plans for a 28 <sup>+</sup> -space surface parking lot on Mt. Pleasant Avenue and a 200-space facility on Phillips Park Road.	✓	

Further Study	Village	Inter-Governmental
---------------	---------	--------------------

<b>Pedestrian Improvements and Safety/Urban Design</b>		
<p>Prepare a <u>Transportation and Pedestrian Improvement Plan</u> with focused on improving the design of Village’s major intersections to allow safer passage for pedestrians and to provide a more attractive streetscape.</p> <p>Key intersection requiring improvements include:</p> <ul style="list-style-type: none"> <li>▪ Mt. Pleasant, Bishop, Halstead and Mamaroneck Avenues</li> <li>▪ Mamaroneck Avenue and the Boston Post Road</li> </ul> <p>The plan will address a number of issues including:</p> <ul style="list-style-type: none"> <li>▪ Assessing the connectivity of sidewalks within a half-mile radius of schools and the train station; and</li> <li>▪ Studying the viability of adding designated bicycle lanes and/or shared bicycle/automobile lanes along Village-maintained roadways. At a minimum, focus improvements on the arterial roads, particularly those that provide access to the train station.</li> </ul>	✓	
<p>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:</p> <ul style="list-style-type: none"> <li>▪ Mt. Pleasant, Halstead and Mamaroneck Avenues</li> <li>▪ Mamaroneck Avenue and the Boston Post Road</li> </ul>	✓	
<p>Develop an access management program that reduces the number of driveways and curb cuts along the Boston Post Road and Mamaroneck Avenue north of the train station by encouraging connections between adjacent properties or shifting driveways to side streets.</p>	✓	

<b>Stormwater &amp; Drainage</b>		
<p>Map existing storm drains, ideally using Geographic Information Systems (GIS) to form a baseline from which a comprehensive policy for upgrades and additions can be developed. Different areas of the Village can then be prioritized for storm drain addition or upgrade based on a pre-determined set of criteria.</p>	✓	
<p>Map portions of the Village that are not sewered (again using GIS where appropriate) and target these areas as part of the Village’s on-going efforts to control pollution.</p>	✓	
<p>Continue to identify the impacts of the County’s sewage treatment facility on pollution in the Village’s Harbor. This includes establishing what percentage of overall pollution is created by overflows from the County facility. The Sewage Treatment Plant is currently being upgraded to tertiary treatment, which is anticipated to be complete by 2012.</p>	✓	✓

Further Study	Village	Inter-Governmental
<b>Utilities</b>		
Promote the industrial area for continued growth in new hi-tech businesses. This includes working with service providers to upgrade utilities such as power supply and cable services necessary for hi-tech businesses to flourish.	✓	
Work with Con Ed and Verizon to improve utilities and power services to the entire Industrial Area.	✓	
<b>Zoning Changes</b>		
Review the suitability of rezoning a portion of Hoyt Avenue to residential use. This includes a number of commercial lots that were vacated after the spring 2007 floods. Hoyt Avenue has close proximity to the train station and the Village’s downtown, similar to other recent high-density residential developments, including the Sweetwater apartment building on Bishop Avenue	✓	
Explore the potential to rezone sections of Mamaroneck Avenue in the vicinity of the train station to C-2, to allow higher density mixed use development. This is consistent with the Master Plan’s recommendations to increase the downtown residential population, increasing local buying power and supporting new local businesses and improved retail.	✓	
Review possibility of a scenic overlay zone on Post Road, from Mamaroneck Avenue to Rockland Avenue, to further limit the height of new residential development in order to preserve views and the existing scenic character.	✓	



## Appendix: Workshop Summaries

- November 11, 2006, Town of Mamaroneck Senior Center
- February 10, 2007, Town of Mamaroneck Senior Center

UPDATE TO COMPREHENSIVE PLAN  
VILLAGE OF MAMARONECK  
SUMMARY OF PUBLIC WORKSHOP  
NOVEMBER 11, 2006



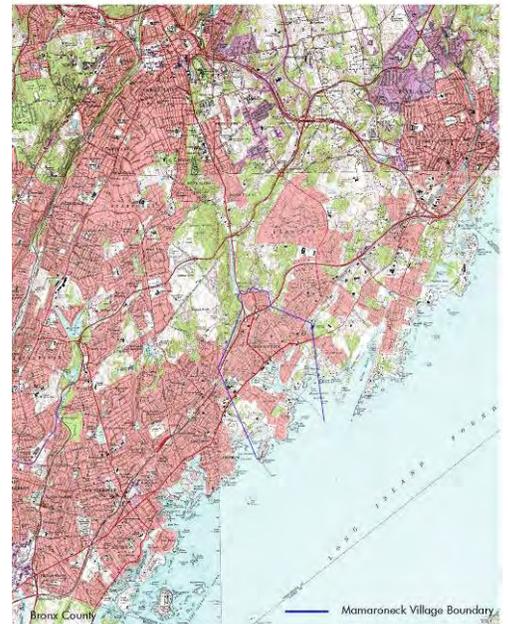
## 1. INTRODUCTION

The purpose of this Comprehensive Plan is to guide policy and land use decisions in the Village of Mamaroneck over the next ten to twenty years. It will provide an overview of Mamaroneck as it exists today, describe the Village's vision for its future, and provide a roadmap for achieving that vision. The Comprehensive Plan is a document that is prepared by the Village Board of Trustees with input from a variety of stakeholders, including residents and business owners, local organizations, and county and state governmental agencies. The Trustees have retained BFJ Planning to assist them in updating Mamaroneck's Comprehensive Plan.

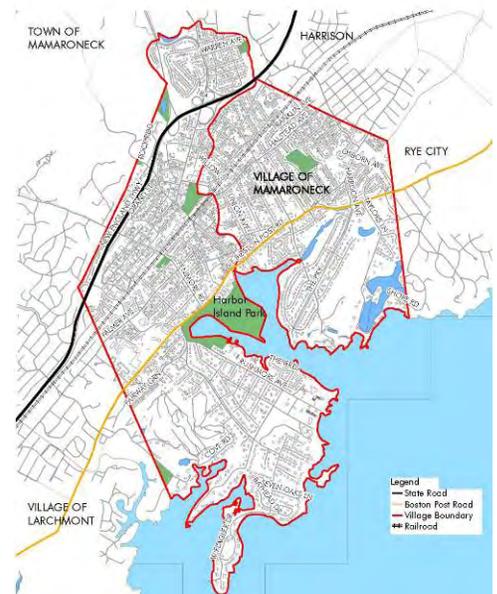
Topics that will be covered in the Plan include population, land use and zoning, economic development, housing, open space, environment and transportation.

One of the Village's primary objectives during the planning process is to foster an inclusive public process to ensure that the Plan that is developed is one that is supported by the Village's boards, commissions, and citizens. The Board of Trustees will solicit input from all stakeholders, including residents and business owners, local organizations, and county and state governmental agencies as part of the planning process. The Village encourages all of its residents to get involved in the development of the plan. Two public workshops are included as part of the plan process. The first workshop took place in November and the second is scheduled to take place in early 2007.

This summary report highlights the results of the first workshop, attended by approximately 55 Village residents, business representatives and officials.



Regional setting of Mamaroneck



Transportation system in Mamaroneck

## 2. WORKSHOP FORMAT

### 1) Introduction and Welcome

Mayor Philip Trifiletti

Trustees: William J. Paonessa Deputy Mayor  
Thomas A. Murphy  
Toni Pergola-Ryan  
John Hofstetter

BFJ Planning: Frank Fish, FAICP, Principal  
Tom Yardley, AICP, Associate  
Caitriona Reilly, Planner



Village Manager Leonard M. Verrastro

2025 Committee – Bob Galvin, Chair

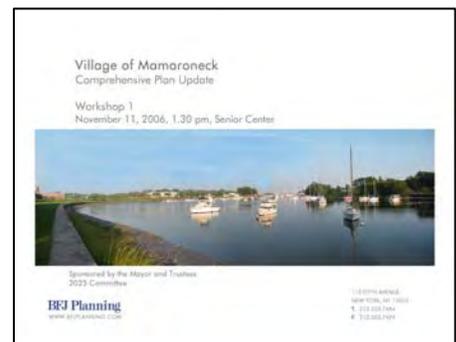
### 2) Presentation

### 3) Coffee Break

### 4) Roundtable Discussions

### 5) Roundtable Summary Session

### 6) Closing Remarks



### 3. PRESENTATION BY BFJ PLANNING

A PowerPoint presentation by Frank Fish and Tom Yardley of BFJ Planning covered the following topics:

#### 1. What is a Comprehensive Plan?

This outlined the legal basis for comprehensive plans in New York State and explained the concept of a vision statement.

#### 2. Why do a Comprehensive Plan?

- Identify community resources, long range community needs, and commonly held goals
- Develop community consensus on a vision for the future
- Develop a blueprint for future governmental actions
- Support Zoning Code Amendments and Capital Budget

#### 3. Project Schedule

The Comprehensive Plan Update will be developed within a 7 month timeframe and is organized into 3 phases of work:

- Village Vision (Sept - Nov)
- Plan Update (Sept - Nov)
- Final Draft preparation (Dec - March)

#### 4. Mamaroneck Today

This provided a brief overview of the current context in Mamaroneck. It outlined Mamaroneck's regional setting, zoning, current demographic characteristics, and the development proposals in the pipeline.



#### 4. ROUNDTABLE DISCUSSIONS

Six roundtable discussion groups were created.

The groups were asked to respond to the following questions/issues:

#### QUESTIONS FOR ROUNDTABLE DISCUSSIONS

1. Please rate the Plan's Draft Goals on the attached sheets in terms of importance (1 is important, 2 is less important, 3 is of no concern).
2. How would you describe the quality of life in Mamaroneck?
3. What makes you proud of Mamaroneck? Is there a place, a building, a feature, or an event that symbolizes Mamaroneck for you? Name, location, description, why do you go there, how often do you go there? What positive things have you seen in other villages that you think could be applied to Mamaroneck?
4. What three goals would you most like to see come true for Mamaroneck?



## 5. RESPONSES

A complete list of the responses to the questions by the participants is provided below. Question 1 was for each participant to complete individually, and Questions 2, 3, and 4 were to be answered through the roundtable discussions.

### Question 1

A total of 39 responses were received to Question 1, which requested that attendees rate the Plan's Draft Goals in terms of importance (1 is important, 2 is less important, 3 is of no concern).

The conservation goal received the highest number of 'important' ratings, with a total of 37. Preserving the quality of life and diversity of the Village received the second highest number of 'important' ratings, with a total of 36. The land use goal of providing opportunities for new development received the least number of 'important' ratings.

### 1. Village Growth and Land Use

Goal	1	2	3
• Preserve the quality of life and the diversity of the Village's character and community.	36	3	0
• Preserve the existing small-town character of the Village.	33	3	1
• Provide for opportunities for new development.	2	19	6
• Re-examine and update the existing zoning ordinance.	24	7	3
• Require that all developments comply strictly with site plan review and environmental regulations.	35	4	0
• Focus development activities on underutilized sites and areas within the Village, particularly underutilized existing structures.	20	16	1
• Encourage mixed-use, particularly residential uses within retail commercial districts.	10	17	5
• Maintain Mamaroneck's low-density residential character.	31	6	1

### 2. Environmental Protection/Long Island Sound

Goal	1	2	3
• Encourage conservation and strict development regulations on the waterfront, floodplains, wetlands, and steep slopes.	37	1	1
• Work with other Long Island Sound communities to ensure the protection of water quality in Long Island Sound.	34	4	0

### 3. Housing

Goal	1	2	3
• Provide a variety of housing options for households with different needs and incomes.	23	13	3
• Continue to support options to preserve and provide affordable housing in the Village.	20	16	3
• Attempt to meet increasing housing needs and demands but limit high-density developments.	25	8	6

#### 4. Historic Preservation

Goal	1	2	3
<ul style="list-style-type: none"> <li>Preserve and maintain the valuable historic, cultural, architectural and archaeological heritage of the Village.</li> </ul>	33	3	2
<ul style="list-style-type: none"> <li>Encourage the designation of Landmark buildings and historic districts by the Village or by individual property owners.</li> </ul>	24	9	5
<ul style="list-style-type: none"> <li>Encourage maintenance and rehabilitation of historically and/or architecturally significant buildings.</li> </ul>	28	6	4

#### 5. Commercial Activities

Goal	1	2	3
<ul style="list-style-type: none"> <li>Identify centers for shopping and consolidate activities within these areas in order to reinforce local business and enhance community identity and design.</li> </ul>	25	11	0
<ul style="list-style-type: none"> <li>Preserve the primary role of the Village Center as the major retail shopping area of the Village.</li> </ul>	28	9	0
<ul style="list-style-type: none"> <li>Establish urban design guidelines and streetscape standards for the highway commercial areas of the Village, similar to Mamaroneck Avenue.</li> </ul>	22	11	0
<ul style="list-style-type: none"> <li>Provide additional short-term parking for shoppers and visitors in the vicinity of Mamaroneck Avenue.</li> </ul>	16	13	5
<ul style="list-style-type: none"> <li>Exercise care in extension of commercial activities, particularly with regard to adjacent residential areas.</li> </ul>	25	9	2

#### 6. Industrial and Office Uses

Goal	1	2	3
<ul style="list-style-type: none"> <li>Encourage industrial and office uses within the appropriate established zones and where negative environmental and community design impacts can be minimized.</li> </ul>	23	12	0
<ul style="list-style-type: none"> <li>Encourage those commercial and industrial establishments which are compatible with existing Village uses and with Village development goals.</li> </ul>	23	9	1

#### 7. Open Space and Recreation

Goal	1	2	3
<ul style="list-style-type: none"> <li>Increase and upgrade publicly-owned open space and recreation for active and passive recreation.</li> </ul>	29	7	0
<ul style="list-style-type: none"> <li>Increase public access to the waterfront wherever possible.</li> </ul>	27	7	1

#### 8. Cultural

Goal	1	2	3
<ul style="list-style-type: none"> <li>Ensure that the significant role that Mamaroneck Library and Emelin Theater play in the community is recognized and enhanced.</li> </ul>	23	10	2
<ul style="list-style-type: none"> <li>Examine methods of expanding and supporting volunteer efforts and organizations in the Village.</li> </ul>	16	18	1

## 2. How would you describe the quality of life in Mamaroneck?

- Diverse village – mixed use community with variety of housing, jobs, retail, and commercial
- Easy access – can walk everywhere
- Friendly neighborhoods
- Great, but has deteriorated – traffic, noise, Route 95, air traffic
- Overall good
- Good shopping
- Disappointment with downtown
- Neighborhoods are segregated
- Train station is negative – should be used for something else
- Great schools
- Village services could be better
- Some environmental concerns – esp. Taylors Lane dump
- Development concerns – zoning laws are leading to high density building
- Quaint, charming, nautical
- Green environment
- Beautiful locality
- Mamaroneck Avenue is unattractive – lights, overcrowding, parking



## 3. What makes you proud of Mamaroneck? Is there a place, a building, a feature, or an event that symbolizes Mamaroneck for you? Name, location, description, why do you go there, how often do you go there? What positive things have you seen in other villages that you think could be applied to Mamaroneck?

- Moviehouse
- Long Island Sound
- Harbor, water, boats and Harbor Island Park
- Emelin/Library
- Firemans Parade
- Small-town feel
- Schools
- Mamaroneck Avenue
- Train station building
- Recreation programs
- Historic Village Fair
- James F. Cooper landmark
- Heathcote Hill

### Ideas from other Villages:

- Quality retail chains
- Mt. Kisco has a mix of shops
- Rye has too many banks
- Port Chester restaurant row
- Greenways, access through downtown in New Rochelle



#### 4. What three goals would you most like to see come true for Mamaroneck?

- Provide affordable – ‘workforce’ – housing at appropriate densities
- Retain small businesses – support Mom and Pop stores
- Develop ignored areas
- Review Comprehensive Plan every 5 years
- Improve gateway areas
- Better architectural review of the business area
- Increase landscaping in all areas
- Promote local shopping
- Better integrate demographic changes into fabric of the community
- Maintain excellent schools and public services
- Reassess existing zoning – examine height/FAR limit for new development
- Enforce building and zoning codes, and code for trash removal
- Enhance Harbor Island Park vistas and reduce barriers to visibility – overlay zone
- Become more pedestrian-friendly
- Build community bridges to make the most of our diversity – Boston Post Road and I-95 are barriers
- Preserve quality of life and diversity of character and community
- Make better use of commercial and industrial areas to increase tax base but exercise care in relation to adjacent residential areas
- Increase public access to waterfront and preserve beach clubs and marinas
- Higher quality retail chains might improve the downtown
- Improve safety and security
- Improve environment
- Include parameters for new construction re. storm water and environmental clean-up
- Protect open spaces
- Keep taxes low
- Promote better retail on Mamaroneck Avenue
- Integrate services with the Town of Mamaroneck
- Incorporate maritime theme in village – signage in CBD
- Sustainability
- Develop more places for people to meet and nurture community spirit
- Art and artists should be more visible
- Restaurant at harbor
- Support desirable small businesses e.g. bookstore
- Provide dog-run
- Provide bike path and bike racks

**Other Issues:** Open space is limited  
No bike lanes  
Not enough trees  
Land use review process must be fair and consistent  
Livable city concept  
Housing has been squeezed into small lots

## 6. ROUNDTABLE SUMMARIES

The comments from the roundtable discussions were compiled and are summarized below. They have been grouped together under 8 headings as follows:

### 1. Village Growth and Land Use

- Development concerns – zoning laws are leading to high density building
- Develop ignored areas
- Review Comprehensive Plan every 5 years
- Improve gateway areas
- Reassess existing zoning – examine height/FAR limit for new development
- Enforce building and zoning codes, and code for trash removal
- Preserve quality of life and diversity of character and community
- Incorporate maritime theme in village – signage in CBD

### 2. Environmental Protection/Long Island Sound

- Some environmental concerns – esp. Taylors Lane dump
- Increase landscaping in all areas
- Enhance Harbor Island Park vistas and reduce barriers to visibility – overlay zone
- Include parameters for new construction re. storm water and environmental clean-up

### 3. Housing

- Provide affordable – ‘workforce’ – housing at appropriate densities

### 4. Historic Preservation

- Better architectural review of the business area



## 5. Commercial Activities

- Mamaroneck Avenue is unattractive – lights, overcrowding, parking
- Retain small businesses – support Mom and Pop stores
- Promote local shopping
- Become more pedestrian-friendly
- Higher quality retail chains might improve the downtown
- Promote better retail on Mamaroneck Avenue
- Restaurant at harbor



## 6. Industrial and Office Uses

- Make better use of commercial and industrial areas to increase tax base but exercise care in relation to adjacent residential areas
- Keep taxes low



## 7. Open Space and Recreation

- Increase public access to waterfront and preserve beach clubs and marinas
- Protect open spaces
- Provide dog-run
- Provide bike path and bike racks
- Open space is limited
- Not enough trees



## 8. Cultural

- Maintain excellent schools and public services
- Integrate services with the Town of Mamaroneck
- Develop more places for people to meet and nurture community spirit
- Art and artists should be more visible



UPDATE TO COMPREHENSIVE PLAN  
VILLAGE OF MAMARONECK  
SUMMARY OF PUBLIC WORKSHOP 2  
FEBRUARY 10, 2007



## 1. INTRODUCTION

This report provides a brief summary of the second of two workshops held at the senior center in the Town of Mamaroneck on the Comprehensive Plan Update. The meeting began at 10 am and was attended by representatives from the Mayor's 2025 Committee, Village Trustees, members of the public and the Village's planning consultants.

The overall purpose of the Comprehensive Plan update is to guide policy and land use decisions in the Village of Mamaroneck over the next ten to twenty years. At this point, a number of documents have been prepared already including an overview of Mamaroneck as it exists today, updated population, land use and zoning, a vision statement, goals and objectives and draft land use recommendations. Topics to be addressed in the plan include open space and recreation, the environment, economic development, housing and transportation.

One of the Village's primary objectives during the update is to foster an inclusive public process to ensure that the plan is supported by the Village's boards, commissions and citizens. The Board of Trustees has solicited input from a variety of stakeholders, including residents and business owners, local organizations, and county and state governmental agencies as part of the planning process. The Village encourages all of its residents to get involved in the development of the plan.

To date, two public workshops have been held as part of the plan process. The first workshop took place in November 2006 and the second, the subject of this report took place on February 10, 2007. The first workshop focused on issues and opportunities. The second workshop focused on recommendations for the Trustees to consider and possible next steps. Both reports are summarized and will be included as an appendix to the plan.



Images from Workshop 2, Feb 10, 2007



#### 4. OPEN DISCUSSION

After the presentation, three questions were distributed to provoke discussion. Both written and verbal responses are summarized below.

#### QUESTIONS FOR ROUNDTABLE DISCUSSIONS

1. Do you have additional recommendations/comments as regards the land use and zoning recommendations?

- The land use recommendations essentially focus on a reduction in residential FARs. Are other measures and other techniques needed to control house sizes?
- Other recommendations should be included. For example, do we want infill housing on the Post Road and in the C-1 zone?
- Is the C-1 zone (on the Post Road and Mamaroneck Avenue) the best location for future commercial growth?
- Off-street parking provisions for multi-family developments are inadequate and need to be studied. More understanding is needed of changing patterns of car ownership. If more parking is required this will aid as a cap on development.
- Sustainable design guidelines and green buildings need to be incorporated into the code.
- Measures to include more pervious surfaces need to be included in the code. Phase 2 standards should be formalized and recognized in the code.
- The issue of amending the code to allow accessory housing needs to be discussed.
- The Village needs to formally adopt a recreation fee for new units.
- Amend the R-20 zoning for the Village's parks to reflect their status as open space and recreation. This includes wetland areas of the Village such as Guion Creek and Otter Creek.
- The Committee and Trustees must focus on and address the issue of growth.
- The Trustees should review the Plan recommendation every five years.

2. Which chapters of the Master Plan should the 2025 Committee focus on next?

- The environment.
- The industrial zone warrants further study; is it too large?
- Open space and recreation.
- Housing and historic preservation should be bottom on the list of priorities.
- How important is growth to the Village.
- What type of growth does the Village want to encourage?
- How can the Village encourage/maintain development of diverse and affordable housing types?
- What can be done to encourage development of downtown core/commercial areas?

3. Please list any items you feel were not covered in today's workshop.

- Philosophically what do we want the Village to be? At this time the issue is Mc Mansions and density.
- Fundamental planning questions need to be posed and answered.
- There is a lack of retail choice and quality in the downtown and this needs to be addressed. It was also acknowledged that some of the best techniques for addressing this include the establishment of a Business Improvement District (BID) or an economic development corporation.
- Accessory housing is an issue – was this addressed in previous plans?
- Off-street parking.
- Should the Village be in the business of purchasing land to preserve as open space?
- The Village tree ordinance should be reviewed.
- Where are the remaining development sites within the Village? This information will assist in any rezoning efforts.
- Senior housing and affordable housing.

