

**COMMENTS & RESPONSES on the Fourth Draft of the Village of Mamaroneck 2023 Comprehensive Plan (dated March 1, 2023)**

This table organizes all of the comments received to date on the Fourth Draft of the Village of Mamaroneck 2023 Comprehensive Plan (dated March 1, 2023). The “Response/Outcome” column includes the consultant’s (H&H’s) response to those comments and identifies any changes that will be made to the document and reflected in the subsequent version.

#	NAME	COMMENT ON FOURTH DRAFT	RESPONSE AND/OR OUTCOME
1	Doreen Roney	<p>In reviewing the updated comp plan draft I noticed that there is a village parkland totally missing. A parcel of land containing some freshwater wetlands adjacent to I-95 between Fenimore Rd and Highview street was dedicated to the village long ago by Westchester County to be used as parklands. A stated goal in section 9 reports -encourage conservation and strict development regulations on the waterfront floodplains and wetlands. Unfortunately stated recommendations do not totally align with stated goals- conservation and strict development regulations.</p> <p>Recommendations identify best management practices, hazard mitigation, and exploring new approaches to advance our CRS rating and receive larger discounts under NFIP. In my opinion a measure to meet these stated goals and develop recommendations for section 9 (especially RESILIENCE) there would be benefit achieved from a review of both current village practices for floodplain development permit review and our code against NYS code and this recent NYSDOS publication (in attached pdf or link below) for potential updates. In addition, this regulatory review a screenshot provided shows FEMA’s points awarded for activities which indicates highest point values awarded for flood protection, open space preservation and higher regulatory standards.</p> <p>While reviewing the latest draft (comments due by March 28th) aligned with resident’s survey information flooding is concern #1. However in the draft there is a one liner about flood mitigation -dredging and a few others. For those who own flood prone properties / flood insurance premium discounts are tied to the community rating system. Some of these are land use based activities that carry high point values that could reduce property owners (and the village’s) flood insurance premiums. As an example in the link provided have a look at pages 2 and 3- on open space preservation and higher regulatory standards those award over 2000 points each. If these are incorporated into land use planning the benefit realized is insurance</p>	<p><i>The parcel has been identified and will be marked as park/rec land on the map in Figure 185.</i></p> <p><i>Chapter 5 will include a recommendation on strengthening floodplain regulations, which will include reviewing the CRS Coordinator Manual 2021 Addendum, which updates the list of prerequisites and activities.</i></p>

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		<p>premium reductions for flood insurance both for village owned properties and property owners in the floodplains. <a href="https://crsresources.org/files/2017-manual/list_of_2017_crs_manual_changes.pdf">https://crsresources.org/files/2017-manual/list_of_2017_crs_manual_changes.pdf</a></p>	
2	Patti Trifiletti	<p>Examine building code to include better water management and retention on new development. Of course, if we can do something to help with current properties, even better.</p> <p>Get the bicycles off of the sidewalks, especially electric ones including e-scooters. They are not obeying laws and are dangerous to pedestrians. Allowing them to ride on the sidewalks especially in the downtown area should be stopped.</p> <p>Spread affordable housing in all parts of the village, not just Washingtonville which is a flood zone and already overcrowded.</p> <p>Enforcement of existing laws, especially overcrowded properties with slumlords renting out many more units than they are zoned for, including the renting of rooms, i.e. boarding houses. I'm pretty sure there are 5 apartments being rented out in the house next to me zoned for 1-2 family housing. How many times does this have to be reported? There are no less than 10 vehicles parking there. There are people coming and going all day and all night. Someone is running a quasi-day care out of the dwelling. They are using the I-95 property behind their house as a dumping ground for just about anything you can think of. When do we take care of all of this nonsense?</p> <p>Parking laws: constantly having vehicles at fire hydrant no parking zones is not enforced – watch the corner of Old White Plains Road and Center Street every single day.</p> <p>Residential parking should be permitted throughout the village, not just certain areas and like everything else – ENFORCEMENT is necessary. You have permit based parking in certain areas and not all, that just makes non-permitters to go to the next area and take that neighborhood's parking (like mine). We have people parking their vehicles in an already dense parking area and being picked up by their employers or co-workers to go to their jobsites. We are already</p>	<p><i>Stormwater management regulations would address this. A recommendation will be added to review and update these regulations.</i></p> <p><i>There are currently no bicycle lanes or other types of facilities in the Village. However, recommendation 6-3 aims to change that and reduce the need for people to ride on sidewalks. The Village also needs to consider policies for e-bikes and e-scooters.</i></p>

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		<p>competing with teachers, parents, landscapers that seem to flood into Mamaroneck every day, and now out of area workers!</p> <p>TOD building is overcrowding our schools, and roads. And it is mostly in a flood zone – good thinking. They don’t just walk to the train...they drive everywhere! Just stop doing it. Same goes with Up-Zoning. We can’t keep adding housing without the infrastructure in place that would be needed. Overcrowding of our streets, parking, and schools and has to stop. Just like the ACE plan to start down river and work up, we need to fix our infrastructure before we add more stress to it.</p> <p>MAKER Zone: M(manufacturing) A(artisanal foods and arts) K(crafts &amp; design businesses) E(environmental buffers) R (recreation) – I know this includes a much needed grocery store (not a small boutique one) and I love the idea, but they have to first figure out how all the traffic will come into and out of the area, and they have to be able to retain water on their properties or it will add to the flooding issues.</p> <p>What are the planned pedestrian improvements to the MAS area?</p> <p>Make sure you include residents from all of the different areas in the Village of Mamaroneck when you resurrect the IAC – the input of the people that live here is vital to a successful Mamaroneck, not just the industrial business owners.</p>	<p><i>The <a href="#">Mamaroneck Avenue School Walking Assessment</a> may have details on this.</i></p> <p><i>A sentence will be added to include participation of neighborhood residents in the Industrial Area Committee (IAC) process.</i></p>
4	Matthew Carmody (Village Traffic Consultant)	<p>I was just browsing the latest Comp Plan because I get automatic emails from the Village. I wanted to point out an error on p. 111: the photo in Figure 124 and citation in the bullet point above both incorrectly refer to North Barry, but that crossing is Fenimore Road. I know because AKRF performed traffic engineering studies that recommended curb extensions and marked crosswalk, our design engineers provided stamped construction drawings and construction support to the Village to implement it, and I got to attend the ribbon cutting! It was a rewarding</p>	<p><i>The error will be corrected.</i></p>

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		<p>project to take from start to finish. The old and new goals look good to me! Congratulations on the milestone and I hope the plan gets finalized and adopted.</p>	
<p><b>5</b></p>	<p><b>Oran Ben-Simon</b></p>	<p>I would like to respectfully request that the Village analyze the appropriate method of incorporating senior housing into our community. There is a severe lack of supply for suitable senior housing throughout the county and it is critical that it be prioritized for our aging generation to be afforded the ability to remain in the area they called home for so many years. Senior housing should ideally have a multitude of care, varying from independent living, assisted living and memory care, in order to accommodate various residents' needs while efficiently aiding their longevity while allowing them to remain local. Senior housing is not feasible on small properties, for congested mid/high rise buildings do not accomplish the open space that is sufficient for an adequate facility which would require meaningful grounds. Smart growth is the very essence of updating comprehensive plans, by utilizing properties in a more efficient manner for the betterment of the community while incorporating green space. I would advise implementing an Overlay Zone or a Special Use permit criteria that could qualify certain properties that would be appropriate for such a use, providing them the opportunity to aid our community's growth and serve an overlooked cohort that is in dire need of an upgrade. While there are not many properties that are sizeable enough in the Village that could qualify for this form of residency, there are several municipal/county owned properties that could be utilized for a Smart Growth use such as transitional senior housing. I would be happy to further discuss with any officials who are interested in incorporating this needed utilization into the new comprehensive plan, for it's lack thereof is counterintuitive to the genuine intentions of updating the plan in itself. Thank you.</p>	<p><i>Chapter 4a includes a recommendation for an affordable housing overlay zone. The content on page 35 will also be expanded to include more historical information on affordable housing, including senior housing.</i></p>
<p><b>6</b></p>	<p><b>Ms. Longo</b></p>	<p>COMMENTS ON FLOOD PROTECTION</p>	<p><i>Chapter 5 includes a recommendation to create a floodplain overlay district that could</i></p>

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		<p>First of all, I would like to commend the Village of Mamaroneck for giving residents the opportunity to comment on the COMPREHENSIVE PLAN and keeping the channels of communication open. Yes, our most urgent priority is FLOOD PROTECTION. One solution - NO MORE APARTMENT BUILDINGS (see following explanation). We have to take some responsibility ourselves for the worsening of our flood situation. In recent years, we allowed many new gigantesque apartment buildings to be constructed in our small Village, with no landscaping whatsoever. No trees, no lawn, no shrubs in the ground. Some apartment buildings were built close to our rivers and even ON THE BANK of the river. And in recent years many trees in the Village have been cut down. OVERDEVELOPMENT AND CUTTING DOWN TREES CAUSE FLOODING. Besides flooding, OVERDEVELOPMENT causes air pollution, noise pollution, and the spreading of contagious diseases. Lower Westchester had one of the highest incidents of COVID. Yes, the U.S. Army Corps of Engineers Project should help to mitigate our flooding. However, we do not know to what extent until the project is completed and until the next hurricane. If we keep allowing more apartment buildings to be built, especially close to the rivers, that might negate any benefit from the Engineers Project. Let us remember what happened during Hurricane Ida.</p> <p>Many residents in the flood zone did not move their cars to the free Village parking lot at higher ground, even though instructed to do so by the Village and their apartment building landlords. Consequently, hundreds of cars were abandoned. Some vehicles even went into the river, which of course made our flooding situation worse. Even days after the hurricane, the Village kept announcing that car owners need to remove their abandoned cars from the streets so the Village can proceed with cleaning. Many residents did not. So the Village had to arrange for towing away the abandoned cars. Who paid for the towing? Who paid for removing vehicles from the river? Did the Village pay (i.e. the taxpayers)? Furthermore, the car fuel from abandoned cars spilled over onto the property of nearby homeowners. One homeowner on Jefferson Street said that, even days after the Hurricane, her lawn smelled of car fuel. And even worse, many Village homes were contaminated by sewage, reverting from the municipal drains. Building more apartment buildings would mean more people taking showers, doing laundry, and</p>	<p><i>place additional restrictions on development in the floodplain.</i></p>

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		<p>flushing toilets. Therefore, there is the probability that even more Village homes are going to be contaminated by sewage during hurricanes. No engineering project can change our topography (hills and valleys) and our low elevation. We need to take more measures to protect our Village from flooding. I AM APPEALING TO STOP THE BUILDING OF ANYMORE APARTMENT COMPLEXES because this would only make our flood situation worse and bring more people in harm's way.</p> <p>COMMENTS ON LAND USE</p> <p>I completely understand that Village Officials have to deal with different groups of people, who have different goals. However, PUBLIC SAFETY and PUBLIC HEALTH must have priority. Whatever we do, we must first pose the question if this could have a negative effect for any residents.</p> <p>HOUSING - In my 1st email of MAR 21st, I explained how more apartment buildings would have a NEGATIVE effect on flooding. The Comprehensive Plan on pages 43-44 explains how rental apartment buildings can have a NEGATIVE fiscal impact because there would be more people needing services. Since I moved to Mamaroneck, hundreds of new apartments have been built (luxury apartments, affordable apartments, and apartments for seniors). Our small Village of Mamaroneck already contributed a great deal to housing. Again, I am appealing NO MORE APARTMENT BUILDINGS because of the negative impact on flooding AND the probable negative fiscal impact AND the negative impact on pollution and traffic. If someone cannot afford an apartment on their own, they could share an apartment with a friend or family member. OR RENT A ROOM in a private house. In fact, in New York City, the New York Foundation for Senior Citizens runs a free Home Sharing Program to help link elderly, adult "hosts", with extra space in their homes or apartments, with appropriate adult "guests" to share their space. Maybe Westchester County can begin a similar program here in Westchester. THERE IS NO NEED TO BUILD AN APARTMENT FOR EACH PERSON.</p> <p>COMMERCIAL USE OF LAND - I applaud the idea for the Village to attempt to attract IT companies. According to the Plan, Chapter 4A. page 43. commercial properties have a POSITIVE fiscal impact on the Village and on school districts. They would also have a POSITIVE impact on</p>	

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		<p>the environment because at night and on weekends, when the commercial buildings are closed, the AC is turned off or the heating is lowered, and, therefore, less pollution. And in a state of emergency due to hurricanes, employers would send their employees home, and, therefore, no person calling 911 and needing to be rescued and no cars remaining in the parking lot, which could potentially go into the river.</p> <p>MORE COMMENTS ON HOUSING</p> <p>HOUSING - I disagree with the statement, page 46 of Chapter 4A, that there is a shortage of rental apartments. Today I googled "apartments for rent in Mamaroneck NY" and there are many realtor websites. On the website apartments.com, there are 164 apartments for rent in the Larchmont, Mamaroneck, Harrison area The price range is from \$1,750 to \$6,300 per month. There is a 2-bedroom in Mamaroneck for \$2,500, which could be shared by two people and, therefore, each would pay \$1,250 per month. On other realtors' websites, there are other apartments not shown on apartments.com. Then some apartment owners, instead of using a realtor, advertise directly themselves on certain websites. The website craigslist.org shows at present 145 available apartments in our area. Other apartment owners simply put a "For Rent" sign in front of their property. Besides apartments for rent, there are apartments to sublet and there are rooms to rent. Once again, THERE IS NO NEED TO BUILD MORE APARTMENT BUILDINGS IN OUR SMALL VILLAGE. Besides having a NEGATIVE impact on flooding, the environment, and on our taxes, these apartment buildings with no landscaping make residents feel "boxed-in". We are not a city. We are a small Village in suburbia. We should have many green lawns and trees and open space. Therefore, I am completely against "Up-Zoning", described on page 75 of Chapter 4B. This would again have a NEGATIVE effect on flooding, on the environment, and maybe on our taxes.</p> <p>I would like to submit some suggestions how our local, county, and state governments can help residents with housing. 1) Cut spending and reduce our income tax rate, which is one of the highest in the country. This way New Yorkers would have more disposable income to use for housing. 2) Cut spending and reduce our property taxes, which are among the highest in the</p>	<p><i>The sentence about a shortage of rental apartments has been deleted. There is a shortage of <u>affordable</u> rental apartments.</i></p>

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		<p>country. This way more people can afford buying a house or condominium instead of renting. 3) Encourage people to save energy. Utilities have increased a great deal. The more we conserve, the less demand, the lower the price. 4) Encourage people to take public transportation. I myself had to renounce owning a car in order to keep my house. So I walk or take public transportation. We are fortunate to have the train and bus routes going through our Village.</p> <p>GOVERNMENT POLICIES and THE ENVIRONMENT</p> <p>Page 15 of the Comprehensive Plan describes the New York State Housing Compact with the goal to build more and more housing. We need to appeal to our County and State legislators that there should be exemptions for communities like the Village of Mamaroneck. We have ALREADY contributed a great deal towards housing. And more apartment buildings would have a NEGATIVE impact on flooding, on pollution, and maybe on our property taxes. In Northern Westchester and in many parts of New York State, there is a great deal of open and undeveloped land. Furthermore, the County and State should encourage people to share apartments. In my previous email, I mentioned that at present there are many available apartments in our area. Many of these apartments can be shared by 2 or more working people. In addition, we should appeal to New York State to help New York City solve their many problems which are causing many New York City residents to leave and move to the suburbs. Our Village and most of Southern Westchester are already overdeveloped.</p>	
7	Ann Goode	<p>First, kudos on the existing plan, it is a thorough and informative document, and shows the hard work that went into it. Nice job. I would like to comment on two areas of the plan that are somewhat vague.</p> <p>First, the improvement of village facilities at Harbor Island Park.</p> <p>Harbor Island is the jewel of our community, and upkeep and improvements are necessary to maintain it, as noted in the plan. But please do not confuse improvements and maintenance with adding permanent structures or additional buildings to the park. Improvements to HI are</p>	<p><i>Chapter 5 recommends creating a new plan for Harbor Island Park. Given sea level rise and storm surges, constructing buildings on the park is not advised. Combining open space, rec, and flood protection, such as Beacon’s Long Dock Park as the textbox example shows on page 105), could be more in line with a potential future concept.</i></p>



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		<p>listed as a priority in the comprehensive plan, and it is a priority with wide community support. But please do not confuse community support for maintaining the beauty and amenities at HI with the misguided and unpopular belief that we need a community center instead of park land. Adding additional structures or additional buildings to the park would be a permanent and expensive mistake that would detract from the park, our natural environment, and our community. And why?</p> <p>Outdoor recreational amenities (like well-maintained tennis and pickle ball courts accessible to residents without the exorbitant monthly fees of Sportime) would be a benefit, but an indoor community center in a waterfront park is a total waste of our valuable public waterfront and would duplicate amenities that already exist in the broader Town of Mamaroneck area. A well-funded and vibrant senior center already exists in the town, as well as the smaller senior building by the Harbor master’s office.</p> <p>Our schools and community religious institutions already offer indoor athletic facilities accessible to the broader community that are frequently used by children and adults, in recreational leagues and pick-up games alike.</p> <p>The Village allowing food trucks to operate at the Harbor during the warmer months, and the opening of the deck by the Recreation office to residents to gather, adequately meets our community’s desire for a waterfront gathering spot. It would be a colossal mistake for the Village to enter the notoriously money-losing enterprise of operating or subsidizing a restaurant/cafe space, in a misguided belief that a waterfront restaurant would be “nice to have.” Our Village is fortunate to have a robust dining scene steps away from the Harbor on Mamaroneck Avenue, and it is not in residents best interests to compete with our existing businesses or clutter our waterfront with buildings for commercial purposes.</p> <p>Finally, between the Library community room, the HI Pavilion, the Hommocks community room, the Women’s Club, and the various VFW and Fire House spaces, there are already more than ample “community rooms” available for private parties at reasonable rents in our community.</p>	<p><i>Additional content will be added to recommendation 8-7 (Explore Indoor Recreation Center) as currently there is no description or guidance after this recommendation.</i></p>

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		<p>If we look to other sound shore communities (new Rochelle, Rye Playland, Stamford, Norwalk), it is instructive that municipal buildings with private food vendors or event space require significant financial support from municipalities to be sustainable and simultaneously do not serve primarily the residents who sacrifice their parkland (and tax dollars) for the enterprises. And this is without mentioning the environmental folly of building permanent waterfront buildings on our coastline in a time of rising sea-levels and increasingly severe storms.</p> <p>Please value the unique and irreplaceable natural beauty of Harbor Island, and make improvements that enhance those qualities, not permanent buildings that detract it.</p> <p>2. Privately owned waste transfer facility in the industrial area.</p> <p>Improvements in the industrial area, increased zoning enforcement, environmental and flooding improvements, improved walkability, and improvements to quality of life issues in the Flats are all noted as community priorities in the Comprehensive Plan. The continued operation of the privately owned waste transfer facility off Fenimore Road directly thwarts these priorities.</p> <p>This facility produces such a disgusting odor throughout the summer months, that residents of the Flats are unable to even open their windows on hot days. The smell literally rains the entire neighborhood.</p> <p>The fly-away trash from the facility litters the riverbed year round, putting literal garbage in our streets and clogging the river - all the more dangerous during potential flood events. It would be almost comical to devote substantial federal, state, county, and local monies and incredibly community effort towards flood control, and then continue to let a non-resident business clog the river with trash and water polluting waste run-off.</p> <p>Tractor trailers hauling garbage into Mamaroneck from other communities, past our homes, businesses, and MAS elementary school, clogging traffic and spewing fumes and debris as they head toward Fenimore Road. The 50+ tractor trailer trips through our community each day -</p>	<p><i>This issue should have been or should be considered in the Maker Zone work (see Chapter 4a, pg. 64), which is being resurrected by the Industrial Area Steering Committee. Recommendation 4a-10 will be updated to include participation of neighborhood residents and to integrate assessment of environmental justice issues in the process.</i></p>

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		<p>along our main roads - make the route dangerous for walkers and bikers, and degrade our air quality.</p> <p>Additionally, it must be a significant deterrent to attracting desirable businesses to the revitalized industrial area, with its odors and route clogging truck traffic.</p> <p>Finally, as an aside and outside my expertise, but I suspect that additional study would show a connection between the on-going activity at the waste transfer station and the increased negative health rates (perceived cancer cluster occurrences, sky-high childhood asthma rates) experienced by residents of the Flats. It seems almost reckless to not examine the health effects on our community.</p> <p>There is no way any present-day municipal government would invite or permit construction of a private waste transfer station adjacent to a river and a dense residential neighborhood. We need to make it a priority to rectify past zoning mistakes to improve present-day quality of life. That one waste facility diminishes our community in so many ways, both for its neighbors and for all residents. And while I try and view all sides of an issue, I have a hard time finding any argument for the Village continuing to permit the operation of such a disruptive and zoning-non-conforming operation, other than inertia and the perceived difficulty of making change. But I believe that our community and its leadership are up to the task.</p> <p>Thank you for all of your hard work and vision toward improving our already lovely Village.</p>	
8	Jordana Brennan	<p>When it comes to pedestrian safety, the intersection of Delancey and Prospect should be evaluated for a stop sign or another intervention to reduce the danger of speeding cars in a high pedestrian area.</p> <p>The use of gas-fired leaf blowers should be banned. If not banned, then severely restricted in terms of weeks of the year and times of day. This is for air quality (i.e. human health) as well as environmental responsibility (the gas-fired engine but also the idea in and of itself of removing leaves - i.e. nutrients from the soil), but it is in large part because of the extreme noise pollution.</p>	<p><i>The Village prohibits the use of leaf blowers from May 15 to Sept 30 as per its Noise regulations at <a href="https://ecode360.com/7711272">https://ecode360.com/7711272</a></i></p>

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		<p>With so many folks working from home, we are aware now of just how unpleasant it is to listen to these machines for such lengths of the day over such large stretches of the year.</p>	
9	Abby Roberts	<p>The one Comp Plan gap I wanted to address was the lack of provisioning for middle-income housing. Mamaroneck has a long, proud working and middle-class history that is now threatened by increasing gentrification. The Comp Plan should address this more forcibly by highlighting that history and suggesting policies like upzoning in traditional middle-class and working-class neighborhoods to increase affordable middle-income stock. My thoughts in more depth below!</p> <p>Mamaroneck and the Missing Middle</p> <p>Mamaroneck Village is facing challenges in maintaining its middle-class roots and socio-economic diversity as property values continue to rise. To address this, the Village should consider adopting upzoning laws that prioritize creating affordable housing for the middle class, sometimes referred to as the "Missing Middle."</p> <p>The "Missing Middle" is a term used to describe the gap in affordable housing options that exist for the middle class. In many cities across America, the housing market has become increasingly unaffordable for many working-class and middle-class families, resulting in the "Missing Middle" phenomenon.</p> <p>Mamaroneck has a vibrant, middle-class history. Despite its proximity to neighboring towns Larchmont, Rye, and Harrison, Mamaroneck's median household income of \$100,270 is significantly lower, reflecting its long-standing middle and working-class communities. In comparison, Larchmont has a median household income of \$152,143, Rye has a median household income of \$171,176, and Harrison has a median household income of \$133,243.</p> <p>However, in recent years, Mamaroneck has undergone significant changes as gentrification, and rising property values have shifted the village's demographics. As property values have increased, many middle-income families have been priced out of the area, decreasing the</p>	<p><i>While upzoning is described in Chapter 4b as a trend, it is not expressly recommended to upzone residential neighborhoods in the Comprehensive Plan. However, Chapter 4b will include a recommendation regarding studying two- and three-family houses in single family zoning districts. This would help inform a planning process to determine if, how, and where zoning regulations should be modified in existing single-family districts to make two- and three-family housing conforming/permitted under certain conditions.</i></p> <p><i>Recommendation 4a-12(b) will be modified or deleted as it would contradict the recommendation described in the previous paragraph.</i></p>

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		<p>village's population of middle-income and working-class residents. At the same time, an influx of affluent families has contributed to rising median household income, which has increased by over 25% in the last 15-20 years.</p> <p>This rise in median household income highlights the impact of gentrification on Mamaroneck's working-class and affordable neighborhoods, with many long-term residents struggling to afford the increasing rental and home prices. As a result, the village's demographics have shifted, with a higher percentage of affluent families and a lower percentage of working-class families.</p> <p>Upzoning in Mamaroneck</p> <p>Many former middle-class and working-class neighborhoods in Mamaroneck are characterized by dense, single-family homes. Over the last 60 years, roughly a third to two-thirds of these have been converted to non-conforming multi-family use through "spot zoning" due to economic hardship. Busy feeder streets such as Fenimore and Old Post Road tend to have more of these homes. [See attached map of Old Post Road non-conforming homes]</p> <p>One approach to increasing middle-class housing in Mamaroneck is to simply "Upzone" the feeder streets and historically working-class neighborhoods already characterized by non-conforming multi-family home use. From a pragmatic perspective, this would formalize neighborhood characteristics that are already in existence and create more zoning consistency. This also allows for more density in those areas and can increase the supply of middle-income affordable housing without relying on new development or regulations.</p> <p>Mamaroneck could benefit from adopting similar policies that prioritize the creation of affordable middle-income housing options. By focusing on multi-family zones in buffer zones like feeder streets, the village could create a range of housing stock options that accommodate the needs of its diverse population. This would not only support the creation of more affordable housing for the middle class but also help to maintain the village's socio-economic diversity.</p> <p>Kingston and Seattle: upzoning success stories</p>	

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		<p>Cities like Kingston and Seattle are examples of areas that have successfully implemented multiple policies including upzoning to address the lack of middle-income housing options.</p> <p>One example of a smaller city in New York that has successfully implemented upzoning and created middle-income housing is the City of Kingston. In 2015, Kingston adopted a Comprehensive Plan that included recommendations for zoning changes to allow for increased density and more mixed-use development in certain areas of the city.</p> <p>To implement these changes, the city created the Midtown Mixed Use Overlay District, which allows for greater flexibility in the types of uses permitted in some regions of the city and increased building heights and density. The city has also implemented a program to encourage the development of accessory dwelling units and provided financial incentives for the development of affordable housing.</p> <p>As a result of these changes, Kingston has seen an increase in the number of housing units being built, including both market-rate and affordable units. In 2019, the city approved the construction of over 100 new housing units, including over 20 affordable units designated for middle-income households.</p> <p>Overall, Kingston's success in upzoning and creating middle-income housing can serve as an example for other smaller cities in New York like Mamaroneck. By adopting similar policies and programs, communities can help to create more diverse and affordable housing options for all residents.</p> <p>Another example of a successful upzoning effort that increased middle-class housing is the city of Seattle, Washington. In 2019, Seattle adopted a plan called Mandatory Housing Affordability (MHA), which required developers to either include affordable housing units in new developments or pay into a fund to support affordable housing elsewhere in the city. In addition, the MHA plan upzoned many areas of the city, allowing for denser and taller housing developments.</p>	<p><i><a href="#">Proposed Local Law I-2023</a> would require not less than 10 percent of the total number of residential units within each development consisting of 10 or more residential units created by subdivision or site plan approval to be fair and affordable units or fair and deeply affordable units. Developments consisting of five to nine residential units must contain at least one fair and affordable or fair and deeply affordable unit.</i></p>

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		<p>Since the implementation of MHA, Seattle has seen a significant increase in the construction of middle-income housing units. In 2019 alone, over 2,800 new housing units were constructed, with nearly 700 designated as affordable housing for middle-income households.</p> <p>The success of Seattle's MHA plan can also be seen in the number of affordable housing units being created. In 2020, the city reported that over 3,000 new affordable housing units were in the pipeline, with nearly 700 units for households earning between 60 and 80 percent of the area median income.</p> <p>Furthermore, Seattle's upzoning efforts have been praised for their success in creating a more equitable and diverse city. By allowing for increased density and mixed-use developments, the city has been able to provide more affordable housing options and decrease segregation by income and race.</p> <p>Overall, Seattle's Mandatory Housing Affordability plan serves as a successful example of how upzoning can be used to create more middle-class housing and increase affordability in a growing city.</p> <p>Conclusion</p> <p>In conclusion, upzoning buffer zones and feeder streets can positively impact the availability of middle-income housing in Mamaroneck. By allowing for the rezoning of single to multi-family housing in these areas, more affordable housing options can become available to middle-income residents, helping to retain the community's diversity and socio-economic health.</p>	
<b>10</b>	<b>Mark Wachsberg</b>	<p>I would like to submit a comment regarding land use and development. It's a wild one, but every neighbor/friend in Mamaroneck is supportive of it. Develop the West Basin with waterfront restaurants. It has plumbing, parking, electricity. And all the current buildings are an eye sore for our most beautiful plot of land. I have heard some of this land is zoned, and cant be rezoned without new land fit for the same purpose. But, with a looming settlement on the Hampshire Golf Course, the city would have land to designate, or trade, for the waterfront on</p>	<p><i>See Chapter 4a, page 63 for a discussion of the "Working Waterfront." The Local Waterfront Revitalization Plan (LWRP) supports water-dependent uses.</i></p>

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		<p>the Harbour Island. The only restaurants with waterfront views in Mamaroneck, Larchmont, Rye are all private clubs. People pay thousands of dollars to join them. Letting residents of the town/village have the same experience would be wonderful. It would be sure in increase foot traffic on the avenue, and draw residents from surrounding areas to come to Mamaroneck. I am sure the restaurants could charge a service fee for the town/village as well in order to help keep the park and harbour clean. Now seems like the only time to do this, due to the possibility of a land trade with the Hampshire CC settlement. If of interest, I could easily get 50-100 signatures of local residents who support this idea.</p>	
<p><b>11</b></p>	<p><b>Sabrina Cinque</b></p>	<p>I did not get a chance to read the whole plan so I apologize if this was addressed somewhere that I didn't read . However, I wanted to make a comment on the zoning. The document identifies the current zoning boundaries. I find some of them incorrect . For example, they clarify most of the Florence St Park area as single family homes. That is not the case. I find that some streets are single family homes some are two-family homes. I live on Pine Knoll lane and then you walk to the next street like Jensen which is full of multi- family homes. Will this be allowed going forward?</p>	<p><i>See responses to comment #9</i></p>
<p><b>12</b></p>	<p><b>Charles Guadagnolo</b></p>	<p>Below are some neighborhoods across the Village that appear to be ideal examples of areas zoned as single family that are also largely comprised of multi-family spot zoning.</p> <p>I've attached and included below the zoning map which delineates the districts, along with (below) a link to the Village's Land Use Map that shows the spot zoning (via the County's GIS Parcel Viewer).</p> <p>Many additional examples abound, but these alone afford compelling support for the Planning Board to consider a forthcoming update to the Zoning Map across single family districts that are comprised of a high pct. of existing multi-family spot zoning.</p> <p>Sample Area #1: North Barry Ave (R-5 Single Family)</p>	<p><i>See responses to comment #9</i></p>



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#	NAME	COMMENT ON FOURTH DRAFT	RESPONSE AND/OR OUTCOME
		 <p data-bbox="394 797 1016 829">Sample Area #2: Old Post Rd.(R-7.5 and R-5 Single Family)</p> 	

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#	NAME	COMMENT ON FOURTH DRAFT	RESPONSE AND/OR OUTCOME
		<p>Sample Area #3: Warren Ave (R-5 Single Family)</p> 	
13	Stuart Tiekert	<p>I writing with some comments on the draft Comprehensive Plan Environmental and Sustainability sections. In general it seems there are a lot of claims about current programs that are either exaggerated or just not true. Page 142 talks about the adoption of a seasonal ban on leaf blowers. While it true that a ban was passed the is virtually no proactive enforcement of the ban. The same is true for the anti-idling ordinance.</p> <p>Page 142 also mentions that a tree inventory was done a decade ago, however it was only done for a small percentage of Village streets and has never been update or maintained, rendering useless.</p> <p>Page 134 claims that "the Water Quality Advisory Committee comments on annual water quality assessment and improvement plans submitted by the Village Manager. This committee has been inactive for a number of years" I follow water quality issues in the Village pretty closely</p>	<p><i>Recommendation 7-28 on p. 145 will be revised to include undertaking a tree inventory.</i></p> <p><i>The reference to the Water Quality Advisory Committee will be removed.</i></p> <p><i>The Village Planning Department may be able to provide the 2018 Draft Water Quality Advisory Assessment. A <a href="#">2017 Update</a> presentation is available online.</i></p>

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		<p>and I don't believe the Water Quality Advisory Committee has ever met. I also know of no water quality and improvement plan submitted by the Village Manager in the last decade.</p> <p>Page 139 claims the "The Planning Department has produced a draft Water Quality Assessment &amp; Improvement Program Implementation Plan." I could not find it on the Village's website. I FOILed it a week ago and have received no response.</p> <p>Please don't encourage the all to frequent practice in the Village of heralding and passing feel good environmental laws and initiatives that then either go unenforced or unenacted.</p>	
<b>14</b>	<b>Mary Stetson</b>	<p>I've enjoyed living in the Village of Mamaroneck since 1987. Overall, I see a lot of great intentions in the comprehensive plan. I ask for three additions: 1) to modernize our 100 year old overhead wire infrastructure by moving utilities underground neighborhood by neighborhood to glean the reliability and aesthetic benefits achieved by modernizing Mamaroneck Ave; 2) when roads are paved, pave all roads in a neighborhood at the same time so that there is aesthetic consistency throughout the neighborhood, both of these additions will raise the design quality of our village, and increase values throughout; and 3) for businesses to prosper, the efficiency of our building and zoning processes must be substantially accelerated. I also feel that references in the document pertaining to pandemic issues such as changing physical structures in the village to facilitate social distancing should be eliminated. The Pandemic was an anomaly that was dealt with creatively and does not require permanently changing structures.</p> <p>Our village has only 6700 households that house 19,900 men, women and children. Only 6700 households bear the burden of the cost of maintaining our village essentials (maintaining physical village property/roads, utilities (electric, sewer, water, gas, internet), building/zoning, police, fire, courts, emergency service, transit/traffic, flood management, and taxation) and village socials (social/cultural programs - library, rec, food bank, etc). While people may be impatient to start action on every goal and objective all at once, we will be prudent to prioritize the list, price the top10 priorities and focus on those first. Surely, flood management will be at or near the top of the priority and any unfunded state mandates such as affordable housing</p>	<p><i>Several recommendations in Chapter 4a aim to make the building and zoning processes more efficient.</i></p> <p><i>A Phasing &amp; Implementation Table will accompany the Comprehensive Plan that will organize all of the recommendations by level of priority (e.g. high, medium, low, etc.)</i></p>

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		<p>facilitation necessarily rise to the top of the list, too. The number of items on the list that can be handled at one time will be limited by the amount of funding that the 6700 households can happily live with.</p> <p>The '2023-2033 Goals &amp; Objectives' should be restated after the list of needs/wants is prioritized and we temper the desire to continually add by requiring each add to include a cull of the outdated item of similar cost. From my general observation, the village needs to get the basics right before tackling any new discretionary initiatives. I'd like to see a simple goal to 'Impeccably maintain the facilities and parks that we have and decommission any physical assets that we cannot afford to impeccably maintain'. Similarly, a good practice would be for every new social / rec program created, a less impactful social/rec program that requires the same funding should be decommissioned.</p> <p>Given our size, we must run a smart, lean organization that is focused on the village essentials and follows a prioritized list of projects. The village socials should have a single organization (yes, combine library, rec and all other social programs). A smart, lean social staff should be primarily coordinators that leverage ample local volunteers. Bloating staffing to handle too many projects at once is tremendously expensive for our 6700 households to shoulder and must be avoided, as high property taxes and fees will repel people from settling in our 'friendly village'.</p> <p>This comprehensive plan will be our guide for a decade, so let's be realistic and provide a prioritized roadmap and not an everything, everywhere, all at once plan.</p>	
15	Nicole Alifanti (via Mamaroneck Coalition for	<p>Reaching out on behalf of the Mamaroneck Coalition for Affordable Housing (MCAH) Steering Committee to share our comments on the Village of Mamaroneck's draft Comprehensive Plan. As you know MCAH is a coalition of Mamaroneck organizations and community members who believe affordable housing is critical to a diverse, supportive and equitable community. Our mission is to support the preservation and development of affordable housing in our community</p>	

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	<p><b>Affordable Housing)</b></p>	<p>and to advocate for and with low- and moderate-income households seeking safe and affordable housing. We are very pleased that the Village is updating its comprehensive plan, which as you know, is a critical policy document setting the stage for decisions that you, as elected officials, will be making in the coming years on subjects that impact the preservation and construction of affordable housing in Mamaroneck, particularly around land use, zoning and related topics.</p> <p>We have reviewed the draft plan and have concerns with a number of goals and recommendations, which unnecessarily and perhaps unintentionally restrict or would preclude the types of housing development that we need in our Village in order to create more affordable housing. Additionally, we would like to note that we find that the length and format of the draft plan make it difficult to review and provide thorough comments on the document.</p> <p>We are highlighting a few examples of areas of concern, but this list is not exhaustive.</p> <ul style="list-style-type: none"> <li>• Village Gateway Corridor- the plan notes that in this section of the Avenue, commercial properties cannot be redeveloped into residential apartments or townhouses. We recommend that this prohibition of multifamily housing in this area be reconsidered.</li> <li>• Mixed Use Residential Corridor- the draft plan notes that this corridor should preserve existing building types and setbacks and reduce nonconformities. This language reads as protection of the status quo of the corridor. Consideration for development of new multifamily affordable housing should be considered for this area.</li> <li>• Regional Commercial Corridor- The plan notes that the adopted rezoning (PLL-C 2019) for this area reduces the scale of potential redevelopment in the C-1 zoning district by decreasing the maximum building height from 45 feet to 25 feet, or two stories. One story is permitted to contain residential units. This zoning is inconsistent with the stated goal of a mixed commercial/residential corridor in this area.</li> </ul>	<p><i>Village Gateway Corridor. The Infill Housing Provision was removed as a result of the rezoning after the 2018 Moratorium Study. However, note the recommendation in Chapter 4a (4a-14) for an affordable housing overlay, which is an opportunity to construct multi-unit residential development if it is comprised of 100% -- or a high percentage— of affordable units. The overlay could be applied to this area or parts of it.</i></p> <p><i>Mixed Use Residential Corridor. Figure 55 doesn't show strong potential for apartment development in this corridor. However, the overlay could be applied to this area or parts of it.</i></p>

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		<p>New structures are strictly prohibited within 50 feet of the Long Island Sound or its tributaries. This blanket restriction does not allow for consideration of the specific circumstances of adjacent sites or the nature of the tributaries and does not consider resilient site and building design standards, which can mitigate risk and allow for creation of needed affordable housing, particularly near transit in the TOD zone.</p> <p>As noted above, these are just a few examples of places where we hope you will reconsider and modify the recommendations in the current draft plan.</p> <p>We would also like to highlight the following suggested recommendations on zoning for inclusion in the plan, to the extent that they are not already incorporated into the draft:</p> <ul style="list-style-type: none"> <li>• Expand the C-2 district throughout the Boston Post Road.</li> <li>• Consider substantial reductions in the parking requirements for senior and affordable housing and multifamily housing in the TOD district.</li> <li>• Remove additional development restrictions that were adopted a few years ago that prohibit all multifamily development within 50 feet of all water bodies. This blanket prohibition limiting multifamily effectively disallows affordable housing in a substantial portion of the TOD area, and does not take into consideration the nature of the water body or the opportunity to mitigate flood risk through resiliency specifications for building design.</li> </ul> <p>Further, we recommend that the plan include more explicit goals and recommendations around tenant protections. We would be happy to share further thoughts on potential strategies.</p>	<p><i>Regional Commercial Corridor. The Regional Commercial Corridor has the most potential for apartment development (see Figure 55) in part due to larger parcel sizes. The affordable housing overlay (see recommendation 4a-14) could be considered for this area. However, there is no bus service along Post Road.</i></p> <p><i>To facilitate the potential application of the affordable housing overlay to these character districts, the language will be adjusted.</i></p> <p><i>A recommendation will be added to Chapter 4a to revisit the provision that restricts residential development in the C-1 and C-2 districts within 50 feet of water bodies.</i></p>
<b>16</b>	<b>Tony Gelber (via Flood Mitigation Advisory Committee)</b>	<p>1. Flood Control Projects &amp; Infrastructure</p> <p>Flood control is being looked at on a Watershed level with many Parallel projects in addition to the USACE Project. Many of these projects are listed below. High priority projects include solutions for Columbus Park, the Mamaroneck Dam &amp; Reservoir and the introduction of modern 21st Century infra such as flood valves, gates gauges etc. Focus is on Watershed protection.</p>	<p><i>The recommendations in Chapter 5 will be reorganized into categories and expanded in part based on FMAC comments.</i></p> <p><i>A recommendation will be added to review and update the Village’s Stormwater</i></p>

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		<p>2. Stormwater Regulations/Enforcement for new construction and major renovations</p> <p>SW Regulations should be reviewed to ensure they protect people and property now and in the future with climate change. Stricter Regs may be appropriate in both the floodplain and non-floodplain; enforcement of existing and new must be transparent and applied uniformly.</p> <p>3. Coastal/Sound Shore Flood Control</p> <p>Consider developing Coastal Plans, Strategies for Coastal flooding now and with predicted sea level rises.</p> <p>4. Creative/innovative Strategies for New Housing &amp; Comm'l Properties That Flood Repeatedly</p> <p>The VoM should consider developing creative innovative approaches to properties that flood repeatedly using approaches used in Europe and other states such as: converting houses into parklands and building innovative housing above the flood levels in unique ways which can create dry, new, modern houses with add'l density, possibly with an affordable unit per building. Zoning could be modified from single to 2 or 3 family to achieve economies of scale. Perhaps a visioning exercise could be held to identify possible locations/scenarios that might work and identify potential funding.</p> <p>5. Community Assistance for Adaptation and Resilience for Existing Properties</p> <p>The VoM should consider developing programs in conjunction with the Feds, State, County and other organizations to assist residents and businesses with protecting their lives and existing properties with std and innovative approaches to site flood mitigation such as floodwalls, raising infrastructure and raising properties to mitigate flooding.</p> <p>6. Open Space Easements and Acquisitions</p>	<p><i>Management Regulations, which currently reference the 2010 NYS Stormwater Management Manual, to reference the 2015 version of the manual and possibly the 2022 draft. While the language does</i></p>

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		<p>All open space should be inventoried and categorized with an eye toward flood protection. Conservation easements and acquisitions should be considered as well as adding green infrastructure to Village and private properties, owner agreement req'd.</p> <p>7. Highway Stormwater Control &amp; Conditioning</p> <p>VoM should consider working with the Federal, State and County to assess and mitigate the quantity and quality of Stormwater runoff from major roads such as I95, Hutchinson Pkwy and other. Large quantities of water, soil and debris spill into Mamaroneck Rivers from roads, cloverleaves etc.</p>	
<b>17</b>	<b>Bill Uhlfelder</b>	<p>I have lived here and seen many floods happen. Mainly in the Barry Ave side near Mamaroneck Ave. The way I see it there are 2 solutions to the houses that always get the flooding along Barry Ave. (I can't imagine how many man hours and dollars have been spent trying to fix the problem after each flooding). 1. Buy out these houses (how could they have been allowed to be built in the first place?) and help these people relocate. 2. Help these homeowners with putting their houses on stilts. Just the Jersey Shore. Con Ed should help too because they must have spent a mint on the repairs over the years. Regardless, you need to have a plan B. The current mayor doesn't seem to have one. And that is a dangerous place to be. The next flood will happen. Are you prepared?</p>	<p><i>See response to comment #16. A strategy to acquire such residential properties will be added to Chapter 5.</i></p>



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The following are comments on the Third Draft provided by the Traffic Commission in January 2023.

#	NAME	COMMENT ON THIRD DRAFT	RESPONSE AND/OR OUTCOME
1	Robert Stark (via Traffic Commission)	<p>The Comp Plan states on page 138, "While the 2012 Plan's recommendations are still valid, they were developed almost a decade ago. New transportation trends and technologies have evolved quickly since then and have spread across the country... The Village should stay-up-to date on these trends and technologies because they can have significant impacts on local and regional mobility, parking demand, street design and even land use." Can you give us some examples of these new trends and technologies?</p> <p>On Page 146, the Comp Plan describes specific problems at the following intersections but offers no specific solutions: Waverly and Mamaroneck Ave - Eastbound left Turn; Mamaroneck Avenue &amp; Halstead - Northeast bound left turn (at Mt. Pleasant); Mamaroneck Avenue &amp; Boston Post Rd - Northbound and southbound left turn-through Lane group; Boston Post Road &amp;N. Barry/S. Barry; Can you give us some options we can recommend to minimize or correct these problems?</p> <p>On page 150 Re: Goals and Recommendations. Section on Goals under the Roadway/Street System he lists six bullet point items: For example, the item "Encourage residents to walk and/or bike rather than drive their cars for local travel" How do we do that?</p> <p>Under the item "Consider partnerships and technologies that would reduce the use of personal vehicles in the Village" -What partnerships or technologies can we consider?</p> <p>Under Public Transit Systems the item "Increase bus ridership" – How do we do that?</p>	<p><i>These trends are described on pages 112 to 114</i></p> <p><i>The traffic assessment conducted as part of the Moratorium Study may have offered some solutions. Recommendation 6-11 on page 126 suggests updating the traffic study or implementing certain targeted recommendations, which would need to be assessed further by the Village's traffic consultant.</i></p> <p><i>The goal to encourage residents to walk and or bike rather than drive would happen both with creating a culture of walking/biking through recommendations 6-2 and 6-12 and by making pedestrians and bicyclists feel safe through continual improvements and the development of a bicycle network.</i></p> <p><i>With respect to "Consider partnerships and technologies that would reduce the use of personal vehicles in the Village," recommendation 6-9 and 6-10 are associated with this. Technologies such as microtransit (e.g. Via – <a href="http://www.ridewithvia.com">www.ridewithvia.com</a>) and bicycle sharing could help reduce vehicle trips.</i></p> <p><i>The aim to "increase bus ridership" is certainly a goal, but since there are no specific actions identified, it is being removed.</i></p>

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		<p>Under Navigation Systems. “Complete implementation of the Village Wayfinding Plan” – What remains to be done?</p>	<p><i>The wayfinding system has been implemented in downtown to a certain extent, but the system is broader and includes gateway signs, maps, interpretive panels, etc. See the <a href="#">Wayfinding Master Plan</a>.</i></p>
<p><b>2</b></p>	<p><b>Laura Abbate (via Traffic Commission)</b></p>	<p>On page 141, 2012 Goals and Objectives (See below). Highlighted in Yellow are addition question and or suggestions in addition.</p> <p>Question: Has a timeline been established and implemented along with a fine-tuned plan for the below 2012 Goals and Objectives drafted to date? If not, when will this timeline be completed and published for the public?</p> <p>Provide additional short-temporary parking for shoppers and visitors in the vicinity of Mamaroneck Avenue.</p> <p>What are the projected plans adding short-term parking in other areas of the VOM to help support and accommodate visitors at all sections of Mamaroneck Avenue to include the entire Washingtonville area from 95 through the Industrial area both residential and commercial, keeping new structures flood compliant. How will the VOM ensure to create eye pleasing, safe parking areas and structures maintaining a Village and neighborhood feel.</p> <p>Review the Village's parking regulations to determine whether they require updating, especially those of multifamily developments. In depth, updated regulations and code updates and re-vamps are needed to the overall residential parking plan including current parking violations.</p> <p>Expansion along with updating the current plan to accommodate the growing resident and visitor population in the VOM. The outdated residential parking plan does not accommodate the needs of the residents, homeowners, and tenants. A comprehensive updated Residential Parking Plan is a necessity to</p>	<p><i>The 2012 Goals and Objectives are now replaced by the 2023-2033 Goals &amp; Recommendations (page 124). There are several goals from 2012 that still have not been undertaken that have been incorporated into the 2023-2033 Goals &amp; Recommendations. A Phasing &amp; Implementation Table will accompany the Comprehensive Plan that will organize all of the recommendations by level of priority (e.g. high, medium, low, etc.)</i></p> <p><i>The purpose of the Downtown Reconnects project (see Chapter 7, page 48) is to create a more safe and pleasant environment so that people more fully utilize the parking that is already located behind the buildings on the east side of Mamaroneck Avenue in downtown. The concept was initially described in the 2012 plan.</i></p> <p><i>Residential Parking Plan. The Village does monitor parking and adjusts meters and permits as appropriate. The Village Planner will be consulted for further information or response to this topic.</i></p>

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		<p>help support our residents and to re-organize over developed/unsafe over parked areas in our village that requires 24-hour residential parking.</p> <p>Adding an Ad-Hoc Residential Parking Committee to assist in the expansion and the fine tuning of the program has been requested and discusses by residents.</p> <p>Changes and modifications would benefit the program within depth community input.</p> <p>Updating all parking and code enforcement violations and law to help benefit and support our growing parking and traffic needs. Adding Commercial Vehicles parking in residential locations. Ensuring New builds are allowing ample mandated off-street parking Decreased the 7- day vehicle parking on Village Streets to 24-hour period to free up valuable parking real estate.</p> <p>Remove Commercial Vehicles Parking in Public Parking Lots and Locations to support consumer and resident parking.</p> <p>Develop guidelines for unattractive streetscapes and specific areas of concern.</p> <p>Over parking vehicles (bumper to bumper) is both unsafe and unattractive. On VOM streets are a hazard and unsafe to pedestrians/cyclists and vehicles. Well mapped out on street parking, spaces to support safety is key supporting the Safe Street Initiative. Inclusive of freeing up parking curb to curb to ensure pedestrian and vehicle safety.</p> <p>Complete the streetscape improvements along Mamaroneck Avenue north of the train station.</p> <ul style="list-style-type: none"> <li>• Expand this initiative to underserved areas of the village, Washingtonville, The Industrial Area.</li> </ul>	
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		<ul style="list-style-type: none"> <li>• Map potential opportunities for additional public parking areas within the downtown area. Establish/maintain a dedicated parking fund.</li> <li>• What are the suggested guidelines that the parking fund would cover? Speed humps/Bumps/ Street Parking Lines/Meters?</li> </ul> <p>I have added Dave’s comments as I mirror his additions/suggestion:</p> <p>On page 142, the draft notes that the 2012 recommendations included the idea that the Village should “consider adding speed humps, neck downs, or other traffic calm devices.” From my brief experience with the BOT and looking at the old business list, a number of requests to the Commission are about traffic calming and safety on side streets. Aside from the references to Complete Streets, there does not seem to be any effort to address this recurring question, beyond the goal of pedestrian safety on “critical routes adjacent to schools,” which addresses only a subset of those needs.</p> <p>I mirror Roberts Starks notes and have added a section that I would hope we could focus on: My strong suggestion to ensure we are on target and can efficiently create a robust comprehensive plan that suits our community and its grown needs now in in the future, especially in the Flood Zone and Flood Prone areas that need a broader lens of focus.</p> <p>It would be beneficial and inclusive to create an additional survey targeting the areas that residents of the Village of Mamaroneck are most dissatisfied with, breaking down the areas reflected below:</p> <ul style="list-style-type: none"> <li>• The topics or areas that respondents were most dissatisfied with listed below in order of highest dissatisfaction: 1.Flood protection, 2. Land use and development, 3. Utilities and infrastructure, 4. Housing (affordability), 5. Transportation – biking (safety, bike lanes, bike racks), 6.</li> </ul>	<p><i>The recommendations in Chapter 6 will be reorganized to better address the principles of Complete Streets. This means, for example, that planning for bicycles and pedestrians should happen together as opposed to separately.</i></p> <p><i>The recommendations in Chapter 5 that pertain to flood mitigation will be reorganized and expanded.</i></p>
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**COMMENTS & RESPONSES on the Fourth Draft of the Village of Mamaroneck 2023 Comprehensive Plan (dated March 1, 2023)**

		<p>Transportation - car (traffic, parking, safety), 7. Housing (variety) 8.          Transportation – walking (safety, sidewalks, street crossings)</p> <ul style="list-style-type: none"> <li>• Suggested Actions: Sending a second survey to the community targeting the above responses offering a descriptive version, encouraging community response. Send the survey to target each area of the village to address their specific needs and concerns. Schedule a series of Community Charets that would foster a clear perspective of what the residents’ needs are and to ensure we are accurately capturing pertinent information that we are not receiving via the online surveys.</li> </ul>	<p><i>The Village could deploy a survey annually and also analyze in greater detail the responses by neighborhood as a way to start to engage geographically.</i></p>
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