



# 2023 COMPREHENSIVE PLAN

Village of Mamaroneck, NY

September 12, 2023 – Public Hearing Draft

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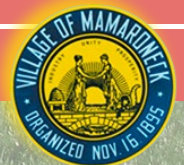
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# EXECUTIVE SUMMARY

This Comprehensive Plan sets forth the goals, objectives, priorities, and recommendations for investing in the physical, environmental, and economic future of the Village of Mamaroneck from 2023 to 2033. It focuses on the top priorities of the Village, which are expressed in the **2023-2033 Statement of Goals & Objectives**, while also addressing a wide range of other topics of importance today and into the future.

## Introductory Chapters

**Chapter 1: Introduction** identifies key trends, challenges, and events of the past decade since the prior, **2012 Comprehensive Plan** was adopted. It also identifies emerging technologies and trends in fields such as transportation and housing that the Village should examine more closely. It looks at the Village in the context of plans for the broader region and in neighboring municipalities. It closes with a recap of prior plans and studies and with a map depicting physical infrastructure improvements projects from the latest Village **Capital Plan** (2023-2028).

**Chapter 2: Village Voices.** The community engagement process included a website ([www.planvom.org](http://www.planvom.org)), in-person workshops, outreach at festivals, interviews, and surveys. Furthermore, the public, Planning Board, and volunteer committees reviewed and commented on prior drafts of this document. The results of the a community survey revealed residents' major areas of dissatisfaction and their top priorities, with flood protection being on top of both lists. The results informed the development of the **2023-2033 Statement of Goals & Objectives**.

**Chapter 3: Data Snapshots.** According to 2020 U.S. Census data, the Village continues to be a relatively diverse community in terms of ethnic/racial identity, national origin, and household income. However, housing costs have increased significantly, making it more challenging for individuals and families with low and moderate incomes—and even those in higher incomes brackets—to be able to stay in the Village.

## Topical Chapters

**Chapter 4: Land Use & Development** is composed of three parts. **Chapter 4A** includes recommendations for improving and modernizing the Village's zoning code and for retaining and creating affordable housing. It defines and describes the largely

non-residential parts of the Village in terms of “character districts” and presents recommendations for each one. **Chapter 4B** focuses on residential neighborhoods. It identifies zoning and subdivision changes that would maintain certain characteristics of residential neighborhoods. **Chapter 4C** focuses on historic preservation.

**Chapter 5: Environmental Protection, Open Space & Flood Resilience.** The U.S. Army Corps of Engineer’s *Flood Risk Management Project for the Sheldrake and Mamaroneck Rivers* is a foundation upon which many other flood reduction measures are being considered and implemented by the Village. This chapter is a starting point for identifying and coordinating all of these measures.

**Chapter 6: Transportation Systems.** While the Village is characterized by many residents as “walkable,” it is not necessarily pedestrian friendly. However, the Village has made strides in this direction. The recommendations in this chapter aim to make the Village safe and enjoyable for pedestrians of all ages and abilities. They also aim to create a comprehensive bicycle network consisting of facilities, accommodations, and amenities for safe biking throughout the Village and into neighboring communities.

**Chapter 7: Environmental Sustainability.** A participant the NYS Climate Smart Communities and Clean Energy Communities programs, the Village has undertaken a wide range of initiatives to reduce waste and improve air and water quality. This chapter identifies its accomplishments and how to take on new initiatives to reduce greenhouse gas emissions from its own operations and those of the Village as a whole.

**Chapter 8: Municipal, Parks & Recreation & Cultural Facilities** reviews the Village’s plans to upgrade and reorganize its municipal offices. It recommends furthering the development of public art and initiating a comprehensive planning process for parks and recreation. Finally, it sets forth the intention to plan for a year-round, public indoor recreation facility.



# 2023-2033 Statement of Goals & Objectives

## 1. Protect the Village from Storms, Floods & Rising Sea Levels

The Village will reexamine its existing policies and regulations, invest in its natural and built infrastructure, and collaborate with governmental agencies at all levels to implement actions that reduce flooding and the risks of floodwaters to life, property, and the economy. See [Chapter 5: Environmental Protection, Resilience & Open Space](#)

## 2. Make Streets Safe for Walking & Bicycling

The Village will invest in its system of streets, sidewalks, signals, and signs—in accordance with the principles of Complete Streets and Vision Zero—to make walking safer and more comfortable for people of all ages and abilities and to create facilities and accommodations for safe bicycling throughout the Village and into neighboring communities. The Village will coordinate with the NYS Department of Transportation, Westchester County, and neighboring communities to do the same for State- and County-managed roadways. See [Chapter 6: Transportation Systems](#)

## 3. Preserve Existing Affordable Housing; Create New Affordable Housing

The Village will work with housing advocacy organizations to preserve its existing lower-cost housing stock through tenant-focused protections and other actions. The Village will create new affordable housing for low- and moderate-income individuals and families, where appropriate, on Village-owned property. The Village will adopt zoning tools that will facilitate, where appropriate, the development of housing that contains a high proportion of units designated as affordable. See [Chapter 4A: Land Use & Development](#)

## 4. Protect & Improve the Environment

The Village will promote, encourage, and facilitate environmental sustainability in its own operations and among homeowners, apartment buildings, institutions, and businesses. This includes actions to improve local water and air quality, become more energy efficient, prevent and reduce waste, and, ultimately, to decrease greenhouse gas emissions. The Village will collaborate with neighboring communities to share information and coordinate sustainability programs, especially where these actions improve the feasibility of initiatives or stimulate greater participation and impact. See [Chapter 7: Environmental Sustainability](#) and [Chapter 8: Municipal, Parks & Rec, and Cultural Facilities](#).

## 5. Update the Zoning Code; Maintain Walkable Village Form

The Village will update its zoning code so it is well-organized and easier for readers to navigate and understand. Definitions and other terminology will reflect contemporary features and types of commerce and housing. Regulatory barriers to desired, appropriate uses will be reexamined and reduced. Furthermore, the zoning code, subdivision regulations, and design standards, should be revisited and/or created to ensure that they maintain or enhance the Village's overall compact, "walkable village" form and the unique characteristics of the Village's districts, corridors, and neighborhoods. See [Chapters 4A, 4B, and 4C: Land Use & Development](#)

## 6. Support Business Development & Revitalize the Corridors

The Village will work with community partners to understand the needs of local businessowners, track businesses and commercial spaces, develop strategies for supporting existing businesses and attracting new businesses, and identify and support local entrepreneurs. The Village will also invest in the physical environment of its corridors and industrial district in ways that support businesses and customers. [Chapter 4A: Land Use & Development](#) and [Chapter 6: Transportation Systems](#).

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# 1. INTRODUCTION

## a. Purpose

The Village of Mamaroneck **2023 Comprehensive Plan** is a guidance document that sets the goals, policies, and priorities for investing in the physical, environmental, and economic future of the community for 2023 to 2030.

The **2023 Comprehensive Plan** addresses a wide range of topics and/or geographic areas of importance to residents and other stakeholders. It identifies priority goals and objectives and strategies for accomplishing them. It provides direction for the Village in terms of investing in transportation improvements and public facilities, revising zoning regulations, protecting ecologically-sensitive or flood-prone areas, becoming more environmentally sustainable, putting in place affordable housing policies, and recommending topics for or areas of further study. Concept plans and other visuals demonstrate ideas and hoped-for outcomes and aim to generate support for certain projects.

Each chapter of this plan begins with an update on implementation of the Village's **2012 Comprehensive Plan** goals and recommendations. This plan provides a fresh vision for certain topics and areas that need special attention, whether due to changing conditions over time, to emerging challenges, or to new priorities.

### a. Purpose

### b. Trends, Challenges & Events

### c. The Region Today

### d. Neighboring Communities

### e. Village Plans & Studies

### f. Village Capital Plan (2023-2028)

## b. Trends, Challenges & Events

More than 10 years have passed since the *2012 Comprehensive Plan* was adopted. The demographic and economic shifts and trends during this decade could be categorized into “pre-pandemic” and “post-pandemic.” This section highlights shift and in addition to emerging challenges and significant events.

### Demographic & Economic Trends

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

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

Post-pandemic trends are described in page 6 of this chapter.

### Regulatory & Infrastructure Challenges

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

- ▶ Zoning regulations in downtown and industrial areas that still permit antiquated types of commerce but do not have the flexibility to accommodate contemporary types of



Figure 1: A lively downtown environment attracts people of all ages (photo by June Marie, licensed under CC BY-SA 2.0).



Figure 2: Residents of this new apartment building located in Downtown can walk to shops, restaurants, and the train station.



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





Figure 4: The Metro North Railroad station in Mamaroneck.



Figure 5: Pre-pandemic, the train station parking lot was at capacity with a long waiting list.



Figure 6: A intersection along Mamaroneck Avenue that is precarious for pedestrians trying to cross the street. This intersection has since been improved.

commercial and industrial operations.

- ▶ Streets and intersections that had been designed for cars being more frequently utilized by people who want to or need to walk or bike, which can be hazardous and deadly (see Figure 6).
- ▶ Pre-pandemic commuter rail faced increasing demand to take people to jobs in major cities, which led to record high ridership, but deferred maintenance and infrastructure investments due to lack of funding and support limit the ability to adapt to accommodate more riders and make travel more efficient. The work-from-home trend has greatly reduced commuter travel on trains and parking demand at stations.
- ▶ Bus systems with antiquated routes that have not been recently assessed and modified to reflect changes in the way employment centers or locations have shifted geographically.

## Village Responses to Regulatory & Infrastructure Challenges

- ☑ **Revitalizing the Industrial Area.** The Village had re-envisioned parts of the industrial area as the “MAKER Zone” and started to draft new zoning to allow contemporary industrial business types to grow and flourish here. The vision aims to remake Waverly Avenue (see Figure 7 on page 4) as a pedestrian-friendly corridor.
- ☑ **Adaptive Reuse of Religious & Educational Buildings.** The Village revised zoning and streamlined the permitting process to facilitate reuse of eligible older buildings.
- ☑ **Complete Streets & Vision Zero.** Residents are eager for streets to be safer for walking and bicycling, especially for children. Streets need to be redesigned to slow traffic and provide safe crossings for pedestrians and accommodations for bicyclists where appropriate. The Village has adopted a Complete Streets policy and a Vision Zero resolution, which are critical first steps toward committing to designing safe transportation systems with all users in mind.

## Technological Innovations & Trends

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

- ▶ Online shopping continues to increase, presenting more competition for retailers with physical stores. According to the report, “Forrester Data: Online Retail Forecast, 2017 to 2022,” e-commerce will account for 17% of retail sales by 2022, which is an increase from a projected 13% in 2017.
- ▶ Car-sharing services such as ZipCar and ride-hailing services such as Lyft and Uber can enhance mobility and reduce the need for personal vehicles, especially in urban areas.
- ▶ The growth of e-bikes, e-scooters, and sharing systems involving e-bikes, e-scooters and pedal-powered bicycles provide additional options for getting around town.
- ▶ Cargo bike programs are emerging in cities across the country as a way to deliver products “last-mile” while reducing traffic and curb congestion and emissions.
- ▶ Internet-based parking management systems can help communities better manage parking and communicate parking information. Apps such as ParkMobile can make finding and paying for parking simpler.
- ▶ Energy-efficient lighting provides cost savings and software can help track and manage energy consumption.

## Village Responses to Technological Innovations & Trends

- ☑ **Car-Sharing and Ride-Hailing.** The Village used to have two ZipCar car-sharing vehicles at the train station, which can provide certain types of transportation for people who do not own a car. Taxis are still an important part of providing “last mile” transportation to and from the train station. Ride-hailing services such as Lyft and Uber are available in the Village.
- ☑ **Parking Technologies.** The Village has implemented Park Mobile, an app-based parking system, in Downtown and



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



Figure 8: Car Sharing. Two ZipCars parked at the Mamaroneck train station.



Figure 9: Bikeshare. A person rides a bicycle from a bikesharing system.

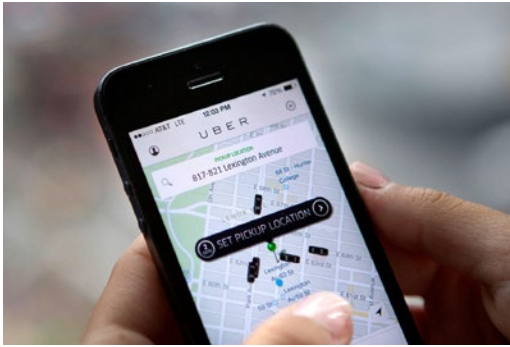


Figure 10: Ride-Hailing. A person using the Uber app to get a ride.



Figure 11: A cargo bike (photo by flickr user Travis, licensed under CC BY 2.0)



Figure 12: A car being pulled from the river after Hurricane Ida.

beyond, wherever new meters are installed.

- ☑ **Sustainable Technology.** The Village has adopted new technologies that are more sustainable and less expensive in the long run, such as switching traffic lights and street lights from incandescent bulbs to LED bulbs.

## Climate Change & Critical Weather-Related Events

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

- ▶ Superstorm Sandy was a “wake-up call” for the region because of the wide swath of destruction it wrought on communities throughout the Eastern Seaboard, leading to a greater interest in “resilience” planning.
- ▶ Hurricane Ida devastated the Village in 2021. The remnants of this storm dropped more than 8 inches of rain in less than 12 hours. Many homes, businesses, and cars were destroyed, and several lives were lost. The monetary value of the damage was estimated at more than \$100 million.
- ▶ Sea-level rise is a looming threat to property and life in coastal communities. Many agencies are involved in producing projections on its possible extent and impacts.

## Village Responses to Climate Change & Critical Weather-Related Events

- ☑ **U.S. Army Corps of Engineers’ Mamaroneck & Sheldrake Rivers Project.** This project involves constructing retaining walls and a diversion culvert, deepening and widening of river channels, structure elevation, and replacing two vehicular bridges that constrict flood flow.
- ☑ **Village Bridge Replacements.** The Village will be replacing the bridge on Hillside Avenue, while the Town of Mamaroneck will replace the Waverly Avenue bridge. The Jefferson Avenue bridge was replaced several years ago.
- ☑ **Seawall Reconstruction.** The Village will be replacing the West Basin Seawall at Harbor Island Park and incorporating resiliency measures to protect against sea level rise and associated increases in coastal flooding.



## Pandemic Trends & Events

The COVID-19 pandemic arrived in the United States only a few months after the release of the first draft of this plan. Virtually no community on Earth has been spared from the health, social, and economic consequences of this virus. The pandemic is also likely to accelerate or change certain trends and could also change or reorder residents' values and priorities. The following are several trends that could impact the Village:

- ▶ **Working From Home & Increased Outmigration from New York City to Upstate Communities.** Even before the pandemic, the Village was attracting young families from New York City seeking relief from high costs of living, cramped living spaces, and an antiquated and crowded subway system. Since the pandemic began, many New York City residents moving out (see Figure 13) to communities farther “upstate.” The relative success of remote working arrangements and videoconferencing facilitated this trend. Ultimately, companies allowed more employees to work from home or to have a mixed schedule consisting of days working in the office and days working from home. This trend contributed to the very hot housing market during 2022. To what extent has working from home helped restaurants and stores in these smaller communities?
- ▶ **A Shift in Values and Priorities Regarding Mobility & Open Space.** With offices and stores closed, few people were using their cars. Empty streets allowed people to observe how much space is dedicated to cars versus pedestrians and bicyclists (see Figure 14). This was especially pronounced in large cities. With closures and restrictions on parks, people had no other choice but to walk along sidewalks, where depending on the width, physical distancing can be difficult, or on empty streets. Bicycling offered a way to travel while physically distancing and, in certain cities, was a viable alternative to transit. The need for more open space and options for pedestrians and bicyclists prompted many cities large and small to close off or dedicate parts of certain streets for pedestrians and bicyclists only. Will people lobby for some of these temporary changes to become more permanent? Will forms

Name	July 1, 2020	July 1, 2021	Percent difference
New York	8,772,978	8,467,513	-3.5
Hempstead	792,559	790,982	-0.2
Brookhaven	485,038	485,430	0.1
Islip	339,547	339,949	0.1
Oyster Bay	300,779	299,583	-0.4
Buffalo	277,908	276,807	-0.4
Babylon	217,973	218,296	0.1
North Hempstead	237,476	237,433	Z
Rochester	210,943	210,606	-0.2
Huntington	203,888	204,197	0.2
Yonkers	210,970	209,530	-0.7
Ramapo	149,023	150,344	0.9
Syracuse	147,033	146,103	-0.6
Amherst	129,564	129,299	-0.2
Smithtown	116,170	116,305	0.1

Figure 13: Change in Population of in the Largest Communities in New York - July 1, 2020 to July 1, 2021 (source: U.S. Census Bureau). New York City lost 3.5 percent of its population during this time.



Figure 14: An empty street during the pandemic lockdown gave people more room in which to bike and walk (photo by Jim Griffin via Wikimedia Commons, licensed under CC0).



Figure 15: Sidewalk dining bubbles proliferated in many downtowns to support outdoor dining during the pandemic (photo by Elvert Barnes via Wikimedia Commons, licensed under CC BY-SA 2.0)

of “micromobility” such as electric scooters be more acceptable and appealing to residents?

- ▶ **A Need to Reconfigure Downtown Operations, Streetscapes & Zoning to Accommodate Physical Distancing.** Many businesses, especially restaurants, are continuing to offer curbside pickup and delivery. This will likely continue, but as restrictions are lifted, dining operations may need to change. This could involve reconfiguration of sidewalk and parking space for more outdoor dining, gathering, waiting on line; reallocating curb space and parking space for pickup; and any number of other interventions.
- ▶ **A Renewed Focus on Equity.** Sparked by the death of George Floyd at the hands of Minneapolis police officers, a renewed consciousness and commitment among individuals, governments, and businesses to racial, gender, and economic equity took place during the pandemic.

## Federal, State & County Policies, Regulations, and Funding

Federal and state policy, regulations, and funding are being directed toward addressing fundamental challenges that municipalities are facing today, including deteriorating infrastructure, climate change, unaffordable housing, and environmental injustices.

- ▶ **Infrastructure Investment and Jobs Act (IIJA).** In 2021, the IIJA became law, directing unprecedented levels of funding toward infrastructure and climate needs. More than \$550 billion will be invested in roads and bridges, public transit, water infrastructure, resilience, internet, and more
- ▶ **Clean Water, Clean Air, and Green Jobs Environmental Bond Act.** In 2022, New York voters approved this act, which authorizes the state to take on \$4.2 billion of debt to fund restoration and flood risk mitigation; water quality improvement and resilient infrastructure; open space, working lands conservation, and recreation; and climate change mitigation.
- ▶ **New York Housing Compact.** In 2023, Governor Hochul announced the New York Housing Compact to build 800,000 new homes in the next decade. The plan includes local participation requirements and incentives to achieve housing growth in every community so that every part of state plays a role in solving the affordable housing crisis. The plan will also require municipalities with MTA rail stations to locally rezone for higher density residential development. The Village, which had adopted a transit-oriented development overlay district in the past that led to development near the train station, should play close attention to this plan.
- ▶ **Westchester County Affordable Housing Funds.** The County has budgeted more than \$90 million allocated into three funds. The Affordable Housing Investment Fund provides funds to develop fair and affordable housing throughout County. The Housing Implementation Fund Program provides municipalities with funds for public infrastructure and improvements such as water, sanitary and storm sewer, road and site improvements needed to facilitate the construction or rehabilitation of fair and affordable housing. The New Homes Land Acquisition Program provides funds to acquire property for the construction of fair and affordable housing.

## c. The Region Today

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

### Regional Plans & Studies

Among the roles of these regional entities is the production of plans and studies at the regional scale.

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

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

Several reports and studies published by regional entities are referenced in other parts of this **2023 Comprehensive Plan**. This includes the following:

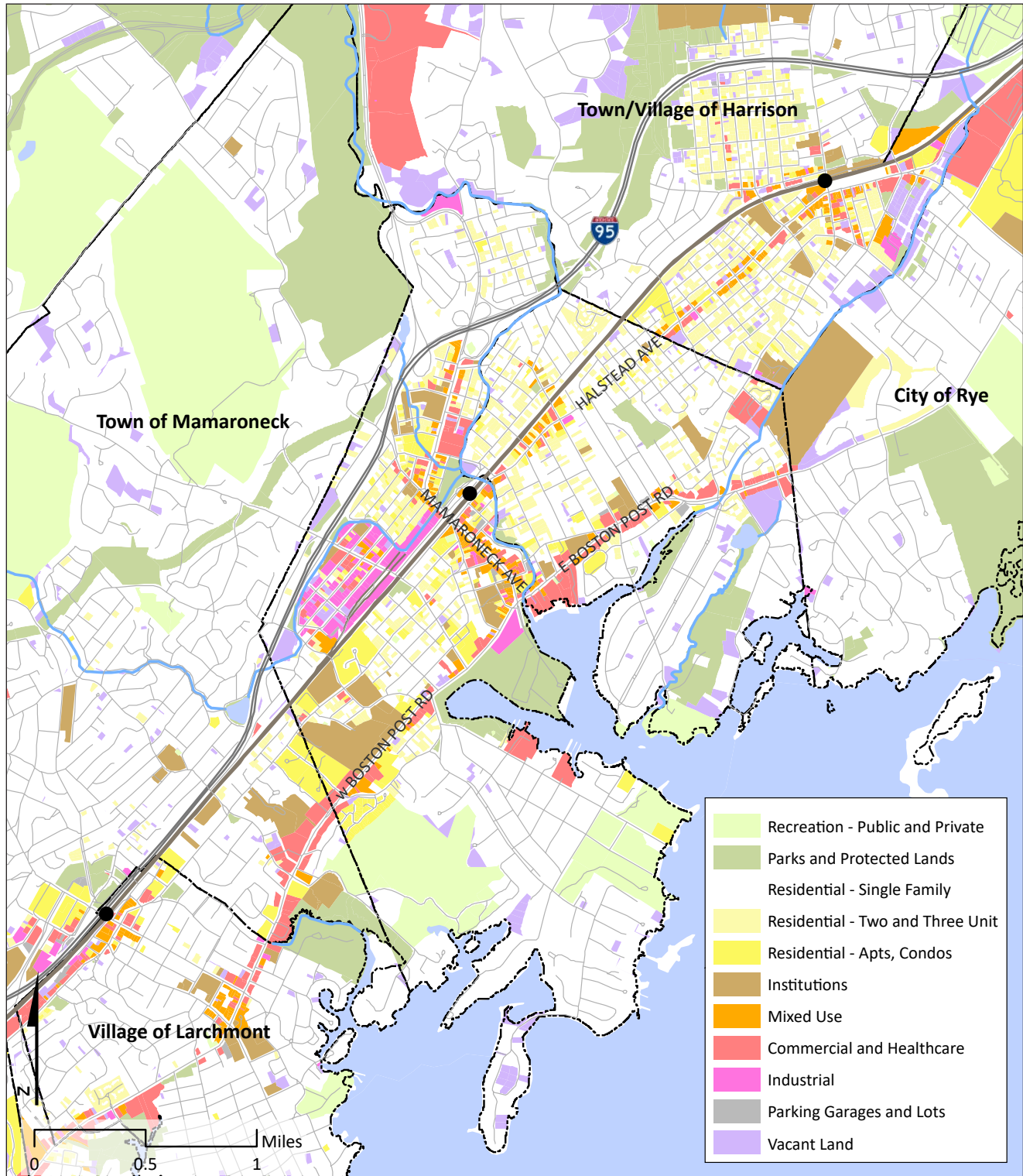
- ▶ RPA’s **Mid-Hudson Sustainability Smart Growth Tool Kit**, which is described in **Chapter 7**.
- ▶ RPA’s **Building Coastal Resilience**.
- ▶ Westchester County’s 2021 **Hazard Mitigation Plan Update** is described in **Chapter 5**.
- ▶ New York City’s Department of City Planning contains a new regional planning unit created by recommendation of the City’s 2015 Strategic Plan, **One New York: The Plan for a Strong and Just City (OneNYC)**. Its NYC Metro Region Explorer interactive map highlights population, housing, and employment trends within the tri-state metropolitan region and shares key insights about how the region has changed from 2000 to today.



## d. Neighboring Communities

The Village shares borders with the Village of Larchmont, Town of Mamaroneck, the Town/Village of Harrison, and the City of Rye. It also shares a coastline and large body of water, several waterways, major roadways, an interstate highway, and schools with its neighbors. As such, they are interconnected economically, socially, and through physical geography. The municipalities actively coordinate on topics such as water quality,

Figure 16: Land Use Map of the Village and Parts of Neighboring Municipalities



sustainability, and infrastructure. Because these municipalities are governed separately and have their own master plans and zoning regulations, they typically operate independently with respect to land use and development decisions. Table 1 highlights some of the priority initiatives in their respective comprehensive plans, if available.

Table 1: Comprehensive Plans of Neighboring Municipalities

Municipality	Comprehensive Plan	Priorities
<b>Town of Mamaroneck</b>	Existing Comp Plan unavailable online. Seeking to update it as of 2022.	<ul style="list-style-type: none"> <li>Update will focus on hazard mitigation and environmental review land use, recreation, affordable housing, parking, transportation and municipal services.</li> </ul>
<b>Town/Village of Harrison</b>	2013 Comprehensive Plan	<ul style="list-style-type: none"> <li>Revitalize downtown through development of a 3.5 acre property near the Harrison train station into retail stores and condos.</li> <li>Revitalize the area near Halstead Avenue and Harrison Avenue through streetscape improvements, redeveloping vacant storefronts and increasing the variety of businesses, adding housing, improving accessibility, and creating a formal “town green” out of Ma Riis Park.</li> </ul>
<b>City of Rye</b>	1985 (unavailable online). Seeking to update it as of 2017.	<ul style="list-style-type: none"> <li>Comp Plan update process will be initiated again (presumably post-pandemic). Focused on the United Hospital development in Port Chester that will impact traffic in Rye.</li> </ul>
<b>Village of Larchmont</b>	No information on existing Comp Plan available online.	<ul style="list-style-type: none"> <li>Currently in the process of reviewing the development of a five-story condominium in downtown with 14 units and an automated parking garage. Scale of project has been reduced.</li> </ul>

Several major roadway corridors are shared by the Village and one or more of its neighbors, including Halstead Avenue, W. Post Road, E. Post Road, and Mamaroneck Avenue. The following are brief descriptions of these corridors. The parts of these corridors that are within the Village are analyzed in more detail as “character districts” in **Chapter 4A: Land Use & Development**.

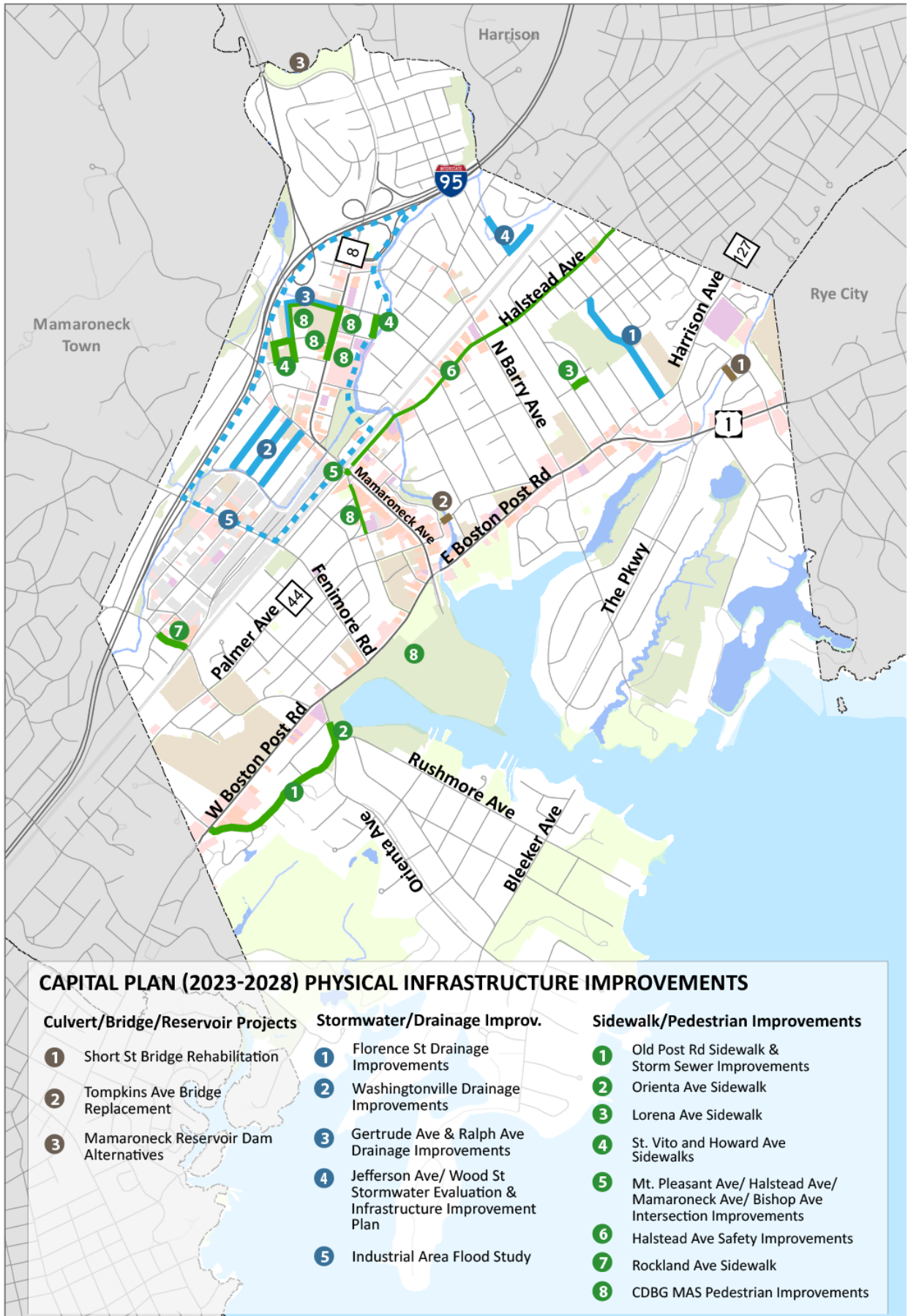
## e. Village Plans & Studies

The Village, along with several other organizations, have prepared a number of reports, plans, and studies since the adoption of the **2012 Comprehensive Plan** that carry forward its objectives and recommendations or address additional or new topics. **Appendix A** provides a complete list, along with brief descriptions of each one. Many of these reports, plans, and studies are referenced throughout this **2023 Comprehensive Plan**.

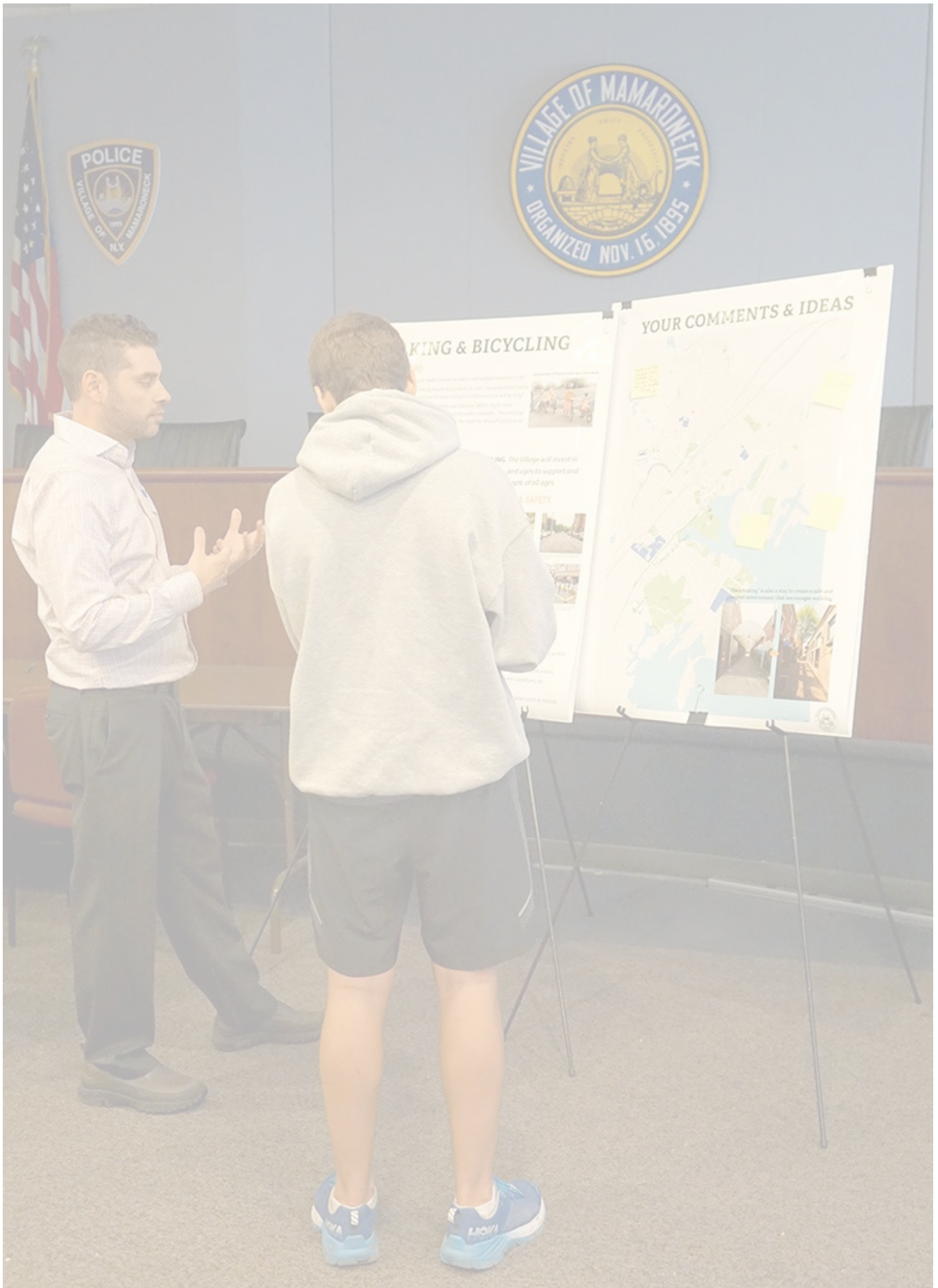
## f. Village Capital Plan (2023-2028)

Figure 17 on page 11 is a map that identifies and locates three types of physical infrastructure improvement projects that are listed on the Village’s **Capital Plan**: Culvert/Bridge/Reservoir, Stormwater/Drainage, and Sidewalk/Pedestrian.

Figure 17: Map highlighting physical infrastructure improvements within the Capital Plan (2023-2028)







### WALKING & BICYCLING

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

**SAFETY**

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

### YOUR COMMENTS & IDEAS

A map of the village with several yellow sticky notes placed on it. Below the map are two small photographs showing street scenes.





## 2. VILLAGE VOICES: VISION, GOALS & OBJECTIVES

The involvement of residents and other community stakeholders is instrumental to the preparation of a Comprehensive Plan. Figure 18 is a collage that summarizes some of the engagement methods utilized. The results contributed to the updating of the vision section of the *2012 Comprehensive Plan*, which has been expanded into the Statement of Goals & Objectives of this *2023 Comprehensive Plan*.

**Comments Received from Website**



**Environmental Sustainability Questionnaire**

Topic	No. of Mentions of Topic by Question			Frequently Mentioned Words or Phrases
	Question 1 <i>My interest/concern</i>	Question 2 <i>Should be Village priority</i>	Question 3 <i>Long-term solutions required</i>	
Water Quality	46	26	14	pesticides/chemicals, pollution, Long Island Sound, Harbor
Air Quality/Transportation	39	30	18	bikeable/bike-friendly, walking, traffic, trees
Waste/Materials Management	36	19	3	organic/food waste, litter, recycling
Development	23	12	9	over-development
Flooding	20	12	20	flooding, Army Corps
Open Space	15	5	2	natural, wetlands, marsh, preserve
Climate Change	7	0	5	climate change
Renewable Energy	8	1	4	solar

**Village Voices Interviews**



**Avenue Block Party on June 12**



**April 21 Clean & Green Day**



**Rye Neck HS Student Roundtable**



**Village Idea Boards at Events**



**September 27 Workshop**



**Community Resource Center Idea Board**

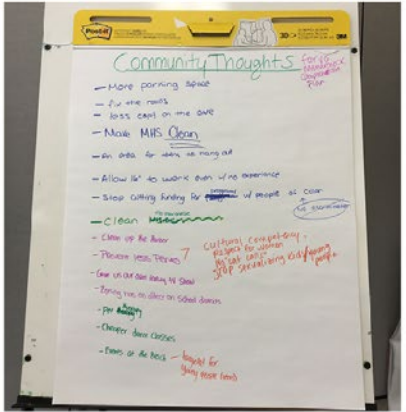


Figure 18: A collage of images highlighting various aspects of the community outreach and engagement process for this Comprehensive Plan Update.

## a. Updating the 2012 Vision, Goals & Objectives for 2023

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

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

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

### QUALITY OF LIFE

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

### SMALL-TOWN CHARACTER

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

### DIVERSITY

13. Develop workforce and senior housing at appropriate densities.

### ENVIRONMENT

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

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

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

## Local Waterfront Revitalization Program (LWRP) Goals

The Village's Local Waterfront Revitalization Program (LWRP), which was adopted in 1984. An updated LWRP was produced in 2018, but never formally approved. An LWRP is a land and water use program that expresses a vision for the waterfront area and provides the means to achieve that vision. It is the only planning and regulatory tool that allows a local community to refine Statewide coastal policies to apply to the local situation. It may be comprehensive and address all issues that affect a community's entire waterfront, or it may address the most critical issues facing a significant portion of its waterfront. The Village is unique in that the LWRP applies to the entire Village. **Therefore, the Comprehensive Plan should complement the LWRP (and vice versa) and also highlight any LWRP implementation recommendations and explain any areas of divergence.**

The Village's LWRP refines and supplements the State's Coastal Management Program and provides a comprehensive framework within which critical waterfront issues can be addressed and planned waterfront improvement projects can be pursued and implemented. The following is a list of the goals in the Village's 2018 draft LWRP:

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

## b. 2022-2023 Community Engagement Update

Much of the initial engagement for the Village comprehensive planning process took place in 2018 prior to the COVID-19 pandemic and Hurricane Ida. Given the time that had elapsed and the significance of these two events, another round of community engagement was launched. The overall purpose was to learn how sentiments may have changed, whether any priorities have shifted, if any existing issues have improved or worsened, or if any new issues have emerged.

### Planning Board & Volunteer Committees

The Village's Planning Board and volunteer committees, which included the Committee for the Environment, the Tree Committee, the Traffic Commission, the Rec & Parks Commission, and the Flood Mitigation Advisory Commission reviewed and commented on a draft of this comprehensive plan that had been completed in November 2020. The Village's consultant for this planning process also met with each of these committees to retrieve information about any accomplishments since 2019 and to discuss potential goals, objectives, and recommendations.

### Community Survey

A Comprehensive Plan Community Survey was launched near the end of 2022 to reconnect with Village residents. More than 800 people took the survey. The focus of the survey was to gauge the level of satisfaction among residents about various aspects of the Village today and to identify the highest priority topics. Flood Protection, Land Use & Development, Utilities & Infrastructure, Housing (affordability), and Transportation (Biking) were the topics of greatest dissatisfaction (see Figure 19 on page 170). The top five topics priorities for survey respondents were Flood Protection, Utilities & Infrastructure, Land Use & Development, Businesses (stores, restaurants, services), and Housing (affordability), as shown in Figure 20 on page 17.

The open-ended comments reflect that many of the topics are connected. Housing (affordability) can be seen as part of Land Use & Development and Utilities & Infrastructure—particularly street and sidewalk conditions—can also be part of Transportation. Furthermore, while a complete analysis of responses by neighborhood of respondent was not undertaken, a comparison of two neighborhoods showed variation in the responses. This survey could be a foundation for exploring topics and priorities at the neighborhood level.

A presentation summarizing the results of the Community Survey is available at [www.planvom.org](http://www.planvom.org)

### E-mail Comments & Public Hearings

The public was invited to submit comments on two drafts of the **2023 Comprehensive Plan** via e-mail and to attend one of four public hearings held between June and August 2023.

### 2023 Statement of Goals & Objectives

The analysis of the **2012 Comprehensive Plan** goals, the goals as expressed in the November 2020 draft of this Comprehensive Plan, along with the results of the 2022-2023 Community Engagement Update informed the development of the Statement of Goals & Objectives for this **2023 Comprehensive Plan**.



Figure 19: Chart showing the weighted average of each topic by level of dissatisfaction or satisfaction. The more negative the number, the greater the level of dissatisfaction.

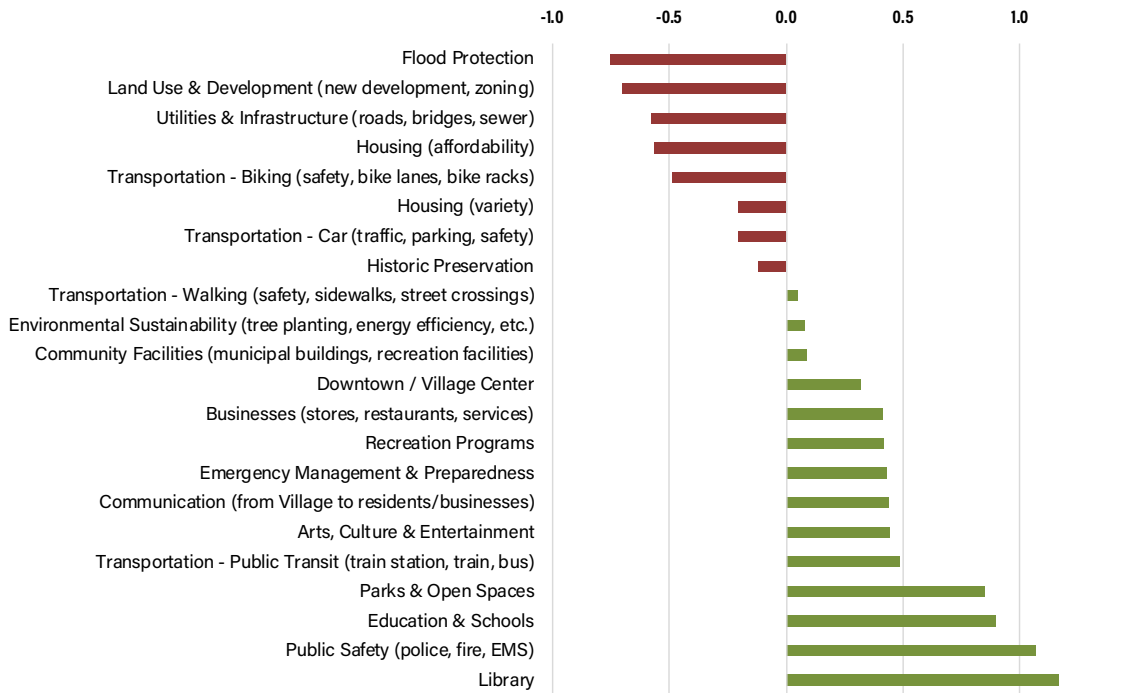
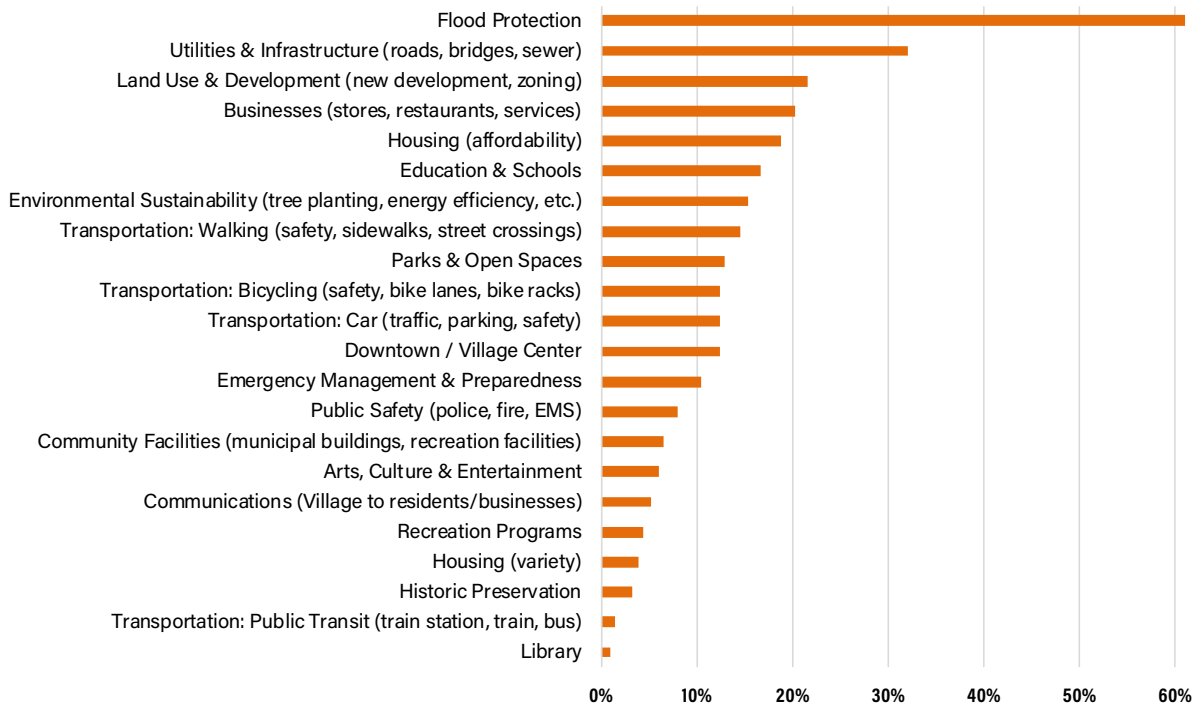


Figure 20: Chart showing the topics in order of mention as in the top three priorities among all survey respondents.



## c. 2023-2033 Statement of Goals & Objectives

### 1. Protect the Village from Storms, Floods & Rising Sea Levels

The Village will reexamine its existing policies and regulations, invest in its natural and built infrastructure, and collaborate with governmental agencies at all levels to implement actions that reduce flooding and the risks of floodwaters to life, property, and the economy. See [Chapter 5: Environmental Protection, Resilience & Open Space](#)

### 2. Make Streets Safe for Walking & Bicycling

The Village will invest in its system of streets, sidewalks, signals, and signs—in accordance with the principles of Complete Streets and Vision Zero—to make walking safer and more comfortable for people of all ages and abilities and to create facilities and accommodations for safe bicycling throughout the Village and into neighboring communities. The Village will coordinate with the NYS Department of Transportation, Westchester County, and neighboring communities to do the same for State- and County-managed roadways. See [Chapter 6: Transportation Systems](#)

### 3. Preserve Existing Affordable Housing; Create New Affordable Housing

The Village will work with housing advocacy organizations to preserve its existing lower-cost housing stock through tenant-focused protections and other actions. The Village will create new affordable housing for low- and moderate-income individuals and families, where appropriate, on Village-owned property. The Village will adopt zoning tools that will facilitate, where appropriate, the development of housing that contains a high proportion of units designated as affordable. See [Chapter 4A: Land Use & Development](#)

### 4. Protect & Improve the Environment

The Village will promote, encourage, and facilitate environmental sustainability in its own operations and among homeowners, apartment buildings, institutions, and businesses. This includes actions to improve local water and air quality, become more energy efficient, prevent and reduce waste, and, ultimately, to decrease greenhouse gas emissions. The Village will collaborate with neighboring communities to share information and coordinate sustainability programs, especially where these actions improve the feasibility of initiatives or stimulate greater participation and impact. See [Chapter 7: Environmental Sustainability](#) and [Chapter 8: Municipal, Parks & Rec, and Cultural Facilities](#).

### 5. Update the Zoning Code; Maintain Walkable Village Form

The Village will update its zoning code so it is well-organized and easier for readers to navigate and understand. Definitions and other terminology will reflect contemporary features and types of commerce and housing. Regulatory barriers to desired, appropriate uses will be reexamined and reduced. Furthermore, the zoning code, subdivision regulations, and design standards, will be revisited and/or created to ensure that they maintain or enhance the Village's overall compact, "walkable village" form and the unique characteristics of the Village's districts, corridors, and neighborhoods. See [Chapters 4A, 4B, and 4C: Land Use & Development](#)

### 6. Support Business Development & Revitalize the Corridors

The Village will work with community partners to understand the needs of local businessowners, track businesses and commercial spaces, develop strategies for supporting existing businesses and attracting new businesses, and identify and support local entrepreneurs. The Village will also invest in the physical environment of its corridors and industrial district in ways that support businesses and customers. [Chapter 4A: Land Use & Development](#) and [Chapter 6: Transportation Systems](#).

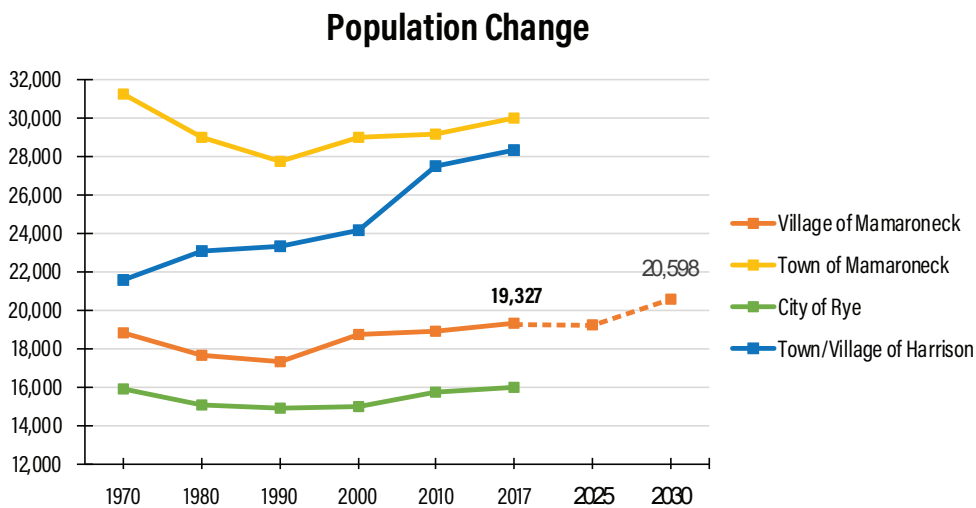


### 3. DATA SNAPSHOTS

This section provides a brief overview of key demographic, housing, and employment indicators based on the latest available 2020 American Community Survey (ACS) 5-year estimates and the 2020 Decennial Census, unless otherwise indicated. The data provides an overall picture of the Village today. Ideally, these indicators should be tracked over time in order to determine trends that have planning implications. **However, since the ACS is based on estimates, there can be significant margins of error. Therefore, the ACS data cannot be accurately compared with 2010 Decennial Census data.**

The Village's population in 2020 was 20,151. The *2012 Comprehensive Plan* reported that, in 2010, the population was 18,929, an increase of 0.9% from 2000. Since 2010, the population of the Village has increased approximately 6 percent. Sources of population growth in the Village likely include new multi-unit residential developments and families with children moving into houses that were sold by older couples or individuals.

Figure 21: Population Change (1970 to 2017) + NYMTC Population Projections



POPULATION

**20,151**

MEDIAN AGE

**40**

MOVED SINCE PREVIOUS YEAR

**13%**

FOREIGN-BORN

**28%**

POVERTY RATE

**6%**

MEDIAN HOUSEHOLD INCOME

**\$106,828**

## a. People: Age, Race, Household Type

The charts on this page highlight basic demographic characteristics of the Village, based on 2020 ACS and Decennial Census data. The data reflects that the Village is a fairly well-rounded community in terms of having a variety of types of houses that can support residents of various ages and generations. The multifamily buildings that have been developed over the past several years in the Village provide additional living options for young adults, downsizing older adults, and others. The data confirms that the Village is just as diverse culturally and ethnically, with more than 28% of the population being born in a different country. Almost 30% of the population is of Hispanic or Latino origin (see Figure 25).

Figure 22: Population by Age Group and Gender

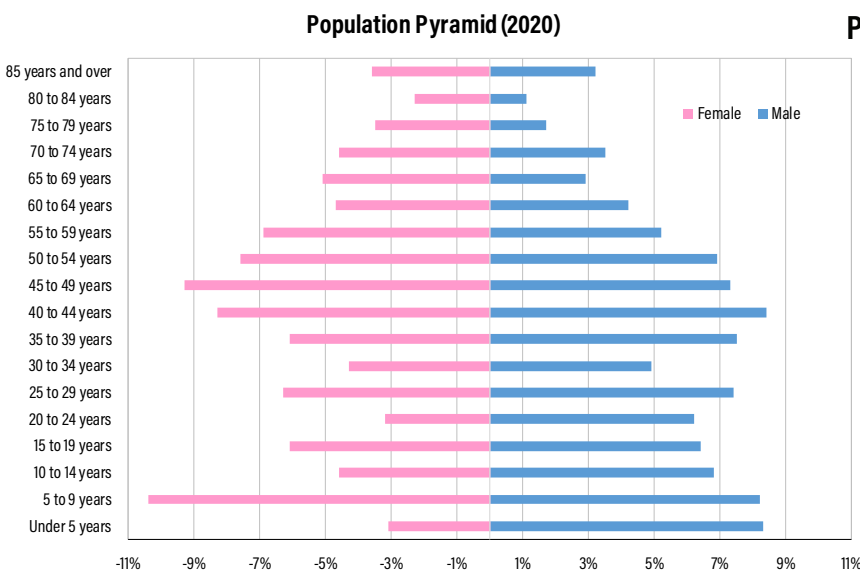


Figure 23: Percent of Population by Age Group

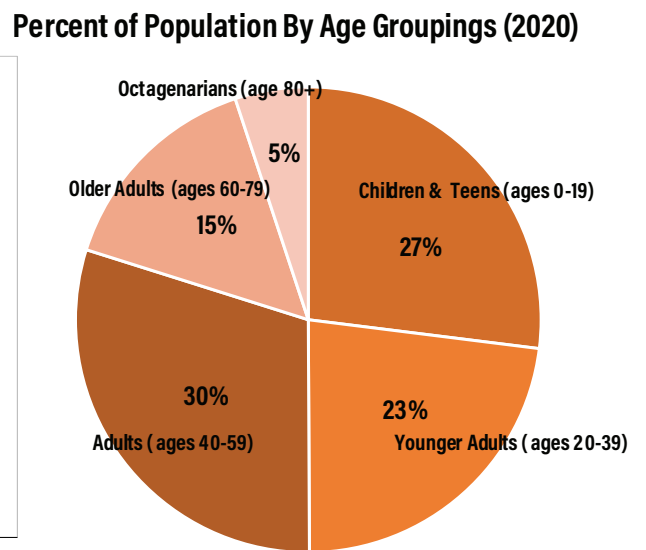


Figure 24: Percent of Population by Race

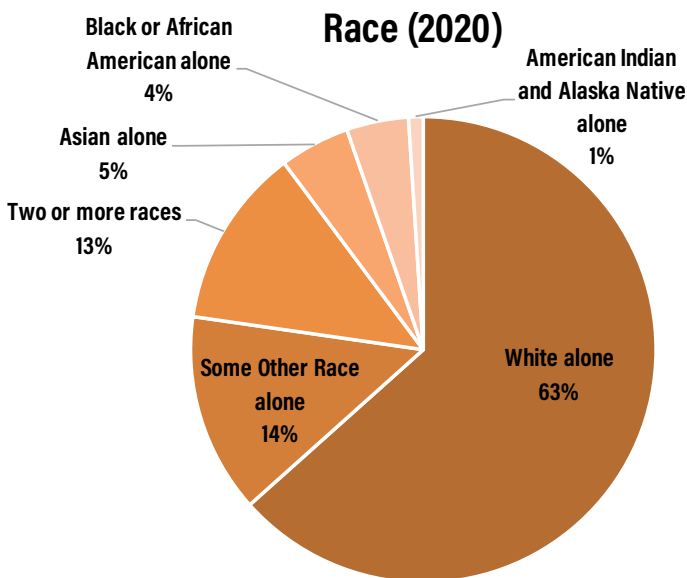
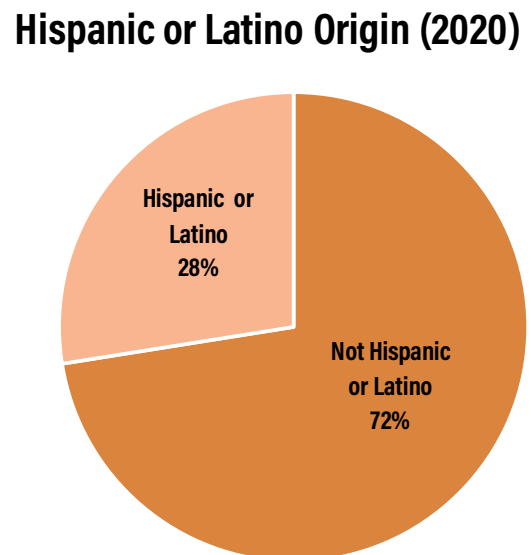


Figure 25: Percent of Population by Hispanic or Latino Origin

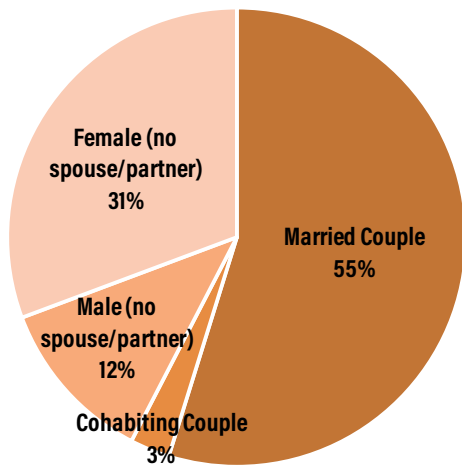




While the majority of households in the Village consist of married couples, more than 30% of households are female-headed with no spouse or partner present (see Figure 26). This is consistent with national trends. [The Urban Institute reports](#) that in the past 30 years, the

Figure 26: Percent of Households by Householder Type

### Householder Type (2020)



marriage rate has declined, and more single women are household heads. Between 1990 to 2019, the percentage of households headed by single women increased from approximately 18% to 23%. Furthermore, the homeownership rate of households led by women has been rising while the homeownership rate of households led by men has been falling.

## b. Livelihoods: Income, Housing, Employment

The *2012 Comprehensive Plan* reports that in 2010, 55% of the Village’s housing units were owner-occupied and 44% renter-occupied. Despite the development of apartments buildings over the past several years and the anticipated shift toward renter-occupancy, the 2020 ACS shows 60% of the Village’s housing units are owner-occupied. The median home value in 2020 was \$614,900. Figure 27 on page 22 shows the distribution of the values of owner-occupied housing units. While the majority of them are within the \$500,000 to \$749,000 range, there are some lower cost housing units valued at less than \$300,000.

The median household income in 2020 in the Village was approximately \$107,000. Figure 28 on page 22 shows the percent of all households by income range. **While one third of households have incomes of \$150,000 or more, almost one-fourth of households in the Village earn less than \$50,000 a year.**

OWNER/RENTER OCCUPANCY

**60%/40%**

MEDIAN HOME VALUE

**\$614,900**

EDUCATIONAL ATTAIN. (BACHELOR'S OR +)

**53%**

Figure 27: Value of Owner-Occupied Housing Units

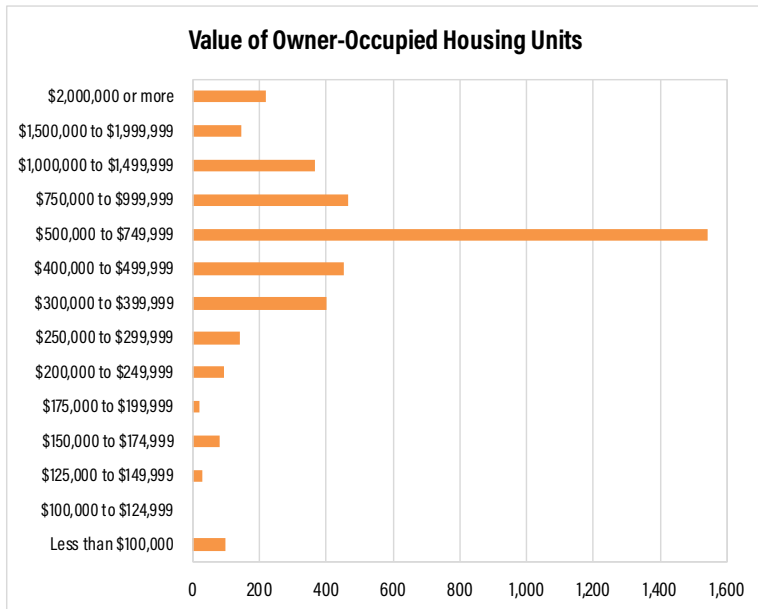


Figure 28: Percent of Households by Income Range

**Percent of Households by Income Range**

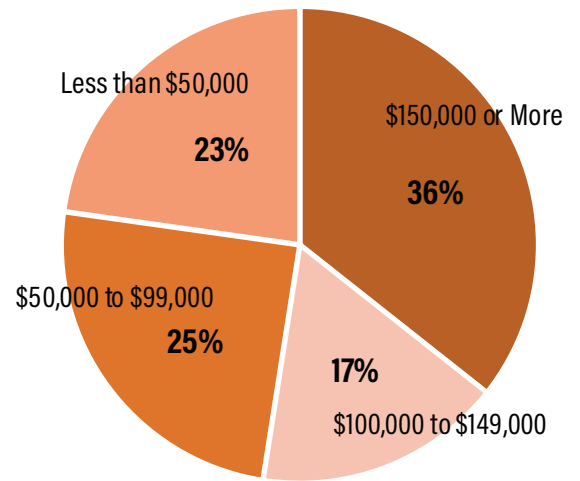


Figure 29: Data showing the types of residential buildings in the Village by number of units

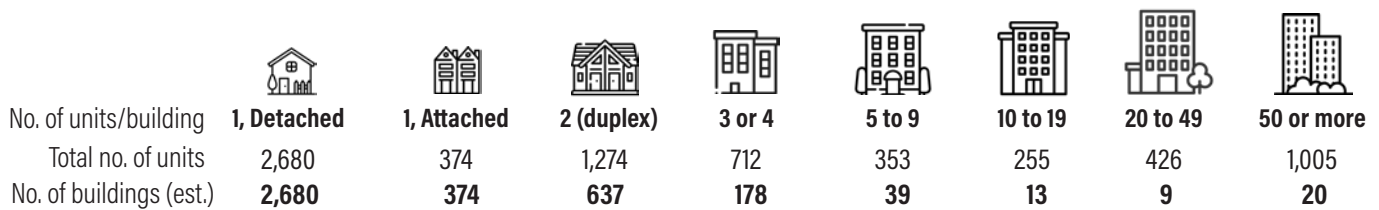
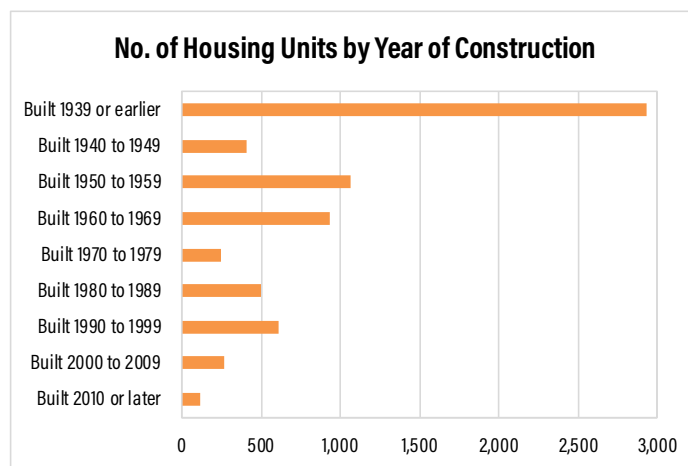


Figure 30: No. of Housing Units by Year of Construction



The Village has a variety of housing types available (see Figure 29 on page 22). However, rising home values and rents are making the Village increasingly unaffordable. Figure 31 shows that since 1990 the median gross rent and the median home value have increased at much greater rates than the median household income. Figure 32 shows the trends in households that are “rent burdened,” or paying more than 30% of their income to rent. However, many renters are paying 50% or more of their incomes toward rent, which is considered “severely rent burdened.”

Figure 31: Percent Change in Household Income, Home Value, and Rent between 1990 and 2015 (source: Planning Department)

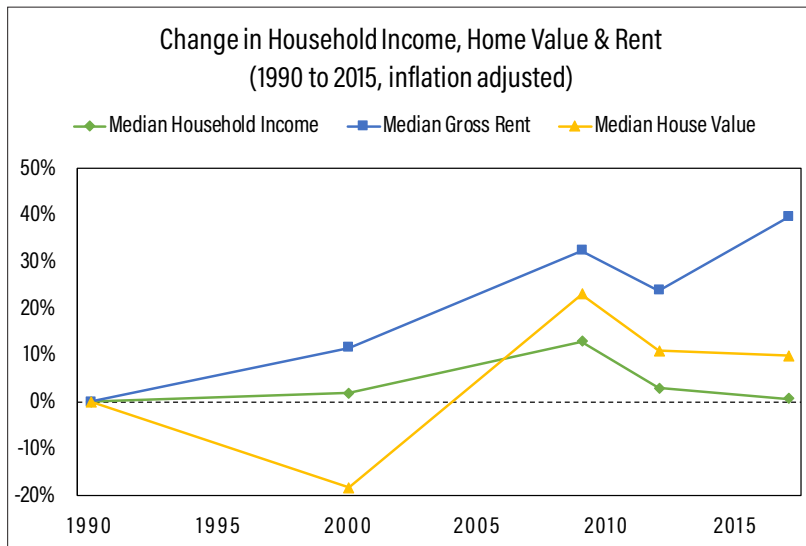


Figure 32: Percent of Residents Considered Rent Burdened by Year (source: Planning Department)

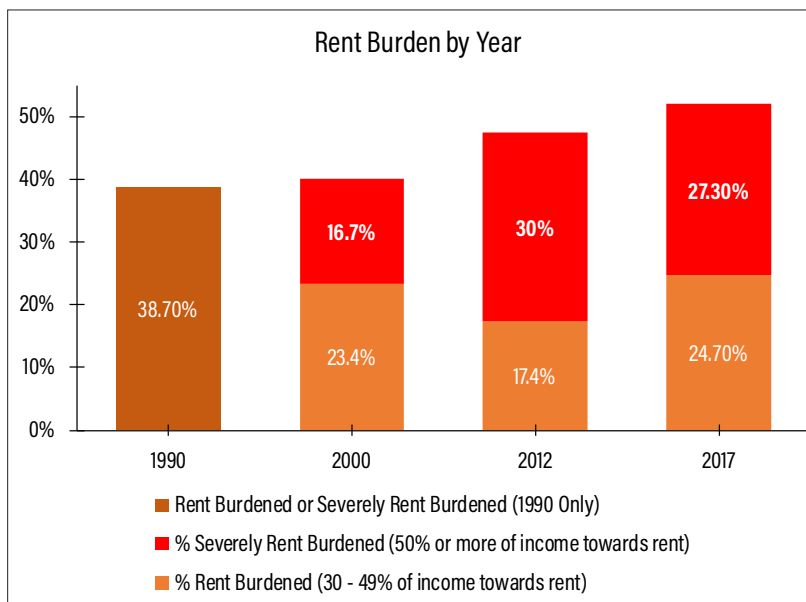


Figure 33 on page 24 confirms that, prior to the pandemic, most employed Village residents commute to Manhattan for work, while 13% work in the Village itself. Figure 34 indicates that there is some reverse commuting from New York City to the Village for work, especially from the Bronx. Figure 33 illustrates an important pre-pandemic trend impacting the region. As companies and jobs started to concentrate in New York City, the population of surrounding communities with access to Metro North Railroad stations increased between 2010 and 2016.

Figure 33: Location of Employment of Village Residents in 2015 (source: U.S. Census Bureau OnTheMap)

**Where People Who Live in the Village Work**

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

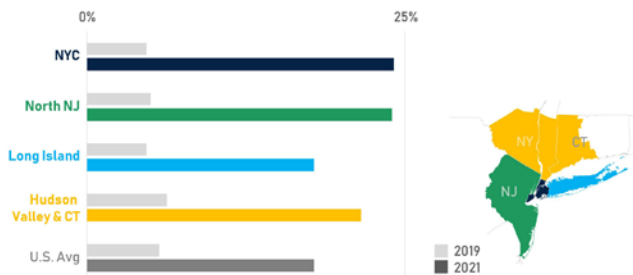
Figure 34: Residency of People Working in the Village in 2015 (source: U.S. Census Bureau OnTheMap)

**Where People Who Work in the Village Live**

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

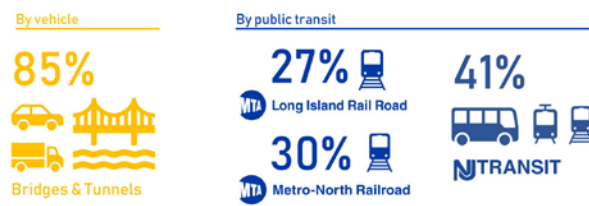
The pandemic, however, has turned these trends around. Working from home has reduced the overall amount of activity in employment districts in Manhattan, causing office buildings and supporting businesses such as restaurants to struggle financially. In turn, demand for commuter rail and commuter parking at stations has decreased (see Figure 35 and Figure 36). The pandemic also caused a shift in population from New York City to outlying towns, suburbs, and rural areas in the region (see Figure 37 on page 25). Between April 2020 and July 2021, all five boroughs experienced population decline, with the largest decline by both number and percent in Manhattan (7%), and smaller declines in Brooklyn (3.5%), the Bronx (3%), Queens (3%) and Staten Island (0.5%).

Figure 35: Share of Residential Workforce Working from Home in 2019 vs. 2021 (source: NYC Thinking Regionally E-Newsletter January 2023, NYC Dept. of City Planning)



Share of Resident Workforce who Worked from Home in 2019 vs. 2021 NYC Metro Subregions  
Source: Source: U.S. Census Bureau American Community Survey (ACS) 1-Year Estimates 2021 and 2019

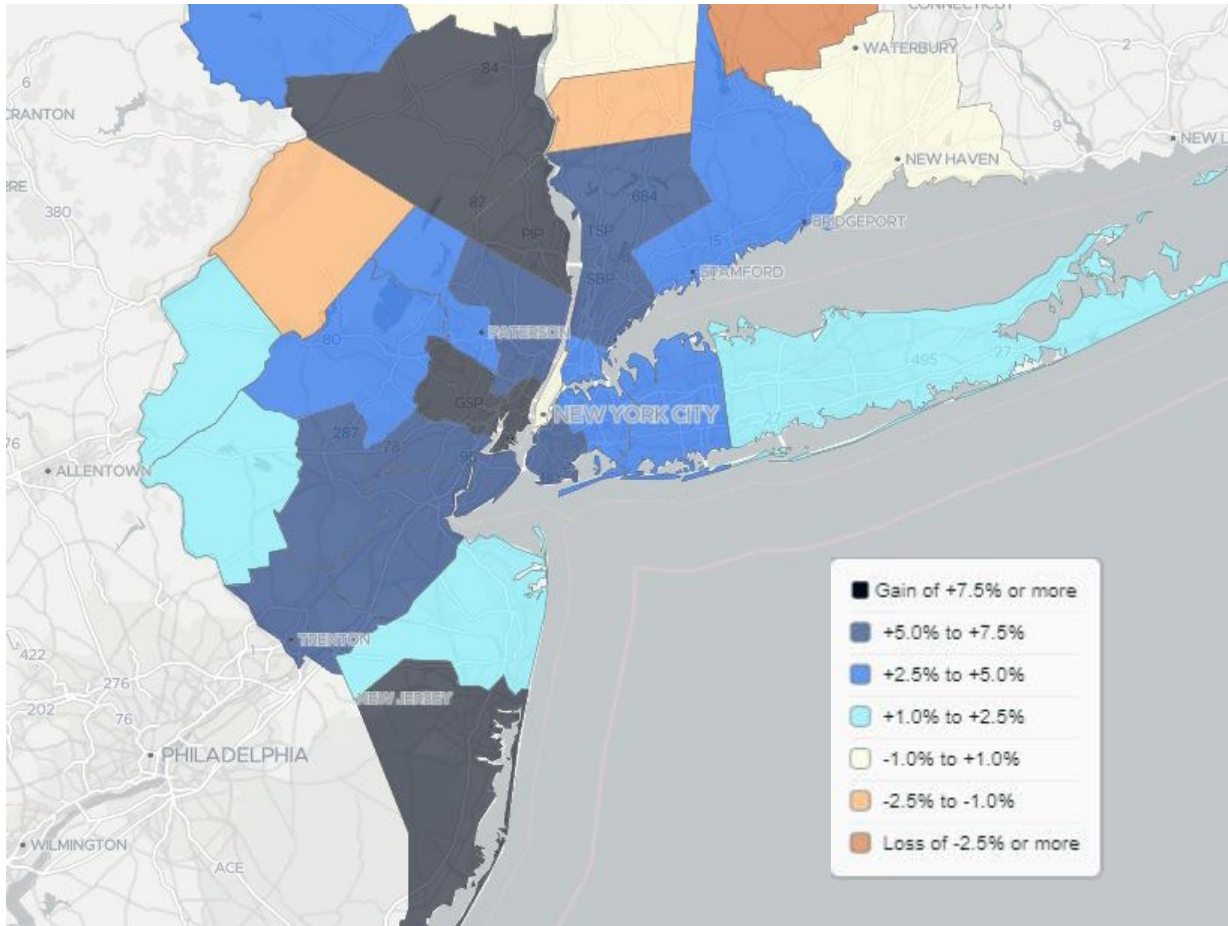
Figure 36: 2021 Fiscal Year Average Ridership as a Percent of Pre-Pandemic Average Ridership (source: NYC Thinking Regionally E-Newsletter January 2023, NYC Dept. of City Planning)



2021 Fiscal Year Average Ridership as a Percent of Pre-Pandemic Average Ridership  
Note: FY represents NYC and NJ period of July 1 to June 30; NJ transit represents total ridership across the system as a percent of 2019 annual system-wide ridership.  
Source: NJ Transit 2021 Annual report, Metropolitan Transportation Authority (MTA) Day-by-Day Ridership Numbers



Figure 37: Population Change in the Region between 2010 & 2021 (source: NYC Dept. of City Planning Metro Region Explorer)



## c. Spatial Variation in Demographics

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

Figure 38 shows the percent of renter-occupied housing units by Census block group. Washingtonville is one of the neighborhoods with has the highest percentage of renter-occupied housing units in the Village. Figure 39 shows the variation in median household income by block group. The block group that includes the Orienta neighborhood has the highest median income in the Village, at \$250,000.

Figure 40 on page 27 shows the variation in the median gross rent paid as a percent of household income by block group. This indicator is useful to find out where households are rent burdened, or pay more than 30% of their household income toward rent. The map indicates that residents in the northern section of the Village are the most rent burdened in the Village, with many households paying approximately 45% of their household incomes toward rent.

Figure 41 on page 27 shows the percent of the population of each block group that is Hispanic or Latino. The block group that includes the Washingtonville neighborhood has the highest percentage of Hispanic or Latino residents, at 78%.

Figure 38: Renter-occupied housing units by block group

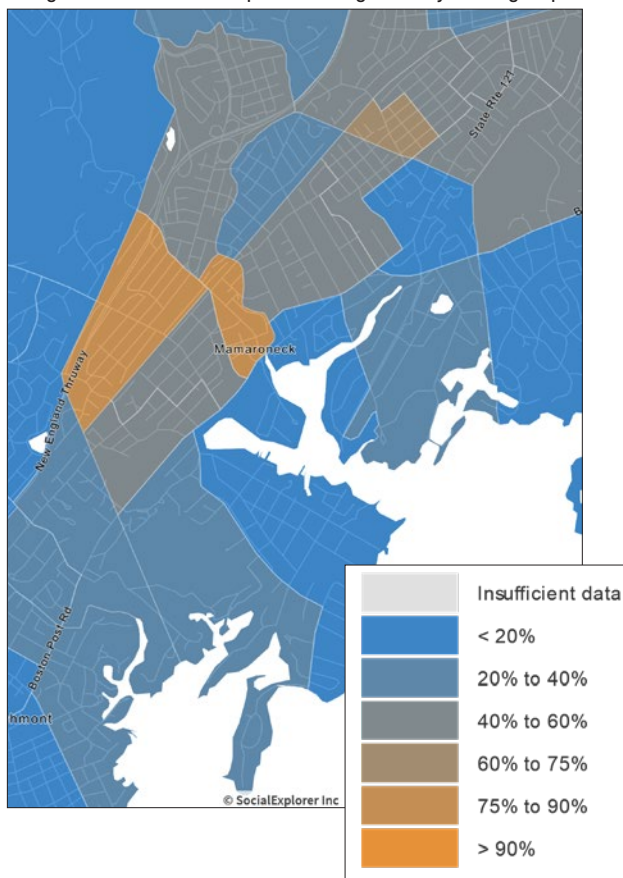


Figure 39: Median household income by block group

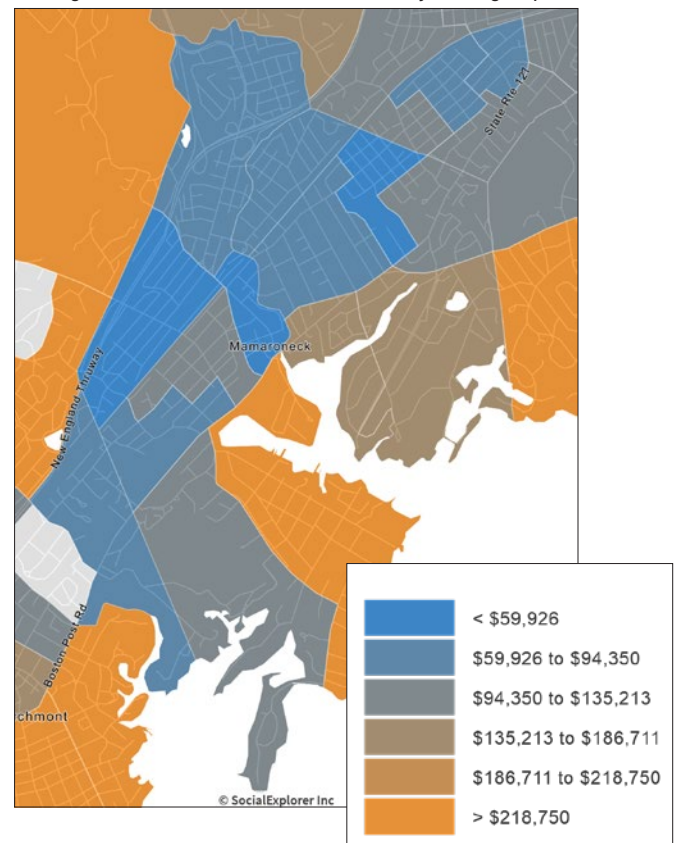


Figure 40: Rent as a percentage of household income

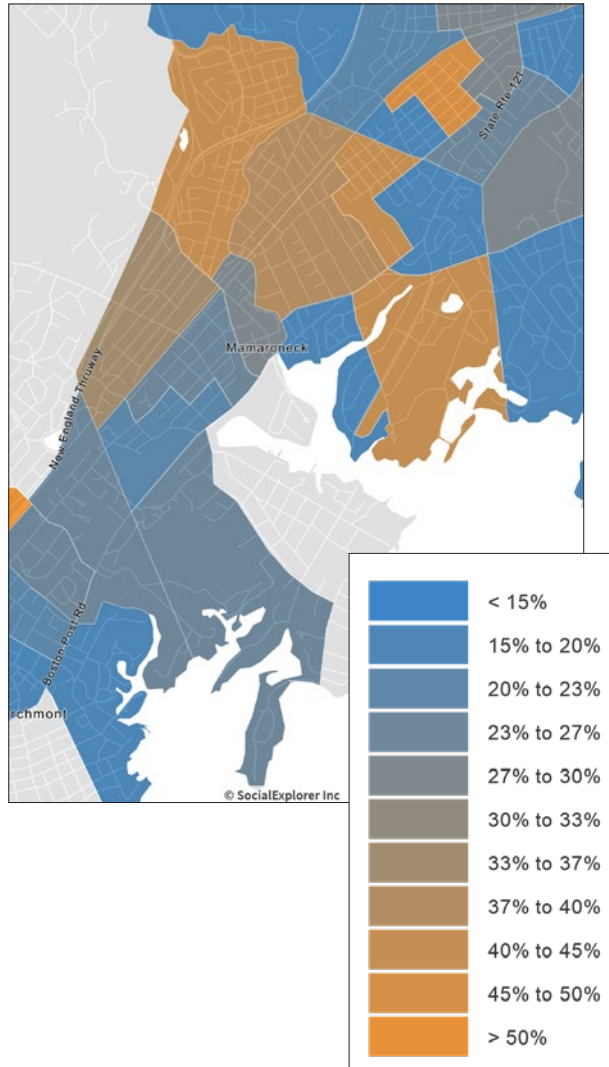


Figure 41: Hispanic or Latino population by block group

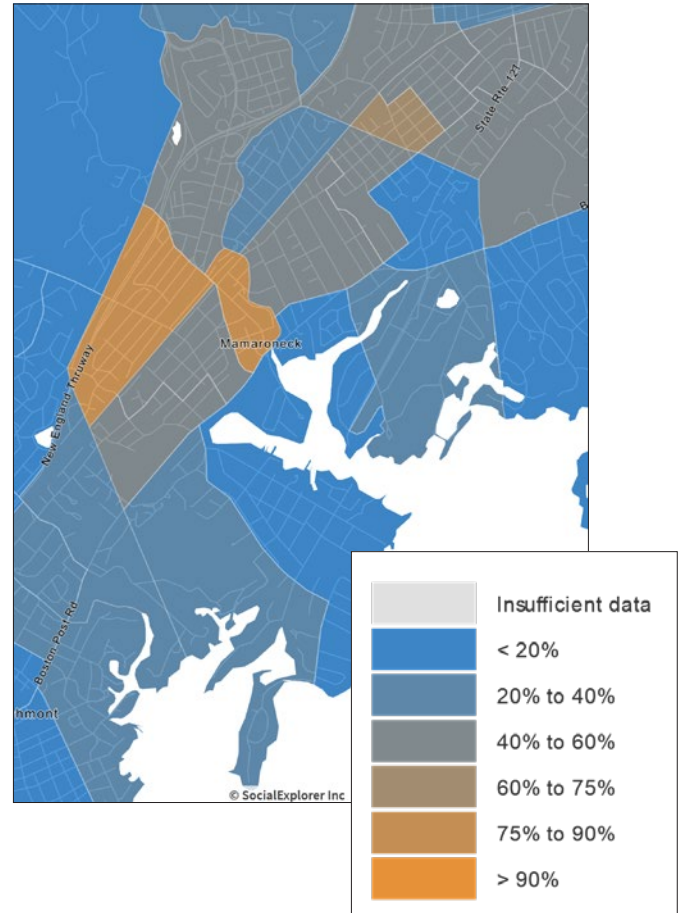






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## 4A. LAND USE & DEVELOPMENT: CORRIDORS & DISTRICTS

### a. Introduction

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

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

This section starts with an overview of the conditions and trends that influenced land use and development in the region and locally since the **2012 Comprehensive Plan** was completed, which includes the moratorium that was instituted in 2018. It then reviews the goals and objectives of the **2012 Comprehensive Plan**, provides details on the progress of their accomplishment, and introduces new and expanded goals and objectives for 2023.

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

#### a. Introduction

#### b. Review of 2012 Objectives & Recommendations

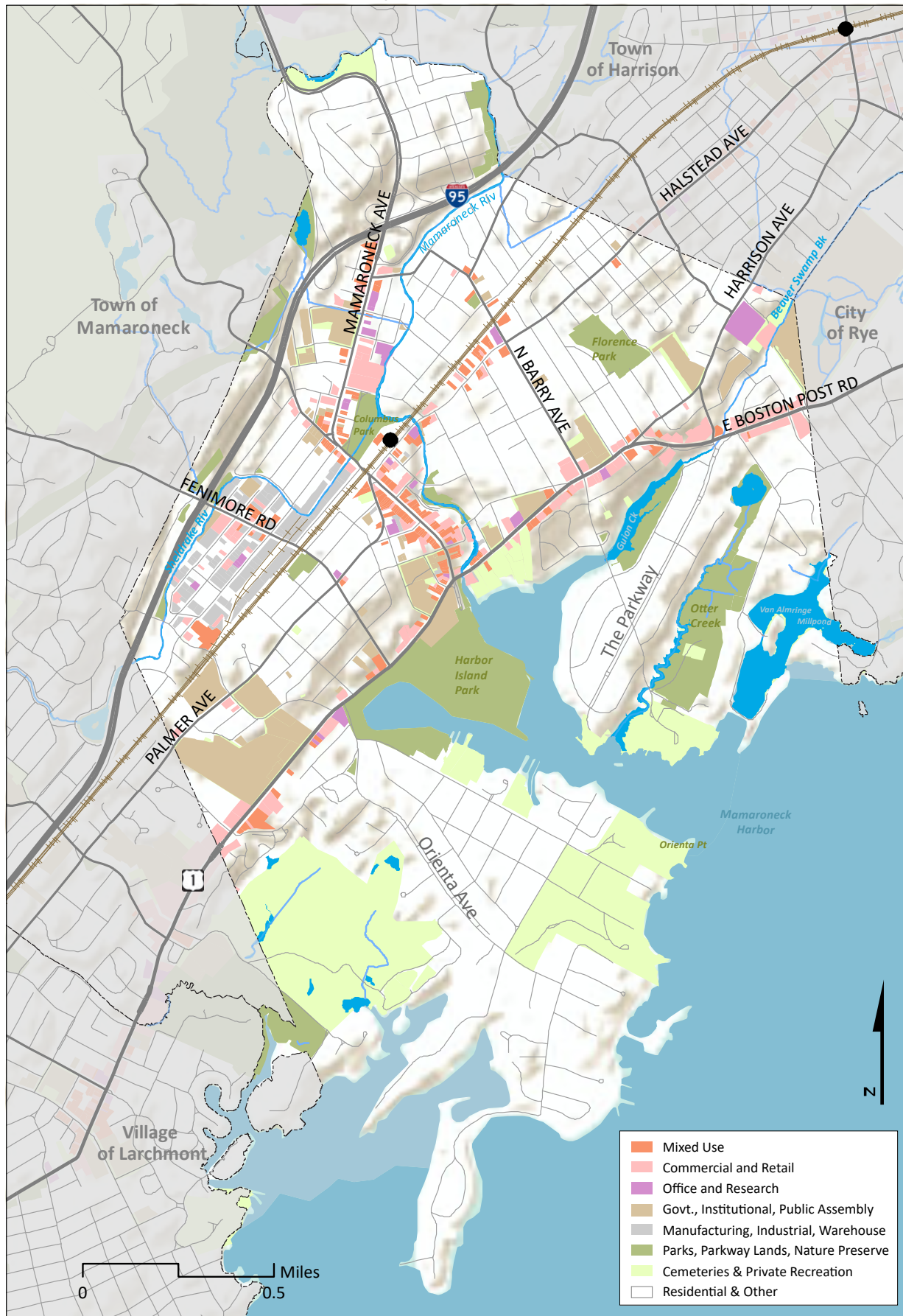
#### c. Land Use & Development Trends

#### d. The 2018 Moratorium Study

#### e. Character Districts: Current Conditions and 2023 Goals & Recommendations

#### f. 2023-2033 Goals & Recommendations

Figure 42: Land Use Map



## b. Review of 2012 Objectives, Recommendations

This section lists the goals, objectives, and recommendations within the **2012 Comprehensive Plan** pertaining to land use and development and reports in general terms on the progress of their implementation. Most important, it identifies goals and recommendations that should continue into this Plan Update.

### 2012 Ch. 4: Land Use & Zoning

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

#### 2012 Recommendations

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

#### Progress on 2012 Recommendations

While the Village has adopted zoning revisions and map changes/corrections identified in the **2012 Comprehensive Plan**, correcting, improving, and ensuring the integrity of the zoning code is an ongoing initiative. The Moratorium Rezoning directly addresses impacts of infill housing on the C-1 and adjusts parking regulations for facilitating affordable housing. An important recommendation that has not yet been implemented is to update subdivision regulations, which is one of the purposes of **Chapter 4B** of this **2023 Comprehensive Plan**.

### 2012 Ch. 5: Industrial Area

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

#### 2012 Goals

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

## 2012 Objectives

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

## 2012 Recommendations

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

## Progress on 2012 Goals, Objectives, Recommendations

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

## 2012 Ch. 7: Neighborhoods & Housing

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

### 2012 Goals

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

### 2012 Objectives

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



## 2012 Recommendations

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

## Progress on 2012 Goals, Objectives, Recommendations

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

## 2012 Ch. 8: Commercial Districts

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

## 2012 Goals

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

## 2012 Objectives

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

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

## 2012 Recommendations

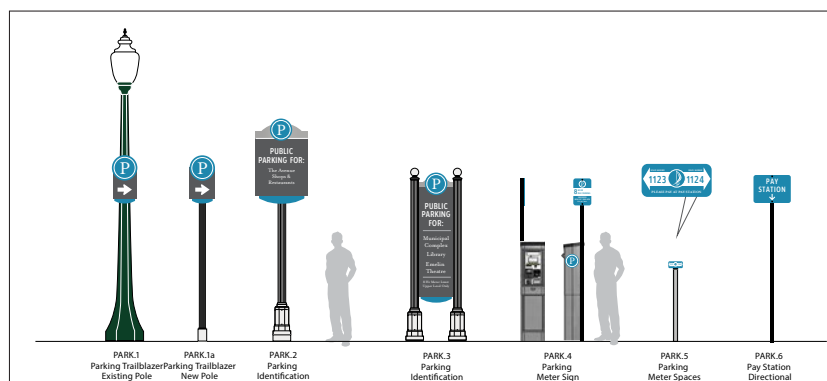
- a. Parking technology program, supply increase; shared parking credit
- b. Conduct market analysis
- c. Hire downtown coordinator
- d. Consider redevelopment authority
- e. Streetscape improvements
- f. Sign standards enforcement and improvement
- g. Sidewalk upgrades
- h. Intersection upgrades
- i.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

## Progress on 2012 Goals, Objectives, Recommendations

The objectives and recommendations in this section aim to create an environment that attracts and supports businesses and customers in downtown. The recommendation to hire a downtown coordinator (c.) was not implemented because of the creation of the Planning Department, which had undertaken many of the responsibilities such as conducting a market analysis (2012 Recommendation b.) for downtown and supporting business development. With respect to parking, the **2014 Parking Study** made several recommendations, some of which have been implemented. This includes the creation of a wayfinding system, the first phase of which was installed in 2019. This action also accomplishes the Objective: "Design landscape and signage treatments for major Village gateways." The system will include signs that direct residents and visitors to parking lots in downtown (see Figure 43).

The same study revealed that increasing parking capacity in the downtown would prove difficult given land constraints and construction costs. The study recommends instituting better parking management techniques

Figure 43: Parking-related signs designed for the Village (designed by Merje)



to alleviate parking constraints on Mamaroneck Avenue and elsewhere in Downtown. In 2016, the Village launched a Downtown Parking pilot and has since created an app-based parking system, which implements part of 2012 Recommendation (a.). 2012 Recommendation (i.) was implemented through the creation of the Transit-Oriented Development Overlay and the Harbor Island Scenic Overlay.

One of the Planning Department's ongoing initiatives had been a **Commercial Revitalization Strategy** focused on the roadway corridors zoned C-1 and C-2. The strategy consisted of the following components:

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

## 2012 Ch. 9: Traffic & Transportation

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

### 2012 Objectives

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

### 2012 Recommendations

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

### Progress on 2012 Objectives & Recommendations

For the most part, the objectives and recommendations of this chapter that are listed here have not yet been implemented. Those related to parking and streetscape reiterate those in Chapter 8: Commercial Districts of the **2012 Comprehensive Plan**. The recommendations have been incorporated into this **2023 Comprehensive Plan** in **Chapter 6: Transportation Systems**.

## c. Land Use & Development Trends

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

### Residential Real Estate Market Trends

Strong demand for residential living in downtown areas along with supportive planning and zoning schemes have led to significant real estate development activity. For example, New Rochelle, NY and Hackensack, NJ are undergoing intensive redevelopment in their downtowns while smaller communities such as the Village of Mamaroneck are experiencing pockets of infill redevelopment in downtown and near-downtown areas (see Figure 44). The price point of much of this development is considered market-rate and its character is high-end, or “luxury,” a term that developers tend to use when advertising their projects. The residential real estate market cooled down significantly in 2022 after the Federal Reserve increased interest rates. Furthermore, increasing costs of construction materials and labor—due to unprecedented supply chain constraints and labor shortages—have reduced profit margins and are challenging the financial feasibility of many development projects.

Figure 44: Recent development projects in the Village. An asterisk on the corner of a image indicates that the project was permitted through the Infill Housing Provision of the Village’s zoning code (§342-50), prior to the changes made after the Moratorium Study.





## Increasingly Unaffordable Housing

The lack of affordable housing is a nationwide problem in big cities and small towns alike. The overall cost of living has increased, which means many households are paying much more than the proverbial “30%” figure, which represents the maximum portion of income that should be spent on housing.

The 2019 *Westchester County Housing Needs Assessment* reports that there is no municipality where the market rate rent for a 2-BR unit is affordable to households earning the local hourly renter wage. More than 141,500 households (41% of the total number in the county) are living in homes and apartments that are paying more than 30% of their income toward their housing costs.

Figure 45: Housing Affordability Matrix

Underwriting Scenario Single Family Homes	HUD Area Median Income		ACS 2017 Median Income
	80%	100%	
Annual Income	\$93,650	\$117,100	\$91,161
Monthly Income	\$7,804	\$9,758	\$7,597
Percentage of Income toward Housing Debt	28%	28%	28%
Affordable Housing Payment	\$2,185	\$2,732	\$2,127
Estimated Insurance and Private Mortgage Insurance	\$287	\$336	\$281
Estimated Average Real Estate Taxes per Month	\$635	\$635	\$549
Affordable Mortgage Payment (30 yrs @ 4.75%)	\$1,328	\$1,680	\$1,288
Affordable Home Price Level	\$268,000	\$339,000	\$260,000
Down Payment of 5%	\$13,400	\$16,950	\$13,000
Affordable Home Mortgage	\$254,600	\$322,050	\$247,000
Median Price	\$850,000	\$850,000	\$850,000
Affordable Housing Price GAP (after 5% down)	<b>-\$582,000</b>	<b>-\$511,000</b>	<b>-\$590,000</b>

### Annual Income Needed for Median Priced Home = \$270,000

*Assumption of a 30 year, fixed rate mortgage at 4.75%, 28% front-end ratio with a maximum of 43% back-end ratio and a 5% down payment with Private Mortgage Insurance*

In the Village the percentage of “rent-burdened” households has been increasing since 1990 to 50% as of 2017 (see Figure 28 on page 20) in **Chapter 3: Data Snapshots**. Furthermore, new residential units that are constructed are predominantly of the high-amenity, “luxury” type, which command high rents. Many supply-side and demand-side factors contributing to this. Among the factors are insufficient construction or preservation of affordable or middle-income units, high construction and regulatory costs, and high demand for housing proximate to jobs in city centers.

According to a Planning Department memo (February 7, 2019), before the mid-1990s, all non-senior below market rate housing in the Village was produced by the Washington Housing Alliance. The latter half of the

Figure 46: Gaps between Rents and Wages

Municipality	2BR FMR Fiscal Year 2018	Annual Wage to Afford 2BR	Hourly Wage to Afford 2BR	Renter Wage Rate 2018	Rent Affordable at Renter Wage Rate	Gap in Monthly Rent 2018	# of hours per week at Renter Wage Rate to Afford a 2BR at FMR
Mamaroneck	\$1,687	\$67,480	\$32.44	\$20.42	\$1,062	<b>-\$625</b>	63.5
Westchester County	\$1,687	\$67,480	\$32.44	\$17.64	\$917	<b>-\$770</b>	73.6
New York State	\$1,561	\$62,440	\$30.02	\$16.19	\$842	<b>-\$719</b>	74.2

1990s was the most productive period for the Village's below market rate housing bonus, which was adopted in 1986, with the construction of Continental Manor (1996), the Regatta (1998), and the Avalon (2000), collectively producing 129 units of affordable housing (see Figure 47). However, affordability provisions in condominiums expired after 20 years. More than 120 below market rate condominiums built in the 1980s and 1990s lost affordability protections and are now market rate. This loss has reduced the inventory of affordable housing units (see Figure 48).

Figure 47: Affordable (Below Market Rate) Housing Developed in the Village by Decade

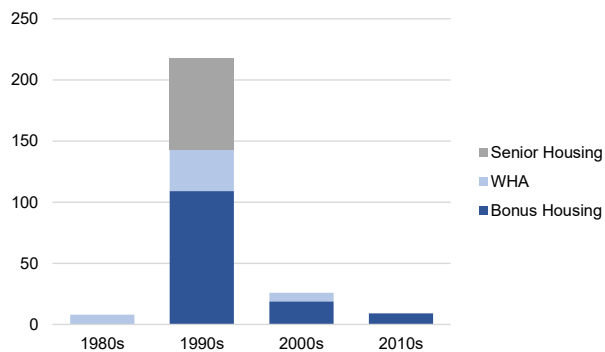
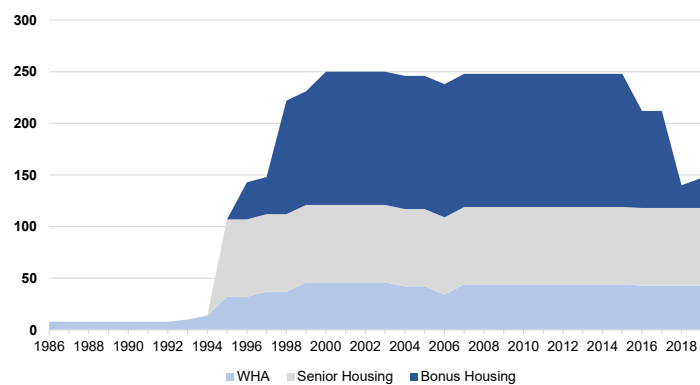


Figure 48: Affordable (Below Market Rate) Housing Inventory in the Village by Year



**In the past decade, of the 150 new apartment units developed through the Infill Housing Provision of the zoning code (§342-50 Residence Uses in Commercial Districts), only 9 are designated affordable in terms of the rules regarding income limits. The developers leveraged the incentives provided in the zoning code for providing affordable units. At the same time, the Village has lost approximately 50% of its below-market-rate housing in the past five years due to expiring affordability provisions.**

The *Westchester County Housing Needs Assessment* included a series of "housing snapshots" for each municipality. Figure 45 calculates the annual income needed to purchase a median priced single-family house in the Village, which is \$270,000. The table shows the significant income shortfall that median income and 80%/100% median income earners face. Figure 46 on page 37 shows the considerable gap between monthly rent and wages in the Village, the County, and New York State.

The vacancy rate for rental housing units and for-sale housing units in the Village is 1%, according to 2021 ACS 5-year estimates. The incomes of newcomers tend to be higher than those of previous residents. The incomes of those who have moved into the Village in the past year are higher than those who have lived in the Village at least one year. This suggests that the income profile of people who can afford to move to the Village is changing. Increases in rent burden are likely driven by the incomes of current residents not keeping pace with increases in rent. This problem is especially severe in regions such as the New York Metropolitan Area. In absence of sufficient new development, newcomers and existing residents are competing for the same housing, with newcomers typically being able to pay more than existing residents.

## Village Response to Trend

- ▶ PLL-C (2019) offers density bonuses to residential developments in the C-2, RM-1, RM-2, and RM-3 districts with five or more affordable units. Density bonuses are also provided for multi-unit residential development in the C-2 district consisting of 100% affordable units.



Figure 49: A “paint-and-sip” business in Downtown represents a new type of use that is becoming popular in many communities



Figure 50: A recently-constructed apartment building along Post Road



Figure 51: New townhomes at Library Lane

## Use of Development Moratorium

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

## Changing Character of Retail

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

In order to compete with the convenience of online shopping, retail stores have started to change tactics. Chief among these strategies are creating more “experiential” offerings and interiors that draw people in and encourage them to spend time in their stores (see Figure 49). Communities are also starting to shift their tactics in a similar way in downtown areas by enhancing walkability and linking public space and amenity creation/enhancement with land use and development.

## Village Response to Trend

- The Planning Department is cognizant of the changing character of retail and evaluates new types of uses to determine if they are appropriate in Downtown and should be permitted. The Planning Department is currently preparing a ***Commercial Corridor Revitalization Strategy***.

## Contemporary Approaches to Zoning

Many communities, the Village included, aspire for the overall architecture of new buildings to be consistent with or complement the traditional architectural styles present. However, architecture, as with many disciplines, evolves and changes over time based on design trends (e.g., cultural, social), economics (e.g. cost of materials), and values (e.g., sustainability). For example, some of the newer apartment buildings in the Village have flat roofs and consist of geometric shapes. The recently-constructed apartment building shown in Figure 50 is one example.

Furthermore, use-based zoning codes are typically inadequate for addressing design matters. Design guidelines can be useful to communicate intention to developers and their architects, and design standards embedded in zoning codes can start to shape development in desired ways. Some communities, including several in Westchester County, have turned to form-based zoning to ensure that the results of development are more predictable from a character standpoint. Form-based zoning focuses on regulating physical form as the organizing principle as opposed to separating land uses (see Figure 52).

Along with implementing contemporary approaches to zoning, many municipalities have been undertaking comprehensive updates to their zoning codes. In many cases, municipalities have had zoning codes that had not been updated significantly for several decades.

### Village Response to Trend

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

## Innovations in Mobility

The advent of car sharing (e.g., ZipCar), ride-hailing (e.g., Lyft), and other innovations such as bicycle and electric scooter sharing (e.g., Lime) and mobile parking apps (e.g., ParkMobile) have revolutionized personal transportation, providing people with realistic alternatives to moving around without driving a car, among other

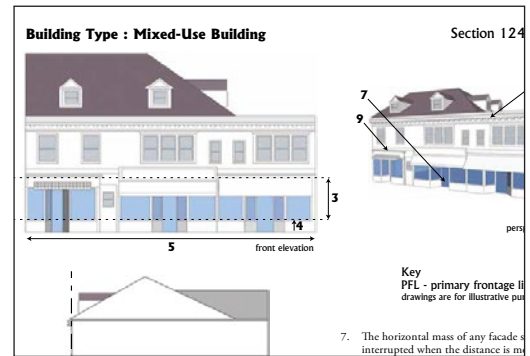


Figure 52: Form-based zoning codes can regulate building types by district (image from Borough of Narberth, PA Zoning Code)



Figure 53: A man rides a rented electric scooter provided by Skip (photo by flickr user FaceMePIs, licensed under CC BY 2.0)



Figure 54: The ParkMobile app is used by many municipalities across the country to manage both on- and off-street meter parking.



benefits. This, combined with the movement toward the automation of vehicles, presents opportunities and challenges for land use and development. While cities are often the first to experience these innovations at a large scale, smaller communities should keep tabs on their larger counterparts because such innovations will inevitably spread beyond political boundaries.

## Rethinking Parking Requirements

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

Today, the public sector is recognizing that providing parking is expensive, especially when it has to be integrated into multi-level structures. Engineering firm WGI estimates **the 2022 median construction cost for a new parking structure at \$27,900 per space, an increase of more than eight percent from 2021**. For private projects, this expense, combined with requirements that might exceed actual parking need, can raise development costs and the ultimate cost of housing. In some cases, development costs can be high enough to cancel a project.

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

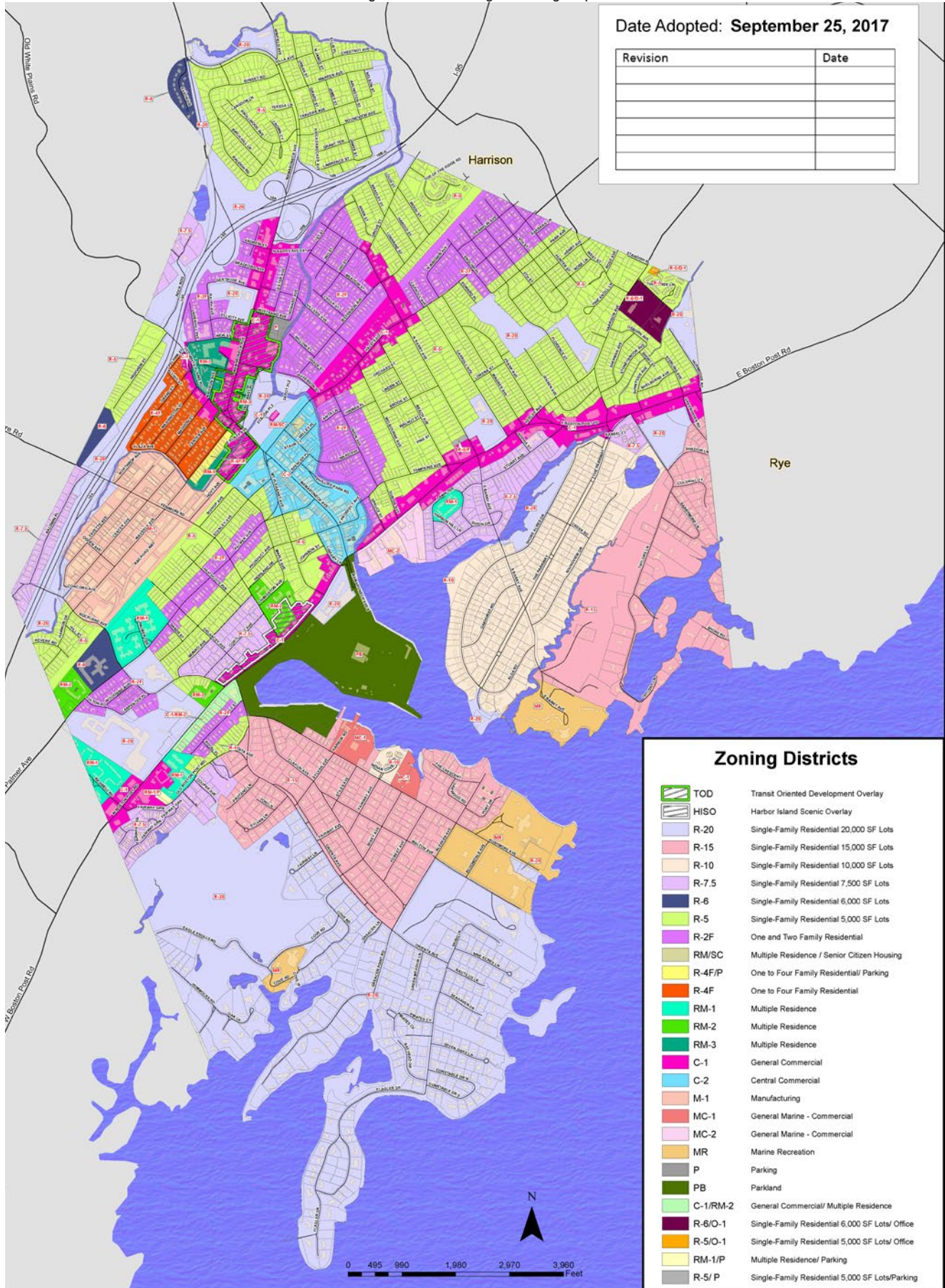
### Village Response to Trend

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



Figure 55: A parking garage retrofitted to include space for electric vehicle charging stations (photo by flickr user Mario Duran-Ortiz, licensed under CC BY SA 2.0)

Figure 56: The Village's Zoning Map





## d. The 2018 Moratorium Study

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

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

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

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

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

## Character Districts

As a way to divide the moratorium area into more manageable sections and to ensure that decisions made by the Board of Trustees take into consideration the varying characteristics of the areas to which the moratorium applied, the moratorium area was organized into **Character Districts** as indicated in Table 2 on page 44 and mapped on Figure 57. These areas are based on both existing zoning and the prevailing character of the built environment (i.e., building types, forms, scales, and uses along the street corridors). The **Moratorium Study** includes a Character Analysis. Ultimately, this Character District framework could become the basis of a regulating plan should the Village wish to utilize form-based zoning techniques in the future.

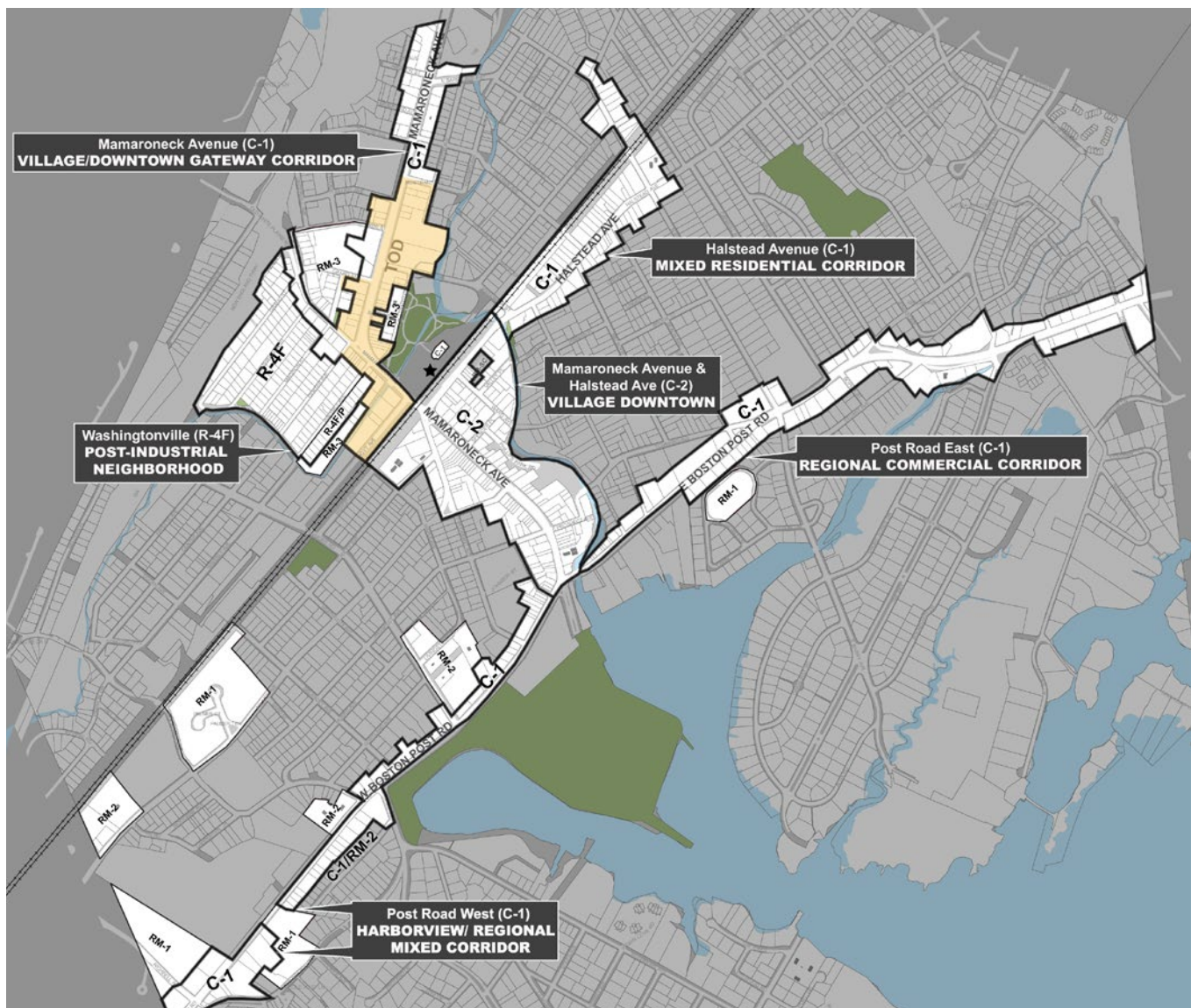
## Build-Out Analysis & Assessment of Impacts

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

Table 2: Character Districts in the primary moratorium area

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

Figure 57: Map highlighting Character Districts within the primary moratorium area





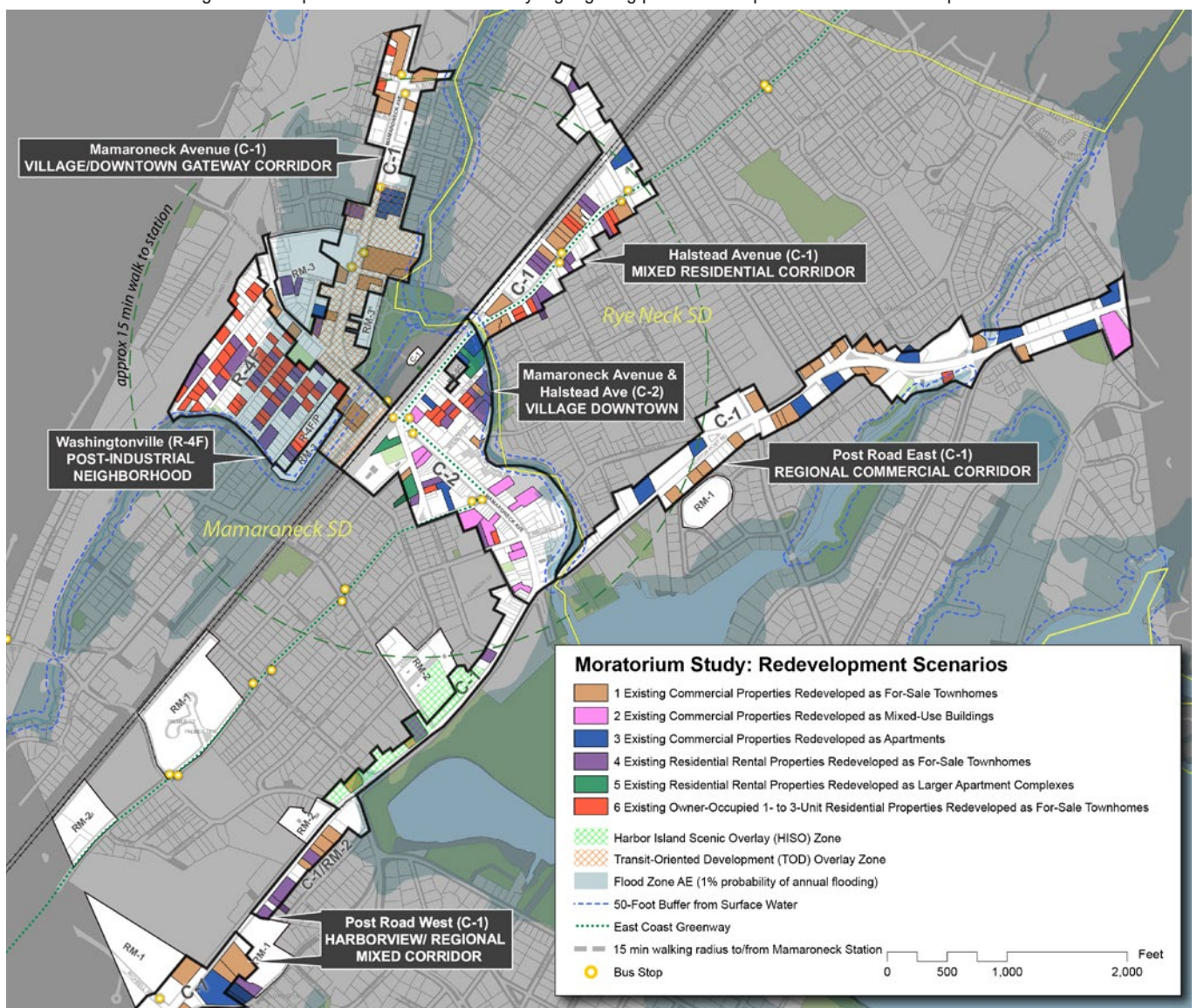
on the legend of the map in Figure 58. Parcel size is a significant factor in determining the building type that might result from redevelopment. More than 80 percent of parcels are too small to accommodate even a small apartment building, but townhomes would fit. Figure 58 identifies the 200 parcels and the probable redevelopment scenario for each one. Redevelopment would not take place quickly, but rather gradually over a 30- or 40-year period.

## Potential Fiscal Impacts

The fiscal impact analyses conducted for the *Moratorium Study* produced detailed calculations of potential fiscal impacts to the Village and to the School Districts based on the redevelopment scenarios. The findings indicated that, in general, rental apartments have more potential to have school-age children compared with for-sale townhouses. Overall, the fiscal impact analysis revealed the following:

- ▶ Commercial properties, which do not have any residents needing services nor any school-age children, have a positive fiscal impact on the Village and School Districts.

Figure 58: Map from the Moratorium Study highlighting parcels susceptible to future redevelopment



- ▶ When commercial properties are replaced by for-sale townhomes, fiscal impacts are positive, even with the loss of the commercial space.
- ▶ When commercial properties become rental apartments over commercial (i.e., mixed-use) or apartments behind existing commercial, the fiscal impacts could be either positive or negative depending on location and size.

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

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

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

## The Decisionmaking Framework & Resulting Zoning Decisions

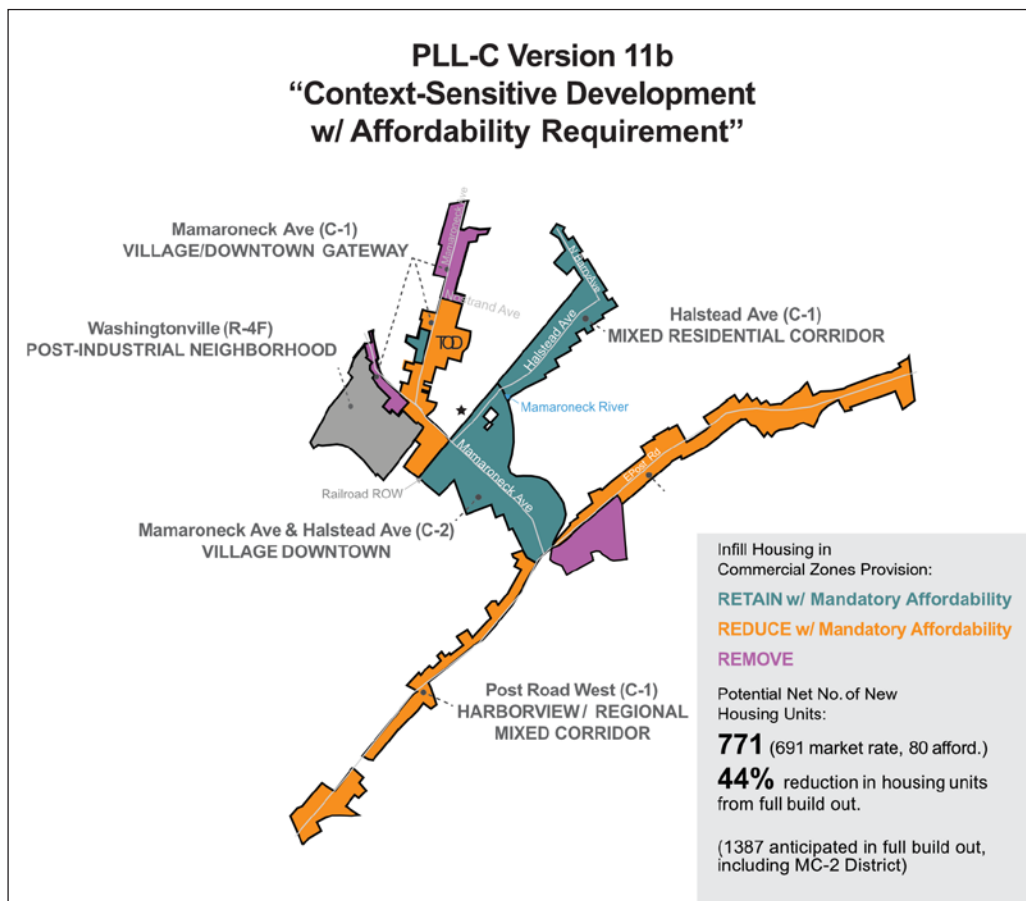
A worksheet was created to help the BOT evaluate and negotiate the potential positive and negative impacts of the redevelopment scenarios and arrive at a score for each Character District that indicates whether the Infill Housing Provision should be removed, modified, or retained. The worksheet listed the following areas of impact: **Character**, **Economic**, **Environmental** (Water, Natural Hazards, Infrastructure), **Environmental & Transportation** (Air Quality, Congestion), **Fiscal**, and **Socioeconomic**. For example, Figure 58 on page 45 indicates strong potential for apartment and townhouse development Post Road East. From a Character perspective, residential uses and buildings as tall as four stories might not be consistent with the prevailing commercial character of the district, but how important is it to maintain character in this area? From an Environmental & Transportation perspective, much of this area is not located within a comfortable walking distance from the train station or parts of Downtown and there is no bus service on this roadway, which could lead to more reliance on car travel. From an Environmental perspective the district is not located in a flood zone.

The adopted text amendments, PLL-C (2019), reduced the overall potential for apartment and townhouse development in the Village by 44 percent from the full potential of the Infill Housing Provision (see Figure 59 on page 47).

- ▶ The Infill Housing Provision is removed from the Old White Plains Road corridor, part of the Village Downtown/Gateway (specifically along Mamaroneck Avenue between Nostrand Avenue up to the Village boundary), and the Marine Commercial Area along E. Post Road.

- ▶ The Infill Housing Provision is adjusted along the W. Post Road and E. Post Road corridors and in the TOD Overlay Zone with reduced development potential and new affordability measures. The density bonus in the TOD Overlay Zone is removed, which also eliminates any potential payments into the Neighborhood Stabilization Fund, for adopting green infrastructure, and for provision of ground floor retail space.
- ▶ The Infill Housing Provision remains in the Village Downtown and along Halstead Avenue, with new affordability measures added.
- ▶ Residential developments with five or more proposed units will be required to participate in the new Fair and Affordable Housing program.
- ▶ New structures are now prohibited from being constructed within 50 feet of the Long Island Sound or its tributaries. Previously this was subject to a Planning Board permit.
- ▶ Density bonuses are provided to residential developments in the C-2, RM-1, RM-2, and RM-3 districts with five or more proposed units that are providing fair and affordable residences. Density bonuses are also provided for multi-unit residential development approved under special permit in the C-2 district consisting of 100% affordable units. See [Article XV \(Fair & Affordable Residences\)](#) of the Village’s zoning regulations.

Figure 59: A diagram summarizing some of the text amendments approved by the Board of Trustees

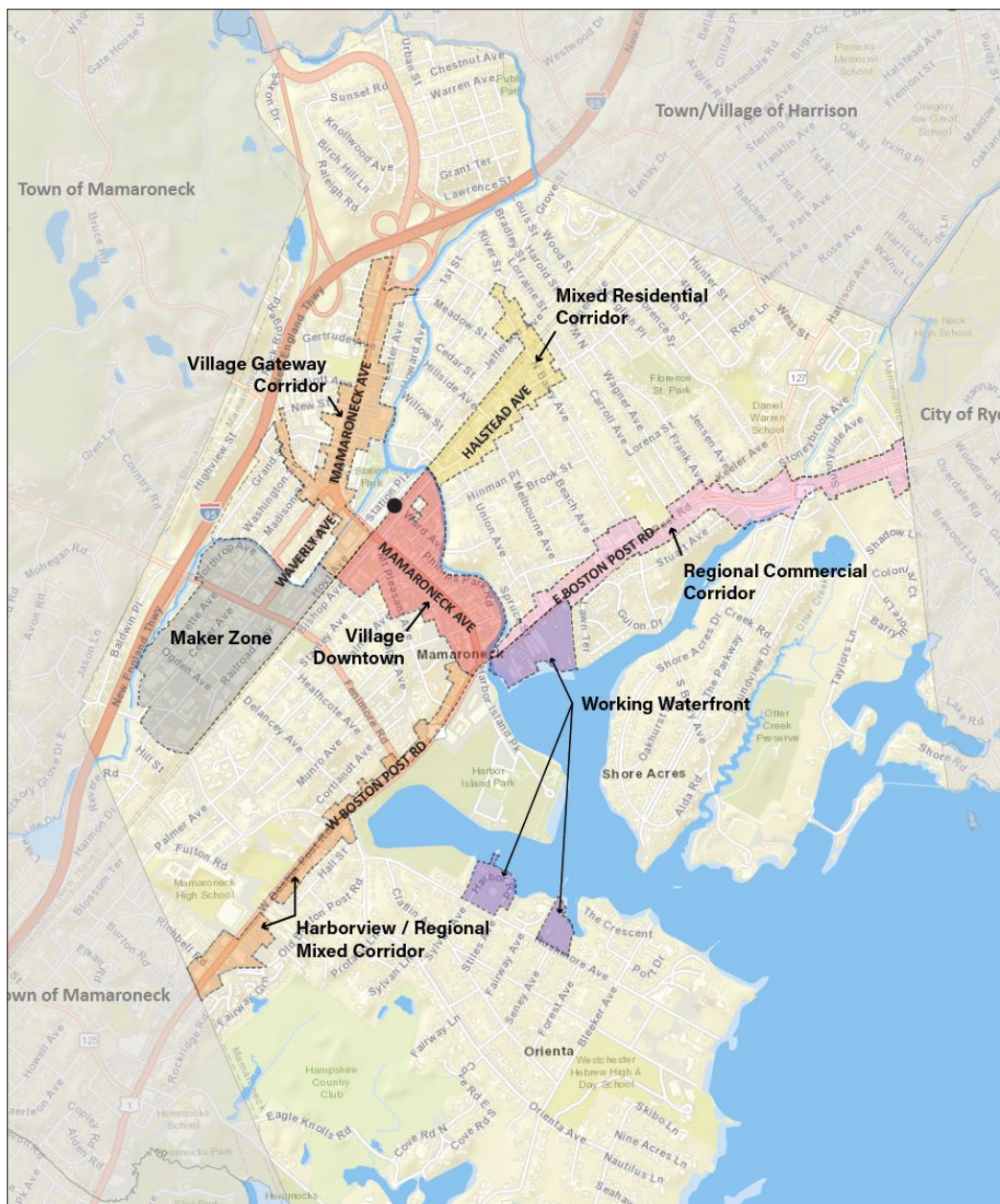




## e. Character Districts: Current Conditions and 2023-2033 Goals & Recommendations

The Village’s major thoroughfares—Mamaroneck Avenue, Post Road, and Halstead Avenue—are important corridors for travel and commerce. The analysis in the *Moratorium Study* recognized that the character of each of these corridors is not necessarily the same through their lengths. This section is organized around a version of the map of Character Districts from the *Moratorium Study* that has been modified to remove any primarily residential neighborhoods and to include two other districts that had not been identified previously (see Figure 60). The following pages describe each Character District, starting with a graphic from the *Moratorium Study* that summarizes its street design attributes; identifies typical building types, heights, and uses; and features images of older buildings and recently-constructed buildings. The text highlights current conditions and goals and recommendations for each Character District.

Figure 60: Map identifying “Character Districts” in the Village





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



Figure 62: Character Analysis Summary Graphic of "Village Downtown" from the Moratorium Study

### Current Conditions

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

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

Several new apartment developments have been completed in Downtown. This includes Harbor Court at 108 Mamaroneck Avenue, which was constructed behind the buildings along the



Figure 61: Map showing the "Village Downtown" character district

Avenue that is home to Pinot's Palette. The apartment building features 6 two-bedroom units and a courtyard and alley that provide access to the Avenue.

## 2023-2033 Goals & Recommendations for the Village Downtown

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

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

Mamaroneck Avenue in "Village Downtown" serves not only as the Village's commercial center, but also as an important route to the train station to the north and to Harbor Island Park and the waterfront to the south. While it serves a wide range of modes of travel, including trucks, taxis, cars, motorcycles, pedestrians, and bicyclists, it is designed primarily to facilitate car travel and parking. **Chapter 6: Transportation Systems** recommends intersection improvements to improve pedestrian comfort and safety at two major intersections along the Avenue, one of which is already in the conceptual design stage. Even if these two projects were implemented, the Avenue would still need more interventions in order to become a more "complete" street. The safety of pedestrians at the mid-block crosswalk at Spencer Place and at the crossings at Palmer Avenue should be improved, potentially through the installation of high-intensity activated crosswalks. The adequacy of lighting along the roadway should also be assessed.

Also recommended in **Chapter 6** is **6-4: Prepare a Village-Wide Plan for Bicycle Facilities & Amenities**. This plan could include concepts for how the Avenue can better accommodate bicyclists. The Village should be prepared to evaluate changes in the arrangement of cars parked along the Avenue in Downtown, which might include testing out back-in parking. Ultimately, this aspect of recommendation **6-4**, combined with **6-6: Redesign High-Traffic Intersections to Facilitate Safer Travel for All Modes**, would be part of the broader recommendation represented by recommendation **4a-1: Initiate the Mamaroneck Avenue Complete Street Project**.

### Parking, Traffic & Placemaking: Reconnecting Downtown with the River

The Village should advance the conceptual thinking from the **2012 Comprehensive Plan** that aims to better connect Downtown with the parking areas behind the buildings along the east side of Main Street. It should extend this thinking to better connect Downtown with the parks along Phillips Park Road and the Mamaroneck River. This would fulfill one of the main reasons Phillips Park Road was created in the early 1970s: for active and passive recreation.

A diagram from the **2012 Plan** (see Figure 66 on page 52) depicts improvements to these parking areas along Phillips Park Road in addition to several new alleys that could be reserved for pedestrian access in between any buildings that are redeveloped. The diagram also shows a plaza at the terminus of the existing Leo H. Heithaus Walkway, which would create a more comfortable environment for pedestrians as they enter and exit the walkway. The diagram also suggests entrances on both sides of the buildings. The aim would be to improve access to and utilization of the parking areas behind the buildings.

Beyond this concept, the **2012 Plan** also includes several recommendations regarding parking in Downtown,

including creating more parking areas and improving existing ones. Putting aside the visibility and price of any new or improved parking areas, people tend to want to park as close as possible to their destination and in an area that feels safe. Furthermore, blank walls, dumpsters, and haphazardly parked cars face the parking areas. The parking areas are probably not well-lit at night and the walkway that connects the parking areas to the Avenue is equally uninviting (see Figure 63). Therefore, the parking areas behind the buildings along east side of Mamaroneck Avenue are likely to be underutilized.

The thinking in the **2012 Comprehensive Plan** should be continued into the future and expanded in order to better connect Downtown directly with not only the parking areas, but also with O'Connell Park and the Mamaroneck River. The Village should consider a phased approach to connecting Downtown with the river and share the vision with business- and property-owners along the Avenue. One potential approach would involve transforming the walkway similar to the alley shown in Figure 64. This concept would create a direct way for pedestrians to access O'Connell Park and the Mamaroneck River from Downtown, add a unique attraction to Downtown, and possibly create commercial activity on both sides of some of the buildings, thus creating a "third-side" of the Avenue. This might increase utilization of the parking spaces and reduce some of the cruising and car traffic along Mamaroneck Avenue. Another approach would be to retain the canopy and explore ways to enliven and brighten the walkway.

## Goals

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



Figure 63: A view of the Leo H. Heithaus Walkway that connects the Avenue with the parking areas behind the buildings on the east side



Figure 64: A walkway/alley in Portsmouth, NH lined with shopfronts (photo by Gabriel Millos, licensed under CC BY-SA 2.0)



## Recommendations

- 4a-1. Initiate the Mamaroneck Avenue Complete Street Project.** Coordinate with recommendations in **Chapter 6.**
- 4a-2. Develop a Revitalization Strategy for the Village Downtown.** Consider revising zoning regulations so restaurants are a permitted use as opposed to a special permit use.
- 4a-3. Launch the Downtown Reconnects to the River Project (Phase 1).**
- » Engage downtown stakeholders to communicate and refine the goals and vision of this project.
  - » Consider options for rethinking, redesigning, and/or animating the existing walkway.
  - » Produce concepts for creating a safe pedestrian path up to and across Phillips Park Road and to O'Connell Park and the Mamaroneck River. Consider improvements to O'Connell Park, the walking path, and the river's edge.



Figure 65: A bird's eye view of the area behind the buildings on the east side of the Avenue in Downtown

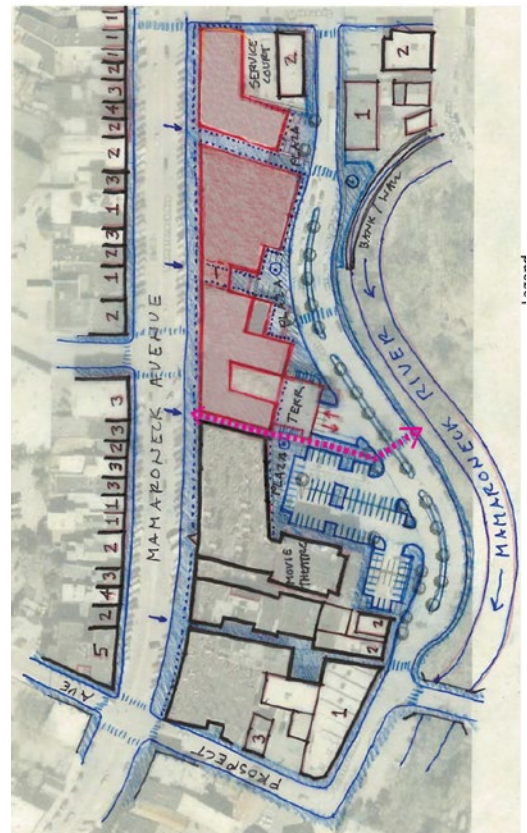


Figure 66: A drawing from the 2012 Comprehensive Plan depicting redevelopment of buildings, new walkways, and improved parking areas (dashed arrow added to highlight existing walkway)



## VILLAGE GATEWAY CORRIDOR (Mamaroneck Av, C-1)



Figure 67: Character Analysis Summary Graphic of “Village Downtown/Gateway Corridor” from the Moratorium Study

### Current Conditions

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

The Transit-Oriented Development (TOD) Overlay Zone had been located within this character district, which led to the development of several new apartment buildings along the Avenue, including Grand Street Lofts at 690 Mamaroneck Ave. Near the

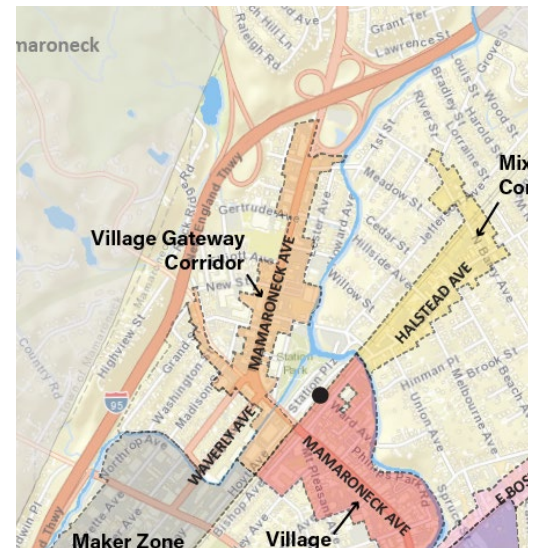


Figure 68: A map highlighting the “Village Downtown/Gateway Corridor” character district

end of this character district, the street has on-street parking and the buildings start transition into the types seen in the Village Downtown character district.

Toward the north, Mamaroneck Avenue passes under I-95 and transitions into a median-separated road with single family neighborhoods on either side. In Harrison, the west side of the corridor consists of forested lands and the Mamaroneck Reservoir. The east side consists of a series of large professional and medical office buildings and parking lots. The Bee-Line Route 60 bus travels the entire length of Mamaroneck Avenue in the Village and Harrison.

## 2023-2033 Goals & Recommendations for Village Gateway Corridor

There is a gradual progression of land uses—from commercial and institutional to a mix of commercial and residential heights—and building heights—from one to four stories. The text amendments to the zoning code (PLL-C 2019) adopted after the **Moratorium Study** removed the Infill Housing Provision from this district between the Village boundary and Nostrand Avenue, which means commercial properties can no longer be redeveloped into residential apartments or townhouses.

Given that this character district is a gateway into the Village and downtown, the Village should seek to improve the physical appearance of the corridor so that it looks more vibrant and tidy. The grass verge along the road should be, for the most part, continuous. This would better define the pedestrian path in front of properties where a well-defined sidewalk does not exist. This is the typical condition in front of many of the auto-related businesses. Also, there are several properties on which the area between the curb and the building has been paved over entirely with asphalt (see Figure 69).

The Village also should work with the County and NYSDOT to provide more pedestrian safety accommodations at appropriate intersections. For example, the sidewalks along the road end at the entry and exit ramps to I-95 without any crosswalks to guide pedestrians and indicate to motorists that pedestrians are permitted to cross over the ramp entrance (see Figure 70).



Figure 69: A wide expanse of asphalt fronts this building along Mamaroneck Avenue

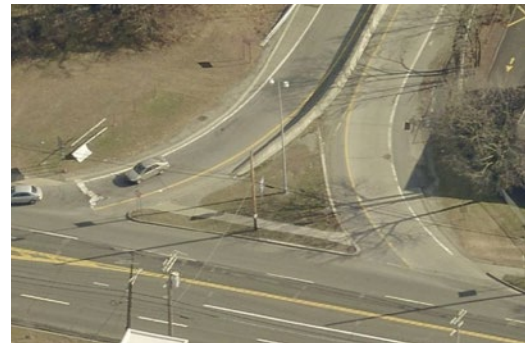


Figure 70: Sidewalks lead to the ramps along Mamaroneck Avenue for entering and exiting I-95, but there are no crosswalks



Figure 71: A four-story medical office building at 875 Mamaroneck Avenue

## Goals

- ⦿ Improve the physical appearance of the corridor.
- ⦿ Improve pedestrian accommodations and safety along the corridor at appropriate intersections.
- ⦿ Consider strategies for sustaining and revitalizing commerce in this section of the corridor.

## Recommendations

### **4a-4. Improve Pedestrian Safety and Comfort in the Corridor.**

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

### **4a-5. Develop a Revitalization Strategy for the Village Gateway Corridor.**



## MIXED RESIDENTIAL CORRIDOR (Halstead Ave, C-1)



Figure 72: Character Analysis Summary Graphic of "Mixed Residential Corridor" from the Moratorium Study

### Current Conditions

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



Figure 73: A portion of a map highlighting the "Mixed Residential Corridor" character district





Figure 74: Houses located on Halstead Avenue



Figure 75: Several commercial storefronts and a two-family house located on Halstead Avenue



Figure 76: An ice cream shop with an iconic design located at Halstead Avenue and N. Barry Ave.

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

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for existing residential and commercial properties to be redeveloped as for-sale townhouses (see Figure 58 on page 45). Over time, this type of redevelopment could change the character of the district from a mixed residential and commercial district into one that is mostly residential. The adopted text amendments (PLL-C 2019) retain the Infill Housing Provision in this district but require the provision of affordable housing units based on the number of units being developed. Developments consisting entirely of affordable units are offered a higher FAR, a greater maximum lot size, and, if five or more units, slightly increased lot coverage. The maximum permitted height is 35 feet, or three stories.

## 2023-2033 Goals & Recommendations for the Mixed Residential Corridor

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

Halstead Avenue continues into the Town/Village of Harrison. Halstead Avenue connects the downtowns of the Village of Mamaroneck and the Town/Village of Harrison. The roadway is designated part of the East Coast Greenway (ECG), a 3,000-mile walking and biking route stretching from Maine to Florida. The route bisects the Village via Halstead and Palmer Avenues and into the neighboring municipalities. The overall character

of Halstead Avenue in Harrison is more commercial in nature due to the zoning regulations in place. Starting from the municipal boundary, the first block in Harrison is zoned “Neighborhood Business District.” The last two blocks are zoned “Central Business District.” In between is a four- to five-block stretch zoned “Multifamily,” which likely permits ground floor retail stores and eateries. In the Village, the first several blocks of Halstead Avenue are zoned “C-2,” which is the zoning designation for Downtown, followed by seven blocks that are zoned “C-1,” and another seven blocks that are zoned “R-2F.” The Westchester Bee-Line Route 62 bus travels along Halstead Avenue.

The Village could collaborate with Harrison, where appropriate and mutually beneficial, to support and promote existing businesses—or re-tenant vacant commercial spaces—located along this street. The East Coast Greenway (ECG) designation of Halstead Avenue should be leveraged as an opportunity for revitalization and intermunicipal collaboration.

The Village received a \$4 million grant from the state to construct sidewalks, curbs, traffic calming measures and pedestrian crossings along Halstead Ave.

## Goals

- ⊙ Improve the appearance of commercial facades and the edges of parking lots.
- ⊙ Reexamine the suitability of the existing zoning designation.
- ⊙ Leverage the East Coast Greenway designation to bring attention to and revitalize this corridor.

## Recommendations

**4a-6. Reexamine the Zoning for the Mixed Residential Corridor.** The C-1 zoning district, which applies to Harborview/Regional Mixed Corridor (W. Post Road), the Regional Commercial Corridor (E. Post Road), and Village Gateway Corridor (Mamaroneck Avenue), also applies to the Mixed Residential Corridor. However, the Mixed Residential Corridor has a character that is very different from these other character districts.

**4a-7. Develop a Revitalization Strategy for the Mixed Residential Corridor.**

- a. Document and promote the improvements that will be made to Halstead Avenue as part of the \$4 million grant it to construct sidewalks, curbs, traffic calming measures, and pedestrian crossings.
- b. Leverage the designation of Halstead Avenue as part of the East Coast Greenway (ECG) and the presence of a Bee-Line bus route.
- c. Engage businessowners, propertyowners, and residents along in this corridor. Support and encourage business- and property-owners in improving the appearance of facades and parking areas.
- d. Consider collaborating with the Town of Harrison, where appropriate and mutually beneficial, to support and promote existing businesses located along this street or to re-tenant vacant commercial spaces.

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



Figure 78: Character Analysis Summary Graphic of "Regional Commercial Corridor" from the Moratorium Study

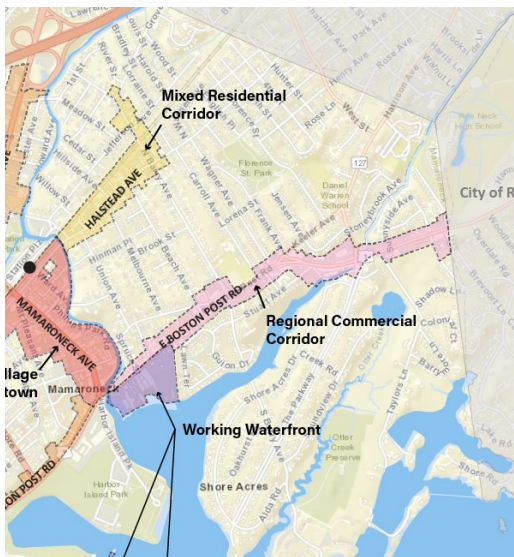


Figure 79: A map highlighting the "Regional Commercial Corridor" character district

### Current Conditions

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

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



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

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

The contrast between the character of E. Post Road in the Village of Mamaroneck and the City of Rye is stark. The properties along the first two blocks of E. Post Road in the Village have landscape features such as shrubs, trees, retaining walls, and/or fencing that echo the landscape features along E. Post Road in Rye. However, the treatment is not consistent. In Rye, the corridor is a quiet and leafy with thick tree cover on both sides. The zoning along the corridor is "R-2," a single-family residential district. This scene changes abruptly at the border of the Village of Mamaroneck. The tree cover and greenery gives way to a busy, suburban, commercial corridor. E. Post Road in the Village has on-street parking in some sections that serve the car dealerships and auto repair shops located on either side of the roadway. The zoning is "C-1," a commercial district.

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for commercial properties to be redeveloped as for-sale townhouses and apartments (see Figure 58 on page 45). Over time, this type of redevelopment would change the character of the district from



Figure 80: A view of the 500 block (south side) of Post Road East



Figure 81: A mixed-use building located at 180 Post Road East whose architecture complements that of the building housing the French American School



Figure 82: A new building on Post Road East containing an urgent care facility

one that is primarily commercial to a mixed commercial/residential corridor. However, the adopted rezoning (PLL-C 2019) reduces the scale of potential redevelopment in the C-1 zoning district by decreasing the maximum building height from 45 feet to 25 feet, or two stories. One story is permitted to contain residential units.

This mixed, two-story, retail/residential program has a precedent in the corridor. The building at 180 E. Post Road is a two-story structure with ground floor commercial establishments and two 2-br/1ba apartments on the second floor (see Figure 81). This building is also noteworthy for its architecture. The brick facade, windows, and pitched roof complements one of the buildings on the 500 block that houses the French-American School of New York.

## 2023-2033 Goals & Recommendations for the Regional Commercial Corridor

### Goals

- ⦿ Improve the physical appearance of the corridor, including in areas of transition as the road crosses into the City of Rye.
- ⦿ Consider strategies for sustaining and revitalizing commerce in this section of the corridor.

### Recommendations

#### **4a-8. Develop a Revitalization Strategy for Post Road East.**

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

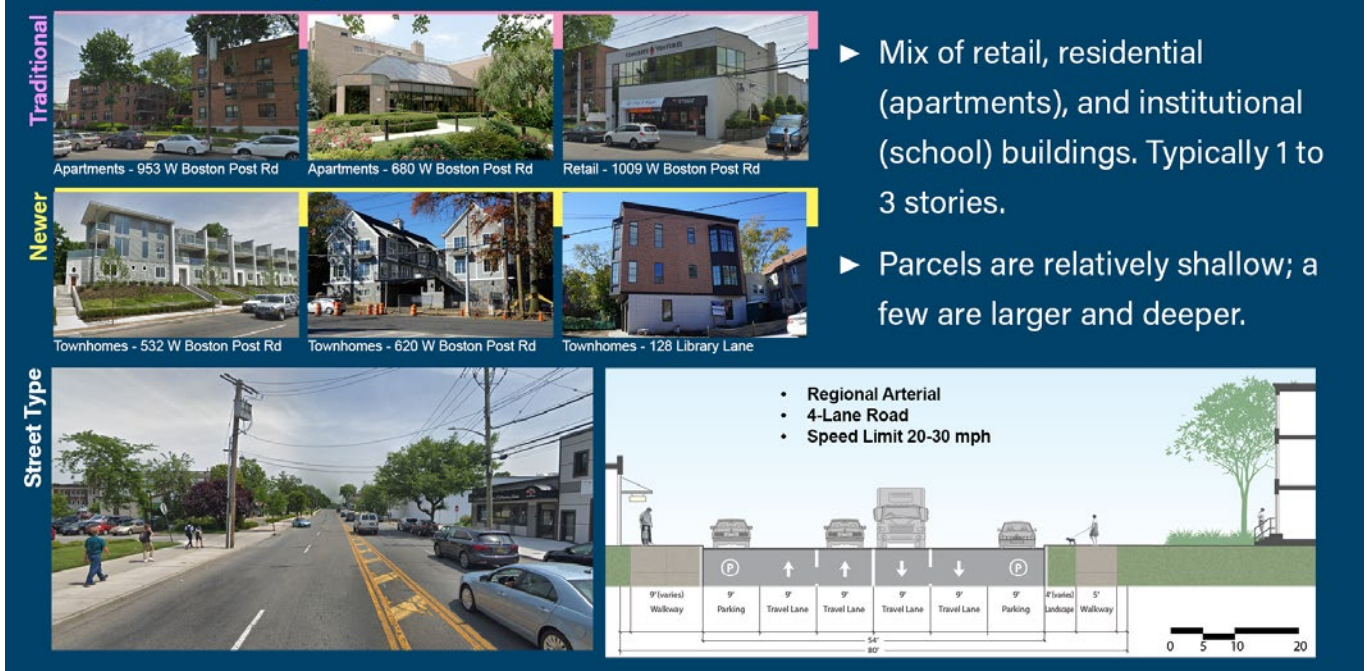


Figure 83: Character Analysis Summary Graphic of “Harborview/Regional Mixed Corridor” from the Moratorium Study

## Current Conditions

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

Between Mt. Pleasant Avenue and Mamaroneck Avenue, the character of the buildings on the north side appears more similar to those in the Village Downtown character district. The buildings, most of which have historic character, are attached, three- to four-story structures with ground floor retail stores. They were

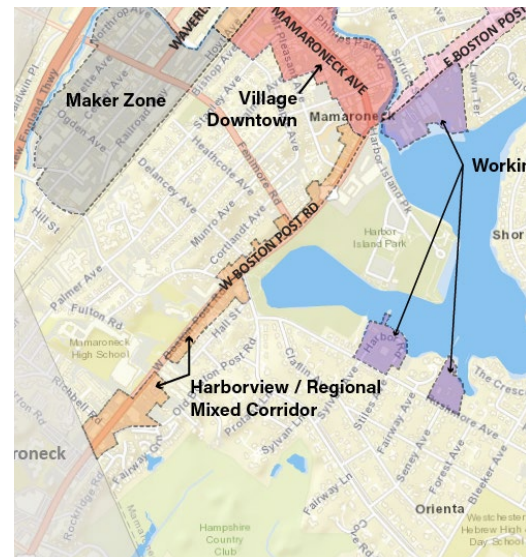


Figure 84: A map highlighting the “Harborview/Regional Mixed Corridor” character district



constructed up to the sidewalk and there are on-street parking spaces on both sides of the street.

W. Post Road passes through the Village and a small section of the Town of Mamaroneck before entering the downtown of the Village of Larchmont. W. Post Road in the Village of Mamaroneck contains a mix of uses and building types, including apartments, townhouses, public institutions, and retail pads and strips, ranging from one to three stories. In the Town of Mamaroneck, the form of development is mostly strip commercial, with some buildings lining the sidewalk and others set back far from the road behind parking areas. In Larchmont, the character of the corridor changes into a downtown setting with contiguous, narrow one- to three-story buildings lining the sidewalk, creating a pedestrian-scaled environment.

The *Moratorium Study* projected significant potential in this character district, under the Infill Housing Overlay, for commercial properties to be redeveloped as for-sale townhouses and apartments (see Figure 58 on page 45). Over time, this type of redevelopment would change the character of the district from one that is primarily commercial to a mixed commercial/residential corridor. However, the adopted rezoning (PLL-C 2019) reduces the scale of potential redevelopment in the C-1 zoning district by decreasing the maximum building height from 45 feet to 25 feet, or two stories. The top story is permitted to contain residential units.

## 2023-2033 Goals & Recommendations for the Harborview/Mixed Corridor

### Goals

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

### Recommendations

- 4a-9. Develop a Revitalization Strategy for Post Road West.** The Village could coordinate with the Town of Mamaroneck where appropriate and mutually beneficial, to support and promote existing businesses located along this street.



Figure 85: A commercial building on the 500 block (north side) of Post Road West



Figure 86: A student rides a bicycle along the sidewalk of Post Road West near the high school



Figure 87: A commercial building on the 1000 block (north side) of Post Road West

## WORKING WATERFRONT (Post Road East, MC-1 & MC-2)



Figure 88: A ferry used in New York City being repaired at a boatyard located on the Harbor (photo by Derektor Shipyard)

### Current Conditions

Mamaroneck's waterfront contains marine commercial and marine recreation zones that were established to promote water-dependent uses. The two marine commercial zones were established in response to Mamaroneck's LWRP, which states that the Village's commercial boatyards and marinas contribute significantly to the local character and economy and provide a substantial level of public access to waterfront recreation. At the time, the residential zoning of the properties was deemed inappropriate, which means the marinas and boatyards located there were nonconforming and could potentially be redeveloped into residential uses. This development pressure led to the preservation of existing marinas and boatyards being a key focus of the original LWRP. One of the goals of the current LWRP is "to preserve and expand water-dependent uses (and discourage uses that are not water-dependent) along our Village waters."

It is also important to note that Mamaroneck Harbor is designated a Maritime Center by New York State. It is one of 10 Maritime Centers located along the Long Island Sound. This designation recognizes discrete portions or areas of a harbor or bay that are developed with, and contains concentrations of, water-dependent commercial and industrial uses or essential support facilities.

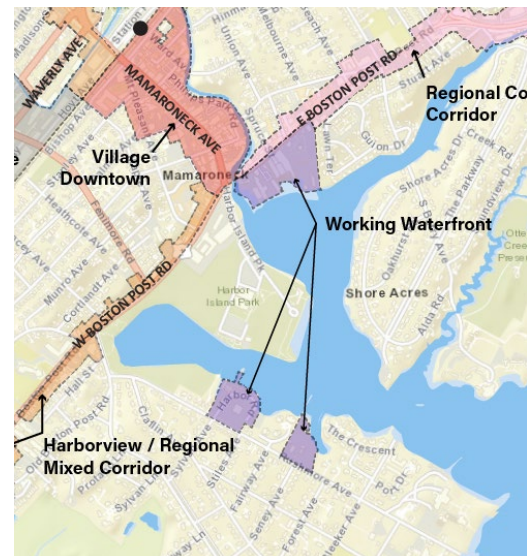


Figure 89: Map highlighting the areas of the waterfront that are part of the "Working Waterfront" character district

Furthermore, Mamaroneck Harbor area is a center for waterborne commerce, recreation, or other water-dependent business activity, making it an important component of the regional transportation system.

## 2023 Goals & Recommendations for the Working Waterfront

Flooding and rising sea levels are major concerns for the future of this area, along with the rest of the waterfront. The strategies in **Chapter 5: Environmental Protection, Open Space & Resilience** are intended to be protect the entire waterfront from flooding. Business operators in the Working Waterfront should also explore strategies on their own to prevent and mitigate hazards.

### Goals

- ⦿ Preserve and expand water-dependent uses (and discourage uses that are not water-dependent) along our Village waters (from *LWRP*).
- ⦿ Include the MC-1 and MC-2 Districts in resilience planning.

### Recommendations

**4a-10. Meet with Business- and Property-owners in the Working Waterfront to Discuss Resilience Strategies.**

### References & Examples

If a link is no longer working, a Google search will usually locate the resource.

- 🔗 [Reinforcing Our Waterfronts: Increasing Resilience at Marinas and Harbors](#), Great Lakes Clean Marina.



## MAKER ZONE (Industrial Area)



Figure 91: A photo rendering from 2016 depicting a vision for Waverly Avenue in the Maker Zone (image by re PLACE Urban Studio)

### Current Conditions

The name “Maker Zone” comes from a planning process started in 2015 to re-envision the Village’s industrial area, a working manufacturing district that is an important part of the Village’s economy. A market analysis revealed that the area could appeal to both traditional industries and to new types of businesses that have emerged recently, such as artisanal food manufacturing; co-working space, art-based spaces; sports and recreational facilities; and food and entertainment establishments.

The resulting plan is multifaceted, presenting recommendations for creating gateways into the area, permitting a mix of uses along Waverly Avenue, allowing new uses such as recreation facilities, creating an open space buffer along the Sheldrake River, and installing stormwater management systems in the public realm.

A consultant started working on a project to rezone the Maker Zone, but the project was never completed.

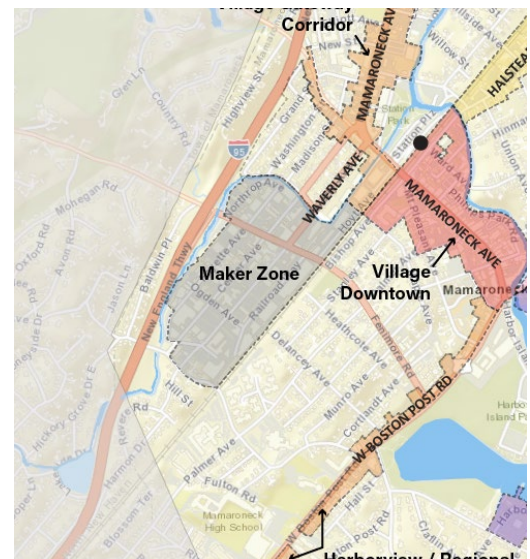


Figure 90: Part of the Character District Map focusing on the Maker Zone.

## 2023-2033 Goals & Recommendations for the Maker Zone

### Goals

- ⦿ Revisit and reexamine the Maker Zone planning process.

### Recommendations

- 4a-11. Revisit and Update the Maker Zone Vision, Concepts, and Recommendations.** Work with the Industrial Area Committee to identify any changes in the market dynamics and physical condition of the area. **Include participation of neighborhood residents and integrate environmental justice issues in the process.**

### References & Examples

If a link is no longer working, a Google search will usually locate the resource.

-  [Industrial Area Steering Committee: MakerZone Reports & Presentations](#), Village of Mamaroneck Planning Department

## f. 2023-2033 Goals & Recommendations

### Goals

- ⊙ Update the zoning code to align with current needs and conditions while considering future trends and projections. Make the code more streamlined and user-friendly.
- ⊙ Consolidate permitting requirements to ensure desirable uses are not met with as many challenges as more intensive uses.
- ⊙ Increase the supply of affordable housing that is developed.
- ⊙ Staff the Planning Department.

### Recommendations

**4a-12. Staff the Planning Department with a Planning Director.** The Village should have a Planning Director to assist in the implementation of certain recommendations of this *2023 Comprehensive Plan*.

**4a-13. Update, Modernize & Improve the Village's Zoning Code.**

- a. Update the organization of the zoning code to correct inconsistencies and make it more user-friendly. For example, uses should be organized in a table and diagrams should be included to illustrate the text of the zoning code where appropriate. See **Chapter 4B(f)** for examples.
- b. Modernize the list and definitions of permitted uses. Many definitions are outdated and do not adequately address current planning concerns.
- d. Improve the review and processing of applications and coordination between reviewing land use boards. For example, in other municipalities, the Planning Board has special permit authority instead of the Zoning Board of Appeals.
- e. **Make certain special permits ministerial, with detailed requirements outlined in the code.** Special permits should be reserved for uses that require additional restrictions to address potential nuisances. Many uses require special permits, which can be a burden on desirable new businesses seeking to locate in downtown. For example, a coffee or bagel shop is subject to the same extensive special permit process as a late night bar.
- f. Update the zoning code and map to minimize pre-existing non-conforming situations. See recommendation **4b-9** in **Chapter 4B** for additional zoning considerations for legally non-conforming housing types in single family zoning districts.
- h. Streamline the public hearing and notification process to reduce the potential for administrative errors.
- i. Continue to reexamine the zoning code to address sustainability and flooding.
  - » *§342-50 Residential Uses in Commercial Districts and Transit-Oriented Development Overlay District* requires incorporating green building elements and/or green infrastructure to the satisfaction of the Planning Board. **The Village should consider applying this provision to the RM (Multiple Residence) zoning districts also.**
  - » **Require applicants for residential development to identify mitigation measures that will offset the projected increase in sewage flow. The County recommends the reduction of inflow and**



infiltration (I&I) at a ratio of three for one for market rate units and at a ratio of one for one for affordable AFFH units.

» See also recommendation 5-8 in **Chapter 5**.

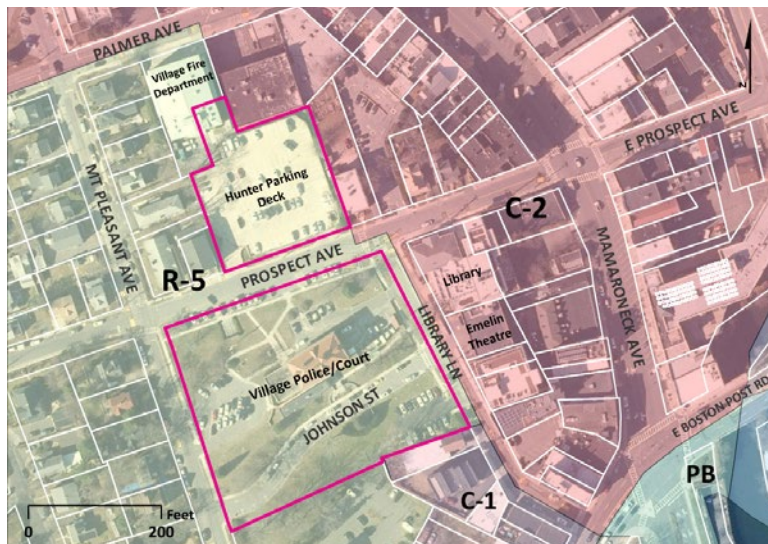
- j. Consider maximum parking requirements instead of minimums and “unbundling” parking in multifamily development, which detaches the cost of parking from the cost of renting or owning a unit. This lets residents pay for parking only if they need it.
- k. Reexamine the Parking (P) zoning district.
- l. Encourage and create incentives for development to embody the principles of Universal Design, or the design of buildings and landscapes to make them accessible to people regardless of age, disability, or other factors.

**4a-14. Develop Revitalization Strategies for the Corridors.** This is an “umbrella” for the recommendations included in the previous section. The Village could collaborate with the Mamaroneck Chamber of Commerce to engage businessowners and propertyowners in the process.

**4a-15. Increase the Supply of Low- and Moderate-Income Affordable Housing in the Village.**

- a. **Require Affordable Units to be Constructed within New Multi-Unit Residential Developments.** Review the *Westchester County Model Ordinance Provisions* for new fair and affordable housing and similar ordinances from other municipalities in Westchester County to draft an ordinance appropriate for the Village. The ordinance would require specific numbers or percentages of affordable units within all residential developments of at least four or five units. A rental unit that is affordable to a household whose income does not exceed 60% of area median income (AMI) and for which the annual housing cost of the unit, defined as rent plus any tenant paid utilities, does not exceed 30% of 60% AMI adjusted for family size and that is marketed in accordance with the *Westchester County Fair & Affordable Housing Affirmative Marketing Plan*.
- b. **Reevaluate the Infill Housing Provision for Certain Character Districts in the C-1 Zone.** PLL-C (2019) reduced the overall potential for apartment and townhouse development in the Village by 44 percent from the full potential of the Infill Housing Provision (see Figure 58 on page 45). Evaluate restoring the Infill Housing Provision in certain character districts with C-1 zoning, or parts thereof,

Figure 92: This map highlights two Village-owned parcels that are currently zoned R-5 that could be rezoned as C-2.



where the original provision was removed or reduced.

- c. **Consider Creating an Affordable Housing Overlay Zone.** Create a zoning overlay that allows infill housing, or multi-unit residential development, along the C-1 corridors only if 100% of units—or a high proportion thereof—are permanently affordable to households earning up to a certain percentage of the area median income. The redevelopment scenarios map created for the *Moratorium Study* (see Figure 58 on page 45) could provide a starting point for determining the character district(s), or parts of which, the overlay should apply.
- d. **Develop Affordable Housing on Village Property Where Appropriate.** Consider expanding the C-2 zoning district, which currently applies to the Village Downtown, to include the Village-owned properties highlighted in Figure 92. The Village has been planning for the redevelopment and reorganization of its municipal facilities through the Consolidate Administrative Facilities Project, which is described in greater detail in **Chapter 8**. Changing the R-5 zoning on those properties to the adjacent C-2 would provide the Village with more options, including incorporating affordable housing into the project. The Village should develop a concept plan depicting the potential site layout and development program.

**4a-16. Reexamine the Setback Requirement from Water Bodies in the Infill Housing Provision.** PLL-C (2019) instituted a new requirement prohibiting residential developments in commercial districts from siting buildings, structures, or parking areas within 50 feet of water bodies. This requirement should be modified so that it is not a prohibition but rather requires a permit or waiver from the Planning Board.

**4a-17. Inventory and Map all Designated Affordable Housing Units in the Village.** Include units whose affordability provisions have expired.

**4a-18. Work with County and Local Advocacy Organizations to Create New Affordable Housing, Retain Affordable Housing, and Protect Tenants.** This could include leveraging the County's Landlord Tenant Assistance Program and working with local housing organizations to support existing Village residents by preventing evictions of existing, identifying illegal clauses in leases, and other measures.

**4a-19. Create an Affordable Housing Committee.** One the tasks that this committee could undertake is **4a-18**.

See recommendation **4b-8** in **Chapter 4B**. This recommendation addresses the topic of accessory dwelling units in residential neighborhoods.

## References & Examples

If a link no longer works, a Google search will likely locate the resource.

### Local Government

- [Affordable Housing Needs Assessment](#), Westchester County, NY (2019)
- [100% Affordable Housing Overlay](#), City of Cambridge, MA

### Non-Governmental Organizations

- [Local Housing Solutions](#), Robert Wood Johnson Foundation & NYU Furman Center
- [Westchester Residential Opportunities, Inc.](#)



## **4B. LAND USE & DEVELOPMENT: RESIDENTIAL NEIGHBORHOODS**

# **4B**

### **a. Introduction**

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

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

#### **a. Introduction**

#### **b. Historical Evolution of the Village’s Neighborhoods**

#### **c. Residential Neighborhood Trends**

#### **d. Studies, Actions & Accomplishments**

#### **e. Historic Preservation**

#### **f. Zoning Topics for Houses**

#### **g. Subdivision Regulations**

#### **h. Review of 2012 Objectives, Recommendations**

#### **i. 2023-2033 Goals & Recommendations**



## b. Historical Evolution of Village Neighborhoods

Mamaroneck's residential neighborhoods evolved much like they did in many other communities in the Northeast. Large estates or farms owned by families or individuals were incrementally sold off to developers and subdivided, with new houses being designed and built in a relatively consistent form and architectural style. As this pattern continued, over time, all available parcels in the Village were developed. Today, the Village has a mix of architectural styles and residential building types that includes single-family homes, duplexes, three- and four-family homes, apartment buildings, garden apartment complexes, condominiums, and town-houses.

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

For example, during the decades when much of the Village's housing stock was constructed, cars were not as dominant a part of daily family life as they are today. This was reflected in the design and layout of single-family houses and yards. One of the distinct characteristics of older houses in the Village is the garage being either accessed from the side of the house or detached from the main house structure, which was typically two stories. A walkway leads from the front steps through the front lawn panel and extends to the sidewalk. This creates a pleasant, pedestrian-oriented setting, which could be considered the character and form of a "traditional" Mamaroneck residential block (see Figure 85).

Figure 93: A house in the Village with a traditional design and lot layout



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

The Village's is organized into 11 neighborhoods, which are identified in Figure 94 on page 73 and described in greater detail in Table 3 on page 74.

Figure 94: A map of Village neighborhoods from the 2012 Comprehensive Plan

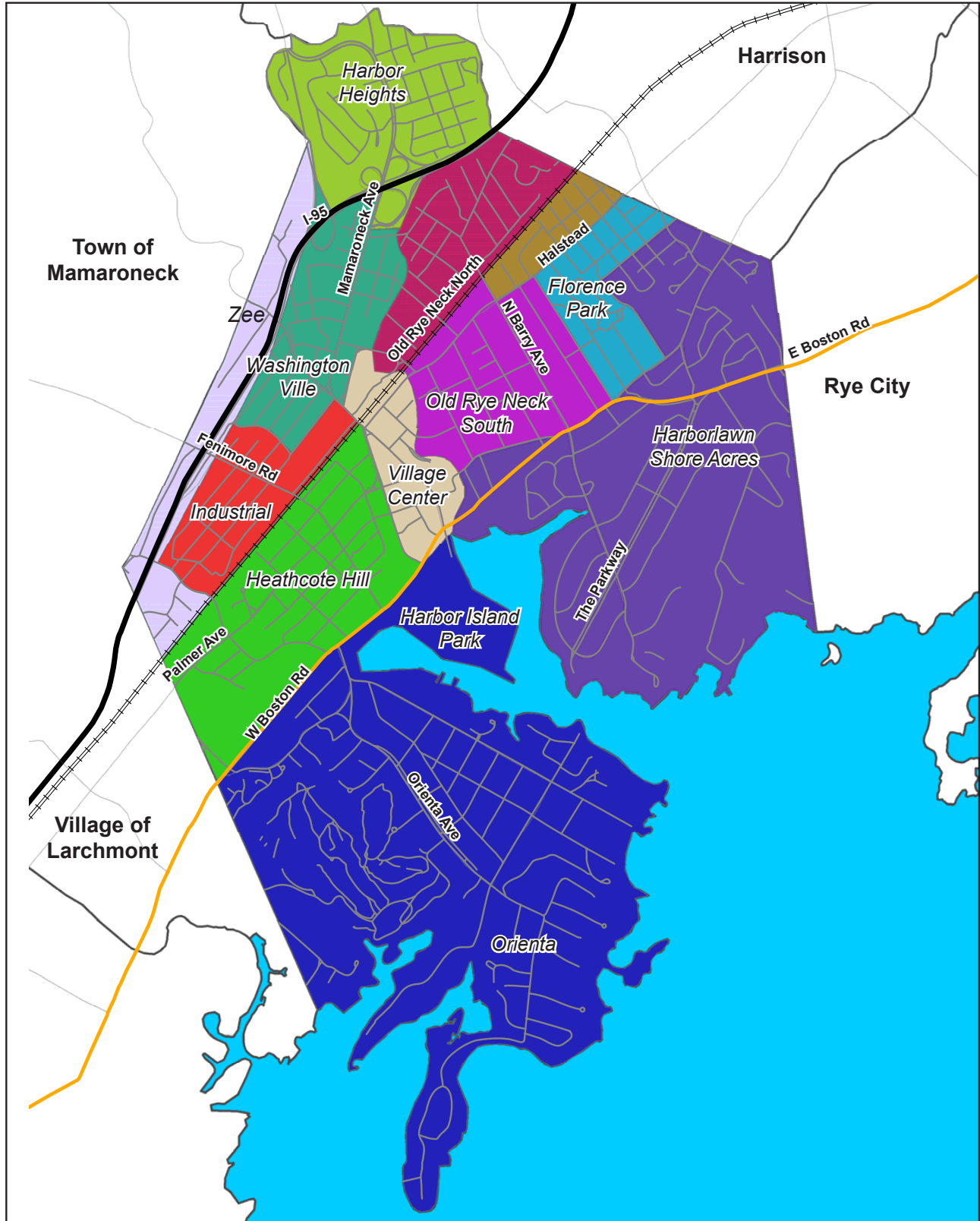


FIGURE 7-1: VILLAGE NEIGHBORHOOD



Table 3: Characteristics of the Village's residential neighborhoods

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



## c. Residential Neighborhood Trends

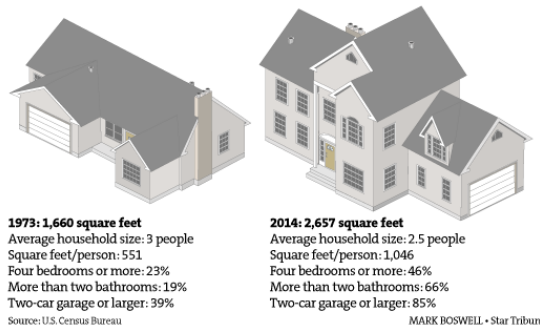


Figure 95: A graphic from the Star Tribune, a Minnesota newspaper, depicting the increasing size of newer houses versus those built decades ago.

The major real estate trend in the 1980s and 1990s was the accelerated dispersion of value and wealth away from urban centers and into suburban and exurban areas. In the past two decades, however, suburban expansion has slowed down and value, wealth, and people have started returning back toward urban centers. Residential neighborhoods and communities located close to metropolitan centers, where employment has become more concentrated, have witnessed strong demand for housing and rising housing sales prices and rent. During the pandemic, this demand and housing costs reached their peak.

### Teardowns



Figure 96: A newly-built house Minneapolis, MN made possible by the teardown of an older house, which probably looked like the smaller house next door (photo by MPR News).

In many communities, the combination of higher demand; rising housing sales prices and rents; the relatively old age, size, and layout of existing houses; antiquated zoning regulations; and the lack of sufficient historic protections, have made the act of tearing down a house and building a larger house in its place financially viable. A typical manifestation of this phenomenon is a large house with a contemporary, garage-first design and modern materials (sometimes called a “McMansion”) replacing and/or being built next to a smaller, older house (see Figure 96 and Figure 97).

These changes have impacts beyond visual character and form. Clearing a yard of mature trees and shrubs, filling and regrading soils after tearing down a house, and building a larger house in place of the old house impacts the local environment by removing natural air filters and animal habitats, reducing shade, and modifying the way stormwater drains.



Figure 97: Two garage-first “snout-houses” in Princeton, NJ built after tearing down smaller houses.

Teardowns typically result in a much more valuable, new house on a lot compared to the house that used to stand on that lot. While that house was likely old and in need of upgrades, it was much more affordable than the new house. In the case of Princeton, NJ, for example, small Levittown-style cottages selling for \$450,000 or \$500,000 have been torn down and replaced by newer and larger houses selling for more than double the price (\$1.2 million).

Teardowns of a single house into a larger house is not as

common in the Village as it has been in many other communities across the country, but they are occurring more frequently. The relatively compact residential lots typical of the Village limits the size of new houses as compared with more suburban communities, where parcels are larger. The primary method of change in the Village's residential neighborhoods has been the subdivision of parcels. In some cases homeowners or developers have leveraged their right to subdivide their properties where dimensions are sufficiently larger than the minimum requirements under zoning regulations. They have been divided into two or three parcels. The resulting new houses, their design, layout and overall site treatments, generally have not fit the traditional characteristics of the Village's residential blocks. Furthermore, the houses in the Village are already tightly packed together, and the hilly topography in parts of the Village can present unusual circumstances. The Planning Department calculated the potential number of subdivisions by residential zoning district (see Table 4). This would represent a 4% increase in the supply of single- and two-family homes, not including 1025 Cove Road.

Table 4: The potential number of subdivisions that could be created in residential zoning districts

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

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

From a visual character and form perspective, there are instances where new houses do not match the existing character. The prominence of garage doors facing the street interrupts the traditional character of many blocks in the Village.

## Short-Term Rentals

A housing trend that has become an acute challenge in certain communities is the proliferation of short-term rentals through websites such as AirBnB and VRBO. Every housing unit that is used for short-term rental purposes removes from the supply a housing unit that could be utilized for an individual, couple, or family needing long-term housing. In major cities like New York City and Jersey City, and in smaller communities that attract many tourists, short-term rentals have caused significant shortages of housing for people who live and work in these places full time. Many local governments have responded by regulating short-term rentals. The Village does not have any significant short-term rental activity, according to data from AirDNA.

## Up-Zoning

Up-zoning is, theoretically, intended to reduce the cost of housing by increasing the supply of residential units permitted per lot. This means allowing duplexes, triplexes, and apartment buildings—on lots that had previously been zoned for “single-family” houses or a another previously lower density. This increase in supply, on a broad scale, could reduce housing costs, but the research is still emerging on this subject. With high construction costs and significant demand, new units in two- to four-family houses could be just as expensive on a per square foot basis as a typical “single-family” house. Up-zoning would increase the accessibility of housing by providing more opportunities to rent a unit, which is typically more affordable than purchasing a townhouse or “single-family” house. However, in order to provide housing that is affordable to low- and-moderate income households, up-zoning would likely need to be combined with additional measures such as requirements to construct affordable units. Furthermore, up-zoning would need to be balanced with other community priorities and challenges such as environmental protection, the provision of open space, and stormwater management.

## Accessory Dwelling Units

Besides up-zoning single family districts, another approach being implemented to increase the supply of housing is to facilitate the development of accessory dwellings. The American Planning Association defines an accessory dwelling unit (ADU) as “a smaller, independent residential dwelling unit located on the same lot as a stand-alone (i.e., detached) single-family home.” ADUs typically are required to have their own entrance, kitchen, and bathroom. ADUs can be used by the owner or rented out, but they cannot be sold separately from the main house on the lot. From a physical standpoint, there are three general types of ADUs (see Figure 98):

- ▶ **Internal.** The ADU is a converted portion of an existing house, such as a garage or basement.
- ▶ **Attached.** The ADU is an addition to new or existing house.
- ▶ **Detached.** The ADU is a new, stand-alone accessory structure or a converted portion of an existing stand-alone accessory structure.

Constructing an ADU is a substantial development project that can cost at least \$50,000 for an internal ADU and at least \$150,000 for a detached ADU. Rental income from an ADU can, over time, help recoup this expense. Lengthy permitting processes and high fee structures pose additional barriers to the financial feasibility of ADUs. As a result, many municipalities that allow ADUs have started amending existing rules to simplify permitting processes and reduce fees in order to facilitate the development of ADUs.



ADUs are not inherently affordable; their rents would generally be market rate, unless a homeowner with an ADU is subsidizing the cost for a relative, friend, or someone in need. However, they can provide a more flexible, less expensive option for a person to rent a small space within a traditional neighborhood of detached “single-family” houses.

Westchester County has created ADU Model Ordinance Provisions that suggest respecting the look and scale of single-dwelling development while offering environmentally-friendly housing choices with less average space per person and smaller associated carbon footprints. Other elements include limiting the square footage of the ADU and restricting front facing entrances and outdoor fire stairs.

Figure 98: Diagram illustrating various types of accessory dwellings (source: Wikimedia Commons, user user Joiedevivre123321).



## Multigenerational Households

Pew Research Center reports that between 1971 to 2021, the number of people living in multigenerational households quadrupled. The total share of the U.S. population in multigenerational households has doubled, from 7% in 1971 to 18% in 2021. This trend is attributed to groups that have accounted for recent population growth in the U.S., including foreign-born, Asian, Black and Hispanic Americans, being more likely to live with multiple generations in one house. However, multigenerational living also is rising among non-Hispanic White Americans, who accounted for a higher share of the multigenerational household population growth from 2000 to 2021 (28%) than of total population growth (9%). Financial issues are the top reason adults live in multigenerational houses.

A related trend is the increase in the number of adults living in their parents' house along with parents moving in with their adult children. Pew Research Center also reports that the rise in shared living during and immediately after the recession was due to members of the Millennial generation moving back in with their parents. However, the longer-term increase has been partially driven by parents moving in with their adult children.

## d. Studies, Actions & Accomplishments

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

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

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

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

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

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

Table 9 on page 192 includes all of these local laws and identifies existing provisions within the Village's zoning regulations by topic and features.

## e. Historic Preservation

Historic preservation is an important tool that the Village should consider enacting and implementing in its efforts to maintain the character of its residential neighborhoods and receive other ancillary benefits of preservation. See **Chapter 4C**.

## f. Zoning Topics for Houses

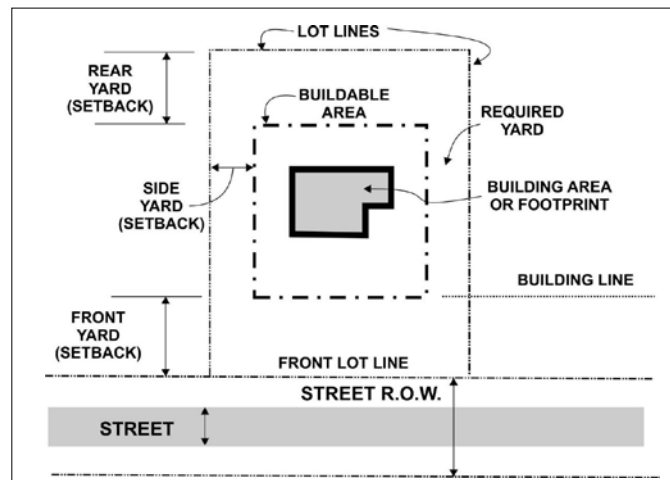
There are many possible zoning topics that could be considered across all residential zoning districts containing single-family houses, duplexes, and other building types. The following list identifies various categories of features and several examples of those features that could be the subject of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

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

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

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

Figure 99: Example of a diagram included within in a community's residential district zoning regulations.





## Princeton, NJ Adopts Neighborhood Residential Standards to Preserve Character

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

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

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

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

### (a) House orientation & access

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

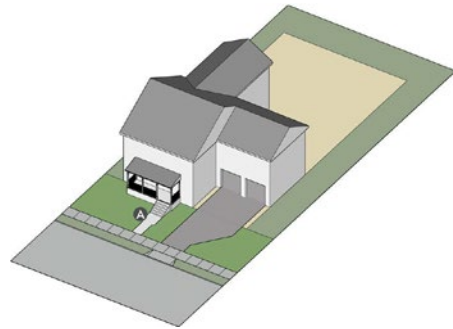


Figure 1.

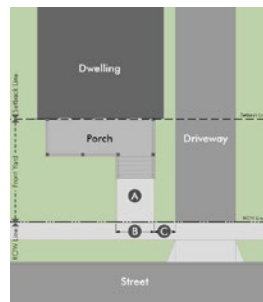


Figure 2.

## g. Subdivisions Regulations

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

While zoning and subdivision control are separate and distinct parts of the planning implementation process, they complement each other, and, taken together, can ensure orderly development. Zoning prescribes what land can be used for, which is accomplished by creating different districts and listing permitted uses in each. Subdivision regulations ensure that development is accompanied by adequate services and facilities.

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

The goal of "good" subdivision design is to ensure that new development is well-built, attractively-designed, and integrated within the greater community. Nowadays, there is a greater recognition that better-planned subdivision designs can improve the quality-of-life in metropolitan areas by creating compact, attractive communities and conserving open space. A network of streets, sidewalks and paths can tie the community together.

### Defining a Subdivision

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

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

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

## Design Standards

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

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

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

Table 5 is a worksheet for subdivision topics.



Table 5: Worksheet for subdivision topics

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

## h. Review of 2012 Objectives, Recommendations

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

### 2012 Goals & Objectives

#### 2012 Goals

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

#### 2012 Objectives

- a. Continue stabilizing and maintaining attractive residential areas.

### Progress on 2012 Goals, Objectives, Recommendations

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

## i. 2023-2033 Goals & Recommendations

### Goals

#### Goals

- ⊙ Continue stabilizing and maintaining attractive residential areas (from **2012 Comprehensive Plan**)
- ⊙ Maintain the traditional character of residential neighborhoods with respect to house forms, façade features, scales, and other features (updated from the **2012 Plan**)
- ⊙ Provide a variety of housing options for households with different needs and incomes (from the **2012 Plan**)
- ⊙ Review and modify zoning and subdivision regulations to ensure that new development complements or enhances the traditional character of its surrounding neighborhood context.
- ⊙ Make the residential zoning regulations clearer and more concise by adding or refining definitions and by including tables, diagrams, drawings, and/or photographs where appropriate to support or replace text.
- ⊙ Consider non-regulatory approaches such as residential design guidelines.

### Recommendations

- 4b-1. Introduce Additional Zoning Standards for Garages.** The following are intended to reduce the prominence of garages on the front facades of houses.
- » Institute a front-facing garage setback.

- » Regulate the widths of front-facing garages.

**4b-2. Introduce Zoning Standards for Front Walks.** To maintain the welcoming nature and walkability of residential blocks and yards, the zoning code should require a walkway to extend from the front steps of a house to the sidewalk—or to the driveway if no sidewalk is present.

**4b-3. Explore Introducing Maximum Lot Coverages.** The zoning code currently includes a maximum building coverage for the “R” zones of 35 percent. A maximum lot coverage would include the main structure, an accessory structure beyond a certain size, and a driveway/parking pad. A system of incentives could be developed based on the concept of “green area ratio,” which is currently in place in the District of Columbia, for encouraging the addition of more plantings and other techniques to enhance pervious surfaces (see Figure 100. Or, more simply, homeowners utilizing permeable pavement for driveways as opposed to impermeable pavement could be offered a percent reduction in coverage (see Figure 101). Exceptions or reductions should be considered for attached porches and for other features.

**4b-4. Include Subdivision Regulations for Preservation of Existing Features.** Consider preserving existing features that would add value to residential development, such as large trees, watercourses, historic spots and similar irreplaceable assets.

**4b-5. Include Subdivision Regulations for Lots & Lot Layout.**

- » Include diagrams depicting acceptable and unacceptable subdivision layouts.
- » Require adjacent lots to be on the same side of the street as the subject lot, with lot frontage on the same public or private road.
- » Prohibit the creation of irregular lots (or requiring side lot lines to be at right angles or radial to street lines.)
- » Require lots to be laid out to provide frontage on an approved Village street and conform to the minimum frontage requirements of the zoning district and minimum lot size requirements. And not allowing irregularly-shaped lots to achieve minimum lot requirements.



Figure 100: A rain garden created in a homeowner's yard collects rainwater from a downspout (photo by flickr user Beau Owerms, licensed under CC BY-NC-SA 2.0)



Figure 101: A driveway with a permeable surface (photo by flickr user Chesapeake Bay Program, licensed under CC BY-NC 2.0)

» Recommend that excessive depth in relation to the width is avoided and recommend a proportion of 1.5:1.

**4b-6. Include Subdivision Regulations for Natural Cover/Topography.** Require land to be subdivided to be laid out and improved to generally conform to existing topography to minimize grading, cut and fill, and to retain, as much as possible, the natural contours, limit stormwater runoff, and conserve natural cover and soil.

**4b-7. Include Subdivision Regulations for Topsoil.** Prohibit any topsoil, sand or gravel to be removed from any lots shown on any subdivision plat, except for improving lots, for laying out of streets, and for removal of contaminated soils in accordance with DEC standards.

**4b-8. Explore Permitting Accessory Dwelling Units (ADU).** Consider the possibility of permitting accessory dwelling units in the Village as a supplement to the affordable housing strategy (see **Chapter 4A**). Consider their advantages and disadvantages and gauge interest in ADUs among residents by neighborhood. Westchester County has produced a model ordinance for ADUs and there are many publications that provide information to municipal staff, officials, and residents about all aspects of ADUs.

**4b-9. Conduct a Study of Legally Non-Conforming Residential Types in Single Family Zoning Districts.** This type of study would inform a planning process to determine if, how, and where zoning regulations should be modified in existing single-family districts to make legally non-conforming two- and three-family houses conforming. The results of the study and planning process could be integrated into the comprehensive zoning update recommended in **4a-13** in **Chapter 4A**.

## References & Examples

If a link no longer works, a Google search will likely locate the resource.

### Local Government Agencies

- [ADU Model Ordinance](#), Westchester County, NY
- [Green Area Ratio Overview](#), DC Department of Energy & Environment
- [Resolving Non-Conforming Uses: A Resource Guide for Planning & Zoning Officials](#), Dutchess County Planning & Development and Pace Land Use Law Center
- [1-4 Unit Housing Study](#), City of St. Paul, MN

### Non-Governmental Organizations

- [All About Accessory Dwelling Units](#), AARP
- [Household Structure & Family Roles](#), Pew Research Center







# 4C. LAND USE & DEVELOPMENT: HISTORIC PRESERVATION

# 4C

## a. Introduction

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

## b. Review of 2012 Objectives, Recommendations

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

## 2012 Chapter 7: Neighborhoods & Housing

### 2012 Goals

- ⦿ Maintain the traditional character of residential neighborhoods.

### 2012 Recommendations

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

## a. Introduction

## b. Review of 2012 Objectives, Recommendations

## c. State Framework & Support for Historic Preservation

## d. Village Historic Landmarks

## e. 2023-2033 Goals & Recommendations

## 2012 Chapter 12: Municipal & Cultural Facilities

### 2012 Recommendations

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

### Progress on 2012 Goals & Recommendations

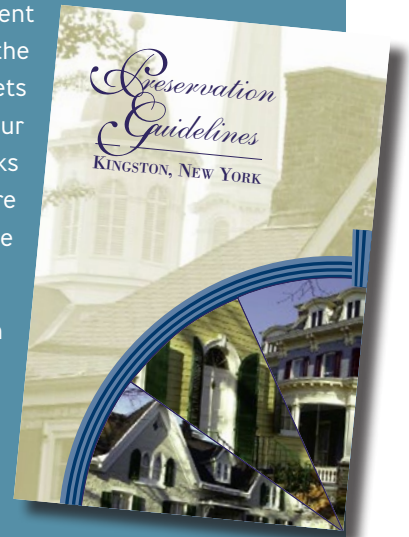
The functions of the BAR and LC have been combined.

### Kingston Fine-Tunes its Preservation Framework

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

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

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





## c. State Framework & Support for Historic Preservation

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

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

## d. Village Historic Landmarks

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

The Village's Draft **Local Waterfront Revitalization Plan** (LWRP) notes that, in the 1980s, the Village's Historical Society and Landmarks Advisory Committee identified 54 sites of Historic, Architectural or Archaeological importance, which were listed as historic resources in the LWRP. Figure 104 on page 92 identifies the historic and cultural sites documented in the 1984 LWRP, and the historic and cultural resources subsequently identified within the Village. The resources are comprised of designated Village (VoM) Landmarks; National Register of Historic Places listed and eligible sites; American Institute of Architects (AIA) award recipient sites; and other LWRP Historic Resources. Any site or structure that has been deemed eligible under the State Office of Parks, Recreation and Historic Preservation Program merits the same protection under the LWRP.

Figure 102: Mamaroneck High School (photo by Doug Kerr, licensed under CC BY-SA 2.0)



Figure 103: A historic building housing a counseling center has been undergoing renovations and is slated for further investment (photo courtesy of the Village of Mamaroneck)





Figure 104: Map identifying sites of historic, architectural, cultural, and archaeological importance in the Village (source: LWRP)

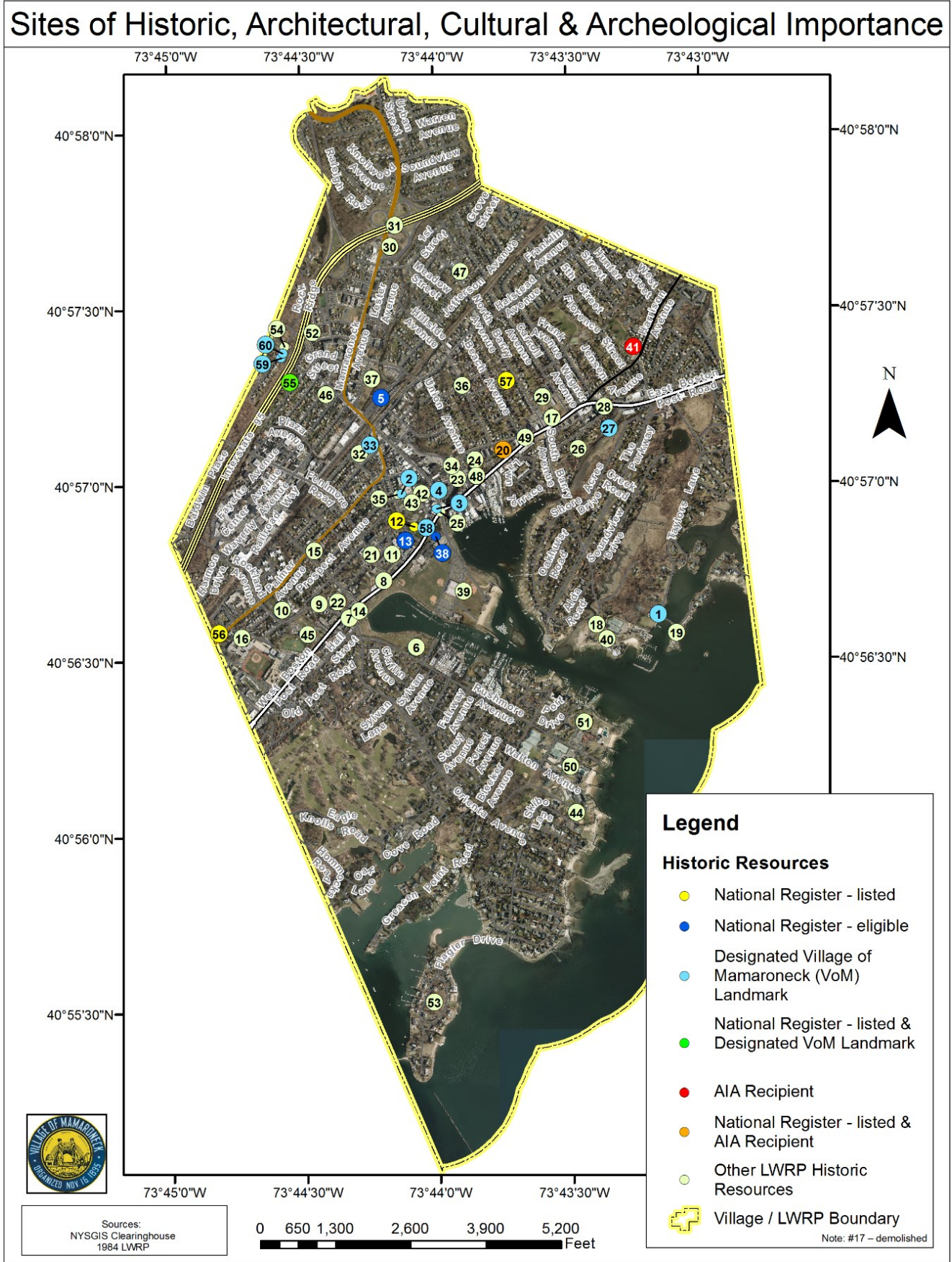




Figure 105: The Mamaroneck United Methodist Church

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

The table in **Appendix B** lists individual locally-designated landmarks. In addition to these locally-designated landmarks, the Mamaroneck United Methodist Church, the St. Thomas Episcopal Church complex, the Albert E. and Emily Wilson House located at 617 Brook Street and Walter’s Hot Dog Stand were listed on the National Register of Historic Places in 1992, 2003, 2007 and 2010, respectively.

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



Figure 106: Melbourne Avenue has many older houses with historic character



## e. 2023-2033 Goals & Recommendations

### Goals

#### 2012 Goals (Updated)

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

#### New Goals

- ⦿ Enhance historic preservation controls in the Village.

### Recommendations

- 4c-1. Convene a Historic Preservation Task Force.** Review Chapter 218. Historic Preservation and consider modifications based on model ordinances, ordinances from similar communities, and best practices.
- 4c-2. Initiate the process to become a Certified Local Government (CLG).** Benefits of the program include: access to State Historic Preservation Office staff for technical assistance and training, participation in an online network with other CLG communities, the latest information on topics critical to local preservation, and grants to support local preservation and educational activities. Communities have used CLG funding to conduct historic resource surveys, produce publications, undertake planning studies, and present training programs.
- 4c-3. Adopt a revised preservation ordinance.** See the Model Preservation Law in the References & Examples section below.
- 4c-4. Designate new landmarks and/or historic district(s).** The adopted preservation ordinance should specify the parties who can initiate designation and spell out the process. **Design guidelines should be created to accompany any new historic districts.**

### References & Examples

If a link is no longer working, a Google search will usually locate the resource.

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



## 5. ENVIRONMENTAL PROTECTION, OPEN SPACE & FLOOD MITIGATION

### a. Introduction

Water makes the Village an amazing place to live, but water also is the very thing that could make it unlivable. Hurricane Ida, whose resulting floodwaters took the lives of three Village residents and caused \$100 million of damage in 2021, is testament to the latter. The scale of the damage finally pushed into motion a flood mitigation project for the Village that the U.S. Army Corps of Engineers (USACE) had planned more than 30 years ago. This project is by no means a complete solution, but it is a foundation upon which the Village can plan for and invest in other ways to reduce flooding. Because of its broad, interdisciplinary scope, a comprehensive plan is an ideal place in which to outline strategies for flood protection.

Prior to and after the **2012 Comprehensive Plan**, the Village initiated a number of actions to try to protect life and property from flooding. **Chapter 6: Environmental Protection/Mamaroneck Harbor/Long Island Sound** from the **2012 Comprehensive Plan** delves into the following topics: Flooding, Watercourses and Wetlands, Soils & Steep Slopes, Stormwater & Drainage, Mamaroneck Harbor/Long Island Sound, Sustainable Design/Green Building Practices, and Water Quality

This chapter of the **2023 Comprehensive Plan** provides more details on these actions and updates parts of **Chapter 6** of the **2012 Comprehensive Plan**. It also reaffirms the relevant goals and policies of the **LWRP** and several of its recommendations. This chapter includes open spaces because of their importance to the Village's ecosystem and their role—and potential role—in stormwater management, resilience, and coastal adaptation.

### a. Introduction

### b. Review of 2012 Objectives, Recommendations & Other Plans

### c. Environmental Protection, Open Space & Resilience Trends

### d. Anticipating Sea Level Rise & Flooding

### e. 2023-2033 Goals & Recommendations



## b. Review of 2012 Objectives, Recommendations & Other Relevant Plans

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

#### 2012 Flooding, Watercourses & Wetlands Goals

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

#### 2012 Flooding, Watercourses & Wetlands Recommendations

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

#### Progress on 2012 Flooding, Watercourses & Wetlands Goals and Recommendations

- ▶ (a.) Beyond the Army Corps of Engineers plan mentioned at the beginning of this chapter, the Village has attempted to mitigate flooding through bank casting, or sediment removal, in the Sheldrake and Mamaroneck Rivers.
- ▶ (b.) As part of the Village's MS4 permit regular cleaning of catch basins and street sweeping is performed and tracked. The Village has also created a water quality reporting application on our website that allows residents to report water quality issues.
- ▶ (c.) The Village continues to be a member of Long Island Sound in Westchester County (LISWC), whose overarching goal is to improve regional water quality. When the Village detects high levels of pollutants in waterways downstream of neighboring municipalities, notifications are sent to them and NYSDEC.
- ▶ (d.) The Village entered the Community Rating System (CRS) in 2014. It is a Class 8 community, which means policyholders in the special flood hazard area receive a 10% discount on flood insurance premiums. The Village continues to explore approaches to advance its rating for greater discounts.
- ▶ (e.) The Village's **Multi-Hazard Mitigation Plan** from 2012 has been superseded by the **Westchester County Hazard Mitigation Plan** (2015) and the 2021 update. This ensures cooperation among municipalities and facilitates their participation in the state's 5-year plan update process.
- ▶ (f.) The **2012 Comprehensive Plan** and draft **LWRP** support the creation of a continuous, public riverwalk along the Sheldrake and Mamaroneck Rivers. The Village code prohibits development within 50 feet of the banks of the rivers. The Planning Board, through its site plan review process, monitors and implements the incremental creation of the riverwalk. Together with open space requirements for

residential development, this provides opportunities to improve such space as part of a publicly-accessible riverwalk. The Village has been seeking grant funding to implement the river walk concept.

## 2012 Soils & Steep Slopes Recommendations

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

## Progress on 2012 Soils & Steep Slopes Recommendations

- ▶ (a.) No action has been taken on this recommendation.

## 2012 Stormwater & Drainage Objectives

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

## 2012 Stormwater & Drainage Recommendations

- a. Implement recommendations of the County's *Watershed Advisory Committee 4 Report (WAC4 Report)* pertaining to controlling polluted stormwater (see page 100 for *WAC4 Report* recommendations).
- b. Utilize green stormwater infrastructure.
- c. Map existing storm drains, upgrades to Village sewers and storm drains and elimination of remaining septic fields.

## Progress on 2012 Stormwater & Drainage Objectives and Recommendations

- ▶ (a.) See page 100 for progress on *WAC4 Report* recommendations.
- ▶ (b.) The Village's updated stormwater code encourages permeable surfaces. The Planning Board can require reductions in impervious surfaces as part of site plan review, and impervious surface maximums are being considered by all boards. Several municipalities in Westchester County have implemented impervious coverage regulations in their zoning codes. The Transit-Oriented Development (TOD) zoning had previously required applicants to provide green infrastructure measures in order to attain density bonuses. The Village will incorporate green infrastructure into projects if appropriate and feasible.
- ▶ (c.) The Village has mapped all of its storm drains and outfalls. It utilized information available through its GIS and accounts provided by residents to identify areas in need of improvement. Drainage improvements have been undertaken in several areas, including a major catch basin replacement project along Boston Post Road. Additional drainage projects were located at North Barry & Brook Street, Revere Road, Harmon Drive and Grade Street.

## 2012 Mamaroneck Harbor & Long Island Sound Drainage Goals

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

## 2012 Mamaroneck Harbor & Long Island Sound Drainage Recommendations

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

in the Harbor for replacement and providing regular maintenance.

### Progress on 2012 Mamaroneck Harbor & Long Island Sound Recommendations

- ▶ (a.) The Village has responded to nominal maintenance issues. Westchester County has completed the upgrades to their pump station in Harbor Island Park and in Shore Acres. Pump stations have been raised and programmed to continue operating during storms.
- ▶ (b.) The Village replaced the gunderboom in 2017.



Figure 107: A storm drain

### 2012 Zoning Recommendations/Actions

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

### Progress on 2012 Zoning Actions

- The Hampshire Country Club development application is under litigation.

### 2017 Local Waterfront Revitalization Plan (Draft LWRP) Recommendations

#### Water Quality

- a. Village-wide Water Quality Assessment Program; Improve water quality, including support for measures to address both point and non-point source pollution and review and implement recommendations of *Controlling Polluted Stormwater A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor* (Westchester County Department of Planning - Watershed Advisory Committee 4, 2001).
- b. Support continued upgrades to the Westchester County sewage treatment plant.

#### Parks & Public Access

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



Figure 108: The salt marsh



Figure 109: The Harbor Island Seawall (photo by June Marie, licensed under CC BY-SA 2.0)

## Flooding

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

## Review & Permitting Procedures

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

## Federal & Regional Coordination

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

## Other

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

## Progress on 2017 Draft LWRP Recommendations

- The Village has received a grant from the NYS Department of State and will initiate work to repair and raise the height of the Harbor Island Seawall. It will coordinate with the County due to the seawall's role in protecting the County's wastewater treatment facility.
- In 2022, the Village appropriated funds to undertake emergency dredging and desiltation of the Mamaroneck River, Sheldrake River, Beaver Swamp Brook and Guion Creek.

## 2021 County Hazard Mitigation Plan Update Recommendations

The **Westchester County Hazard Mitigation Plan Update** (2021) builds upon the 2015 plan, identifying new hazards which the Village should begin to plan for. Some recommendations identified in the 2015 plan are currently underway in the Village, while other recommendations identified in the 2015 plan have been carried over to the 2021 update. High-priority recommendations include:

- a. Remove the Center Avenue Pedestrian bridge, whose low chord height exacerbates flooding.
- b. Replace the Anita Lane/ Valley Place Sewer Bridge which currently causes poor hydraulic flow in the Mamaroneck River.
- c. Develop strategies to acquire private lands adjacent to the Sheldrake River for flood mitigation. This may include preparing an open space master plan with a list of potential acquisitions of land abutting

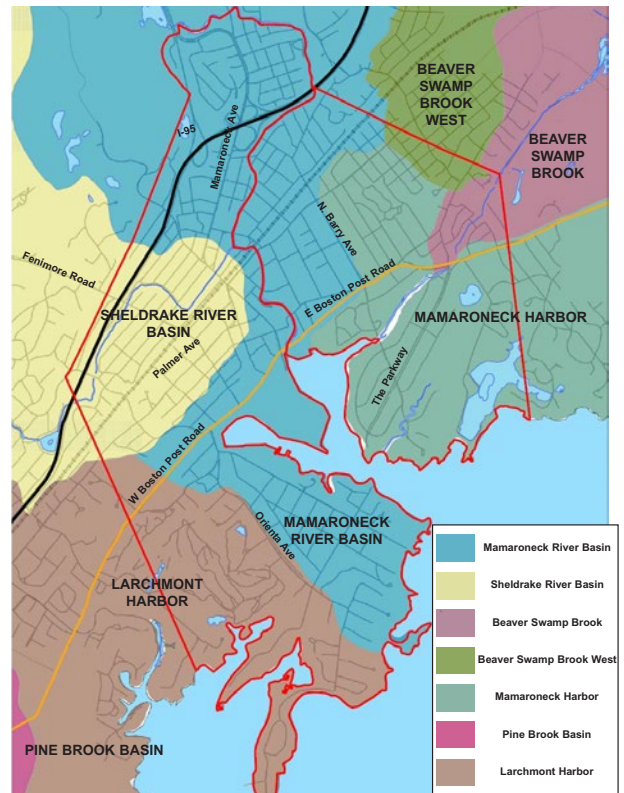


Figure 110: Map of watersheds (from the 2012 Comprehensive Plan)



the Sheldrake River.

- d. Conduct mitigation study for areas not improved by the Army Corps project.
- e. Undertake resilience improvements to Harbor Island Park.

## 1986 Harbor Management Plan Policies

The Village's existing *Harbor Management Plan* dates back to 1986. Harbor management plans, which are required as part of an LWRP, address the problems of conflict, congestion, and competition for space in the use of harbors, surface waters and underwater lands to a distance of 1500 feet from the shore (see Figure 111). It contains a series of policies that aim to ensure that future management, maintenance, and use of the Harbor is appropriate. Among them is a policy that the Village periodically assess the capacity of the Harbor, and the various areas within it, to support and maintain the uses to which they are being put.

## 2001 Watershed Advisory Committee Report 4 (WAC4 Report)

*Controlling Polluted Stormwater A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor* is the full name of this Westchester County Planning Department report. It is a non-point source pollution plan that contains recommendations related to: Stream Assessment & Restoration, Freshwater & Tidal Wetlands, Stormwater Management, Local Comprehensive Plans & Ordinances, Outreach & Education.

## Watershed-Wide Recommendations

The report includes watershed-wide recommendations to: enhance buffers/banks, stabilize stream banks, restore natural channels, nutrient management for golf courses, control erosion and sediment, retrofit storm drain with filtering systems, change lawn mowing practices, remove sediment, and good housekeeping of household hazardous waste.

## Recommendations for Village of Mamaroneck

- a. Restore stream channel and banks at Columbus Park.
- b. Retrofit stormwater outfalls in the West Basin and East Basin of the Harbor.
- c. Restore salt marshes in the West Basin and at the Indian



Figure 111: The Mamaroneck Harbor supports a wide range of water-based activities (photo by Amy Berkson-Martin via flickr, licensed under CC BY-ND 2.0)



Figure 112: Results of a project to re-vegetate and stabilize the banks of the Sheldrake River in Columbus Park.



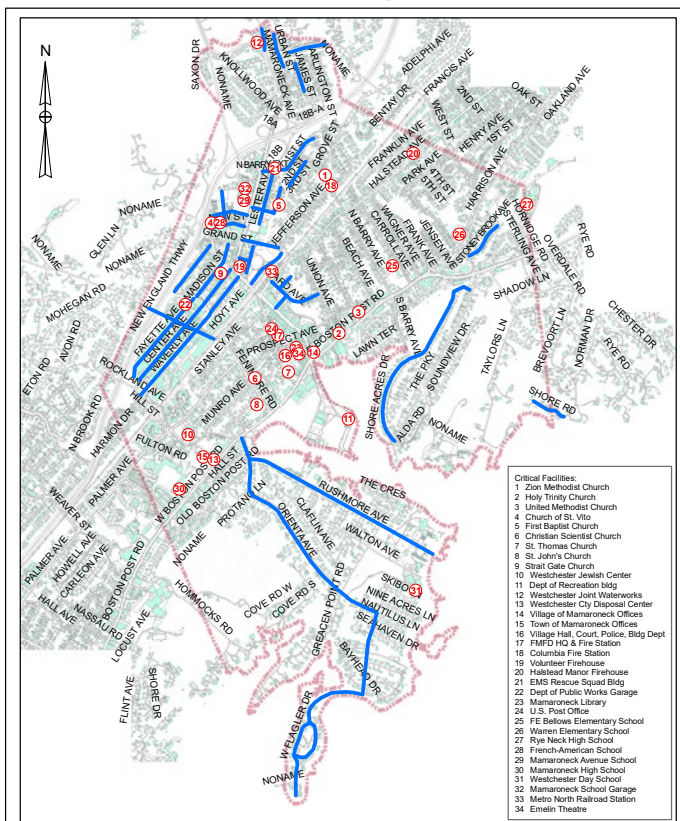
Figure 113: Results of a project to restore a natural habitat along the West Basin of Harbor Island Park (photo by Westchester County Planning)

- Cove residential complex at Rushmore Road.
- d. Reintroduce smooth cordgrass at the end of Bleeker Avenue and in other areas along the coast.
- e. Update the Comprehensive Plan, LWRP and Harbor Management Plan to include more specific recommendations and policies for improving water quality.
- f. Amend zoning ordinance to include lot coverage limits in all districts and re-evaluate parking ratios.

### Progress on 2001 WAC4 Report Recommendations

- ▶ (a.) The County completed a stream channel restoration project at Columbus Park (see Figure 112 on page 100).
- ▶ (b.) The Village replaced catch basin hoods along Boston Post Road with ones that prevent floating material from entering into the system.
- ▶ (c.) The County restored a salt marsh in the West Basin (see Figure 113 on page 100)
- ▶ (d.) Smooth cordgrass has not been planted at the end of Bleeker Avenue.
- ▶ (e.) The Village adopted a stormwater management plan in 2010 and revised it in 2012.
- ▶ (f.) A maximum lot coverage is recommended in **Chapter 4B**. The Planning Department periodically re-evaluates parking ratios.

Figure 114: Map of frequently flood streets from the Village's 2012 Local Multi-Hazard Mitigation Plan



## Community Rating System

The Community Rating System (CRS) is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). More than 1,500 communities participate nationwide.

In CRS communities, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community's efforts that address the three goals of the program: 1) Reduce and avoid flood damage to insurable property, 2) Strengthen and support the insurance aspects of the National Flood Insurance Program, 3) Foster comprehensive floodplain management

In 2014, the Village of Mamaroneck received a formal determination from FEMA to become a member of the Community Rating System Program. The Village's official rating is "8", which means that many residents will receive up to a 10% reduction all flood insurance premiums.



## c. Environmental Protection, Open Space & Flood Mitigation Trends

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

### Green Infrastructure

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

Smaller communities typically invest in green infrastructure on a site-specific scale to absorb stormwater runoff and serve as demonstration projects for the public. For example, the Town of Mt. Pleasant, NY installed two rain gardens at its highway garage to capture runoff from disconnected building downspouts and an entrance sidewalk to the building (see Figure 115). Sited on a highly-visible thoroughfare on public land, the project demonstrates a green infrastructure techniques to residents and other members of the public.

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

### Village & Other Local Response to Trend

- ☑ The Village's Transit-Oriented Development Overlay District (§342-30.1) had previously provided incentives to include green building elements and/or green infrastructure.
- ☑ See **Chapter 7: Environmental Sustainability** for examples of green infrastructure having been installed on private property.



Figure 115: A rain garden collects runoff from the downspout of a municipal building (photo by Town of Mt. Pleasant)



Figure 116: A rain garden collects runoff from a playground parking lot (photo by Elvert Barnes, licensed under CC BY-SA 2.0)



Figure 117: A rain barrel collects rainwater from the roof of a home (photo by Arlington County, VA)

## Planning & Design for Resilience

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

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

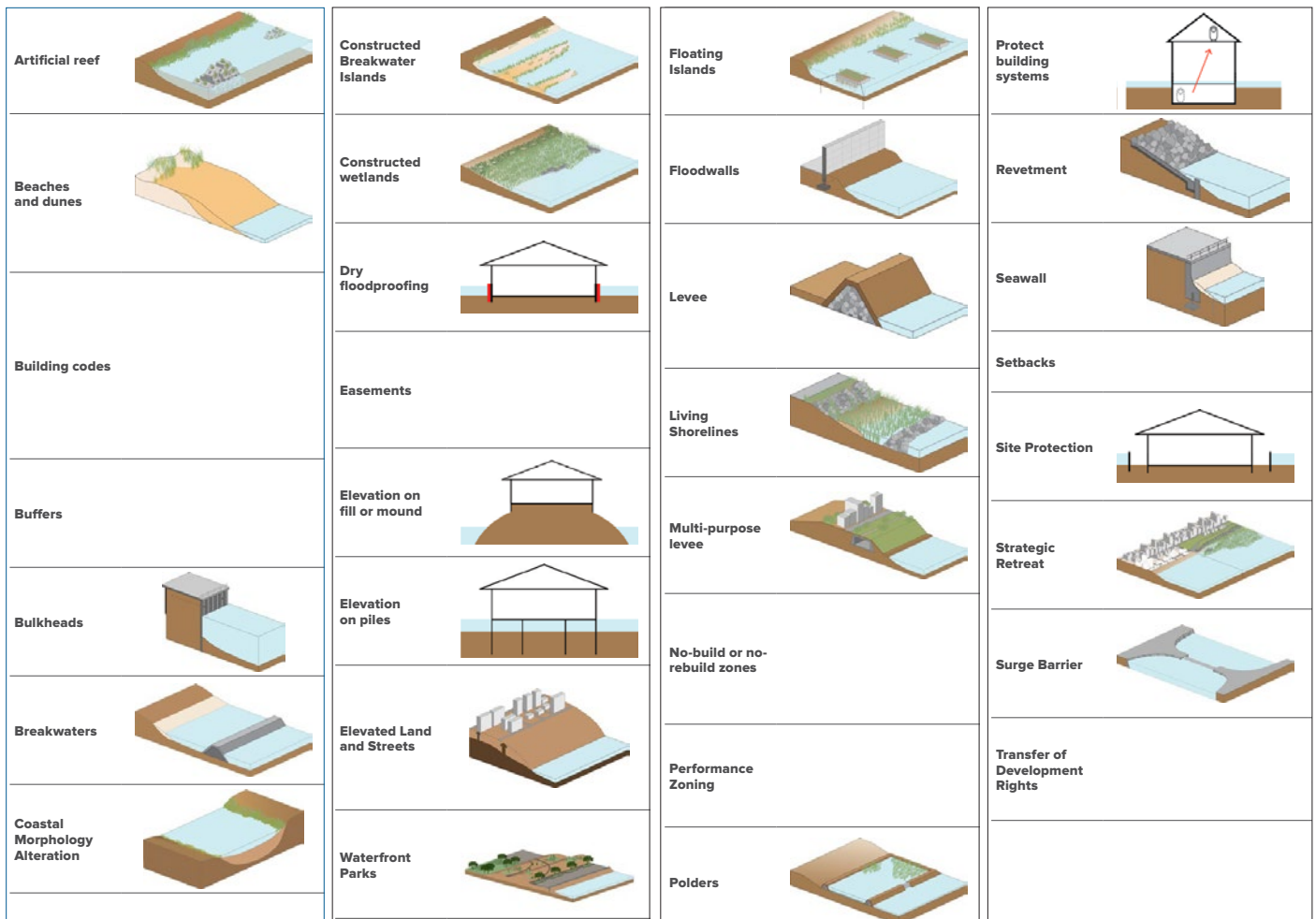


Figure 118: A selection of images from the 2013 report “Building Coastal Resilience” (RPA and the Lincoln Institute of Land Policy) that depict a range of coastal adaptation strategies. The Village has a seawall.

A strategy being implemented in communities both large and small involves creating new or redesigning existing waterfront parks to be able to capture and store floodwaters while also providing open space and recreation to the public (see page 107).

### Village Responses to Trend

- In 2017, the Village produced the report *Sea Level Rise and Flooding in the Village of Mamaroneck*, which projects the potential physical damage and costs to the Village of various sea level rise scenarios



and includes recommendations for protecting against sea level rise.

- ☑ The Village will be reconstructing the seawall at Harbor Island Park as a response to rising sea levels and increased coastal flooding.

## Environmental Justice

Environmental justice, as defined by the U.S. Environmental Protection Agency, refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice is not a new concept, but it has been brought to the forefront of federal and state policy and grantmaking. The NYS Department of Environmental Conservation (DEC) provides a tool for identifying **Potential Environmental Justice Areas** (PEJAs). These are U.S. Census block groups of 250 to 500 households each that, in the Census, had populations that met or exceeded at least one of the following statistical thresholds: at least 52.42% of the population in an urban area reported themselves to be members of minority groups; or at least 26.28% of the population in a rural area reported themselves to be members of minority groups; or at least 22.82% of the population in an urban or rural area had household incomes below the federal poverty level.

According to the DEC tool, the Village contains PEJAs that correspond with the Washingtonville neighborhood and parts of downtown (see Figure 121). The Village should make note of this in any grant applications.

The **NYS Climate Leadership and Community Protection Act**, which was signed in 2019, requires the state to invest or direct resources in a manner designed to ensure that disadvantaged communities receive at least 35 percent, with the goal of at least 40 percent, of overall benefits of spending. A NYS Climate Justice Working Group has been providing strategic advice for incorporating the needs of disadvantaged communities in the NYS Climate Action Council's **Scoping Plan**.



Figure 119: Flooding in Harbor Island Park after Hurricane Irene in 2011 (photo by Jean Marie via flickr, licensed under CC BY-NC-ND 2.0).



Figure 120: A flooded Mamaroneck Ave after Hurricane Irene (photo by Andrew Dallos via flickr, licensed under CC BY-NC-ND 2.0)



Figure 121: A screenshot of a NYS DEC online map showing Potential Environmental Justice Areas (PEJAs) in and around the Village

## d. Anticipating Sea Level Rise & Flooding

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

The Village Planning Department’s 2017 report *Sea Level Rise and Flooding* outlines and maps several probable scenarios based on projected sea-level rise (see Table 6 below and Figure 122 on page 106). The report assessed each scenario for its expected impacts related to sea level rise only in addition to impacts from both sea level rise and 100-year and 500-year flood events. The report examined properties that will be impacted at 1, 3, and 6 feet of sea level rise and calculated the economic risks in 2017 dollars based on local assessments. This considers the most recent scientific modeling with respect to projected time frames. In 2022 the National Oceanic and Atmospheric Administration (NOAA) released an updated version of their *Global*

Table 6: Sea Level Rise Scenarios & Property/Economic Risks

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

*and Regional Sea Level Rise Scenarios for the United States* report, a significant source of sea level rise projection data for the Village’s 2017 report. The updated report included new lines of evidence to help provide increased confidence in the “short term” 2050 model projections. The updated projections fall within the same range as the previous report in all cases and continue to substantiate the conclusions drawn in the Village’s report.

The report states that while sea level rise is a slow moving phenomenon, the Village should consider implementing policies and capital improvements now to start addressing protect property and quality-of-life from the potential impacts of sea level rise. The investment in protective measures is justified in light of the potential costs. Further analysis is warranted to assess the costs and benefits of raising or replacing seawalls along Village owned properties. As noted in the *LWRP*, the Village should also explore options for native plantings and restored wetlands adjacent to or in place of new seawalls, which could improve water quality and buffer waves during storms. In 2007, the Village worked with Westchester County Planning to restore a natural habitat and remove a portion of the seawall along the West Basin of Harbor Island Park (see Figure 113 on page 100). This work could continue along the coastline. Approximately 0.3 acres of salt marsh was restored, along with 0.4 acres of upland area.

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

- a. Repair and replace failing seawalls with new higher walls.
- b. Plant native plantings and restore wetlands where possible.
- c. Begin tracking sea level rise at Harbor Island Park to inform future projections using high-accuracy locally derived data.
- d. Reduce local contributions to carbon emissions through energy reduction programs.
- e. Explore ways to address sea level rise along privately-owned areas of the shoreline through code requirements or incentives.
- f. Permit the raising of homes to heights that incorporate expected sea level.
- g. Consider installation of vegetated berms to protect from both storm surge and sea level rise. Explore the use of other structural interventions including automated flood walls that retract to maintain view sheds.
- h. Raise or relocate critical infrastructure such as pump stations and force mains in areas that are expected to be inundated.
- i. Raise or relocate facilities (a strategy called “managed retreat”).

Figure 122: Map of sea level rise projections and potential inundation of land from the Village’s 2017 Sea Level Rise Report)

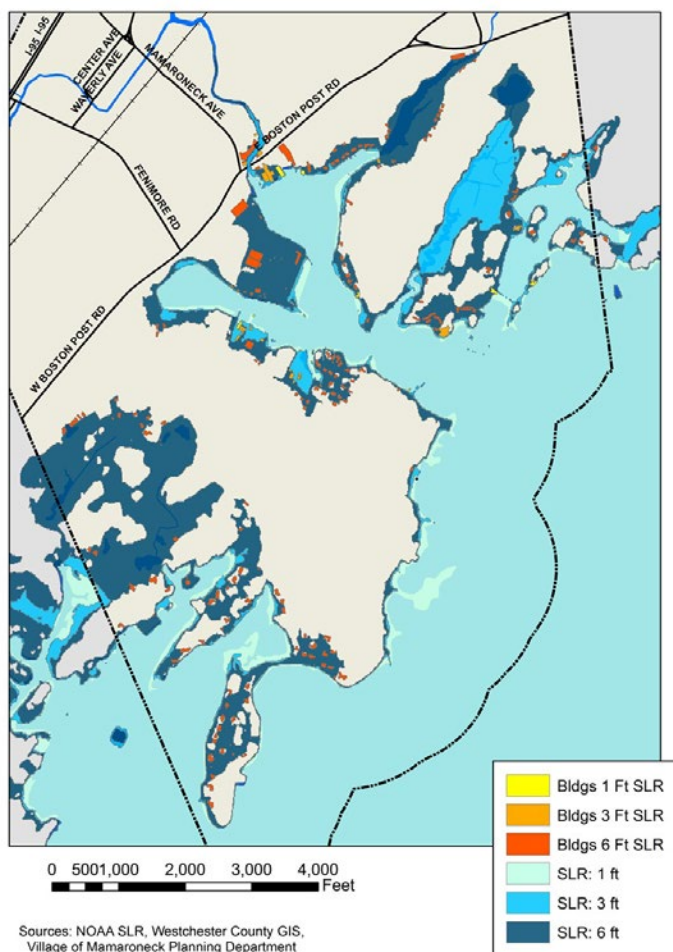
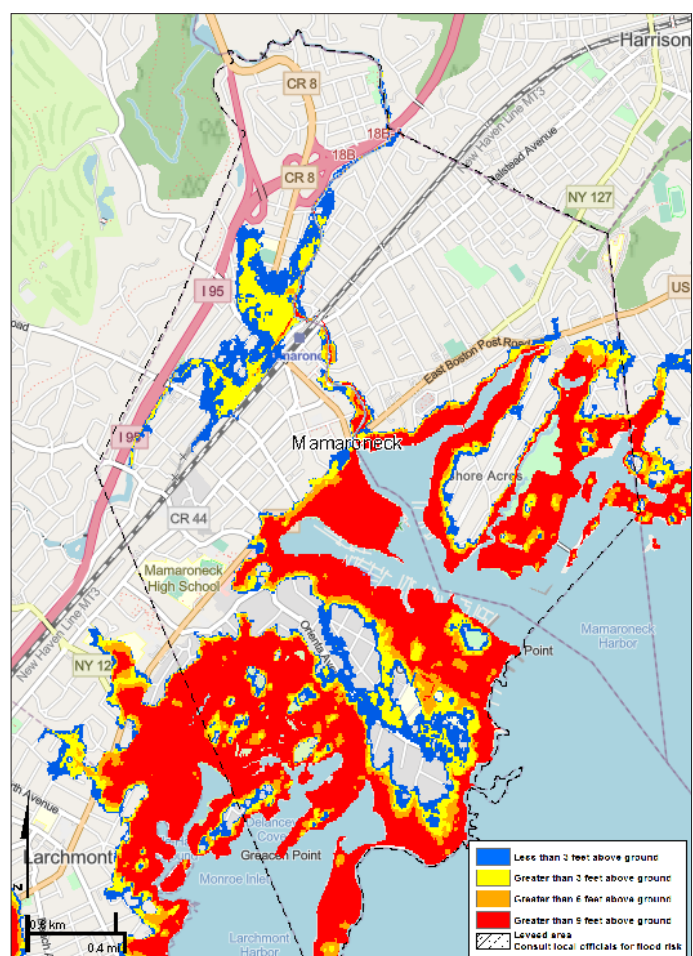


Figure 123: Map of Sea, Lake, and Overland Surges from Hurricanes (SLOSH)





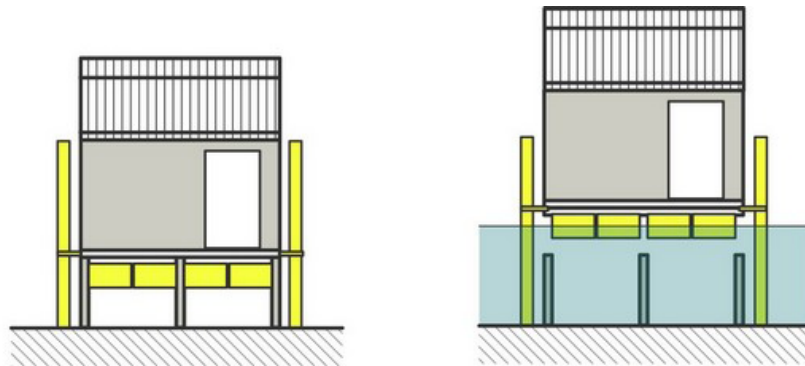


Figure 124: Diagrams depicting a house with a floating foundation before flooding and after flooding (source: Bullough, Michelle Castro, Shabaan Khokhar, and Elizabeth C. English, PhD, "Float when it floods: Amphibious architecture as an alternative flood risk reduction strategy," Haznet)

## Beacon, NY Designs a Park with Resilience Features

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

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

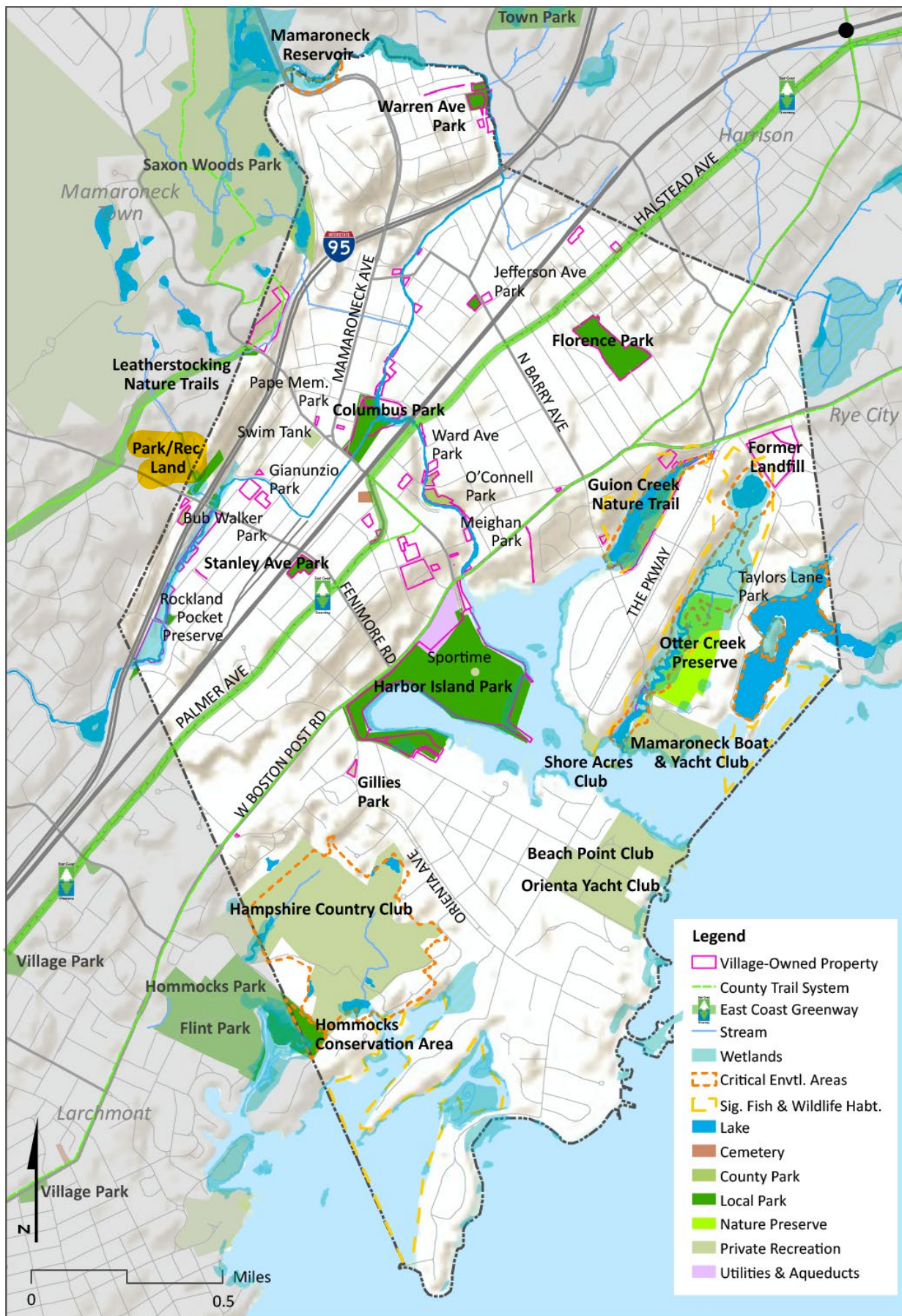
The park was one of the first pilot projects for the Sustainable-SITES certification program. It went on to receive the highest rating of any SITES project at the time.



site plan diagram by Reed Hilderbrand



Figure 125: Map of wetlands, lakes, rivers, open spaces, and other features in the Village



## e. 2023-2033 Goals & Recommendations

### Goals

- ⊙ Encourage conservation and strict development regulations on the waterfront, floodplains, and wetlands (from the *2012 Comprehensive Plan*).
- ⊙ Consider how existing and new parks and open spaces can contribute toward flood mitigation.
- ⊙ Plan for the impacts of projected sea level rise and storm surges.
- ⊙ Investigate and implement additional flood mitigation strategies for areas that are not included in the U.S. Army Corps of Engineers project.

### Recommendations

#### Outreach, Engagement & Technical Assistance

- 5-1. Explore Repetitive Loss Mitigation Options.** The Village has 245 repetitive loss properties, plus other properties that might be impacted by floods. The Village will conduct outreach to 300 flood-prone repetitive loss and severe repetitive loss propertyowners and provide information on mitigation options. After preferred mitigation options have been selected, the Village will collect required propertyowner information and prepare a FEMA grant application and benefit-cost analysis for implementation funds.
- 5-2. Undertake Critical Facility Flood Outreach.** The Village has numerous critical facilities with flood exposure that are privately-owned. The Floodplain Administrator will conduct outreach to facility managers to discuss flood exposure and options for mitigation.

#### Studies & Plans

- 5-3. Conduct Mitigation Study for Areas Not Improved by U.S. Army Corps of Engineers Project.** Areas in the vicinity of the Beaver Swamp Brook sub-drainage basin and areas with insufficient storm sewer infrastructure are not included in the Army Corps of Engineers project for the Sheldrake and Mamaroneck Rivers. Conduct an engineering study of these areas to identify existing deficiencies, recommend mitigation actions, and prepare benefit cost analyses to determine eligibility for grant funding. Cost-effective projects will be implemented with available funding.
- 5-4. Mitigation Study for Critical Facilities Located in Floodplain.** Several critical facilities are located in the floodplain, including the DPW facility at 313 Fayette Avenue, Volunteers Firehouse at 643 Mamaroneck Avenue, Mamaroneck Emergency Medical Services at 220 N. Barry Avenue Ext., and the Harbor Island Pavilion, Parks Garage, and Harbor Master's Office at Harbor Island Park. Coastal and/or riverine flooding typically damages these building so they cannot serve as a base for emergency response. Conduct an engineering study of to identify mitigation actions necessary to protect each facility to the 500-year flood level, and develop plans and preliminary budget estimates.
- 5-5. I-95 Stormwater & Drainage Assessment.** The state of I-95's stormwater drainage system and its impact on flooding in the Village should be analyzed, especially at Exit 18B, where ramps from the elevated interstate highway loop around and touch down in the Village. The Mamaroneck River is



located close to the highway and the properties surrounding the ramps. The Village should seek support from elected officials to bring this topic to NYSDOT and FHWA officials.

## Policy & Regulatory Actions

- 5-6. **Review Updates to FEMA's Community Rating System.** A *2021 Addendum* was published of the *2017 CRS Coordinator's Manual*, which represents the official statement of CRS credits and procedures. The *2021 Addendum* includes two new prerequisite requirements, several new program credit opportunities, and several updates and modifications to simplify credit and reporting requirements. The Village should examine the *2021 Addendum* and incorporate its clarifications and updates. This is an opportunity to earn additional points, which could reduce flood insurance premiums.
- 5-7. **Review, Update & Strengthen Existing Stormwater Management and Erosion and Sediment Control Regulations.** The regulations should reference the latest *NYS Stormwater Design Manual* (2015 and 2022 draft), *NYS Standards and Specifications for Erosion and Sediment Control* (2016 Blue Book), and County guidance. Consider requiring modeling for certain types and scales of uses that account for more severe storm events. The Flood Damage Prevention regulations also should be strengthened. Also see recommendation 7-13 in **Chapter 7**.
- 5-8. **Consider Creating a Floodplain Overlay District.** This type of zoning overlay establishes additional and/or stricter zoning standards compared with the underlying zoning. A floodplain overlay district would be coterminous the FEMA-designated 100-year floodplain. To provide more protection, the boundary could be expanded to include the 500-year floodplain. A floodplain overlay district would allow the Village to regulate uses, activities, developments, and improvements that may contribute to increasing flood heights, velocities, and/or frequencies. It also could limit certain uses and activities in high risk areas to prevent or limit the unnecessary loss of life or property. In already developed commercial and industrial areas, especially where redevelopment is likely, the Village should analyze the benefits and costs of more stringent standards. New development in place of development constructed many years ago must follow more contemporary stormwater regulations and techniques, which can yield a net positive impact on stormwater management.
- 5-9. **Explore Interested Agency Status for Upstream Development Impacting the Mamaroneck River.** Mamaroneck is at the bottom of several watersheds and, therefore, impacted by development in upstream communities. The Village could coordinate with upstream municipalities to examine and mitigate impacts of new development on stormwater and flooding.

## Backup, Protection & Early Warning Systems

- 5-10. **Critical Facility Backup.** Village Hall at the Regatta, Volunteers Firehouse, Department of Public Works (DPW), and the Library lack backup power. The Village will purchase and install the appropriate generators and electrical components needed to provide backup power to these facilities. DPW will test and maintain generators after they are installed.
- 5-11. **Elevate Traffic Signal Hardware above Base Flood Elevation and Provide Switchover for Generators.** Traffic signals along Mamaroneck Avenue are often damaged during flooding. The Village

will elevate traffic signal hardware above base flood elevation and provide transfer switches to facilitate transition to generator power when needed.

- 5-12. Invest in Early Warning and Tracking Systems.** Install gauges in the Sheldrake River, Mamaroneck River, and Beaver Swamp Brook to monitor water levels. Begin tracking sea level rise at Harbor Island Park to inform future projections using high-accuracy, locally-derived data.

## Land Acquisition

- 5-13. Consider Acquiring Private Land.** Develop strategies to acquire private lands adjacent to the rivers and other flood-prone areas for open space and flood mitigation purposes. For flood-prone residential properties, consider innovative arrangements such as transfer of development rights to maximize mitigation and provide alternatives for private propertyowners.

## Infrastructure Investment & Reinvestment

- 5-14. Undertake the Harbor Island Seawall Repair Project.** The Village has received some grant funding to repair and increase the height of the damaged stone seawall.
- 5-15. Remove Center Avenue Pedestrian Bridge.** The low chord height of this bridge worsens flooding.
- 5-16. Support the Replacement of the County's Anita Lane/Valley Place Bridge.** This sewer bridge causes poor hydraulic flow in the Mamaroneck River.
- 5-17. Improve Water Flow at Columbus Park.** Evaluate the creation of an open channel and pumps instead of a closed culvert at Columbus Park.
- 5-18. Evaluate & Select Mamaroneck Reservoir Dam Alternatives.** An engineering assessment was completed of the reservoir dam in March 2023. It is designated a Class C - High Hazard Dam, based on the potential impact of dam failure on downstream areas. The Village must bring the dam back into compliance with NYSDEC Dam Safety regulations. The assessment provides four conceptual alternatives to consider.
- 5-19. Invest in Harbor Island Park Resilience.** Harbor Island Park is impacted by sea level rise and coastal flooding. The Village will invest in resilience improvements to Harbor Island Park. A feasibility assessment will explore different methods to protect the park. See recommendation **8-4** in **Chapter 8**.
- 5-20. Evaluate Coastal Adaptation Strategies** such as installing vegetated berms to protect from storm surges and sea level rise and constructing automated flood walls that retract to maintain views (see Figure 118 on page 103).
- 5-21. Prepare a Private Shoreline Protection Strategy.** Explore measures to address sea level rise on privately-owned areas of the shoreline through code requirements, changes, or incentives. Consider permitting the raising of homes to heights that incorporate expected sea level rise and explore the possibility of allowing houses with amphibious, or floating, foundations (see Figure 124 on page 107).
- 5-22. Consider Preparing a Village Managed Retreat Strategy.** Consider raising or relocating facilities (a strategy called "managed retreat"). Raise or relocate critical infrastructure such as pump stations and force mains in areas that are expected to be inundated.

## Resources & Examples

If a link no longer works, a Google search will likely locate the resource. Many planning documents are available on the [Village Planning Department](#) website.

### Federal Government

- 🔗 [Mamaroneck & Sheldrake River Basins Flood Risk Management Public Meeting Presentation](#) (May 18, 2022).
- 🔗 [Community Rating System Coordinator's Manual](#), FEMA
- 🔗 [Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience, 2nd Ed.](#), FHWA (2020)

### State Government

- 🔗 [Resilient NY Flood Mitigation Initiative for the Mamaroneck & Sheldrake Rivers](#), NYS Department of Environmental Conservation (in progress)
- 🔗 [NYS Climate Action Council Scoping Plan](#) (2022)
- 🔗 [Model Local Laws to Increase Resilience](#), NYS Department of State
- 🔗 [NYS Stormwater Management Design Manual](#) (2015 and 2022 Draft)

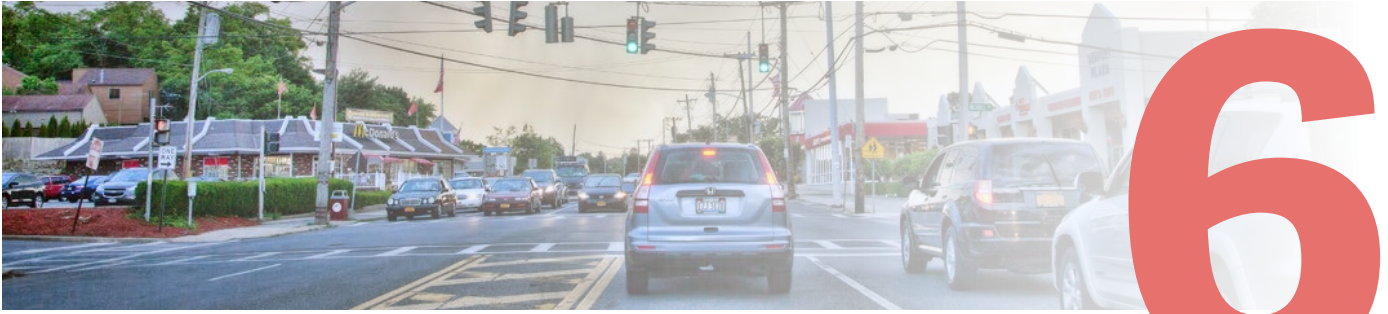
### Local Government

- 🔗 [Westchester County Hazard Mitigation Plan Update](#) (2021) and the [Appendix](#) focusing on the Village of Mamaroneck.
- 🔗 [Controlling Nonpoint Source Pollution: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor, Watershed Advisory Committee 4 \(WAC4\)](#), 2001. The reports from WAC5 (1997) and WAC3 (1998), which address other watersheds, are also available at the same link.
- 🔗 [Floodplain Overlay District Examples: Township of Cranford, NJ; Village of Shortsville, NY](#)

### Non-Governmental Organizations

- 🔗 [Using Nature to Address Flooding](#), Naturally Resilient Communities.
- 🔗 [NJ Developers Green Infrastructure Guide](#), NJ Future and New Jersey Builders Association (2020)
- 🔗 [Preventing Another Ida: Stormwater Management and Basement Apartments in Central Queens](#), Regional Plan Association (2022)





## 6. TRANSPORTATION SYSTEMS

### a. Introduction

This chapter focuses on those aspects of **Chapter 9: Traffic & Transportation** of the *2012 Comprehensive Plan* that pertain to Village-wide transportation systems. Chapter 9 of the *2012 Plan* includes a range of topics, including parking and streetscapes, that have connections with land use and, therefore, are in **Chapter 4A** of this plan.

### b. Review of 2012 Objectives, Recommendations

#### 2012 Chapter 9: Traffic & Transportation

The Goals and Objectives of this chapter of the *2012 Plan* section all generally represent Village-wide transportation system initiatives and are also appropriately addressed in this chapter of the *2023 Comprehensive Plan*.

#### 2012 Goals & Objectives

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

#### a. Introduction

#### b. Review of 2012 Objectives & Recommendations

#### c. Transportation System Trends & Local/Regional Responses

#### d. Current Conditions

#### e. 2023-2033 Goals & Recommendations

## 2012 Recommendations

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

## Progress on 2012 Goals, Objectives & Recommendations

- ▶ The 2012 Goals and Objectives are best reviewed within a geographical-ly-focused land use and development context. See **Chapter 4A: Land Use & Development**.
- ▶ **Wayfinding Master Plan.** The Village completed a *Wayfinding Master Plan* in 2015 and has installed the first phase of signs (see Figure 126).
- ▶ **Transportation and Pedestrian Improvement Plan.** The Village has not yet prepared a comprehensive Transportation and Pedestrian Improvement Plan. Two initiatives that touch on topics that such a plan would cover include an NYU student capstone project on Complete Streets that assessed pedestrian and bike conditions in the Village and adjacent communities and a bicycle route study completed by the Town of Mamaroneck that also identifies potential bicycle routes in the Village (see Figure 127).
- ▶ **Traffic & Pedestrian Safety Accomplishments**
  - » The Traffic Commission has been advocating for pedestrian safety, especially for students. It produced a walking safety assessment of Halstead Avenue and North Barry Avenue along two corridors of concern that are routes to schools. It undertook similar assessments for the Mamaroneck Avenue School, Orienta, Prospect Avenue, Florence Park, and Grand Street/Old White Plains Road. Other actions include: developing a Traffic Incident Report Form; publishing a traffic, bicyclist, and pedestrian report of Rye Neck schools; creating a Traffic Commission task list; publishing a traffic and parking study of Washingtonville; changing the speed limit on most Village roads to 25 mph; investing in speed monitors along school routes; and creating a School Zone along

Figure 126: A new directional sign



Boston Post Road in front of the high school.

- » The Village passed a **Vision Zero** resolution in 2019. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
- » The intersection of Mamaroneck Avenue and Waverly Avenue had been a highly precarious intersection for pedestrians due to conflicts with turning vehicles. This has been resolved. The intersection of Fenimore Road and Prospect Avenue has been redesigned with safety improvements.
- » The Village is redesigning the intersection at Mt. Pleasant/Bishop/Halstead/Mamaroneck Avenues, which is a critical connection in Downtown to the train station (see Figure 128).
- » The Village received a \$4 million transportation enhancement grant from the state to construct sidewalks, curbs, traffic calming measures, and pedestrian crossings along Halstead Avenue.
- » Installed a mid-block crossing along N. Barry Avenue in 2022 (see Figure 129).

Figure 127: The Town of Mamaroneck’s bicycle route study identifies potential bicycle routes in the Village

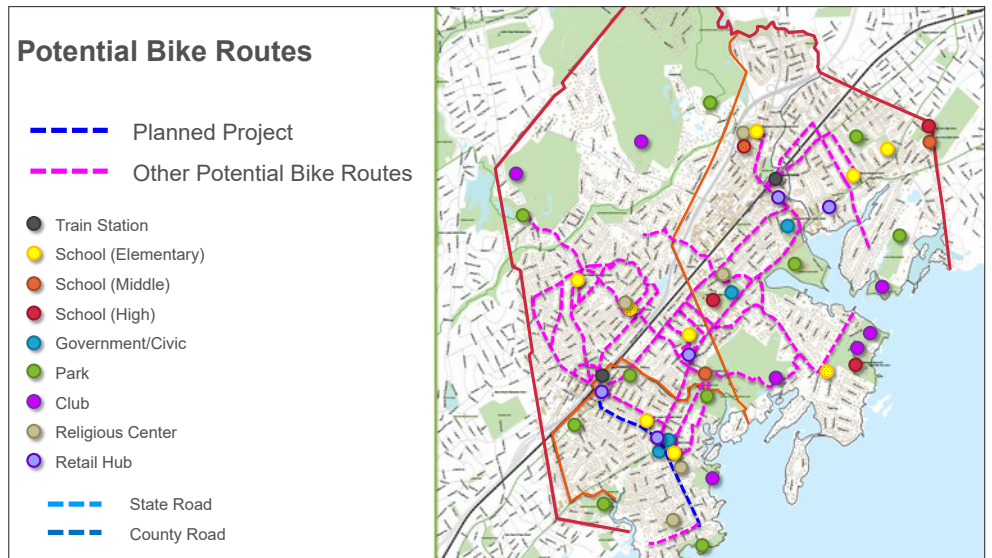
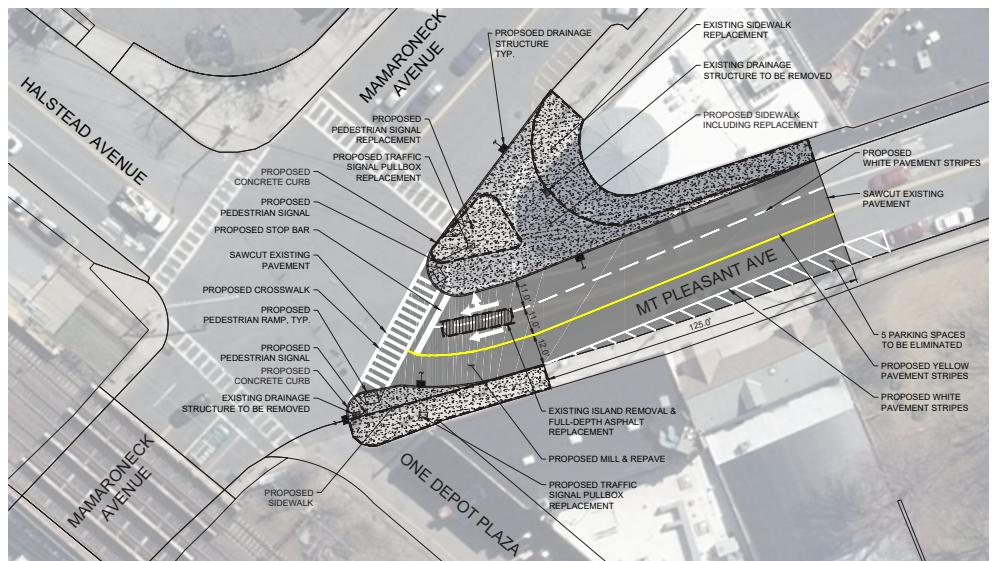


Figure 129: A new mid-block crossing along N. Barry Ave



Figure 128: A conceptual redesign of a critical intersection along Mamaroneck Ave (drawing by AKRF)





## c. Transportation System Trends & Local/Regional Responses

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

### Changing Preferences & Paradigms

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

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

### Village and Other Local Response to Trend

- ☑ The Village has adopted resolutions supporting both **Complete Streets** and **Vision Zero**. It is also in the process of applying for designation as a Vision Zero Community.
- ☑ Mamaroneck Schools participates in the **Larchmont/Mamaroneck Safe Routes to School Initiative**. The Traffic Committee has been focusing on improving the safety of students as they walk to school.

### Widespread Adoption of Ride-Hailing Apps

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

## Covering the “First and Last Mile”

In 2018, Westchester County produced the *Westchester County Bee-Line System First & Last Mile Connections Mobility Study*. It states that despite the extensive transit network available in the region, gaps exist, especially in serving the first and last mile segments of a trip. These gaps include instances where there is no viable option other than driving to a train station or bus stop, corporate site, or any other destination situated outside a corridor served by transit. The report recommends that the County initiate a pilot program that would eliminate one or more of the least efficient routes in the Bee-Line System or provide a new service that increases mobility where there is an unmet demand.



Figure 130: Route 62 in Hamburg, NY was redesigned through a Complete Streets approach (photo by NYSDOT)

## Advent of Sharing Systems

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



Figure 131: Norwalk Transit District (CT) launched WHEELS2U, an on-demand ride-sharing service for mobility in downtown Norwalk.

## Emergence of Microtransit

Most communities are familiar with shuttle services, which typically operate on fixed routes to provide transportation within a defined area. Microtransit is different; it offers flexible routing and/or flexible scheduling of minibus vehicles and is shared, on-demand, and app-based (see Figure 131). Travelers with the same or similar trip pickup and drop-off locations are grouped together. This can help alleviate congestion by reducing the need for trips by single-occupant cars.

## Redesigning Bus Transit Systems

Facing lagging ridership, competition from ride-hailing services, and an unfavorable reputation among some commuters, transit agencies have started rethinking their bus systems. Many agencies have invested in bus rapid transit, an approach that

seeks to reduce transit times through fewer stops, dedicated lanes, and new buses and platforms designed to facilitate boardings and exits. Transit agencies have also been comprehensively reexamining bus routes and service plans for the first time in decades. For example, in 2019 Westchester County launched an effort to comprehensively reexamine and redesign its bus routes.

### Village & Other Local Response to Trend

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

### Promoting Electric Vehicle Infrastructure

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

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

### Village Response to Trend

- ☑ The Village currently has an electric vehicle and a charging station that is available to the public (see Figure 132).
- ☑ The Village has contracted with Blink to add 10 more electric vehicle charging stations.



Figure 132: An electric vehicle using the charging station located in the Hunter Parking Deck (photo by Village of Mamaroneck Planning Department)



## d. Current Conditions

### The Roadway/Street System

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

### Functional Classification

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

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

Figure 133 on page 120 identifies the functional classification of all roadways in the Village. I-95 and Route 1 are State roadways while Route 8 (Mamaroneck Ave), Route 127 (Keeler Ave/Harrison Ave), and Route 44 (Mt. Pleasant Ave/Palmer Ave) are County roads. Halstead Avenue, Palmer Avenue, and Old White Plains Road changed from Collectors to Minor Arterials.

### Traffic Volumes

Figure 134 on page 121 is a map indicating the average annual daily traffic (AADT) along major roadways in the Village. This data, which is from 2019, updates the map in the **2012 Plan**, whose data is from 2006.

Figure 133: Map indicating the functional classification of roadways in the Village (data source: NYSDOT)

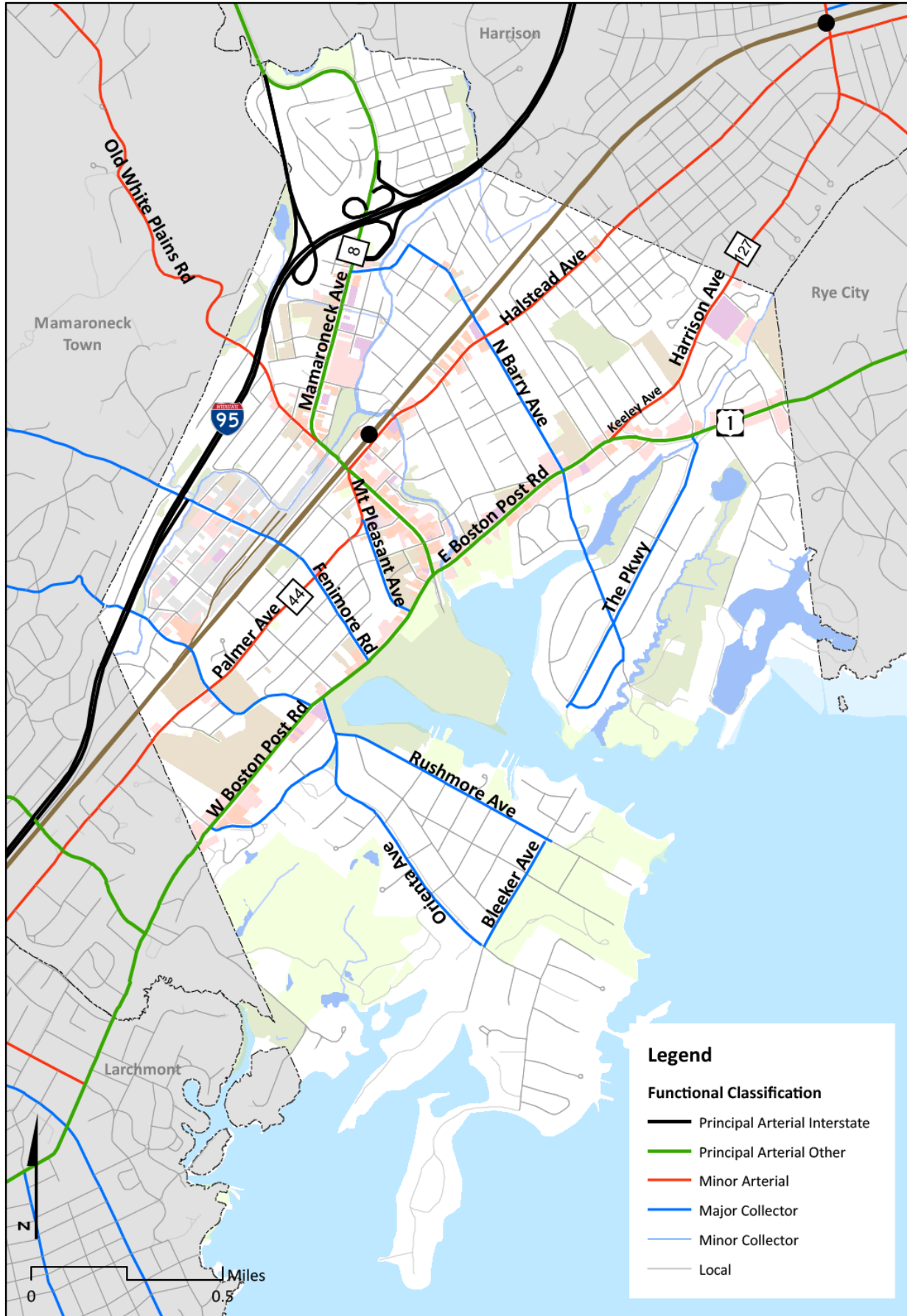


Figure 134: Map indicating annual average daily traffic (AADT) along major roadways in the Village (data source: NYSDOT - 2019)

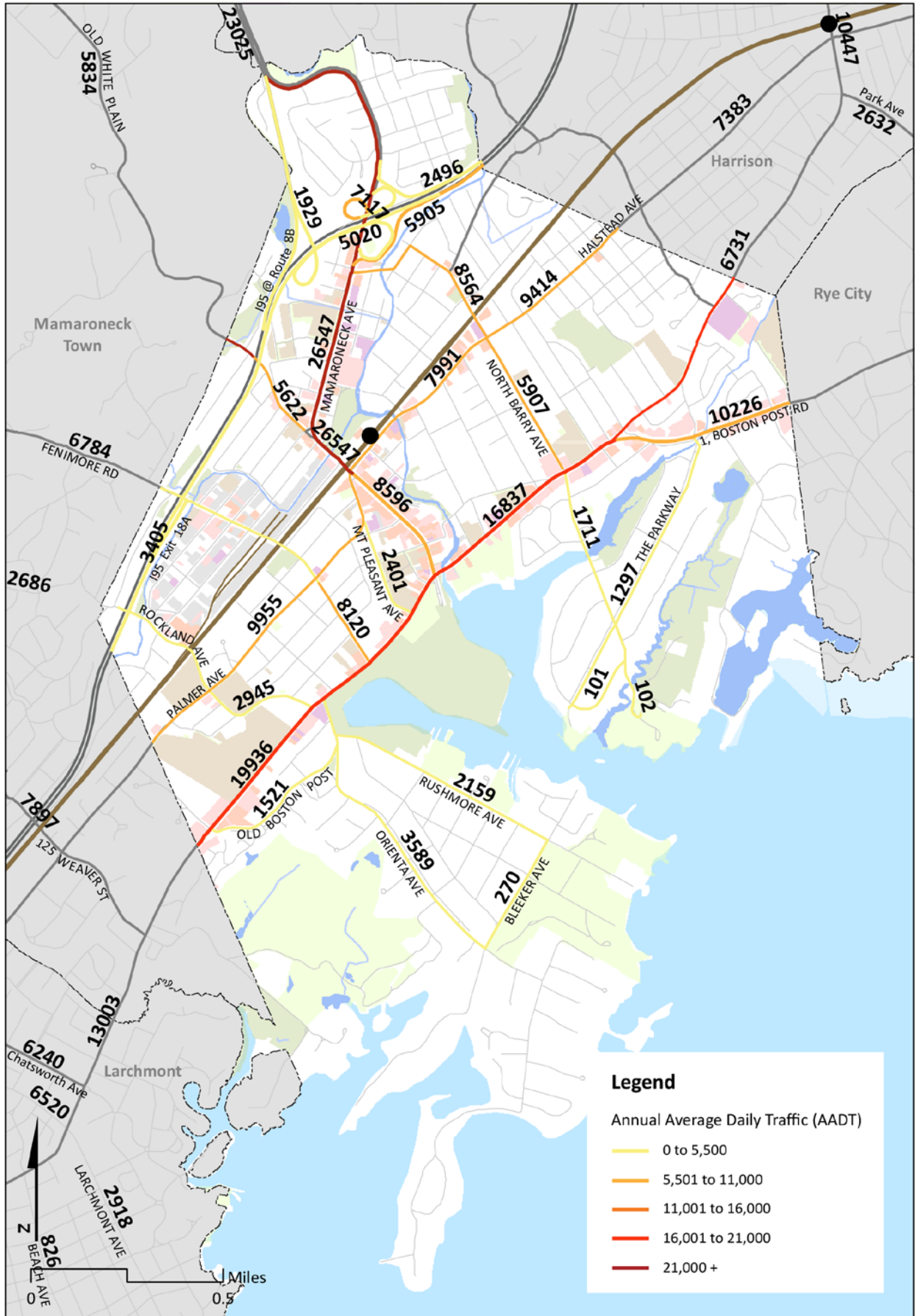




Table 7: Comparison of AADT of Major Roadways between 2006 and 2012

Road	Section	AADT (2006)	AADT (2015)	AADT (2019)	Change (2015-2019)
MAMARONECK AVE	Old White Plains Rd to Harrison Town Line	19,655	27,138	26,547	<b>-2%</b>
MAMARONECK AVE	Halstead Ave to Old White Plains Rd	22,787	26,277	19,292	<b>-27%</b>
W BOSTON POST RD	Mamaroneck Town Line to Mamaroneck Ave	13,940	18,835	19,936	<b>+6%</b>
E BOSTON POST RD	Mamaroneck Ave to Keeler Ave (Rte 127)	19,290	17,851	16,837	<b>-6%</b>
E BOSTON POST RD	Harrison Ave to Rye City Line	17,290	11,336	10,226	<b>-10%</b>
PALMER AVENUE	Mamaroneck Town Line to Mamaroneck Ave	9,022*	9,491	9,955	<b>5%</b>

## Complete Streets & Vision Zero

The following content was adapted from The Centre for Active Transportation (TCAT) website at [www.tcat.ca](http://www.tcat.ca)

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

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

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

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

## Moratorium Study Traffic Analysis

### Vehicular Travel

A traffic analysis was conducted for the *Moratorium Study*. The following six intersections were analyzed for existing conditions (see Figure 135):

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

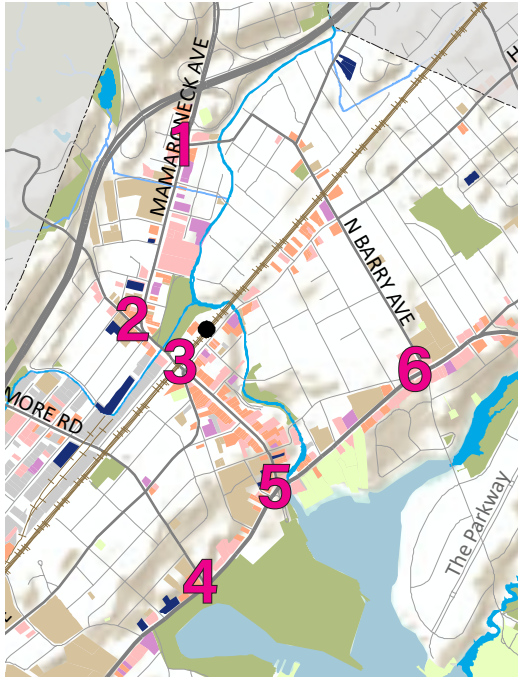


Figure 135: Map indicating the intersections analyzed for the Moratorium Study traffic analysis

**Level of Service (LOS)** is the measure of the quality of traffic at an intersection of a roadway, ranging from Level A (free flowing traffic) to Level F (forced flow, or very congested). Figure 136 describes each LOS “grade.” The traffic analysis revealed that the following locations experience lane groups with Level E or Level F in two or more peak hours:

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

Table 9 on page 124 describes problems in each of these areas.

### Bicycle Facilities & Amenities

The Village currently does not have any on-street bicycle facilities except for signs along the routes for the East Coast Greenway. The Town of Mamaroneck completed a bicycle route study that identifies potential bicycle routes in the Village (see Figure 127 on page 115).

Despite lacking any bicycle facilities in the form of lanes or other types of markings, people still bicycle through the Village for both commuting and recreation. Some commuters use folding bicycles and take them on the train. Bicycle racks, which are present in

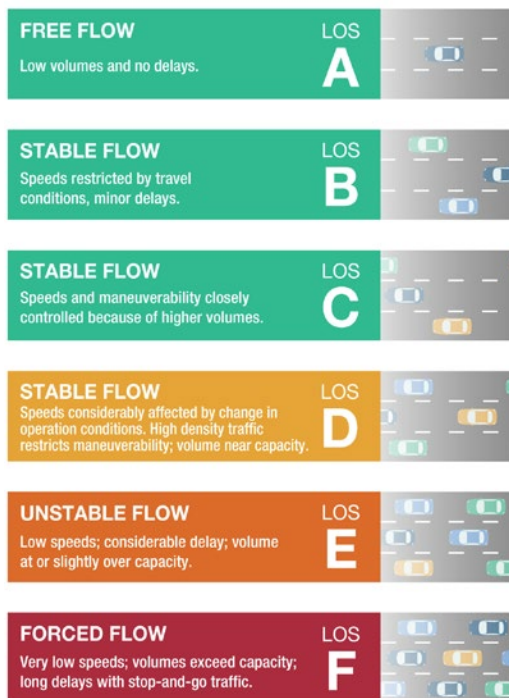


Figure 136: A diagram describing Levels of Service A through F (Source: Utah Department of Transportation)

Table 9: Description of Congested Intersection/Lane Groups





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





Figure 137: Bicycles racks are nearly full at the train station, which demonstrates that many commuters travel to the train station by bicycle



Figure 138: Children wait to cross the street at the intersection of Boston Post Road and Mamaroneck Ave



Figure 139: The southbound platform at Mamaroneck Station (photo by June Marie, licensed by CC BY-SA 2.0)

downtown, at the train station, and at the schools, are typically full. The cameras utilized during the **Moratorium Study** traffic analysis tracked 2 to 18 bicyclists at each intersection during peak hour (see Figure 135 on page 123). The highest number of bicyclists counted was 24 at the intersection of Mamaroneck Avenue and Boston Post Road.

### Pedestrian Facilities & Amenities

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

Table 8: Frequency of Crash Events

Crash Event	2016	2017	2018	2019	2020	2021	2022
Traffic Deaths	2	0	0	0	0	1	0
Serious Injuries	114	95	90	97	41	70	35
Ped & Cyclist Deaths	0	0	0	0	0	1	0
Ped & Cyclist Serious Injuries	29	33	40	16	7	14	5

## Public Transit Systems

### Train Service

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

- ▶ **Increased Ridership.** Ridership has increased substantially system-wide. Between 2007 and 2016, weekday ridership at Mamaroneck Station increased by 30% both inbound and outbound. Between 2016 and 2017, average weekday ridership decreased slightly, by 1.5%. The pandemic reduced figures, but MTA reports a 69% increase in average weekday ridership between 2021 (2,036 average weekday riders) and 2022 (3,443 average weekday riders) .
- ▶ **Station Area Parking at Capacity.** The Mamaroneck Station has approximately 627 spaces (265 operated by Metro-North and approximately 362 operated by others). Metro-North's parking facility, which is spread over two lots operated by LAZ, is approximately 90% full. Permits are sold

out and there is currently a wait list of approximately 525 customers. There are no current plans for additional parking on the MTA/MNR-owned property.

- **Upcoming Station Improvements.** Metro North Railroad reports that Mamaroneck Station is scheduled for improvements, including upgrades of the public address system, and visual information and video surveillance/access control systems. This work is scheduled to begin in November 2019 and to be complete in May 2020.

## Bus Service

Westchester County's Bee-Line Bus System was originally branded in 1987 and currently includes approximately 60 fixed routes, 325 vehicles, and 3,300 bus stops. Annual ridership was 27.2 million in 2018, with approximately 95,000 daily, weekday riders. Bee-Line service includes local and express routes; shuttles to Metro-North Railroad train stations; loops to office parks in the I-287 corridor; an express route to Midtown Manhattan; and connections to Putnam County, Rockland County, Connecticut, Bronx subway and bus routes. The Planning Department reported that route coverage and frequency could be improved and its services marketed better to encourage more residents to utilize the bus.

- **Redesign of Bus System.** The County completed a redesign of the Bee-Line (*Westchester County Mobility & Transit Plan*). According to the County's request for proposals, many of the current bus routes are relics of a 1970s consolidation of privately-owned routes and have not changed much. Service, route and, stop modifications that have largely been incremental, most often in response to specific requests from constituents or from more localized analyses related to new developments. The plan will retain most routes that operate in the Village. However, it suggests eliminating Route 70, which connects the Village and Larchmont. Other changes such as the elimination of Route 71 and alterations to Route 60 will take place adjacent to the Village, but will have minimal impact to the Village.
- **Bus Service in the Village.** Routes 60 and 61 serve Village residents, providing access to the major employment centers and transit hubs in Westchester County, such as



Figure 140: A part of the Bee-Line system map showing bus routes that pass through the Village



Figure 141: Many students at Rye Neck High School ride their bicycles to school and to other places in the Village

White Plains, New Rochelle, and Port Chester. The 2016 study *Access to Transportation by Hispanic/Latino Immigrants in Mamaroneck* by Action Research for Community Change (Rye Neck HS, Community Resource Center) reports that immigrants face challenges to job and income insecurity due to issues with transportation to work, healthcare, and grocery shopping.

## Data Snapshots

### Mode of Transportation to Work & Vehicles Available to Households

The *2012 Plan* included data from the 2009 American Community Survey (ACS) on how Village residents commute to work, with 66% driving alone and 22% taking public transportation. The 2017 ACS estimates indicate that 56% drive alone and 24% take public transportation. According to the 2020 ACS, the largest percentage of Village households has one vehicle available (see Figure 143). **Eleven percent of households have no vehicles available.**

Figure 142: Mode of Transportation to Work

#### Mode of Transportation to Work (2017)

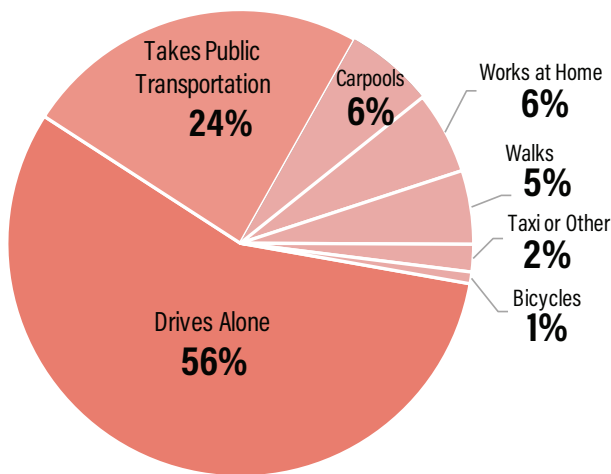
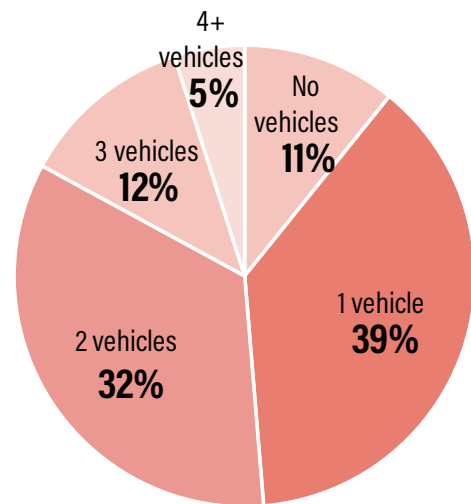


Figure 143: Vehicles Available to Households

#### Vehicles Available to Households (2020)

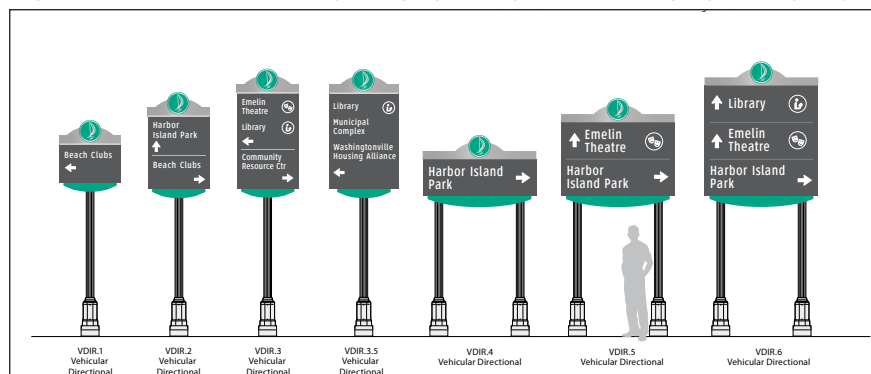


## Navigation Systems

### Wayfinding

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

Figure 144: Vehicle-directional wayfinding signs designed for the Village (graphic by Merje)





## e. 2023-2033 Goals & Recommendations

### Goals

#### The Roadway/Street System

- ⊙ Improve the safety of pedestrians at high-traffic intersections, especially within Downtown and along critical routes adjacent to schools, the train station, and Harbor Island Park.
- ⊙ Create a safer and more accommodating environment for bicycle travel.
- ⊙ Reduce traffic congestion at the worst-performing high-traffic intersections.
- ⊙ Understand the utilization of app-based transportation services and taxi service among residents, workers, and visitors to and from the Village.
- ⊙ Consider partnerships and technologies that would that reduce the use of personal vehicles in the Village.

#### Public Transit Systems

- ⊙ Improve transit access and routing in the Village.

#### Navigation Systems

- ⊙ Complete implementation of the Village's *Wayfinding Master Plan*.

### Recommendations

- 6-1. Reduce the Village Speed Limit to 25 mph.** Reducing the speed limit to 25 mph can reduce the frequency and severity of crashes between cars and between a car and a pedestrian.
- 6-2. Organize an Open Streets Day.** Organize an event in the spring or summer where a street is closed to vehicles for a certain time period so people can walk or bike.
- 6-3. Prepare a Complete Streets Implementation Plan.** A Complete Streets policy is a commitment that all future transportation projects will take into account the needs of all users of roads in the Village. The day-to-day decisions that Village departments and elected officials make should be aligned with the goals of the adopted policy. The Village should follow-up its adoption of a Complete Streets resolution with an Implementation Plan. An Implementation Plan can specify whether Complete Streets is the default policy for every project or if it should be treated as a special project. This plan could be produced in advance of or in conjunction with recommendations **6-4** and **6-5**.
- 6-4. Prepare a Village-Wide Plan for Bicycle Facilities and Amenities.** A bicycle network should provide connections throughout the Village where feasible, link up with neighboring towns, and also include appropriate and well-placed amenities for riders (e.g., signs, bicycle racks, pavement markings, etc.)
  - » Coordinate plans for bicycle facilities on County and State roads with the appropriate agencies.
  - » Coordinate strategies for intermunicipal collaboration to improve on-road conditions along the East Coast Greenway.
  - » Collaborate with administration and students at Rye Neck High School and Mamaroneck High School. Student safety is a priority of the Traffic Commission.



Figure 145: A section of the sidewalk along N. Barry Ave (photo by Shannon Purdy)



Figure 146: A family waits to cross the intersection at Post Road and Mamaroneck Avenue to reach Harbor Island Park.

- » Consider policies and accommodations for bicycles in paths located within parks.
- » Consider policies on the use of electric bikes and scooters.

**6-5. Prepare a Village-Wide Plan for Walkability and Pedestrian Safety.** Proactively address safety issues, collect information on hotspots and prioritize and describe potential improvements. Undertake in conjunction with recommendation **6-4** in order to more comprehensively apply the principles of Complete Streets. The locations and conditions of bus shelters also should be considered.

**6-6. Redesign high-traffic intersections to facilitate safer travel for all modes.**

- » **Mt. Pleasant, Bishop, Halstead/Mamaroneck Avenue Intersection.** The Village’s traffic consultant has prepared a conceptual redesign of this intersection and provided cost information (see Figure 128 on page 115). This could be considered a part of the broader concept of recommendation **4a-1** in **Chapter 4A**. This might increase the potential sources of funding available for the intersection redesign.
- » **Mamaroneck Avenue and Boston Post Road Intersection.** This large, wide intersection should be redesigned to calm turning movements and facilitate more comfortable pedestrian and bicycle crossing.
- » At all locations, street lighting should be assessed with respect to levels of illumination for motorist and pedestrian safety at night.

**6-7. Develop Implementation Plans for Pedestrian Safety Improvements for N. Barry Ave and Halstead Ave, Mamaroneck Avenue School, and Orienta.** Funding is being secured to implement these projects.

**6-8. Create a Vision Zero Action Plan & Public Informational Campaign.** Create clear, measurable short-term and mid-term goals and assign tasks to responsible departments/agencies. Identify a “reach zero” baseline year (e.g. 10 years).

**6-9. Explore the Feasibility of Microtransit; Reach Out to ZipCar**

- » Retrieve origin and destination data from local taxi and ride-sharing providers to better understand travel patterns within the Village and to and from the Village.
- » Examine pilots and services in comparable communities. If needed, contract with a provider for a microtransit service (see Figure 131 on page 117) that would reduce car travel to and within the

Village, especially in Downtown.

- » [Reach out to ZipCar to bring the service back to the Village.](#)

- 6-10. Create Programs to Promote Walking throughout the Village.** Activities such as the Tree Walks, which combine education and walking, can start to build a culture of walking. This concept can be carried further include many other topics besides trees. See Figure 147 for an example of a community that has an annual, month-long “Walktoberfest” campaign.
- 6-11. Introduce a Bicycle Sharing System.** Consider creating a bicycle-sharing pilot project to test interest in this type of transportation arrangement. Explore a joint program with the Town of Mamaroneck and Village of Larchmont.
- 6-12. Evaluate the *Moratorium Traffic Study Recommendations to Reduce Congestion*.** Consider updating the study and/or implementing certain targeted recommendations.

## References & Examples

If a link no longer works, a Google search will likely locate the resource. Many planning documents are available on the [Village Planning Department](#) website.

### Village Plans

- 🔗 [Mamaroneck Avenue School Walking Assessment](#) (2019)
- 🔗 [Wayfinding Master Plan](#) (2015)

### County Government

- 🔗 [Westchester County Mobility & Transit Plan](#) (2022)
- 🔗 [Westchester County Bee-Line First and Last Mile Connections Mobility Study](#) (2018)
- 🔗 [Bus Stop Planning, Design, and Placement Guidelines for Westchester County Municipalities](#) (2018)

### Non-Governmental Organizations

- 🔗 [Complete Streets Toolkit](#), New York State Association of Metropolitan Planning Organizations
- 🔗 [Vision, Strategies, Action: Guidelines for an Effective Vision Zero Action Plan](#), Vision Zero Network (2017)
- 🔗 [Urban Bikeway Design Guide](#), National Association of City Transportation Officials (NACTO)
- 🔗 [Open Streets Toolkit](#), Open Streets Project

### Transit Authorities

- 🔗 [MTA First-Last Mile Toolkit](#)



Figure 147: An organization called Ridgewood Walks in the Village of Ridgewood, NJ organizes an annual “Walktoberfest” to encourage walking, build new connections, and educate residents about the community.





## 7. ENVIRONMENTAL SUSTAINABILITY

### a. Introduction

In 2019, the **Climate Leadership and Community Protection Act (Climate Act)** was signed into law. It requires New York to reduce economy-wide greenhouse gas emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels. The NYS Climate Action Council's **Scoping Plan**, which was completed in December 2022. It identifies actions needed for New York to achieve the following:

- ▶ 70% renewable electricity by 2030
- ▶ 100% zero-emission electricity by 2040
- ▶ 40% reduction in statewide GHG emissions from 1990 levels by 2030
- ▶ 85% reduction in statewide GHG emissions from 1990 levels by 2050
- ▶ Net zero emissions statewide by 2050

It also recognizes that municipalities have an important role to play in meeting the Climate Act's requirements and goals.

This chapter presents a strategic framework for the Village, which includes its own operations and facilities in addition to the homes and businesses that operate in the Village, to become more environmentally sustainable and contribute toward the state's reduction targets. The Village understands the importance of identifying, planning, and implementing policies and actions to protect the natural environment. Therefore, a comprehensive strategy will provide a clear and decisive path forward to becoming a more sustainable community.

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

The **Sustainability Action Plan** (section f.) is the core of this chapter. Its structure was informed in part by the results of a Village Environmental Sustainability Questionnaire released in 2018 (see Table 10). The Village's involvement in **NYSERDA's Clean Energy Communities (CEC)** and **NYS DEC's Climate Smart Communities (CSC)** program informed the development of the **Sustainability Action Plan**. Both of these programs prescribe a range of activities that the Village must undertake in order to achieve certification in these programs. Specific CEC and CSC actions are identified as such, including any that the Village has already accomplished.

Table 10: Results of the 2018 Sustainability Questionnaire

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

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

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

As part of this strategy, the Village will continue to improve the efficiency and sustainability of its own operations, grounds, and facilities. It will look to the accomplishments of other local municipalities for best practices and collaborate to achieve the economies of scale that can make certain internal and Village-wide initiatives

more feasible and successful. The Village will continue to task its volunteer committees to assess and advise on parts of the strategy. The Village will also support and encourage local institutions, businesses, and residents to contribute toward making the entire community more environmentally sustainable.

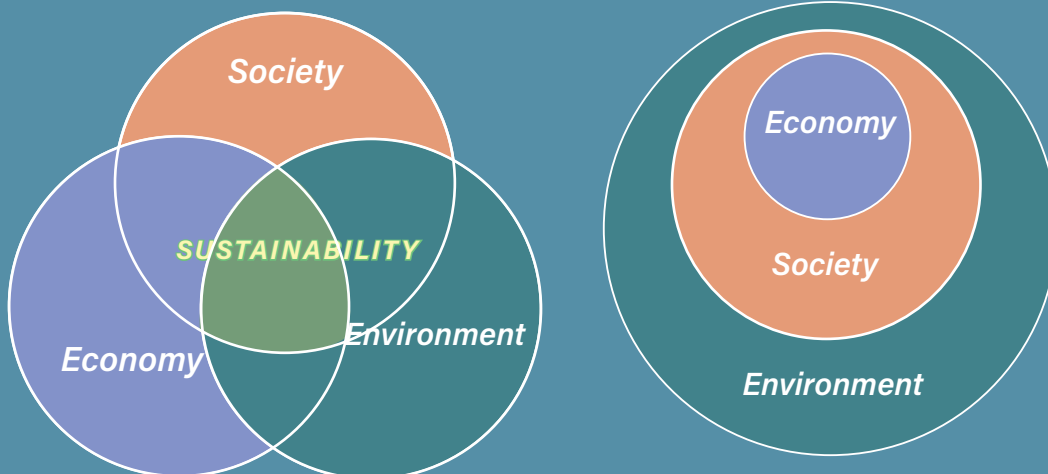
The **Sustainability Action Plan**, is divided into six topics. Within each topic, the **Sustainability Action Plan** reviews accomplishments and ongoing initiatives and presents goals, actions, and relevant resources, examples, and/or case studies. The first five topics all can contribute toward reducing greenhouse gas emissions, a key metric that communities are tracking to gauge their cumulative impact in the effort to slow climate change. The sixth topic summarizes the Village’s GHG emissions and sets emissions reduction targets. The seventh topic focuses on an overarching topic: building awareness, educating, and encouraging the involvement of residents, property-owners, and businesses.

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

## Defining “Sustainability”

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

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



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



different chapter, **Chapter 5: Environmental Protection, Open Space & Resilience.**

The Village's **Local Multi-Hazard Mitigation Plan** and **Local Waterfront Revitalization Plan** are the appropriate vehicles for addressing these topics comprehensively. Through the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act, local governments can participate in the State's Coastal Management Program by preparing and adopting local waterfront revitalization programs, which provides more detailed implementation of the State's CMP through use of zoning and site plan review. **Chapter 5** summarizes the key recommendations from these planning documents in terms of resiliency to storms and flooding. **Chapter 5** links up with the LWRP in terms of resiliency to storms and flooding.

## b. New York State Programs

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

### 13 "High Impact Actions" of Clean Energy Communities

The Village joined NYSERDA's Clean Energy Communities program. Local governments must complete up to 13 "High Impact Actions" to earn Clean Energy Community points and qualify to apply for grant funding.

**Unified Solar Permit: 200 points.**

**Energy Code Enforcement Training: 200 points**

**PACE Financing: Up to 500 points**

**Clean Energy Upgrades: 500 points**

**Clean Heating and Cooling Demo: 700 points**

**100% Renewables for Municipal Operations: 500 points**

**Climate Smart Communities Certification: Up to 800 Points**

**LED Streetlights: Up to 900 points**

**Clean Fleets: Up to 1,000 points**

**Benchmarking: Up to 1,100 points**

**Community Campaigns: Up to 1,100 points**

**County-Hosted Trainings: Up to 1,500 points**

**Community Choice Aggregation: Up to 2,000 points.**



## c. Regional & Local Partnerships

Over the past decade, municipalities in Westchester County have been networking, sharing information, and engaging in cross-municipal problem-solving. The Village's **Committee for the Environment**, which advises on environmental matters, regularly coordinates with the Town of Mamaroneck, Village of Larchmont, and City of Rye through a **Tri-Municipal Environmental Committee** to share information on sustainability initiatives, such as the Village's launching of a food waste recycling collection program and a Healthy Yards initiative. Village officials and the Committee for the Environment, the Tree Committee, and other committees have participated in sustainability- and climate-focused events such as the February 2018 Climate Action Summit sponsored by Bedford 2020. The Town of Bedford launched a sustainability planning process in 2009 and has a well-developed program. The Village has also played a leadership role in convening workshops on sustainability topics. The Village, through its **Tree Committee**, worked with the Town of Mamaroneck, the NYS Department of Environmental Conservation and the Hudson Valley Regional Council, to hold a workshop on green stormwater infrastructure in urban and suburban communities.

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

## d. Updating the 2012 Comprehensive Plan

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

### 2012 Goals

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

### 2012 Objectives

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

These are all still valid goals and objectives, and so those pertaining specifically to sustainability have been added to the appropriate section in the **Sustainability Action Plan**. The goals and objectives regarding flood

control and stream restoration are reflected in **Chapter 5** of this plan.

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

## 2012 Recommended Actions

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

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

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

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

Since the **2012 Plan** was published, the Village has produced additional plans and studies that include policies and actions related to environmental sustainability. These are identified in the **Sustainability Action Plan**.

## e. Connections with the LWRP

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

- ▶ Village-wide Water Quality Assessment Program; Improve water quality, including support for measures to address both point and non-point source pollution and review and implement recommendations of ***Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor*** (Watershed Advisory Committee 4, 2001).
- ▶ Support continued upgrades to the Westchester County sewage treatment plant.



## f. Sustainability Action Plan

[click to go straight to any topic](#)

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

# 1. LEAD, MANAGE & COORDINATE

The Board of Trustees (BOT) has demonstrated a commitment for the Village of Mamaroneck to become a more environmentally sustainable community. In 2010, the BOT adopted a resolution to participate in the NYS Climate Smart Communities program, recognizing that climate change poses real and increasing threats to local and global environments, which are primarily due to the burning of fossil fuels. The Village has pledged to and succeeded in reducing greenhouse gas emissions and, furthermore, pledged to completing and documenting a suite of actions that mitigate and adapt to climate change at the local level. The Village can demonstrate by example to encourage residents and businesses to consider their own impacts on the environment. It can also demonstrate good governance because sustainability initiatives can result in cost savings.

Several volunteer committees support the Village's efforts toward environmental sustainability. The **Committee for the Environment** advises and make suggestions to the BOT about programs and laws designed to improve the health of the land, water, and air in and around the Village. The **Climate Smart Communities Task Force of the CFTE** was created to further the Village's involvement in Climate Smart Communities, which helps local governments take action to reduce greenhouse gas emissions and adapt to a changing climate.

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

## a. Accomplishments & Ongoing Activities

### Policy & Regulation

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

### Events, Programs & Studies

- ▶ **Participating in regional sustainability planning efforts.** The Committee for the Environment is sharing information with and coordinating sustainability-focused initiatives with neighboring municipalities. Committee members regularly meet with their fellow citizens of the Town of Mamaroneck, Village of Larchmont, City of Rye, and other municipalities.
- ▶ **Joined NYSEDA's Clean Energy Communities program.** Submitted application for certification (August 2018). "CEC" next to any item indicates that it is a Clean Energy Communities program action.
- ▶ **Joined NYS DEC's Climate Smart Communities program.** "CSC" next to any item indicates that it is a Climate Smart Communities program action. Created a Climate Smart Communities Task Force (CSC PE1) and designated a Climate Smart Communities Coordinator (CSC PE1)
- ▶ **Participating in the Community Choice Aggregation program (CEC 13).** The Village has renewed its participation in this program, which is administered through Sustainable Westchester. The Village converted all customers within its jurisdiction to 100% renewable green energy credits. Residents have the option to opt-out. Electric rates are currently lower. This option is also better for the environment

than conventional energy sources. More than 98% of Village-wide electricity consumption being derived from renewable energy sources translates into a CO2 emissions reduction of more than 24,000 metric tons a year, without requiring residents to install devices or change their lifestyles. Furthermore, residents save money.

- ▶ **Trained compliance officers in energy code best practices (CEC 2).**
- ▶ **Developing and adopting a comprehensive plan with sustainability elements (CSC PE6).**

### Physical Investments

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

## b. Targets & Goals

### Municipal Facilities & Operations

- ⊙ **Ensure sufficient staffing and expertise to manage, implement, and monitor sustainability initiatives.**
- ⊙ **Continue to undertake more actions under NYSERDA's Clean Energy Communities program.**

### Village-wide

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

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-1. Submit application for bronze certification by NYSERDA's Clean Energy Communities program (CEC 7).**

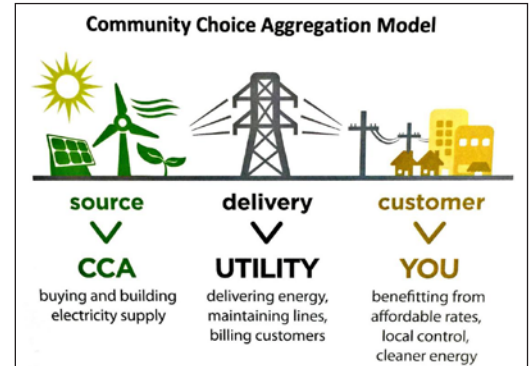


Figure 148: A diagram depicting the Community Choice Aggregation Model.



Figure 149: The Marine Education Center at Harbor Island Park



Figure 150: A house in the Village with solar panels on its roof.

- 7-2. **Consider roles of CSC Task Force, CFTE, and Tree Committee** in assessing, advising on, and/or taking ownership of certain sustainability initiatives. Reactivate the Water Quality Improvement Committee.
- 7-3. **Consider hiring additional staff, interns, or outside professionals/consultants** to manage, implement, and/or promote sustainability initiatives.
- 7-4. **Adopt policies to require or encourage the purchase of environmentally-preferable products.** “Environmentally-preferable” products can come in a variety of forms, such as ENERGY STAR labeled products, products containing post-consumer recycled content material, and lease/take-back programs of equipment.
- 7-5. **Update the Village’s Greenhouse Gas Emissions Inventory** (CSC PE2). The Village’s Greenhouse Gas Emissions Inventory was compiled in 2012 and 2017. It should be updated every 2-3 years.

### Village-wide

- 7-6. **Continue coordinating with neighboring municipalities on sustainability education, awareness, and planning initiatives and implementing joint initiatives** (CSC PE10). Where possible, coordinate initiatives to achieve economies of scale in terms of feasibility, grants, investments, and/or outcomes.
- 7-7. **Invite and work with universities and research institutions** to share knowledge of successful sustainability strategies and to study sustainability challenges in the Village. Leverage assistance from project-oriented classes in the fields of landscape architecture, urban planning, and other disciplines.
- 7-8. **Involve local high schools** to learn about and participate in local sustainability initiatives through relevant classes and active involvement from student groups. Mamaroneck High School, for example, has an environmental club called “Leave No Trace.”
- 7-9. **Engage the Mamaroneck Union Free School District and Rye Neck Union Free School Districts** to share information on environmental sustainability initiatives and accomplishments. Where possible, coordinate initiatives with the Village.
- 7-10. **Engage local businesses** to learn about and promote any existing sustainable features and practices and to encourage the adoption of such practices among businesses located in the Village.

## d. References & Examples

- [!\[\]\(7a8011739ec4e250e2f89a547d75fb0a\_img.jpg\) The Buck Starts Here: Sustainable Procurement Playbook for Cities, Urban Sustainability Directors Network.](#)
- [!\[\]\(07dce76283bf618e2364d95ae0021e26\_img.jpg\) New York State’s Purchase Green Requirements & Tools, Office of General Services.](#)
- [!\[\]\(44ee86b940d3a0ca166486da8985875e\_img.jpg\) Scarsdale Schools Sustainability Initiative.](#)



## 2. CLEAN WATER

Water is a central part of Mamaroneck's heritage, its current identity, and its economy. It is one of the natural features that, coursing through rivers, sustaining wetlands, feeding critical habitats such as Otter Creek, and filling the harbor, makes Mamaroneck a wonderful place to live. Through the **2018 Environmental Sustainability Questionnaire** residents clearly expressed their interest and concern for water quality (see Table 10 on page 132). They understand that what goes on or into the ground will end up in the water. Stormwater runoff and sanitary sewer overflows and leaks are the primary source of pollution in the Village's waterbodies. Also, given the Village's position at the bottom of the watershed, what goes on in other communities farther up the watershed can also end up in the water that courses through the Village.

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

In 2018, Save The Sound reported that five years of advocacy by actively-involved citizens along with action and investment at the federal, state, and local levels have started to produce some positive results in terms of improved water quality, based on multiple measurements taken at several locations throughout the Village. The **2020 Report Card**, however, indicated a slight decrease in water quality in the Eastern Narrows section due to worsening chlorophyll *a* and fluctuating weather conditions. The **2022 Report Card** graded the Eastern Narrows a C, similar to 2019. The Eastern Narrows remain in a variable state after seeing notable improvement from 2008 to 2017. Dissolved oxygen received a D- in 2021, which is indicative of a stressed aquatic environment and the need for further measures to restore water quality.

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

### a. Accomplishments & Ongoing Activities

#### Policy & Regulation

- ▶ **Westchester County Watershed Advisory Committee #4** (2001). Published a stormwater management plan for the Mamaroneck and Sheldrake River Basins and Mamaroneck Harbor. The plan identifies a series of watershed-wide recommendations and some specific recommendations for the Village.
- ▶ **Stormwater Management Plan** (2003). The Village published a Stormwater Management Plan to ensure

that its municipal storm sewer system (MS4) meets the standards set by State Pollution Discharge Elimination System and the MS4 licensing requirements of the U.S. Environmental Protection Agency.

- ▶ **Adopted and Amended Stormwater Management and Erosion and Control Rules (Chapter 294, 2010 & 2014).**
- ▶ **Adopted a Sewer Lateral Law (Article IV, 2017).** Sewer laterals are privately-owned pipelines connecting a property to the publicly-owned main sewer line (see Figure 151). The law mandates property-owners to make repairs within 60 days of becoming aware of any defect in laterals such as blocks or leaks.
- ▶ **Proposed Local Law C (PLL-C), which was adopted in 2019,** prohibits building within 50 feet of a river or the Long Island Sound.

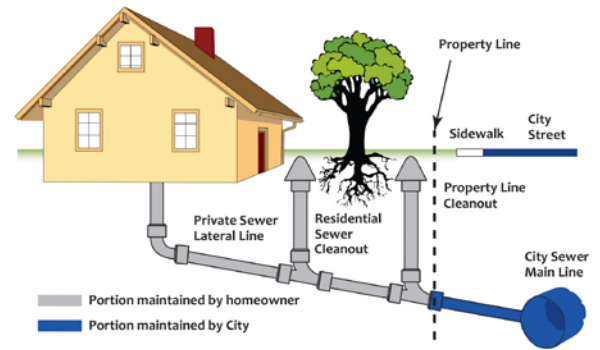


Figure 151: A diagram depicting a private sewer lateral connecting to a city's main sewer line.

## Events, Programs & Studies

- ▶ **Save the Sound monitoring bacteria in waterways (sound-healthexplorer.com)**
- ▶ **Village monitors discharges of untreated sewage in the area, and strictly enforces rules against such discharges.**
- ▶ **Worked with the Town of Mamaroneck on a program to encourage property owners to purchase and use rain barrels to catch and reuse stormwater.** A rain barrel is kept on display in Village Hall for educational purposes.
- ▶ **Planning Department presentation: Sanitary Sewer Rehabilitation & Water Quality Initiatives.**
- ▶ **Planning Department Presentation: 2017 Water Quality Update.**
- ▶ **The CFTE has created a subcommittee to work with neighboring municipalities on a Healthy Yards project to reduce the use of chemical pesticides and fertilizers.**
- ▶ **The CFTE adopted a resolution to support a comprehensive approach for controlling mosquitoes.** Among the aspects of this approach are to minimize the amount of materials sprayed or "fogged," and avoiding synthetic substances that are toxic and/or adversely affect human health or the environment.

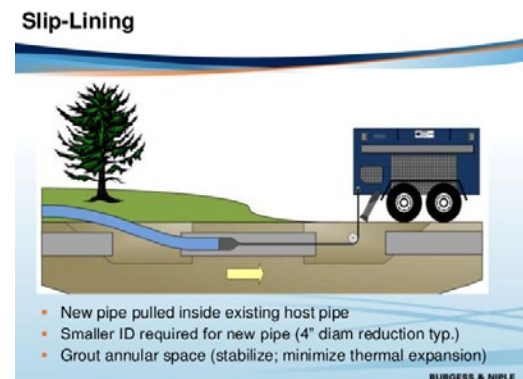


Figure 152: A diagram depicting a method of slip-lining a pipe.



Figure 153: A newly-installed catch basin in the Village.

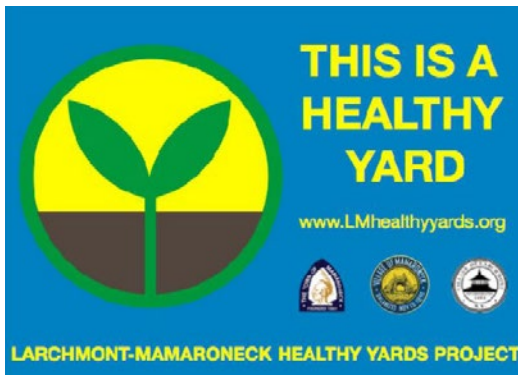


Figure 154: The sign that residents can place to showcase their toxin-free Healthy Yard.



Figure 155: A rain barrel collects water from a roof of a house, which reduces stormwater runoff.



Figure 156: A new townhouse development along Post Road West utilizes green infrastructure, or vegetation to filter and absorb stormwater runoff.

- ▶ **The Planning Department has produced a draft *Water Quality Assessment & Improvement Program Implementation Plan*.** The report draws from the policy goals of the *Local Waterfront Revitalization Program*, the *Waterfront Advisory Committee #4* recommendations and the *Stormwater Management Plan* to assess and improve water quality in the Village.
- ▶ **Westchester County received a grant to update the 1997 *Controlling Non-Point Source Pollution in Long Island Sound: A Management Plan for the Watersheds of Stephenson Brook, Burling Brook, Pine Brook and Larchmont Harbor*** to meet the EPA's nine-point criteria for watershed management plans. Includes the Village of Larchmont, City of New Rochelle, and the Village of Mamaroneck.

### Physical Investments

- ▶ **Sanitary Sewer Rehabilitation Program.** Public Works is identifying pipes and connections in those at greatest risk of leak or failure and fixing them.
- ▶ **Relined the sewer system.** Introduced cured-in-place pipe lining, which creates a new sealed pipe within existing pipe, in 34% of the sewer system. Investigating the rest of the system.
- ▶ **Mapped the sanitary sewer and storm water conveyance systems in GIS.** This continues to be updated as new infrastructure is installed or repaired.
- ▶ **Discovered broken, missing, and illicit discharges.** An illicit discharge was discovered and remediated at the stream crossing by Harmon Avenue. A broken lateral was discovered and repaired along Otter Creek. A missing lateral was discovered and subsequently installed on Union Avenue near Mamaroneck River. Identified a leaching garbage container in downtown.
- ▶ **Undertook field vacuuming at Harbor Island Park to reduce animal fecal matter from being washed into Long Island Sound.**
- ▶ **Cleaned and inspected sewer lines in the Orienta neighborhood.** Sanitary sewer overflows occurred in Orienta on



4/30/2014. Since cleaning and inspection, no new sanitary sewer overflows have been documented there.

- ▶ **Undertook sliplining of the industrial area and Washingtonville neighborhood.** Sliplining is a method for repairing leaks or restoring the structural stability of existing pipelines without digging trenches (see Figure 152 on page 142).
- ▶ **Replaced catch basin hoods with screens that remove floating garbage. Replaced 40 catch basins on Boston Post Road. The Village is studying additional catch basin retrofit locations.** (See Figure 153 on page 142).
- ▶ **Undertaking lateral grouting.** When a pipeline is structurally sound but shows signs of infiltration, grouting involves sending equipment into the pipeline, where each joint and crack can be pressure tested and then grouted if necessary.
- ▶ **Had permitted only limited dog walking and hired a company to reduce geese presence in parks and along the Sound.** This helps reduce the amount of fecal matter in Harbor Island Park play areas being carried off into the Long Island Sound by stormwater.
- ▶ **Created a public water quality reporting tool.** Residents that spot any problems can use the online tool to report the problem to the Village.
- ▶ **Eliminated the use of pesticides and chemical fertilizers on Village property to the extent feasible.** The Village has been using organic fertilizers for many years. It is not permitted to use nitrogen-based fertilizers and pesticides. The Village has been deploying a fogging truck in Shore Acres for mosquito control when needed.



Figure 157: Collecting water samples from the Harbor (photo courtesy of Kyle Troy)



Figure 158: Aquatic life in the Harbor (photo courtesy of Kyle Troy)

## b. Targets & Goals

### Municipal Facilities & Operations

- ⊙ **Complete 100% sewer system inspection and relining.**  
Sliplining is currently **occurring faster than its anticipated** annual rate of 4% per year, which means all Village sewer lines should be rehabilitated **sooner than 2030.**
- ⊙ **Eliminate the use of pesticides and chemical fertilizers by 2025 to the extent feasible.**
- ⊙ **Reduce water consumption by 15% by 2025.**



## Village-wide

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

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-11. **Identify, locate, and implement green stormwater management demonstration projects** on Village property. Publicize completed projects.

### Village-wide

- 7-12. **Create or update a watershed assessment**, which would also include assessments of stream quality, harbor quality, and aquifer quality, to identify flooding and water quality priorities (CSC PE7). Produce the final draft of the *Water Quality Assessment & Improvement Program Implementation Plan*.
- 7-13. **Preserve natural areas, particularly wetlands, through zoning or other regulations** (CSC PE6). Adopt stronger freshwater wetland rules, riverine buffer protection rules, and tidal wetlands regulations (LWRP).
- 7-14. **Continue to promote the Healthy Yards** campaign to reduce the use of chemical fertilizers and pesticides on residential and non-residential properties and to encourage the planting of native species and pollinators.
- 7-15. **Educate homeowners about green stormwater management** and encourage them to implement green stormwater management techniques (e.g., rain barrels, cisterns, rain gardens).
- 7-16. **Adopt rules to control outdoor residential watering during peak hours and to limit outdoor watering** from automated systems to limited windows of time. Consider requiring smart controllers for all new irrigation systems and promote the conversion of standard controllers to smart controllers.
- 7-17. **Conserve, re-vegetate, and reconnect floodplains and buffers** (CSC PE7).
- 7-18. **Use green infrastructure to manage stormwater in developed areas** (CSC PE7). This action is currently under review by CSC (see Figure 156 on page 143).

## d. References & Examples

- 🔗 [Philadelphia Water Department's Rain Check Program.](#)
- 🔗 [NYS DEC's Sustainable Landscaping Site](#)
- 🔗 [Beyond Pesticides](#)
- 🔗 [Long Island Pesticide Pollution Prevention Strategy.](#)
- 🔗 [Healthy Yards Westchester.](#)

## 3. CLEAN AIR

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

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

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

### a. Accomplishments & Ongoing Activities

#### Policy & Regulation

- ▶ **Adopted a seasonal ban on all leaf blowers.** §253-4R prohibits leaf blowers between May 15 and September 30 and limits their operation during certain times between October 1 and May 14. Leaf blowers, typically powered by gasoline, emit air pollutants and generate loud noise. A door hanger campaign (2021) and an LED sign campaign (2022) helped communicate the leaf blower ban.
- ▶ **Adopted a "Complete Streets" policy** (CSC PE6). "Complete Streets" is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode.
- ▶ **Prepared an Urban Forest Management Plan (2018).** Approximately 46% of the village is covered by tree canopy, which provides more than \$560,000 in benefits to residents annually.
- ▶ **Adopted an anti-idling ordinance** (CSC PE6). §326-19 of the Village code prohibits idling for longer than three minutes. Buses cannot idle when the temperature is above 40 degrees.
- ▶ **Adopted a Tree Law.** The law requires a permit to remove a tree on private property that is at least 8 inches in diameter, measured 4 ½ feet above the ground. If the tree is in or near a wetlands area, the diameter must be greater than 3 inches at 4 ½ feet.

#### Events, Programs & Studies

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



Figure 159: The Village adopted a seasonal ban on all leaf blowers.

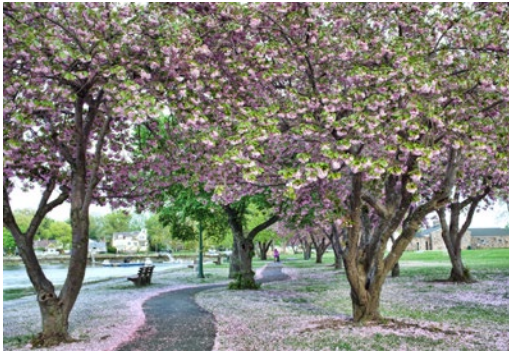


Figure 160: Flowering trees at Harbor Island Park (photo by June Marie, licensed by CC BY-SA 2.0).



Figure 161: An electric vehicle using the charging station located in the Hunter Parking Deck (photo by Planning Department)

- ▶ **Undertook community campaigns for GridRewards and Community Solar.** Reached targeted number of sign0ups and received \$10,000 grant from NYSERDA.

## Physical Investments

### Municipal Facilities & Operations

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

### Village-wide

- ▶ **Planted and cared for more than 1,100 trees throughout the Village since 2010 in an extensive tree replanting program.** Approximately 100-120 new trees are planted annually and intentionally spread throughout the Village.
- ▶ **Car-sharing (ZipCar) pod located at the train station.**
- ▶ **Installed an electronic vehicle (EV) charging station in the lower level of the Hunter Parking Deck on Mt. Pleasant Ave (CSC PE6).** The charging station is available for public use.
- ▶ **Signed the National Wildlife Federation Mayor’s Monarch Pledge.** The pledge commits to create habitat for the monarch butterfly and pollinators and to educate residents about their benefits.

- ▶ **Planted native species** on Village property, including at Columbus Park planting and in the West Basin.

## b. Targets & Goals

### Municipal Facilities & Operations

- ⊙ **Reduce total energy consumption of Village facilities by 15% by 2025.**
- ⊙ **Continue to undertake actions under NYSERDA's Clean Energy Communities program**
- ⊙ **Continue replacing conventional vehicles with electric or hybrid vehicles and gas-powered equipment with electric equipment.**

### Village-wide

- ⊙ **Increase bicycle travel by Village residents by 25% by 2025.**
- ⊙ **Reduce vehicular travel of Village residents by 15% by 2025.**
- ⊙ **Enhance communication of and enforcement of existing environmental protection rules.**
- ⊙ **Attain or exceed 40% tree canopy coverage.**
- ⊙ **Implement the recommendations of the *Urban Forest Canopy Management Plan*.**
- ⊙ **Reduce the number of car trips taken in the Village. Facilitate, encourage, and promote walking, bicycling, and other non-vehicular modes for trips within the Village.**



Figure 162: A family waits with their bicycles to cross Boston Post Road.



Figure 163: Infrastructure for hydrogen fuel cell vehicles is being developed in the Northeast (photo by U.S. Department of Energy).

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-19. Adopt a policy to report the energy use of buildings (CEC 1).**
- 7-20. Perform a professional energy audit on four major Village buildings.** Review and implement reasonable energy conservation measures in audit report to reduce electricity consumption, fuel combustion, energy costs, and greenhouse gas emissions.



Figure 164: An electric vehicle is being recharged inside the parking structure of an apartment building.



- 7-21. Begin implementing the *Urban Forest Canopy Management Plan*.** The plan includes a range of recommendations from completing a tree inventory to developing a heritage tree program that should be evaluated, scheduled, and implemented.
- 7-22. Adopt a formal vehicle fleet efficiency policy (CSC PE3) and right-size the Village's fleet of vehicles (CSC PE3).** The Village should formalize its policy to convert from conventional to electric, hybrid, or vehicles fueled by another cleaner alternative when appropriate and cost-effective. It also should continue to provide additional infrastructure to support electric/alternative fuel vehicles.
- 7-23. Consider a more uniform leaf blower ban among neighboring municipalities.** Larchmont has the strictest code, but consideration should be given to grant leniency for electric leaf blowers.
- 7-24. Convert Village offices from bottled water to water fountains with a bottle filler.** This reduces the need for deliveries by truck and reduces waste.
- 7-25. Consider incentives that encourage Village employees to commute via bicycling, transit, or carpooling versus personal vehicle (CSC PE3).**
- 7-26. Consider converting or encouraging the conversion of licensed taxis to hybrid or electric vehicles.**

### Village-wide

- 7-27. Consider additional zoning safeguards in the industrial area** to prevent hazardous materials release into the environment.
- 7-28. Undertake a tree inventory and** track the location, type, and planting date of recently- and newly-planted trees on public property using GIS.
- 7-29. Convert lighting fixtures in Harbor Island Park to LED.**
- 7-30. Implement strategies that support bicycling and walking. Plan for and implement traffic calming measures (CSC PE6).** Prepare a bicycle and pedestrian master plan (derived from *2012 Comp Plan*). See recommendations **6-3** and **6-4** in **Chapter 6**.
- 7-31. Perform a review of Village street lights** and recommend lighting improvements to promote security and to encourage walking and the use of Village parks.
- 7-32. Consider additional transportation-related revisions to zoning provisions for multi-unit residential development that could benefit air quality.** These might include encouraging developer-provided car sharing; incorporating ride-share service drop-off/pick-up space in site planning; and requiring bicycle parking, sharing, and/or a fee-in-lieu mechanism.
- 7-33. Continue to create campaigns** to educate and remind residents, property-owners, and landscaping businesses about the seasonal ban on leaf blowers. Combine this with stepped up enforcement and improved accessibility of data on tickets and fines issued.
- 7-34. Consider new regulations and incentives to reduce or eliminate the use of all gasoline-powered lawn and garden equipment.** Along with new regulations, promote the use and sharing of electric-powered lawn and garden equipment and push reel mowers.

**7-35. Consider requiring provision of parking spaces with electric charging capabilities** in certain new private developments.

## d. References & Examples

If a link is no longer working, a Google search will usually locate the resource. Many planning documents are available on the [Village Planning Department](#) website.

### Village Plans

- [Urban Forest Management Plan](#), Village of Mamaroneck (2017)
- [2017 Water Quality Update](#), Village of Mamaroneck

### Federal Government

- [Fleet Procurement Analysis Tool](#), Atlas Public Policy

### State Government

- [NYSDOT Safe Routes to School](#).

### Local Government

- [Village of Port Chester, NY's Downtown Mobility Action Plan](#).
- [City of Ann Arbor, MI's Green Fleet Program](#).

## 4. TOWARD ZERO WASTE

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

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

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

### a. Accomplishments & Ongoing Activities

#### Policy & Regulation

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

#### Events, Programs & Studies

- ▶ **Initiated a yard waste collection program (CSC PE5).**
- ▶ **Initiated a food waste recycling program in June 2018 (CSC PE5).** The Village sells food waste collection bins to residents and has a special section of the DPW facility for residents to deposit their food waste, which goes off-site to be composted (see Figure 53 on page 46). This is not only more environmentally sustainable than landfilling, but it also reduces solid waste management time and costs.
- ▶ **Organizes an annual Clean & Green Day trash and litter pick-up every April at several Village parks and beaches.**
- ▶ **Initiated a leaf mulching encouragement an education campaign called "Love 'Em & Leave 'Em." The Village has been mulching leaves in all parks for the past 5 years.**
- ▶ **Village resident participation on the Westchester County Zero Waste Advisory Committee.**
- ▶ **The Marine Education Center performs periodic coastal clean-ups.**
- ▶ **Initiated "Love Your Food," a campaign to raise awareness about food waste.** This a coordinated initiative with the Town and Village of Mamaroneck, the Village of Larchmont, and the Mamaroneck Union Free School District.
- ▶ **All of the Mamaroneck School District's elementary and middle schools collect food scraps in their cafeterias for composting.** Hommocks Middle School has an industrial composter that collects approximately 3 tons of food scraps annually. We Future Cycle was launched in the Rye Neck School District.

## Physical Investments

### Municipal Facilities & Operations

- ▶ n/a

### Village-wide

- ▶ Established a food waste diversion program and provides food waste collection bins to residents (CSC PE5).
- ▶ Established a weekly curbside food scrap pickup program. Approximately 300 households are participating (as of mid-2020). The Village designated food scraps a recyclable item via resolution.

## b. Targets & Goals

### Municipal Facilities & Operations

- ⊙ Collect/track data on solid waste generated from municipal facilities and operations.
- ⊙ Reduce solid waste from municipal facilities and operations by 25% by 2030.

### Village-wide

- ⊙ Collect/track data on solid waste generated from residential properties.
- ⊙ Reduce solid waste generated by Village households by 25% by 2030.
- ⊙ 25% participation in food waste collection program by households by 2030.
- ⊙ Reduce frequency of litter accumulation in litter hot spots by 25% by 2030.

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-36. Conduct a waste audit of Village facilities and operations and track diversion rates over time (CSC PE5)**
- 7-37. Provide recycling bins next to all trash receptacles in Village facilities (CSC PE5).** In high-traffic areas, consider single bins that contain slots for trash and

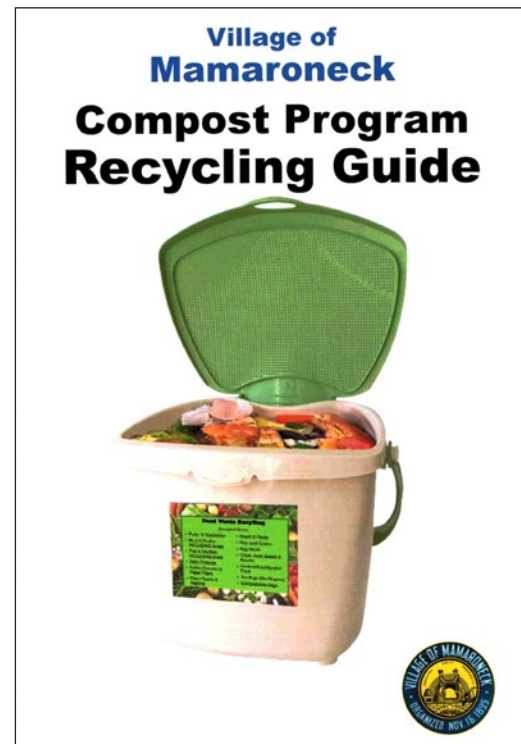


Figure 165: The Village initiated a food waste drop-off and recycling program in 2018.



Figure 166: A solar-powered trash and recycling receptacle. Trash is compacted automatically, which creates additional space for the receptacles to hold more material.



recycling.








- 7-38. Provide more trash and recycling bins in parks and on sidewalks** along Village streets and apply clear signs/instructions. Coordinate bins with bus stop locations and other areas. Consider, in appropriate locations, solar-powered compacting bins, which can reduce the frequency of pick-ups, thereby reducing labor, fuel consumption, and emissions from trucks.
- 7-39. Promote the Waste Wizard Recyclopedia.** Accessible at [www.lmsanitation.org/waste-wizard-recyclopedia](http://www.lmsanitation.org/waste-wizard-recyclopedia), this online database helps local residents and businesses recycle or reuse a wide variety of materials.
- 7-40. Continue to support the Marine Education Center** with coastal cleanups.
- 7-41. Continue to participate in and promote the “Love Your Food” program** (CSC PE5).
- 7-42. Provide organic waste collection and composting in Village facilities** (CSC PE5).

### Village-wide

- 7-43. Provide recycling bins in public places and events** (CSC PE6).
- 7-44. Set up and manage a resource recovery center to encourage reuse of gently-used or new materials that have been discarded** (CSC PE5). For example, the Town of Bedford, NY operates a “Take it Or Leave it Shed.” The Village could also promote certain apps for this purpose.
- 7-45. Consider grassroots programs, contests, and/or games that involves residents in litter collection.** Communities have organized “litter walks” and “plogging,” which combines fitness with litter collection, might appeal to younger people.
- 7-46. Adopt a construction and demolition waste reduction program or policy** (CSC PE5).
- 7-47. Consider expanding food waste collection to encourage and involve commercial businesses.**

## d. References & Examples

If a link is no longer working, a Google search will usually locate the resource.

-  [A Near-Zero Solid Waste Strategy for the Town of Mamaroneck, NY](#) - Columbia University (2015).
-  [10 Tips for Designing Successful Public Recycling Programs](#) - Keep America Beautiful (June 2013).
-  [A Guide to Reducing Litter, Managing Trash, and Encouraging Recycling](#) - Keep America Beautiful (2017).
-  [Everything You Have Always Wanted to Know About Home Composting + “Easy Home Composting” Poster](#) - NYS Dept. of Environmental Conservation.
-  [Town of Bedford NY’s Take it Or Leave It Shed](#)
-  [Village of Scarsdale, NY’s Curbside Residential Food Scrap Pickup](#)
-  [Waste Wizard Recyclopedia.](#)

## 5. GREENER BUILDINGS, PROPERTIES & STREETS

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

### a. Accomplishments & Ongoing Activities

#### Policy & Regulation

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

#### Events, Programs & Studies

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

#### Physical Investments

##### Municipal Facilities & Operations

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

##### Village-wide

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



Figure 167: The Mamaroneck Library is a LEED Gold certified building.



Figure 168: Before and after images of the Sarah Neuman Center's green roof.

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

## b. Targets & Goals

### Municipal Facilities & Operations

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

### Village-wide

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

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-48. Adopt a green building standard for Village-owned buildings and facilities** (CSC PE3). The Village should consider green building techniques and certification (or equivalency) in the planning stages for new facilities for Village offices and the Police Department. See **8-1** in **Chapter 8**.

- 7-49. Retrieve data from utilities on energy and water consumption of municipal facilities and operations.**
- 7-50. Adopt the NYStretch Energy Code.** The NYStretch Energy Code was developed as a statewide model code to save more energy than New York's minimum code and to be readily adopted as a more stringent local standard to the ECCCNY (CEC).
- 7-51. Implement several green stormwater management demonstration projects on Village property,** including parks, where feasible. See Figure 171.
- 7-52. Construct a new green building (CSC PE3).** The Village should consider green building techniques in the development of new facilities for Village offices and the Police Department.
- 7-53. Adopt an energy benchmarking requirement for Village buildings (CEC 10, CSC PE3).** Benchmarking, typically through the ENERGY STAR Portfolio Manager tool, helps facility managers identify opportunities to reduce emissions, cut energy waste, drive continuous improvement, and quantify energy savings.
- 7-54. Conduct a feasibility study for renewable energy installations (CSC PE4).** Should the Department of Public Works decide to redevelop its facility, this could be an opportunity to incorporate renewable energy.
- 7-55. Consider installing a geothermal pump or other geothermal technology at a new or existing Village property (CSC PE4).** Geothermal heat pumps leverage the relatively constant temperature of the Earth's surface layer as a heat source in winter and a heat sink in summer.

### Village-Wide

- 7-56. Retrieve data from utility providers** on residential and commercial energy and water consumption.
- 7-57. Request participation in another Solarize program (CEC 6).**
- 7-58. Adopt policies, programs, and regulations to conserve water for residential and commercial outdoor use.** It is especially important for the Village to conserve non-essential water use during peak periods.



Figure 169: An advertisement promoting WaterSense-labeled products, which meet EPA's criteria for water efficiency and performance.



Figure 170: This 28-unit workforce housing development in Greenburgh, NY is LEED Silver certified (photo by MAP Architects).



Figure 171: A bioswale, a type of green stormwater management technique, is designed to collect and absorb stormwater from the street before it enters the sewer system.



- 7-59. Consider adopting a residential energy efficiency financing program** (CSC PE8). The Village could create such a program by using a qualified energy conservation bond, create an energy revolving loan fund, collaborating with lenders to offer energy-efficient mortgages, and establish an Energize NY Finance program.
- 7-60. Consider establishing an Energize NY PACE Financing Program** to encourage buildings to implement energy efficiency projects. Property-assessed clean energy (PACE) is a voluntary program in which a home or business owner receives financing from a local government for up-front costs of qualified energy improvements. In exchange, they the costs through a special property tax assessment over a period of years or decades.
- 7-61. Consider adopting a green building standard for new development** (CSC PE3). The Town of Greenburgh, NY adopted a Green Building Law in 2002, which uses LEED standards for developments except for single and two-family residential houses. In 2009, new commercial and multifamily buildings were included in the law (see Figure 170 on page 156). Other standards include, for example, the Home Energy Rating System (HERS) Index.
- 7-62. Adopt energy benchmarking requirements for privately-owned buildings** (CSC PE8). Consider legislation that requires the monitoring and reporting of energy consumption in private buildings of a certain minimum size and type.

## e. References & Examples

If a link is no longer working, a Google search will usually locate the resource.

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

## 6. TAKING CLIMATE ACTION

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

### Village Greenhouse Gas Emissions Inventory

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

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

### Energy Consumption

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

Table 11: The Village’s carbon footprint

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

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

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

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

## a. Accomplishments & Ongoing Activities

### Policy & Regulation

- ▶ n/a

### Events, Programs & Studies

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

### Physical Investments

- ▶ n/a

## b. Targets & Goals

### Municipal Facilities & Operations

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

### Village-wide

- ⊙ **Reduce Village-wide greenhouse gas emissions by 15% by 2025**
- ⊙ **The *Comprehensive Plan Update* includes a vision statement on resiliency (CSC PE7) and includes a section on resiliency and adaptation (CSC PE7)**

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-63. Develop a government operations climate action plan** (CSC PE2). A climate action plan sets goals and outlines initiatives that reduce GHG emissions. Using a GHG emissions inventory as the foundation, a climate action plan defines GHG reduction targets and provides a framework for achieving those targets.

### Village-Wide

- 7-64. Streamline the approval process for solar** (CEC 8). Permitting processes can add costs to solar projects.
- 7-65. Develop a community greenhouse gas emissions inventory** (CSC PE2). Consult accounting and reporting standards such as *Greenhouse Gas Protocol - Global Protocol for Community-Scale Greenhouse Gas Emission Inventories*.

## d. References & Examples

If a link is no longer working, a Google search will usually locate the resource.

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



Figure 172: A poster advertising the Village's annual Clean & Green Day.



Figure 173: A house in the Village with rooftop solar panels.



Figure 174: Tree walks, which are typically led by a naturalist, help residents learn more about the Village's urban forest.



## 7. BUILD AWARENESS & INVOLVEMENT

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

### a. Accomplishments & Ongoing Activities

#### Policy & Regulation

- ▶ n/a

#### Events, Programs & Studies

- ▶ **Website News Subscription.** Through its website, the Village offers the public a means to subscribe to an “e-news” service and elect to receive information on the topics of their choice. One of the options is “Environmental News & Announcements.”
- ▶ **Social Media.** The Committee for the Environment manages a Facebook and Instagram page.
- ▶ **Clean & Green Day.** This is now a biannual Village event during which people of all ages spend the morning cleaning up the Harbor and other areas. (See Figure 172 on page 160).
- ▶ **Environmental Sustainability Questionnaire (2018).** This questionnaire was created to inform the development of this section of the *Comprehensive Plan Update*.
- ▶ **Farmer’s Market (CSC PE8).** The Village has a farmer’s market that is indoor during the winter and outdoor during the warmer seasons. The indoor farmer’s market is being relocated to the Pavilion at Harbor Island Park. The Recreation Department is launching a cooking program whereby local vendors can sell products at the farmer’s market.
- ▶ **Outreach to Local Schools & Student Involvement.** The CFTE helps coordinate the involvement of local high school student volunteers.
- ▶ **Provided Free Tree Walks** that help residents of all ages learn to recognize native tree species and the benefits of trees (see Figure 174 on page 160).
- ▶ **Participated in a Repair Cafe with the Town of Mamaroneck and Village of Larchmont.**

#### Physical Investments

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

## b. Targets & Goals

### Municipal Facilities & Operations

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

### Village-wide

- ⦿ **Encourage local businesses and institutions to undertake sustainability actions and share accomplishments.**
- ⦿ **Continue to communicate through Village’s E-Newsletter and social media.** Commit staff or volunteers to facilitate communications through the Village’s E-News service and social media (e.g. Facebook, Instagram, Tik Tok). The Village’s Public Information Officer could be involved in this initiative.

## c. Recommended Actions

### Municipal Facilities & Operations

- 7-66. Implement data collection protocols and track sustainability accomplishments and associated cost savings internally.** The Village should implement policies and systems to track and measure accomplishments.
- 7-67. Create an incentive program for Village employees.** Encourage ideas for actions or changes in procedures that prevent or reduce solid waste, conserve energy and water, or reduce impacts on air and water quality in the Village.

### Village-wide

- 7-68. Create a “buy local/buy green” campaign** (CSC PE8). Link up with regional partners/programs and neighboring communities to promote “buy local/buy green.” The local farmers market could be integrated into a “buy local/buy green” campaign.
- 7-69. Hold green vendor fairs** (CSC PE8). Consider ways to incorporate green vendors into Village festivals such as the “Summer on the Avenue” block parties.
- 7-70. Create a green jobs training program** (CSC PE8). Link up with regional partners/programs and local organizations to identify and promote opportunities for green jobs.

## d. References & Examples

If a link is no longer working, a Google search will usually locate the resource.

- 🔗 [Westchester Local Food Project.](#)



# 8. MUNICIPAL, PARKS & RECREATION, AND CULTURAL FACILITIES

## a. Introduction

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

## b. Review of 2012 Objectives, Recommendations

### 2012 Chapter 10: Parks, Rec, Open Space

#### 2012 Parks, Open Space & Recreation Goals

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

#### 2012 Parks, Open Space & Recreation Objectives

- a. Identify methods to protect and preserve both passive and active open space resources.
- b. Consider providing additional public access along waterways, including the Sheldrake and Mamaroneck Rivers.
- c. Encourage an appropriately-sized destination restaurant on the waterfront in accordance with the goals of the *Harbor Island Master Plan* (2004).

#### 2012 Parks, Open Space & Recreation Recommendations

- a. Implement the *Harbor Island Master Plan* (2004).

### a. Introduction

### b. Review of 2012 Objectives, Recommendations

### c. Environmental Protection, Open Space & Resilience Trends

### d. Current Conditions

### e. 2023-2033 Goals & Recommendations

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

### Progress on 2012 Goals, Objectives & Recommendations

- ▶ The Village code has not been amended to require public access for projects adjacent to a waterway. However, the Planning Board, in the site plan review process, encourages applicants to do so. For example, the apartment building at 270 Waverly Avenue has a walkway along the Sheldrake River.
- ▶ The *Harbor Island Master Plan* (2004) was never implemented. Furthermore, an open space plan has not been prepared. This plan could include recommendations for improving pedestrian and open space links to neighboring communities. A comprehensive plan for parks and recreation programming should also be prepared, either as a standalone plan or incorporated into the open space planning process.
- ▶ Created Rockland Park Preserve in 2023 near the Sheldrake River between Fayette Avenue and Rockland Avenue. Native and pollinator species will be planted in the park.

## 2012 Chapter 11: Municipal Services & Cultural Facilities

### 2012 Municipal Services & Cultural Facilities Goals

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

### 2012 Municipal Services & Cultural Facilities Objectives

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

### 2012 Municipal Services & Cultural Facilities Recommendations

- a. Explore consolidating the municipal functions located at Village Hall and the Regatta, as well as other potential locations, to enhance efficiency and return property to the tax rolls.
- b. Explore consolidating West Basin buildings (Senior Center, VMPD Marine Unit, USCG Auxiliary).

### Progress on 2012 Goals, Objectives & Recommendations

- ▶ The *Village Space Needs Study* (2015) made several recommendations related to Village Hall at the Regatta and the Municipal Building among other recommendations for other Village facilities. In 2019, the Village issued a request for proposals for design firms for "Conceptual Design to Consolidate Administrative Facilities."



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

### Municipal Facilities & Public/Community Spaces

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



Figure 175: New Canaan CT's new town hall features a public plaza framing the front of the building (photo by KSQ Design)

### Village Response to Trend

- ▶ Given the location of several public facilities located off of Prospect Avenue only a few blocks from downtown, there is an opportunity to incorporate new outdoor and/or indoor community spaces in its recently-launched public facilities planning and design process.

### Public Art

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



Figure 176: Easthampton, MA's town hall features lighting that illuminates the building's facade and other features at night (photo by Pat Brough, licensed under CC BY 2.0)

### Village Response to Trend

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

### Green Buildings

Municipalities are demonstrating their commitment to

environmental sustainability by integrating “green building” features into the upgrade or creation of new facilities.

### Village Response to Trend

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

### Going to the Dogs

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

### Village Response to Trend

- ▶ Residents eager to see a dog park in the Village submitted a petition to create one at the former landfill at Taylor’s Lane. In January 2023, the Village approved funding to construct a dog park in Harbor Island Park adjacent to the treatment plant.

### Considering Equity in Recreation Planning

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

### Village Response to Trend

- ▶ The Village’s recreation programs serve a wide range of children, individuals, and families. Village-wide events bring people together (e.g., Spring Easter Egg Hunt; Tiki Invasion, in coordination with LMC-Media; outdoor movies and music; Family Camp Out, Scarecrow Build, Turkey Trot, Tree Lighting Social, and the award-winning Santa Claus Experience



Figure 177: A mural titled “Native American Origins”



Figure 178: A mural commemorating the Skinny House



Figure 179: A photo from the Summer on the Avenue Block Party in 2018.

## d. Current Conditions

### Municipal Buildings

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

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

The Village has outgrown the current spaces it occupies. The *Village Space Needs Study* (2015) made several recommendations related to Village Hall at the Regatta and the Municipal Building, among other recommendations for other Village facilities. The Village issued a request for proposals for design firms to lead the **Conceptual Design to Consolidate Administrative Facilities Project** and selected an architecture firm. The primary aim of the work is to develop a conceptual approach for addition(s) and/or new building(s), taking advantage of the topographical features of the land occupying and surrounding 169 Mount Pleasant Avenue. The Village would like to consolidate its Administrative Offices (Building, Planning, Engineering, Justice Court, Village Manager, Village Attorney, Clerk-Treasurer, Public Works) and possibly also Parks, Recreation, and Harbor Master, while constructing a new Police Station and Court. The following are some of the goals the Village hopes to achieve:

- ▶ Prepare for growth to meet resident demand for services.
- ▶ Provide ADA access to all offices.
- ▶ Improve accommodations to service residents and others doing business with the Village.
- ▶ Strengthen departmental collaboration.
- ▶ Improve employee work environment.
- ▶ Provide sufficient multi-purpose meeting areas.
- ▶ Provide sufficient parking for the public and employees.
- ▶ Create high-quality facilities that maximize natural light.



Figure 180: The Municipal Building at 123 Mamaroneck Ave



Figure 181: The Public Works garage at 313 Fayette Ave



Figure 182: The Library at 136 Prospect Ave



- ▶ Have a well-organized facility oriented to serving the citizens and visitors to the facility.
- ▶ Develop a building plan and site plan that is flexible and plans for future expansion.

## Mamaroneck Public Library

The library reported brisk patron traffic. Like many libraries in the region, it has seen a downturn in print circulation, but a significant increase in e-book and e-audio lending programs and attendance at programs. The

Figure 183: Several Village facilities are located adjacent to each other, within two blocks from Downtown



library reports having 190,000 visitors in 2018, with an expected increase in programming statistics after its biannual "One Book, One Community" series of events started.

The library's long range plan expired at the end of 2018. The "new" library building is now more than 10 years old, so the library re-engaged with residents to think about the future. The result is *Consider the Possibilities*, a strategic plan for 2021-2024. Among the priorities in this plan are:

- ▶ The library is the community's destination for learning.
- ▶ The library is a local leader in technology resources, the center for instruction and digital literacy and fluency
- ▶ The Library will engage everyone in Mamaroneck by increasing library awareness and support.



## Parking Facilities

The Village has 15 permit parking areas located throughout the Village, a total of just under 800 parking spaces (see Figure 185). The Village lots are maintained by the Department of Public Works. Parking permits for Village-owned railroad commuter lots are available for residents of the Village of Mamaroneck for \$525/yr. and for non-residents for \$900/yr.

## Parks & Recreation Facilities and Programs

The *2012 Comprehensive Plan* reports that the Village provides a range of active and passive recreation facilities for use by its residents. The centerpiece of Mamaroneck’s park system is Harbor Island Park, which serves as the primary public access point on the waterfront. This park is used by more than 100,000 residents and non-residents a year. The other parks in the Village are smaller and tend to serve local neighborhoods or schools. Figure 190 on page 171 is a map highlighting the locations of both public and private parks and recreation facilities.

Most recreation programs are held 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 provides several waterfront activities, including kayak tours, SUP programming and nature tours. The Recreation Department additionally plans a seasonal five-week VMDC Summer Camp and various special events, including a Spring Egg hunt (on the beach), Tiki Invasion ) in coordination with LMC-Media), outdoor movies, Family Camp Out, Scarecrow Build, Turkey Trot, Tree Lighting Social and the award-winning Santa Claus Experience.

The Recreation Department also plans seasonal special events, such as the Summer on the Avenue Block Party, and operates a teen center at the recreation center on certain Friday nights.

The Recreation Department reports increased participation in programs over the past several years, and the department has worked toward both increasing the capacity of and expanding its programs.

The Village of Mamaroneck encompasses a wide variety of families residing in its vicinity. Through its programming, the



Figure 184: The Hunter Deck, located across from the Municipal Building at 123 Mamaroneck Ave

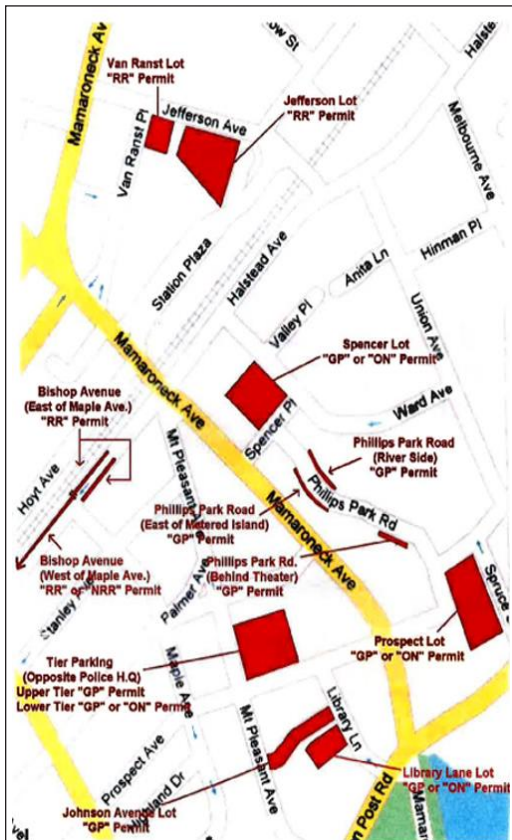


Figure 185: The Hunter Deck, located across from the Municipal Building at 123 Mamaroneck Ave

Recreation Department services families of various income levels and demographic backgrounds.

See **Appendix E** for an inventory of park and recreation facilities, which includes planned and desired improvements.



Figure 186: A path through Columbus Park



Figure 189: Otter Creek Preserve (photo by June Marie, licensed under CC BY-SA 2.0)



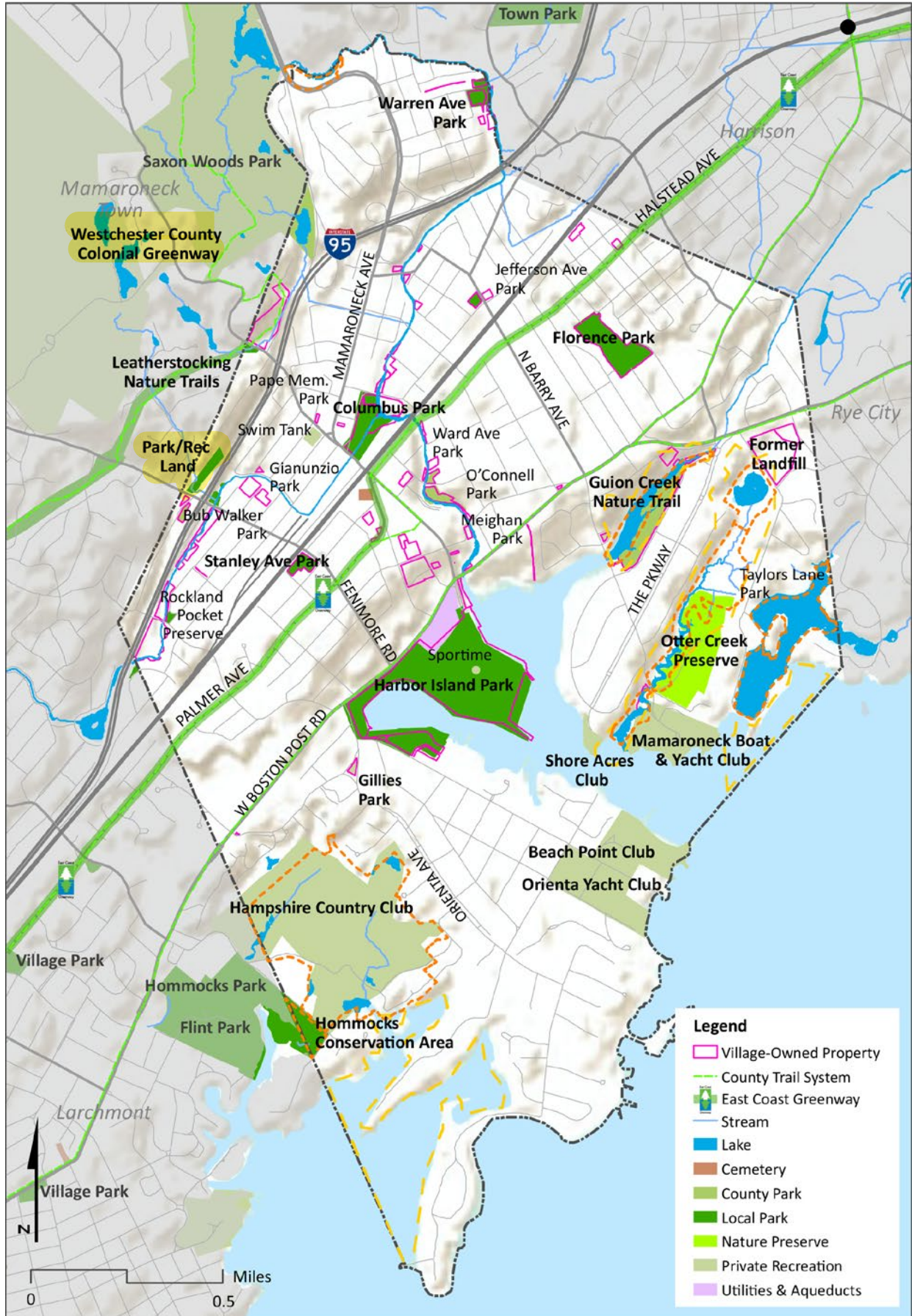
Figure 187: Armand Gianunzio Park, the namesake of a former Village Manager



Figure 188: A child enjoying the new playground at Florence Park (photo by Facebook user Playgrounds in Westchester)



Figure 190: Map of parks and recreation facilities and other open spaces in the Village



## Cultural Facilities

### Emelin Theatre

The Emelin Theatre brings the performing arts to Westchester County. It aims to promote a cultural life that entertains and educates audiences. The Emelin presents events that include all genres of music, comedy, dance, and family theatre, in addition to a broad range of independent and contemporary film. It currently hosts between 80 and 100 performances per year, with a combined attendance of approximately 30,000. The structure of the current theater was constructed in 1984. In 2013 the Emelin's lobby underwent a \$250,000 renovation to make it more modern and accessible.

### Public Art Installations

Public art can play many different roles in a community, ranging from historic interpretation and commemoration of key events or important individuals/groups to beautification and economic development.

#### Murals

The Mamaroneck Historical Mural Project is sponsored and organized by the Mamaroneck Historical Society and Street Art for Mankind, a local non-profit that previously produced and curated the Larchmont Historical Murals. The Historical Murals Project aims to illustrate key elements in the Village's past and symbolize the character of the community, and to enhance its streets with beautiful public art.

In the summer of 2019, renowned street artists created five murals in Mamaroneck that pay tribute to the diversity, artistic heritage, and rich history of the Village (see Figure 192). The murals were financed through sponsors and donors.

#### Sculptures

The corner of Prospect Ave and Library Lane is home to several sculptures installed in 2016 as part of the Arts Council's new public art initiative "Arts Live." The sculpture "Jacob's Ladder" is constructed of weathered steel with roughly broken slabs of stone. Another sculpture, which is untitled, is made entirely of weathered steel (see Figure 193).



Figure 191: An advertisement for the Emelin Theatre's Summer Film Series (photo by Emelin Theatre)



Figure 192: A mural, located at 135 Hoyt St, that commemorates the Skinny House



Figure 193: A sculpture installed on a patch of ground located across the street from the library



## e. 2023-2033 Goals & Recommendations

### Goals

#### Municipal Facilities

- ⊙ Continue working toward the re-conceptualization and redesign of municipal administrative facilities.

#### Parks & Recreation

- ⊙ Increase and upgrade publicly-owned open space and recreation areas to provide appropriate facilities for various age groups and for active and passive recreation (from *2012 Plan*).
- ⊙ Increase public access to the waterfront wherever possible (from *2012 Plan*).
- ⊙ Consider ways that parks and open spaces can contribute toward flood mitigation in the face of strong storms, flooding, and sea level rise.
- ⊙ Maximize and create opportunities for additional athletic field and recreational spaces.
- ⊙ Improve facilities at Harbor Island Park to maximize the enjoyment of programming.
- ⊙ Create & implement a playground replacement schedule

#### Cultural Facilities

- ⊙ Formalize the goals of a Village public art program and the planning/placement of public art.

### Recommendations

#### Municipal Facilities

- 8-1. Continue Work on the Consolidate Administrative Facilities Project.** Work with selected design firm to develop concepts. Consider ways to better link or integrate municipal facilities with the library and downtown and integrate environmental sustainability goals into the project as per recommendation 7-52 in **Chapter 7**. Also consider including an affordable housing component as per recommendation 4a-15(c) in **Chapter 4**.

#### Parks & Recreation

- 8-2. Create New Open Spaces and a Mamaroneck Greenway.** Create new open spaces by identifying and inventorying marginal Village-owned land, cleaning it up, planting native species, and providing other amenities. The vision for a Mamaroneck Greenway involves creating riverside pathways to connect open spaces, parks, and neighborhoods and to link up with the County's Colonial Greenway. See recommendation 5-13 in **Chapter 5**.
- 8-3. Prepare a Parks, Open Space & Recreation Plan.** Planning for parks and recreation typically involves three levels: master planning at a parks system-wide level, site planning for a park or recreation facility, and operational/maintenance planning. Engaging residents will be a critical part of the process in order to determine the level of existing services and facilities provided and how they might be expanded or supplemented by new facilities.
- 8-4. Produce a New Plan for Harbor Island Park.** The *Harbor Island Master Plan* (2004) is obsolete,

although some concepts might still be valid. A new master plan must recognize the impacts of sea level rise and storm surges on the park's grounds and facilities, which could potentially mean, in the long-term, a protective role for the Village in addition to its recreational roles.

- 8-5. Undertake a Green Infrastructure Demonstration Project.** Design and implement a green infrastructure demonstration project in an appropriate and visible area on Village property. For example, Columbus Park could be a good location to demonstrate how green infrastructure can absorb stormwater runoff from the park's parking lot.
- 8-6. Regulate the Presence of Dogs in Village Parks.** Signs or other features should be installed to make clear distinctions between locations where dog walking is permitted and prohibited. Signs requiring the collection of dog waste and fines for not doing so should also be installed. Receptacles and amenities such as dog waste bag dispensers should be located in all parks as appropriate.
- 8-7. Explore the Development of an Indoor Recreation Facility.** Consider undertaking a formal needs assessment.

## Cultural Facilities

- 8-8. Produce a Village Public Art Plan.** The overarching purpose of this type of plan would be to ensure that public art is aligned with the Village's goals and with the community's needs and desires. Public art also could play a role in revitalizing downtown and the other commercial corridors. The process would involve collaborating with various local organizations, artists, business- and property-owners, and residents. Outcomes could include locations and general concepts for public art.

## References & Examples

If a link no longer works, a Google search will likely locate the resource.

- [Green Infrastructure & Water Quality](#), Hudson Valley Regional Council.
- [Indoor Recreation Center Needs Assessment & Feasibility Study](#), City of Saratoga Springs, NY (2022)



## APPENDICES

- A. Village-Focused Plans & Studies
- B. Regional, State, and Federal Plans and Studies
- C. Worksheet for Zoning Topics for Houses
- D. Locally-Designated Landmarks
- E. Inventory of Parks & Recreation Facilities
- F. Index of Recommendations & Implementation Table

## Appendix A. Village-Focused Plans & Studies

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



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

## Appendix B. Regional, State and Federal Plans & Studies

REGIONAL, STATE, FEDERAL PLANS & STUDIES		
YEAR	TITLE	AREA OF FOCUS
2022	Westchester County Mobility & Transit Plan	County
2018	The Momentum Continues - The Urban Action Agenda	Region
2018	Fourth Regional Plan	Multi-State Region
2018	Westchester County Bee-Line System First & Last Mile Connections Mobility Study	County
2018	Bus Stop Planning, Design & Placement Guidelines for Westchester Cnty Municipalities	County
2018	One Region: Planning for a Strong and Just Metropolis	Multi-State Region
2017	Shared Services Panel Plan	County
2017	Plan 2045: Maintaining the Vision for a Sustainable Region	Multi-State Region
2017	Coastal Adaptation	Multi-State Region
2017	Blueprint for Smart Growth	County
2017	Bringing Electric Vehicles to Fruition - Westchester County, NY	Region
2017	Analysis of Impediments to Fair Housing Choice + Supplement to Ch. 12	County
2017	Long Island Sound Crossing Feasibility Study	Region
2017	Comprehensive Economic Development Strategy Update (2016-2017)	Region
2016	Under Water: How Sea Level Rise Threatens the Tri-State Region	Region
2016	Bee-line System Passenger Survey	County
2016	Mid-Hudson Sustainability & Smart Growth Toolkit	Regional
2015	Hazard Mitigation Plan Update	County
2015	The Feasibility of Micro-Housing in Westchester County	County
2014	Sustainable Communities Implementation Plan	Region
2014	Getting Back on Track: Unlocking the Full Potential of the New Haven Line	Multi-State Region
2014	Discovery Report: Coastal Flood Study	County

SPONSOR/ LEAD DEPARTMENT	SUMMARY/ RELEVANCE TO COMP PLAN UPDATE
Westchester County	Recommends ways to better align the county's mobility network with the needs of residents, workers, and visitors.
Hudson Valley Pattern for Progress	Summarizes the progress of the Urban Action Agenda, which promotes the revitalization and growth of urban centers.
Regional Plan Association (RPA)	Plan for the RPA region that is guided by the values of equity, health, prosperity, and sustainability.
Westchester County	Explores ways to serve the first and last mile segments of trips through partnerships with the likes of Uber and Lyft.
Westchester County	A reference when planning the design of road and sidewalk rehabilitation or improvement projects that impact bus operations.
New York City Department of City Planning	A presentation of a new regional planning unit, analyzes regional population, economic and land use trends.
Westchester County	Describe shared service initiatives among municipalities and the County and quantifies cost savings.
NYMTC	A long-range plan for investing in the transportation system and building sustainable growth in the NYMTC region.
Regional Plan Association	A framework for governance and funding to address climate change.
Westchester County Association	An economic development initiative that seeks to bring gigabit broadband to every household, business, and institution in the County.
Sustainable Westchester	Recommends areas where Sustainable Westchester can be most impactful and promotes a "municipality toolkit" to encourage electric vehicles.
Westchester County	Studies the affordability of housing in the County and examines demographics and housing in each municipality.
NYS DOT	Studying the feasibility of connecting Westchester County and Long Island via a bridge and/or tunnel.
Hudson Valley Regional Council	Summarizes employment gains and losses and reaffirms strategy to invest in biotech, biomedical and healthcare, advanced manufacturing, and information technology.
Regional Plan Association	Anticipates the impacts of sea level rise in the region.
Westchester County	A plethora of data about bus transit service and usage.
Regional Plan Association	Contains a Sustainability Assessment (See Chapter 5).
Westchester County	See chapter on the Village of Mamaroneck for detailed information on hazard vulnerabilities and events.
Westchester County	Explores smaller "micro-unit" housing types as a means to address housing challenges in Westchester County.
NY-CT Sustainable Communities	Supports local and regional planning to leverage the region's robust transit network and promote economic opportunity.
Regional Plan Association	The New Haven Line needs \$3.6 billion through 2020 to rebuild aging and obsolete infrastructure. Includes emergency and long-term capital investments.
FEMA	Study to update the FIRMs for the County.

REGIONAL, STATE, FEDERAL PLANS & STUDIES		
YEAR	TITLE	AREA OF FOCUS
2013	Mid-Hudson Regional Sustainability Plan	Regional
2013	Stormwater Reconnaissance Plan for the Coastal Long Island Sound Watershed	County
2013	Building Coastal Resilience	Multi-State Regional
2013	Supporting Economic Growth & Opportunity: The Economic Impact of Suburban Bus Service in Westchester and Nassau Counties	Regional
2010	Flooding & Land Use Planning: A Guidance Document for Municipal Officials and Planners	County
2010	Westchester 2025 Plan Together + Buildout Analysis	Village of Mamaroneck



SPONSOR/ LEAD DEPARTMENT	SUMMARY/ RELEVANCE TO COMP PLAN UPDATE
Mid-Hudson Planning Consortium	A vision that builds on the region's social, cultural, and natural history to promote economic development, environmental sustainability, and quality of life.
Westchester County	Highlights flood problem areas, lists prioritized projects, and provides recommendations for municipalities.
Regional Plan Association	Using scenario planning to address uncertainty and change. Contains great table describing coastal adaptation strategies.
Tri-State Transportation Campaign	The ability to extend and expand Bee-Line bus service on routes that serve major new developments has been vital to its success.
Westchester County	Guidance on how best to approach flooding and flood damage and devise strategies to address it locally and regionally.
Westchester County	Policies to guide 2025 County planning.

## Appendix C. Worksheet for Zoning Topics for Houses

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
<b>VOLUME/BULK/MASSING CONTROLS</b>			
ATTICS	<b>§342-3.</b> Attic is defined; not considered a Story if unfinished and unoccupied.	<b>Amended §342-3B.</b> Any attic space with a floor-to-ceiling height of less than seven feet does not count in floor area ratio calculation.	
BUILDING HEIGHTS, BUILDING HEIGHT SETBACKS	<b>§342-27.</b> Max 2½ stories, 35 ft. Existing legislation measures the height of buildings from “the average level of the existing grade prior to construction adjacent to the exterior walls of the building.”	<b>PLL-P to amend Chapter §342-3 Definition of Height.</b> Height measured from the average level of the existing grade at the curb line abutting the front yard. <b>[Proposed but not adopted]</b>	
CEILINGS	Not defined. Cathedral ceilings reflected in definition of Floor Area in 342-3.	<b>Amended §342-3.</b> Any interior space with a floor-to-ceiling height in excess of 12 feet shall be counted 1.5 times in floor area, except in the M-1 Zone.	
STORIES, FLOOR HEIGHTS	<b>§342-3.</b> Story defined as “portion of a building which is between one floor level and the next higher floor level or the roof...”		
FLOOR AREA	<b>§342-3.</b> Floor Area, Gross is defined as the sum of gross horizontal areas of the several floors of the building or buildings on a lot, measured from the exterior faces of exterior walls or from the center line of party walls separating two buildings. Interior space with floor-to-ceiling height > 12 feet shall be counted 1.5 times, except in M-1 Zone. <b>§342-3.</b> Floor Area, Habitable is defined as all spaces within the exterior walls of a dwelling unit, exclusive of garages, cellars, heater rooms and unheated porches and breezeways.	<b>Amended §342-3B.</b> Definition amended/clarified with respect to attics and cellars.	
FLOOR AREA RATIO (FAR)	<b>§342-3.</b> Defined as the numerical value obtained by dividing the gross floor area ... within a building or buildings on a lot by the area of the lot, excluding underwater lands.	<b>Amended §342-27.1 (PLL-W):</b> Instituted a sliding scale FAR. Not tied to zoning district, but rather by lot size.	
BASEMENT/CELLAR	<b>§342-3.</b> Defined as “that space of a building that is partly below grade but which has more than half of its height, measured from floor to ceiling, above the average established curb level or finished grade of the ground adjoining the building.”	<b>Amended §342-3.</b> Basement and cellar areas excluded from FAR calculation in certain cases (where the average height of all exposed exterior wall or walls is less than three feet from pre and post construction grade...).	
SETBACKS	<b>§342 Att 2.</b> Front (20-25 ft), Lesser Side (6-20), Combined Side (14-45 ft), Rear 25-30 ft).	<b>Amended §342-15:</b> Uniformity of alignment of front yards depths. <b>Amended §342-15.1 (PLL-X):</b> Clarified corner lot setback requirements.	

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
LOT SIZE	<b>§342 Att 2.</b> Ranges from min. 5,000 sf to 20,000 sf.		
LOT DIMENSIONS	<b>§342 Att 2.</b> Frontages range from min. 50 to 100 ft; depth is 100 ft.		
LOT COVERAGE	<b>§342 Att 2.</b> Maximum Coverage of All Buildings (as % of lot area) is 35%		→ <b>Institute a maximum lot coverage.</b>
<b>VERTICAL/FAÇADE FEATURES</b>			
ORIENTATION	n/a		
ROOF	<b>§342-3.</b> Integrated into definition of Height, Building.		
GARAGES	<b>§342-13.</b> Private Garage <b>§342-21B(5).</b> An accessory garages cannot not exceed 20 feet in height; The doors of an accessory garage cannot exceed eight feet in height ... An accessory detached garage cannot not exceed 25% of the total gross floor area of the principal building and cannot exceed 1,200 square feet. Garages are not included in the calculation of FAR.	<b>Amended §342-3.</b> In the calculation of Floor Area Ratio, any structures devoted only to off-street parking or loading that are in connection with uses other than single-family and two-family homes are excluded.	→ <b>Institute a front-facing garage setback.</b> → <b>Regulate the width of front-facing garages.</b>
DOORS	n/a		
WINDOWS	n/a		
WALLS	n/a		
SIDING	n/a		
<b>PROJECTING FEATURES</b>			
PORCHES	<b>§342-3.</b> Unheated porches are not included in definition of Floor Area, Habitable. <b>§342-3.</b> Uncovered porches are not included in the definition of Building Area		
PATIOS	Included in definition of Impervious Surface.		
DORMERS	Not referenced in the code.		
DECKS	<b>§294-6.</b> Decks constructed above the ground surface that allow one-hundred-percent pass-through of stormwater to the ground surface below said decks shall be considered permeable.		

TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
PROJECTING ARCHITECTURAL FEATURES	<p><b>§342-14.</b> ... windowsills, bay windows, belt courses, cornices, eaves, exterior stairs and other architectural features; ... shall not project more than three feet into any required yard, but not closer than five feet to the property line. The sum total of such projections ... shall not exceed 25% of the overall dimension of the wall ...</p>		
PROJECTING FEATURES ABOVE ROOF LEVEL	<p><b>§342-14b.</b> Deals with chimneys, ventilators, skylights, water tanks, bulkheads. Radio and television antennas and supporting structures no more than 15 feet above the roof ... Parapets or cornices without windows can extend above the roof max 3 ft.</p> <p><b>100-1.</b> Satellite Dishes/Antenna. In residential districts ... no more than one antenna of each of the two types of antennas described in this section [one of any type other than a parabolic or other dish-type antenna and one parabolic or other dish-type antenna] per building</p> <p>Solar Panels not referenced in the code.</p>		
<b>OPERATIONAL FEATURES</b>			
LIGHTING	n/a		
PARKING			
SIGNS			
<b>LANDSCAPE FEATURES</b>			
DRIVEWAYS			
WALKWAYS	n/a		<p>→ Adopt regulation requiring private walkways connecting the front door to the front sidewalk (where there is a sidewalk):</p>
TREES, SHRUBS		<p><b>Draft Tree Ordinance (Chapter 300)</b> [proposed but not adopted]</p>	
YARDS			



TOPIC/FEATURE	EXISTING REGULATIONS	RECENT VoM ACTIONS PROPOSED OR TAKEN	POLICY AND/OR REGULATORY ACTIONS RECOMMENDED
FENCES	<b>§342-14C.</b> Fences, walls or retaining walls shall be constructed with the finished side facing outward ... and shall not exceed six feet in height, except: (1) On a corner parcel, placed beyond the front or side building lines, they shall not exceed four feet in height. (2) An additional six inches in height may be allowed, at the discretion of the Building Inspector, to provide for necessary distance between the grade and the bottom of the fence, for greater flexibility in mounting ...		
RETAINING WALLS	<b>§342-14C.</b> See cell above.		
SWIMMING POOLS	See <b>§300.</b> Swimming Pools <b>§300-2.</b> Enclosure; fence ...		
<b>PARKING</b>			
PARKING REQUIREMENTS			
<b>USE, DENSITY, AND OTHER CONTROLS</b>			
USE (SINGLE-FAMILY, TWO-FAMILY, ETC.)			
COVERAGE	Currently only regulates building coverage, not lot coverage.		
ACCESSORY DWELLINGS	Not permitted		→ Explore permitting accessory dwellings in appropriate locations.
REZONING		<b>PLL-N:</b> Rezone the entire R-5 district to R-6. [Proposed but not adopted]	
HISTORIC DESIGNATION/DISTRICT PROTECTIONS			→ Take the Village through the process of becoming a Certified Local Government.
NON-CONFORMING USES		<b>Amended §342-65 (PLL-Q):</b> Clarifying language regarding nonconforming buildings.	
ADDITIONS & EXPANSIONS			
ADAPTIVE REUSE	<b>§342-52.2.</b> To facilitate the renovation and reuse of structures originally constructed for religious or educational uses, provides for special permit and modifications to dimensional and parking regulations.		

## Appendix D. Locally-Designated Landmarks

Map ID No.	Site	National Register - listed	National Register - eligible	Designated VoM Landmark	Other LWRP Historic Resources	AIA - Recipient
1	"Old Mill"			X		
2	The American Legion Hall			X		
3	100 Mamaroneck Avenue			X		
4	Hook and Ladder Company No. 1 Firehouse			X		
5	Mamaroneck Railroad Stationhouse (1888)		X			
6	John Richbell Monument & Cemetery				X	
7	Site of Disbrow House (1677)				X	
8	DeLancey House (Fenimore Cooper House) (1792) Development				X	
9	Disbrow Cemetery				X	
10	Site of Flandreau House				X	
11	Site of Polycarpus Nelson House				X	
12	St. Thomas Episcopal Church Complex	X				
13	John Flandreau Cottage ("Vue de L'Eau") Church Rectory (1867); Banta House (Staff, 1890)		X			
14	Site of First School House				X	
15	DeLancey Cemetery				X	
16	Florence and Powell Cemetery				X	
17	Gedney Farmhouse - Circa 1800 (demolished)				X	
18	The Gatehouse				X	
19	Site of Deall's Dock				X	
20	The Mamaroneck United Methodist Church	X				X
21	Site of Battle of Heathcote Hill (1776)				X	
22	Site of Heathcote Manor House (at Women's Club overlooking harbor circa 1702)				X	
23	Site of 18th Century Dam and Mill Pond				X	
24	Site of "Closet Hall" of Fenimore Cooper				X	
25	Old Village Square (Madison Square)				X	
26	Guion Cemetery				X	
27	Town of Rye Dock Property			X		
28	Toll Gate House (1805)				X	
29	Gedney Cemetery				X	
30	Later Gedney Cemetery				X	
31	Dingee Cemetery				X	
32	Site of Depot School (1885)				X	
33	The Town of Mamaroneck Cemetery			X		
34	Tompkins Avenue Bridge ("Where the Salt Water Meets the Fresh")				X	
35	Site of First Kindergarten (1901)				X	
36	Melbourne Avenue Historic District (Old Rye Neck)				X	
37	Columbus Park Monument				X	
38	Mamaroneck Project Building (Sewage Treatment Plant Tower & Administration, 1931)		X			
39	Harbor Island Park (Pavilion, 1934; Seawalls; Memorial Grove and Firemen's Memorial)				X	
40	Stanford White-designed Gatehouse and Stables (Mamaroneck Beach and Yacht Club, 1885); Cottage Gatehouse				X	

Map ID No.	Site	National Register - listed	National Register - eligible	Designated VoM Landmark	Other LWRP Historic Resources	AIA - Recipient
41	Daniel Warren Schoolhouse (Conrad Henne, Architect, 1930)					X
42	Mamaroneck Free Library (1927); Emelin Theatre (1972)				X	
43	Mamaroneck Village Hall (Johnson Park and World War II Memorial)				X	
44	Weatherbee Mansion (Westchester Day School, circa, 1880)				X	
45	Old Central School (First High School, 1888)				X	
46	Strait Gate Church (1945); Rev. Martin Luther King Center				X	
47	Barry Avenue A.M.E. Zion Church (1903)				X	
48	Holy Trinity Church (1885)				X	
49	Tompkins Park (Memorial to World War I Veterans) with Milestone "23 Miles to N.Y. City"				X	
50	Oriente Beach Club				X	
51	Beach Point Club Mansion				X	
52	St. Vito's Church (1930)				X	
53	Satan's Toe, Site of Flagler Estate and D.W. Griffith Studio				X	
54	Highview Street Historic District				X	
55	The "Skinny House"	X		X		
56	Walter's Hot Dog Stand	X				
57	Albert E. & Emily Wilson House	X				
59	The Lichtenstein Building			X		
60	The Bedelle Homestead and Cottage			X		

## Appendix E. Inventory of Parks & Recreation Facilities

Name	Location	Size (acres)	Amenities	Improvements Since 2012	Planned / Desired Improvements
<b>Bub Walker Park</b>	Grand Ave & Plaza Ave	0.3	Sitting area; pathway maintained by Village, Bocci Court and Community Garden not maintained by the Village	Added Community Garden in 2017	<ul style="list-style-type: none"> <li>▪ Add New LED lighting</li> <li>▪ Add Tree Farm Next to Community Garden</li> <li>▪ Add small recreational area</li> </ul>
<b>Columbus Park</b>	Van Ranst Pl	6	Playground, basketball courts full and half size, grass area, benches	<ul style="list-style-type: none"> <li>▪ Basketball court Full/Half renovated - 2016</li> <li>▪ New Water fountain 2019</li> <li>▪ Partial replacement of playground equipment in 2011 after storm</li> <li>▪ LED basketball court lights - 2019</li> <li>▪ Four new benches on basketball court - 2019</li> <li>▪ LED retrofit to existing light poles - 2020</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fencing around basketball court.</li> <li>▪ New bleachers.</li> <li>▪ All other improvements after Army Corps. Project</li> </ul>
<b>Florence Park</b>	Florence St	9.9	Two full-size basketball courts, Two full-size tennis courts, ¼ mile jogging/walking path, checkers tables, benches, playground, grass area	<ul style="list-style-type: none"> <li>▪ Rubber safety surface - 2016</li> <li>▪ Basketball court renovated - 2017</li> <li>▪ Walking path - 2019</li> </ul>	<ul style="list-style-type: none"> <li>▪ Tennis court renovation</li> <li>▪ New Benches</li> <li>▪ Bathroom Facilities</li> <li>▪ Water Fountain</li> <li>▪ LED retrofit on light poles</li> <li>▪ New Playground with rubber safety surface</li> <li>▪ New bike rack</li> <li>▪ Adult Fitness/ stretching equipment</li> </ul>
<b>Gianunzio Park</b>	Plaza Ave & Washington St	0.1	Sitting area with tables, checkers tables	Stairs and sidewalk repair – new concrete	LED light retrofit
<b>Gillies Park</b>	Oriente Ave & Old Post Rd	0.3	Grass area	None	None
<b>Guion Creek Nature Trail</b>	Shore Acres Dr	n/a	Trails through natural saltwater marsh on Long Island Sound	N/A	N/A



Name	Location	Size (acres)	Amenities	Improvements Since 2012	Planned / Desired Improvements
<b>Harbor Island Park</b>	Waterfront	44	Playgrounds on Rushmore and Harbor Island, beach, pavilion, restrooms/showers, marina, boat launch, tennis courts maintained by others, picnic tables, ball fields, parking, special events, Marine Education Center, fishing dock, grass area, Parks Department, Senior Center, Marine Unit, USCG Auxiliary, Harbor Master	<ul style="list-style-type: none"> <li>▪ Repaved Harbor Island Park (2022)</li> <li>▪ Spray Ground Improvements (2019)</li> <li>▪ New swing benches</li> <li>▪ New sitting benches</li> <li>▪ Playground equipment - Harbor Island Conservancy (2013)</li> <li>▪ Restored Parks Department building/ pavillion after flood</li> <li>▪ Outdoor bathroom - floors and new stalls</li> <li>▪ New pavillion bathroom stalls</li> <li>▪ Marine Education Center- alterations</li> <li>▪ Lanza Field light LED retrofit (2022)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lanza Field - new backstop, renovations</li> <li>▪ Replace East Basin playground equipment with new rubber surface</li> <li>▪ Goetz Field renovations</li> <li>▪ Rushmore Playground replacement</li> <li>▪ Sprayground upgrade phase 2- expansion</li> <li>▪ Additional Volleyball courts at West basin</li> <li>▪ Installation of HIP basketball court</li> <li>▪ Fencing around playground and access road</li> <li>▪ Stephen E. Johnston Beach improvements</li> <li>▪ New bandstand/rental facility on waterfront</li> </ul>
<b>Jefferson Avenue Park</b>	Jefferson Ave & N Barry Ave	0.5	Playground, swings, 1/2 basketball court	n/a	<ul style="list-style-type: none"> <li>▪ Install rubber safety surface, renovate basketball court and add new hoop, update old playground equipment, add new picnic tables.</li> </ul>
<b>Meighan Park</b>	140 Boston Post Rd	0.1	Sitting area	n/a	n/a
<b>O'Connell Park</b>	Phillips Park Rd	0.06	Sitting area with checkers tables		New tables with chairs
<b>Pape Memorial Park</b>	Old White Plains Rd & Madison St	0.06	Sitting area	Sand blast and painted benches, replaced tables and chairs twice, and added two 55-gallon garbage cans	Install flower boxes with bushes and flowers. Undertaking LED light retrofit.
<b>Rockland Pocket Preserve</b>	<u>Rockland Ave &amp; Fayette Ave</u>	<u>0.2</u>	<u>Native plants</u>		
<b>Stanley Avenue Park</b>	Stanley Ave & Fenimore Rd	1.5	Playground, swings, 3/4 basketball court, play field, grass area	<p>2018: New basketball court benches.</p> <p>2017: Renovated basketball court</p> <p>2017: Installed rubber surface</p>	Pickle court, new playground equipment, drinking water, new decorative fence, shade structure, concrete/asphalt work, new benches and tables.

Name	Location	Size (acres)	Amenities	Improvements Since 2012	Planned & Desired Improvements
<b>Taylors Lane Park</b>	Taylors Lane	n/a	Walking path	n/a	n/a
<b>Ward Avenue Park</b>	Ward Ave & Spencer Place	0.4	Playground, walking path along stream	Nothing until Army Corps project	
<b>Warren Avenue Park</b>	Warren Ave off Mamaroneck Ave	4.1	Playground, swings, 3/4 basketball court, tennis court, ball field, nature trail, walking track	2017: Installed rubber safety surface, basket ball court, playground equipment	Bathrooms, drinking water

## Appendix F. Index of Recommendations & Implementation Table

This table will be provided as a separate document. The Village will have an editable Microsoft Word version of this document, which includes all of the recommendations organized by chapter. Given that the nature and timing of strategies can change over time, this provides the Village with a way to reorganize the phasing of the implementation of recommendations.

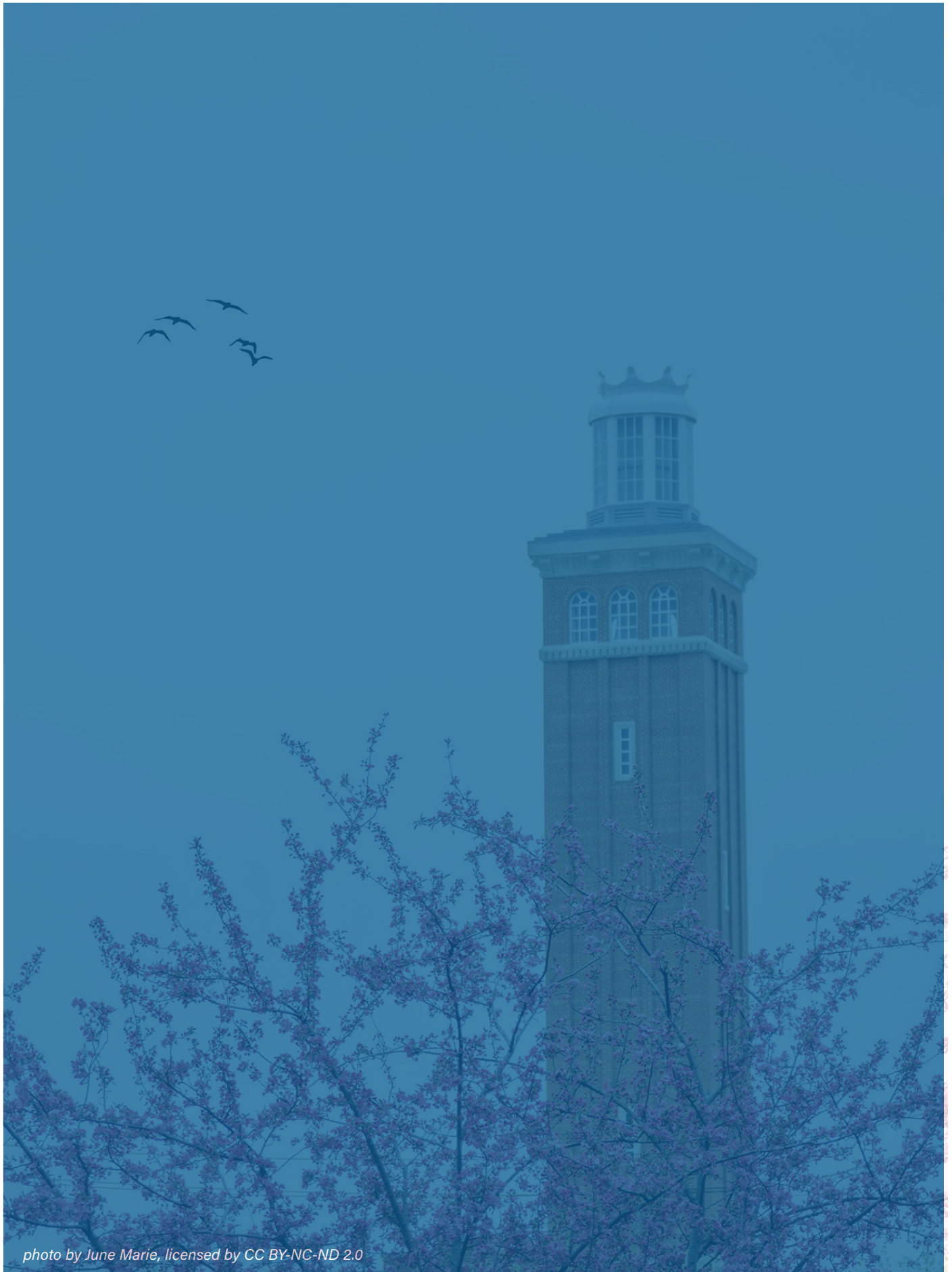


*This plan was prepared under contract with the Village of Mamaroneck by Hardesty & Hanover, LLC*









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