

Chapter 5: Industrial Area

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

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

Goals:

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

Objectives:

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

5.1 Industrial Area Land Use

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



INDUSTRIAL AREA

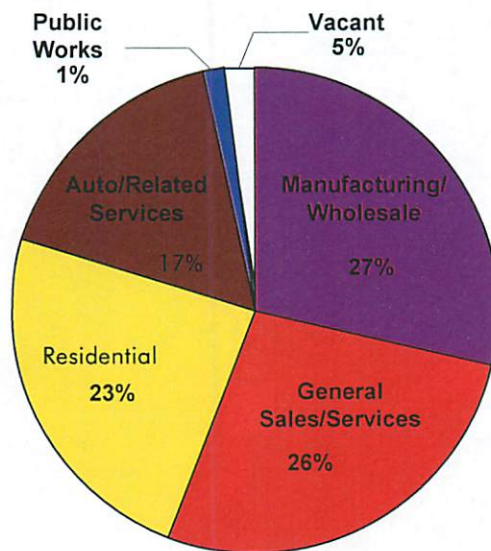
FIGURE 5-1



SOURCE: GOOGLE EARTH

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

Figure 5-2: Observed Industrial Area Land Uses



² Land Use Categories (based on American Planning Association standards):

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

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

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

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

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



INDUSTRIAL AREA LAND USE MAP

FIGURE 5-3

0 400 ft



SOURCE: FIELD STUDY, BEJ PLANNING, MAY 2007

MAMARONECK COMPREHENSIVE PLAN UPDATE

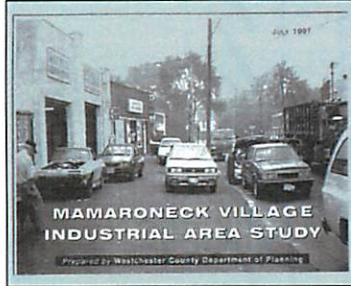
BEJ Planning

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

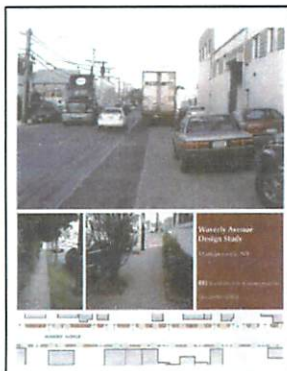
5.2 Streetscape and Building Conditions

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

Mamaroneck Village Industrial Area Study, 1997

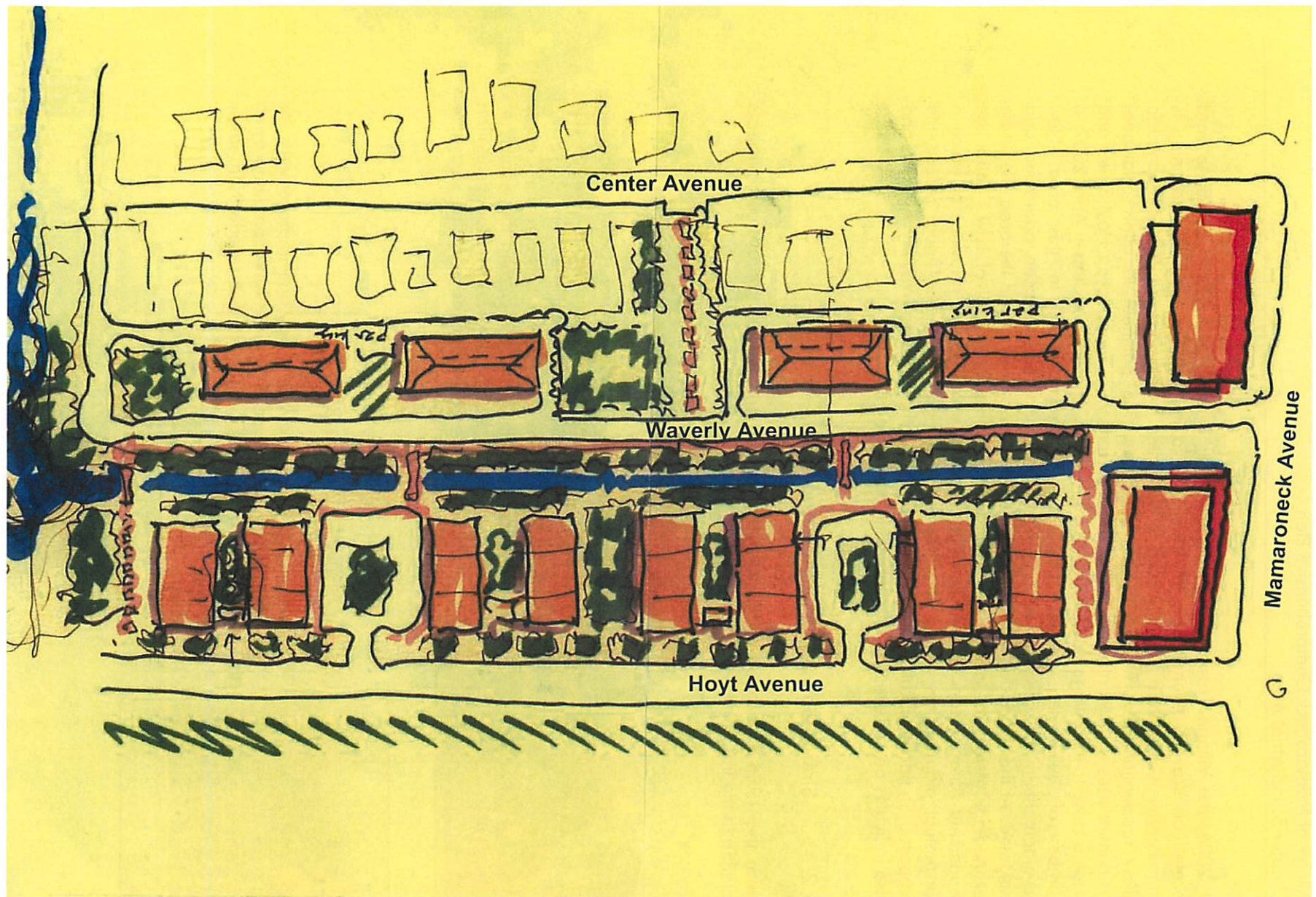


This Study, prepared by Westchester County Planning Department, was intended to build upon Westchester County *Patterns*, which was published in 1996. It represented a cooperative initiative between the County and the Village, with the aim of improving the viability of the Village's industrial area,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



Waverly Avenue Design Study, 2004

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



POTENTIAL REDEVELOPMENT ALONG HOYT AVENUE

FIGURE 5-4





Fenimore Road Improvement Report, 2004

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

Streetscape Conditions

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

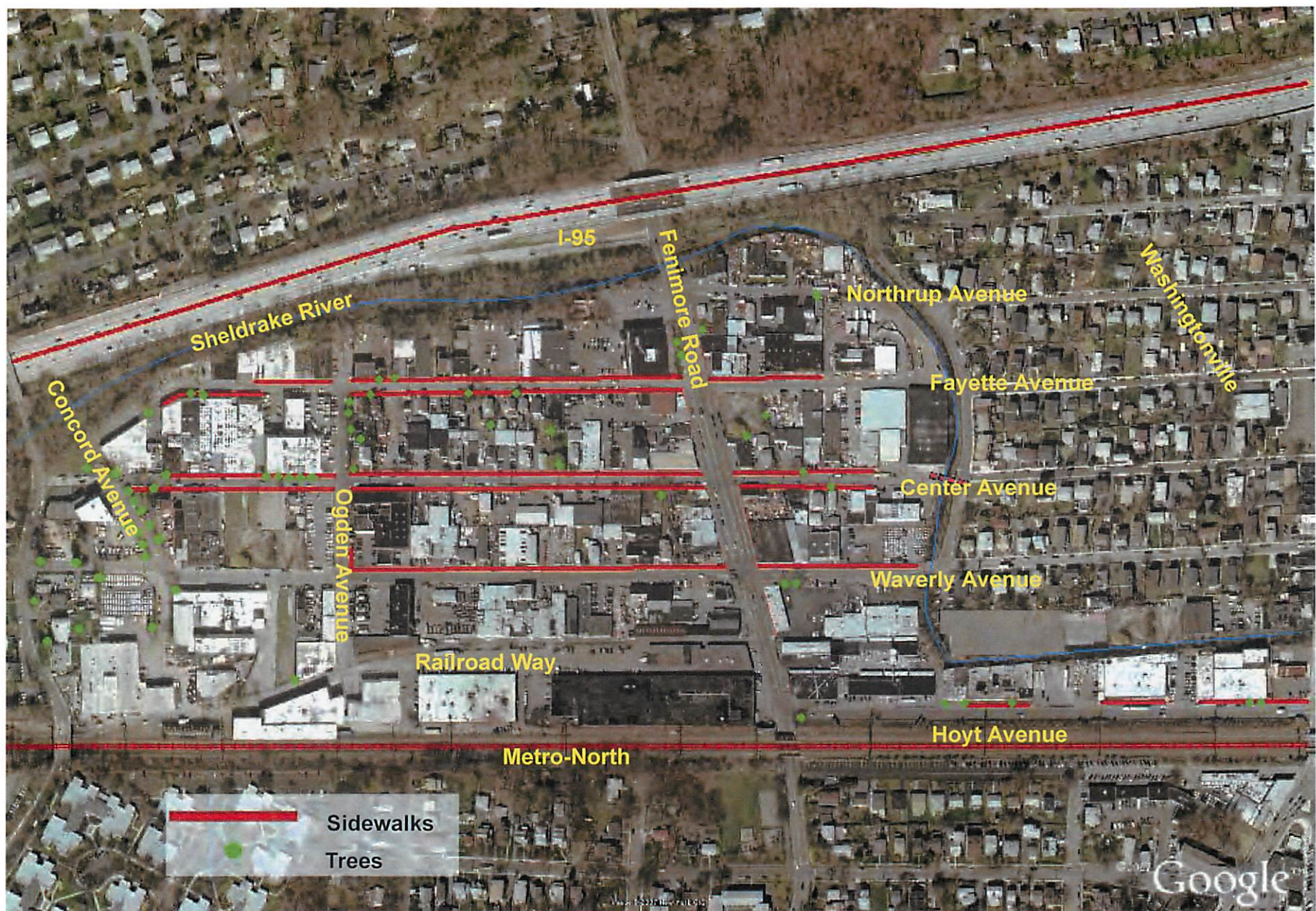


Concord Avenue between Waverly and Center

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



Streetscape improvements on Fenimore Road



STREETScape CONDITIONS

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

FIGURE 5-5



Building Conditions

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

5.3 Flood Control in the Industrial Area

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

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

5.4 Industrial Trends in Mamaroneck

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

Industrial Businesses

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

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

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

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

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

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

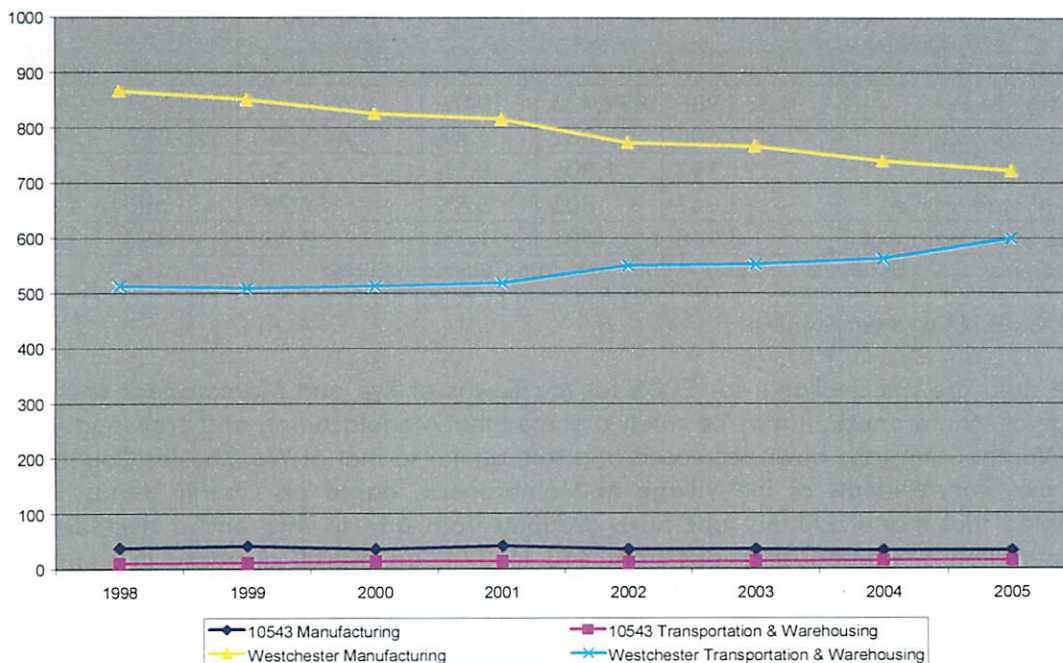


Table 5-1: Manufacturing Firms and Number of Employees

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

Source: 1997 and 2002 Economic Census

Employed Resident Industrial Labor Force

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

Table 5-2: Employed Resident Industrial Labor Force

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

Source: 2000 Decennial Census and 2005 American Community Survey

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

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

5.5 Recommendations

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

✓ *Priority Recommendation*

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

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

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