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# **MAMARONECK VILLAGE INDUSTRIAL AREA STUDY**

*Prepared by Westchester County Department of Planning*

**ANDREW P. O'ROURKE**

County Executive

Neil J. Deluca

Deputy County Executive

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**Report Staff**

James L. Mast, Planner; Kristin Reiner, Planner; Noreen Preston, Economist;

Sean Jancski, Landscape Architect; Sean MacNintch, Landscape Architect;

Michael S. Selig, Program Specialist (GIS); Greg Sullivan, Staff Assistant (GIS)

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## EXECUTIVE SUMMARY

This study presents the findings of a land use inventory and analysis of the existing physical and economic conditions of the industrial area in the Village of Mamaroneck. The preparation of the study represents an effort to implement at the local level the strategies established in *Patterns for Westchester: The Land and the People*, the county's long range land use planning policy document. The report represents a cooperative initiative with a local municipality to look at part of an established urban center and identify specific strategies and measures to improve the viability of the area.

The area encompasses 71 acres at the westernmost part of the village adjacent to the New England Thruway. It is the largest industrial zone within the Village. The industrial area is fairly small and well defined geographically. Despite its size the area contains a wide variety of land uses, primarily industrial with a large concentration of automobile-related businesses.

The study reveals an economically vibrant area, with approximately 1,900 workers, limited by many physical constraints. The study area is strategically located adjacent to Interstate 95 and has excellent access to the entire region. The majority of industrial uses positions the area for significant potential. A low vacancy rate of approximately 4 percent also points to relative economic health.

A land use analysis identified the three primary land uses in the area as manufacturing, auto related uses and multiple uses. Of the three, auto-related uses are the most visible and by the nature of their operations and needs could have a negative impact on other uses. Auto repair shops require considerable parking and often have vehicles occupying space in roadways and on sidewalks.

Adjacency to residential areas, small buildings, and poor traffic and circulation place significant constraints on the area. Narrow

and poorly defined roadways and sidewalks often get clogged with truck traffic and cars doing business in the area. Turning trucks, loading and unloading of goods, and cars patronizing auto repair shops cause congestion and present hazardous travel situations. Poor sightlines at intersections also contribute to potentially hazardous situations.

Parking is also a significant problem in the district. As indicated in this report, there is a severe shortage of spaces in the area. The problem is further exacerbated by poorly defined parking spaces, and poor pedestrian access from available parking to other areas in the district.

Aesthetically, the district lacks a unifying character and has a number of unattractive areas. This is a particular problem with relation to neighboring residential areas and the lack of buffer areas to separate residential uses from industrial uses. Odors from a number of industrial uses can also travel into surrounding residential areas.

While the economic situation is currently positive, the significant negative physical characteristics do and will likely continue to impact the vitality of the area in the future. Steps should be taken to correct the physical problems. Recommendations in this report include:

- Streetscape and Roadway Improvements
- Parking Improvements
- Increased Buffering for Residential Areas
- Zoning and Regulatory Modifications
- Business Improvements and Organization

This report provides the framework for further discussion and study of the industrial area. The study is a step towards eventual proposals for changes that will ensure the continued vitality and revitalization of the area consistent with *Patterns*.

# INTRODUCTION

This study has been prepared by the Westchester County Department of Planning at the request of the Mamaroneck Village Industrial District Revitalization Task Force and is the result of collaborative effort between these two organizations. The study seeks to identify and analyze existing conditions within the industrial area and offers recommendations aimed at the revitalization of the area.

Strengthening existing centers such as the Village of Mamaroneck is an essential component of *Patterns for Westchester: The Land and the People*, the County's long range land use planning policy document. *Patterns* supports the revitalization and reuse of existing high density areas such as the industrial area. By promoting and enhancing development within existing centers, transportation and infrastructure costs can be minimized and economic vitality can be promoted.

The industrial area covers approximately 71 acres and is located midway between the New York City line and the Connecticut border, adjacent to Interstate 95 (New England Thruway) and the Metro-North New Haven rail line (see Map 1). The study area is positioned at the western most part of the Village, coterminous with the Village's only Manufacturing (M-1) zoning district. The study area is depicted in Map 2. The Sheldrake River runs beside and through the area.

## BACKGROUND OF THE PLANNING PROCESS

Since being created in November 1995, the Mamaroneck Village Industrial District Revitalization Task Force (the "Task Force") convened several meetings to discuss problems affecting the industrial area and the overall goal of achieving physical and economic improvements in the industrial dis-

trict. The proliferation and perceived negative impact of auto-related uses in the industrial area was one of the major problems identified by the Task Force and the Village. As a result, on January 22, 1996 the Village passed a moratorium on the establishment of and the granting of extensions for auto body/repair shops within the manufacturing zoning district. The moratorium was extended for an additional six months in July 1996 and again in December 1996 to allow this study to be completed and the Task Force to make recommendations to improve the industrial area.

## PURPOSE

This report will give the Task Force a foundation from which it can develop goals and objectives for the future development of the industrial district, and to develop implementation strategies to achieve balanced growth within the area. More specifically, this study is designed to provide a basis for the Task Force and the Village Board to address the issue of auto-related uses within the study area. The study also represents implementation of the type of joint county/municipal initiatives recommended by *Patterns*.

## METHODOLOGY

The background of the subject area was studied by reviewing the historical development of the area and examining existing zoning and the current Village Master Plan. Historical information was obtained through telephone interviews with the Village Historian, Gloria Poccia-Pritts, and Village Building Inspector, Ernest Poccia, as well as perusing written resources on the history of the county and village.

## BACKGROUND OF THE PLANNING PROCESS

## PURPOSE

## METHODOLOGY

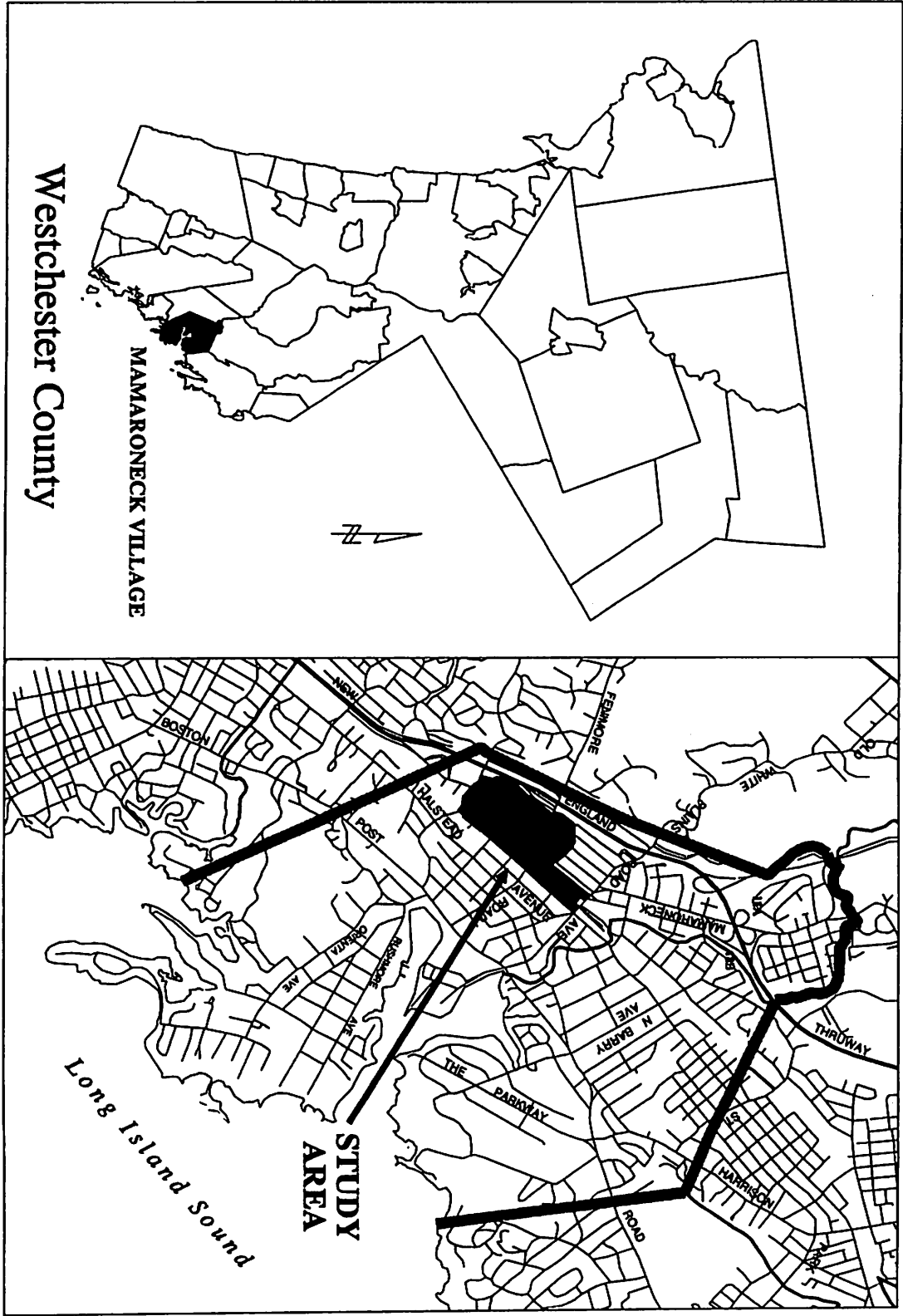
## INTRODUCTION

In order to do an analysis of existing conditions in the study area, the county Department of Planning prepared maps depicting land use and current physical conditions in the study area. The Village of Mamaroneck tax maps, assessment rolls, 1995 aerial photographs and field surveys were used to prepare Geographic Information System (GIS) maps of existing conditions in the industrial area. Based on the Village assessment data, individual tax parcels in the industrial area were grouped into properties by ownership identified by the Village Assessor. County Planning Department staff conducted a property by property inspection of the industrial area on two separate days during the month of July 1996 and additional field confirmations were conducted in December 1996 and January 1997. This physical reconnaissance was undertaken to verify the existing uses and the corresponding parking spaces for each business located in the industrial area.

As part of this study, a physical assessment of the area was prepared. This assessment was conducted by planner and a landscape architect through several field visits to identify the traffic, circulation and parking issues, as well as aesthetic considerations, to be addressed.

An economic analysis was undertaken to determine the viability of the area within this portion of the county and the county as a whole. Research focused on market trends and discussions with local real estate brokers and individuals familiar with the real estate market. The study ends with recommendations, conclusions and next steps.

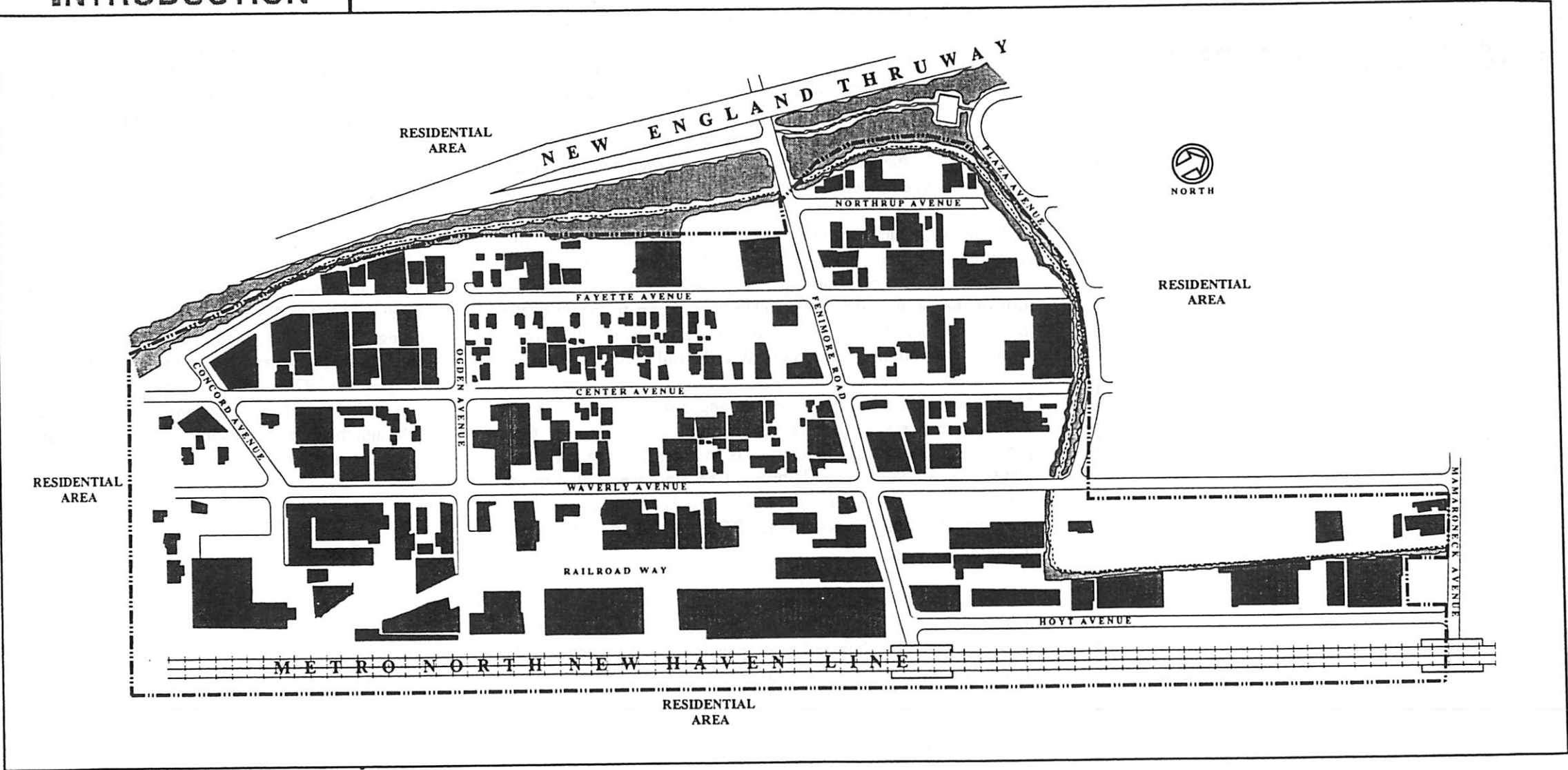
INTRODUCTION



Map 1: Location Maps



INTRODUCTION



Map 2: Study Area

## HISTORICAL DEVELOPMENT

The industrial area dates back to the 1880s when it was known as the Waverly Section of the village. In 1888, a German immigrant constructed a rubber factory within the industrial area on Fayette Avenue. At the time, the area was primarily undeveloped except for a few modest homes for factory workers. This area, roughly coterminous with the current industrial district, became known as "Strawberry Patch", because of an abundance of wild strawberries. The working class homes, some of which still stand, were occupied primarily by German immigrants who were drawn to Mamaroneck by the rubber factory. Grocery and other local stores were established to support the residential development.

The railroad, which was introduced as early as 1848, was another impetus for industrial development. However, it was not until the establishment of a rail yard near Waverly Avenue after the turn of the century that more businesses began to locate in the industrial area. Industries developed primarily along Waverly Avenue and Fenimore Road closest to the rail yard.

Many industries in the area were homegrown. In the 1920s and 1930s, some residents established small industries in their garages and backyards. Industry was an accessory use to the residential area. World War II brought an abundance of wartime industry to the area. A number of businesses produced parts and supplies, including crankshafts for PT boats and vitamins for the military.

By the 1950s, newer industries were established and grew in the district. Plastics manufacturing became one of the major industries. The 1960s witnessed more plastic related industry in the area. The bulk of the current industrial uses in the district were established after World War II.

Construction of the New England Thruway in the 1950s led to the displacement of a number of residences in this area. Several

homes were cut off from the rest of the village by the new interstate. The new transportation link led to increased industrial development opportunities and allowed easy truck access to the area.

Automobile related industries have a long history within the district. In 1901, the fledgling Pan American automobile company opened a factory in the district, unfortunately the company closed its doors within a year. There is limited information in the ensuing years, but by the 1970s and 1980s automobile related uses began to proliferate and have become a highly visible fixture in the area.

As late as 1968 there were still a significant number of residential structures south of Fenimore Road along Center, Waverly and Fayette Avenues. The heaviest concentration of industrial development existed to the north of Fenimore. The institution of a new zoning code in 1968 made residences a non-conforming use in the industrial zone and led to the gradual decline in this type of use from the 1970's onward. The 1986 Village Master Plan portrays an industrial area substantially similar to the district today. Although there has been some loss of larger employers in the area it remains relatively stable.

# LAND USE CONTROLS

## ZONING

## VILLAGE MASTER PLAN

## PATTERNS FOR WESTCHESTER

### ZONING

**Z**oning was instituted in the Village in 1925, and an official map was adopted in 1937. The present zoning ordinance was established in 1968, with several minor revisions since. The area, because of its high concentration of residences in the 1920s and 1930s, was most likely zoned "Residence B." However, there was still a significant concentration of industry within the area. As mentioned earlier, many of the industrial uses may have served as accessory to the residences. The 1952 zoning map shows the area as zoned specifically for industry. The 1968 code clearly established the area for industrial uses.

The study area is coterminous with the Villages' only M-1 industrial zoning district. Table 1 outlines the standards for this district. The district allows general industrial activities such as manufacturing, warehousing and auto repair shops, but it specifically excludes residential and uses related to the processing of trash. Despite the limitations on these uses, there are several legal nonconforming uses within the district. The zoning ordinance allows nonconforming uses of buildings to continue in perpetuity. Buildings cannot be altered, enlarged or extended, unless the use is changed to a conforming use. Further, if the nonconforming use ceases for any reason for a period of more than six months, the building must conform to the standards of the district in which it is located.

The ordinance provides basic guidelines for development in the industrial zone. Of particular note are the landscaping guidelines for the entire village (§342-16) which seek to "preserve the natural character of off-street parking areas". These guidelines describe in detail plantings and islands for parking areas, as well as screening and buffering between properties (particularly with adjoining residential properties). The guidelines also call for

Table 1: Summary of Zoning Standards

Village of Mamaroneck Zoning Ordinance: M-1 Industrial District (Article VI, §342-32)	
Permitted Uses	Manufacturing, wholesaling, storage and warehousing, motor vehicle garages, service stations, repair shops, printing and publishing, off-street parking lots and garages, business, professional or government offices and banks, research laboratories, municipal uses, transformer stations, indoor squash courts, retail uses (along Fenimore Road), adult uses
Min Lot Area	10,000 sq. ft.
Min Lot Width	50 feet
Max Coverage	50%
Max Height	3 stories; 45 feet
Front Yard	none
Side Yard	none
Rear Yard	none
Off-Street Parking	See Appendix A for specific parking requirements based on type of use
Prohibited Uses	Uses related to treating, compacting, disposing, salvaging, transferring or processing of rubbish, trash, garbage or waste material of any kind

review by the Planning Board of all site and landscaping plans. The ordinance also has no requirement for front, side or rear yards except near a residential district or along Fenimore Road within the industrial district.

Automobile filling stations and public garages outside of the industrial area are required to obtain a special permit in order to operate (Article VII, §342-46) and are subject to the following restrictions: no major repair or refinishing work shall be carried on at a service or filling station; painting and body fender or

## LAND USE CONTROLS

### VILLAGE MASTER PLAN

### PATTERNS FOR WESTCHESTER

similar major repair work, where allowed, shall be performed indoors; vehicles cannot be stored outside for more than 5 days; and all parts must be stored in a building. These regulations do not apply within the industrial area where auto related operations are permitted as of right.

#### VILLAGE MASTER PLAN

The Village's Master Plan was adopted by the Village Board of Trustees in 1986 and is the policy document that is used to guide development in the Village by providing a framework and vision for the future of the community.

The Master Plan separates the Village into twelve distinct neighborhoods. The study area's boundaries are conterminous with the "industrial" neighborhood. The industrial area is situated fairly close to the Village's commercial heart along Mamaroneck Avenue to the northeast, but remains geographically distinct. Based on the description of the industrial area found in the Master Plan, the area has not changed dramatically in the last ten years. The Master Plan recommends an overall improvement of the physical character of the industrial area. More specifically, the Plan recommends:

- buffering between industrial and abutting residential uses;
- strict adherence to site plan review standards;
- clear delineation of pedestrian and vehicular routes;
- screening of all parking areas and storage yards
- improvement of sidewalks, curbing and curb cuts; and
- tree plantings along Fenimore Road.

Generally, it does not appear that the above recommendations have been implemented. Many of these recommendations are identified later in this study as a means of addressing some of the physical problems that currently prevail in the industrial area.

#### PATTERNS FOR WESTCHESTER: THE LAND AND THE PEOPLE

*Patterns for Westchester: The Land and the People*, the land use planning policy document developed by the county Planning Board serves as a guide for the general land development in Westchester County. While the county does not exercise land use control, the county Planning Board is required under state and county code to review certain development proposals and zoning changes throughout the county.

All municipal referrals are evaluated against principles outlined in *Patterns*, which encourages the development in centers, the enhancement of corridors and the preservation of open spaces. *Patterns* also establishes general land use densities, with higher densities in existing centers. Mamaroneck Village is identified as a local center serving the needs of the surrounding areas. The industrial area is located within an area identified as high density urban development (with a suggested Floor to Area Ratio (FAR) range of 0.2 to 0.8) which is consistent with its current level of development. *Patterns* encourages the further development and redevelopment of existing centers such as the industrial area.

The next two sections discuss the existing conditions within the industrial district and identify some of the problems associated with those conditions.

# PHYSICAL CONDITIONS

LOCATION AND GENERAL DESCRIPTION

LAND USE ANALYSIS

TRAFFIC, CIRCULATION AND PARKING

URBAN DESIGN ANALYSIS

## LOCATION AND GENERAL DESCRIPTION

The industrial area covers approximately 71 acres and is comprised of a mix of land uses including industrial, commercial, residential and retail. Located midway between the New York City line and the Connecticut border, the industrial area is strategically situated with easy access from Interstate 95 (New England Thruway) and the Metro-North New Haven rail line (see Map 1). The study area is positioned at the western most part of the village, coterminous with the village's only Manufacturing (M-1) district. The Sheldrake River along the northwest, Plaza Avenue to the north, the Metro-North train line along the southeast and Rockland Avenue to the southwest serve as the boundaries to the area of study (see Map 2). One narrow section of the area extends along the railroad tracks north to Mamaroneck Avenue, which serves as its northernmost boundary. The district directly abuts two medium density residential areas to the north and southwest.

The industrial area is physically distinct from the rest of the village due to natural and man-made boundaries with the exception of the residential neighborhood to the southwest. The Sheldrake River and the Metro-North New Haven Line tracks form clear boundaries to the industrial area (see Map 2). The Washingtonville neighborhood to the north is separated by the river, except along the northern most sliver of the district. The railroad tracks separate the entire industrial area from the bulk of the Village (see Figure 1). Beyond the Sheldrake River to the northwest, Interstate 95 provides further isolation from properties to the west. The area is primarily flat, except for a rise up to a ridge along Rockland Avenue on the south.

The industrial area is composed of a variety of building types. The area varies from one section to another, but is generally char-

acterized by concrete block or metal sided buildings, approximately one to two stories in height, with large doorways and/or loading bays and exterior signs. In several places the buildings are set back from the street with fenced storage or parking areas in the front yards. There are several exceptions, particularly the few remaining houses which are primarily wood frame two and a half story structures. Auto repair businesses have a significant presence throughout the district (see Figure 2). Railroad Way, Waverly and Hoyt Avenues contain a number of larger industrial structures.

Consistent with principles discussed in *Patterns*, the density of development, relationship to surrounding development and visual impact of the area are examined. The following sections include a more detailed analysis of the different land uses, traffic, circulation and parking issues and urban design aspects of the district.

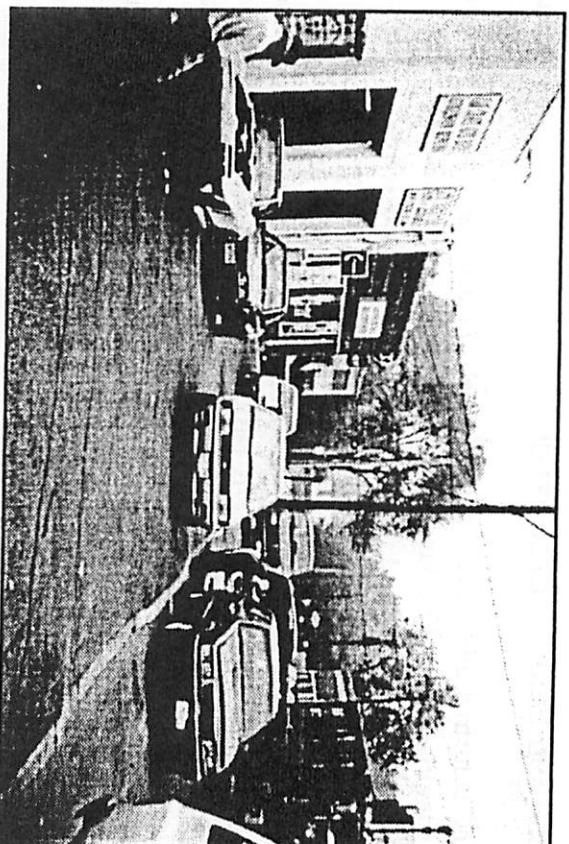


Figure 1: Metro-North railroad tracks along edge of industrial area



# PHYSICAL CONDITIONS

## LAND USE ANALYSIS



*Figure 2: Parking along Fenimore Road*

### LAND USE ANALYSIS

Of the 71 acres in the study area, 49 acres are properties in use, 13 acres are roads and 9 acres are railroad right-of-way. The land use analysis herein is based on the 49 acres (see Map 3 and Table 2). The area is comprised of a variety of light industrial uses, including: an iron works company, private waste hauler, ice manufacturer, tool maker, laundries, municipal recycling center and auto related uses. In addition, there are a few restaurants/delis, retail stores, and warehouses.

The 1986 Master Plan noted that there were over 70 local industries in the Village, most of which were located within the boundaries of this district. At that time Sealectro was the largest of ten industrial employers, that employed 100 or more individuals. Based on the most recent Westchester County Planning Department's Major Employers Inventory/Map there are three employers in the industrial area that employ more than 100 persons.

### *Manufacturing*

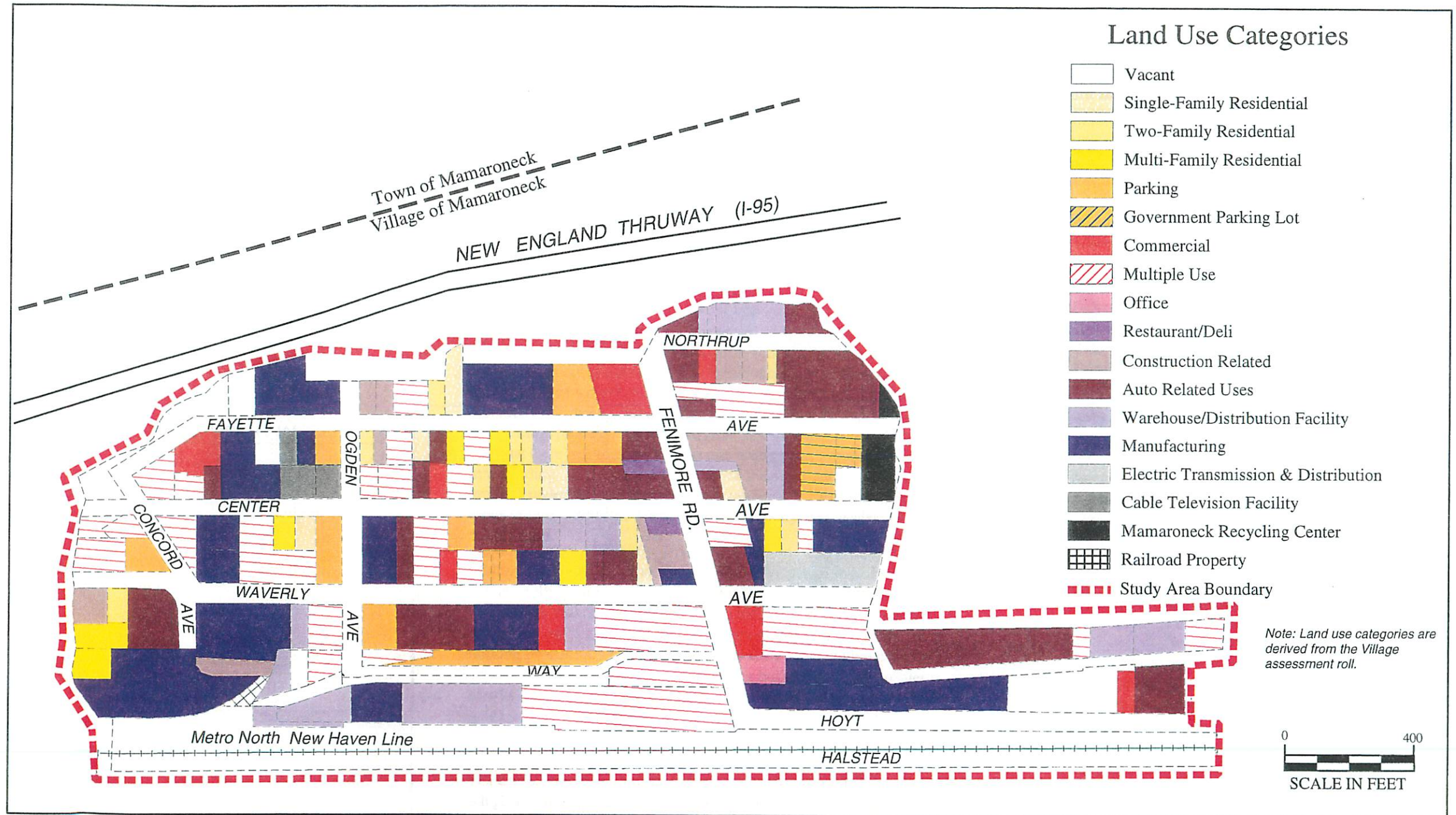
Manufacturing is the most prevalent single use in the study area, comprising nearly twenty-one percent of the land area (see Table 2). Manufacturing businesses range from clothing manufacturing to furniture construction, plastics and chemical/industrial manufacturing to ice making equipment. This use as well as the fourth largest use, warehouse/distribution facilities (8.5 percent or 4.18 acres), generates a considerable amount of truck traffic.

### *Auto-Related Uses*

Auto related uses are the third most prevalent single land use in the industrial area comprising 17 percent of the identified acreage (over 8 acres). This use includes all businesses related to the maintenance, fueling, and/or storage of automobiles or trucks. These include repair shops, gas stations, transmission repairs, car storage, truck maintenance, car detailing, and a municipal maintenance facility (see Table 2). An additional survey of telephone listings of auto related industries within the district revealed at least 28 separate businesses (as of February 1996, for a listing see Appendix A).

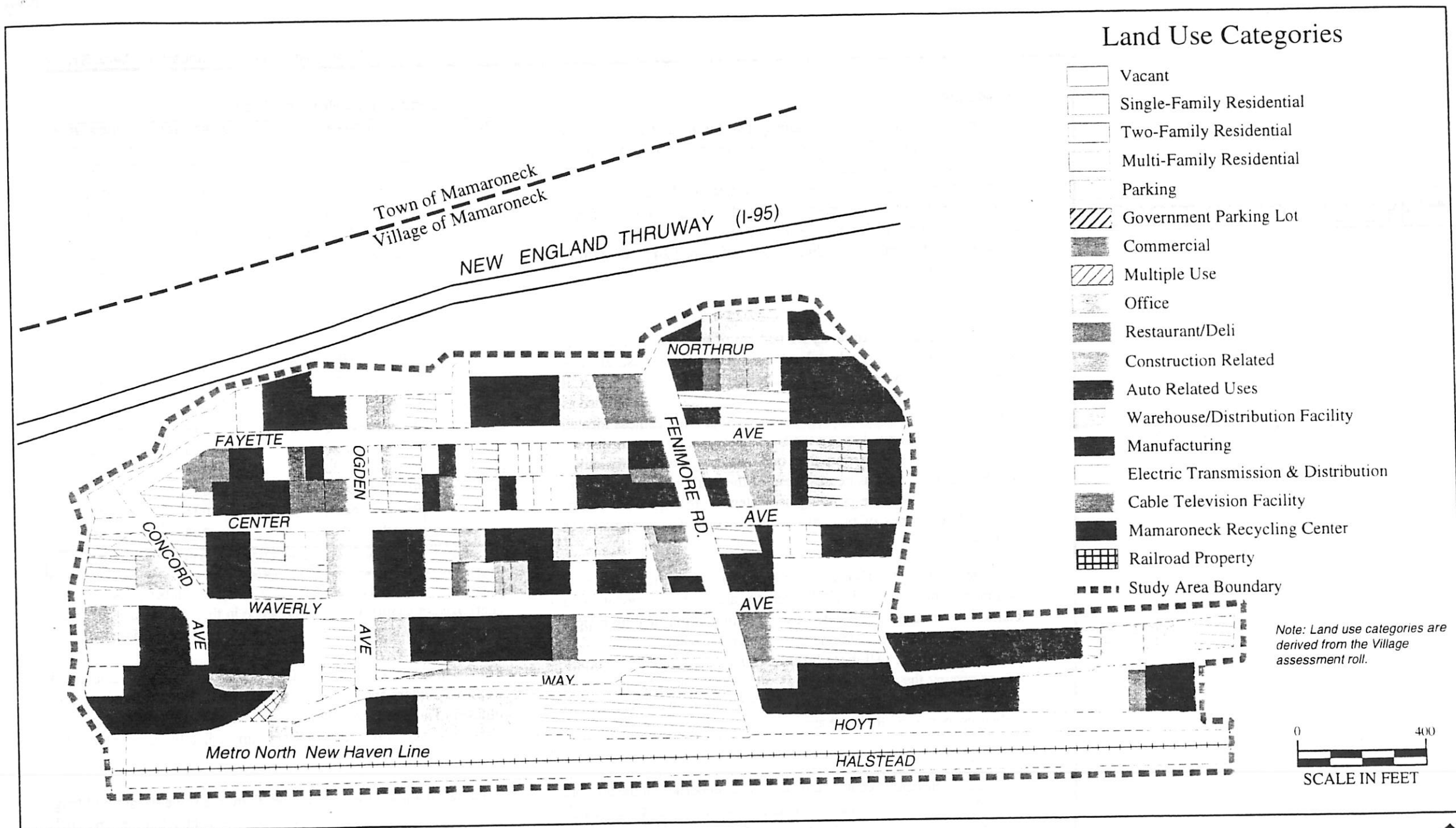
Auto-related uses are one of the most identifiable uses in the district, and the most visible. As discussed below, a significant number of auto-related uses are classified under multiple use. This masks the predominance of this use in the figures. Problems associated with this type of use include storage and repairs of vehicles in the roadway, resulting in increasing parking problems in surrounding areas. Frequently the problem stems from limited maneuvering space and storage areas at particular businesses. Many of the buildings currently utilized for auto-related businesses were not designed for such use and do not have adequate capacity to handle these activities. These businesses have a tendency to cluster in certain portions of the district (see Map 3).

In the two year period from 1992 to 1994, the number of auto-repair shops increased throughout the county from 526 to 720. This jump of nearly 37 percent may account for the increased presence of these businesses in the industrial district.



**Map 3: Existing Land Use**





Map 3: Existing Land Use



# PHYSICAL CONDITIONS

## LAND USE ANALYSIS

### Residential

Residential uses (including multi-family, two-family and single-family housing) comprise 6.77 percent of all identified properties. According to the 1990 census, there are 99 residences and 295 persons living within the industrial area. As mentioned earlier, residential uses have declined significantly, in the past three decades and are a non-conforming use in the district. The number of persons has declined 16 percent (from 349) and the number of dwelling units dropped 24 percent (from 130) since 1980.

### Multiple Use

Multiple Use, at approximately 21 percent of the identified acreage, is the second most prevalent land use within the industrial area. While this category covers a fairly large percentage of the district, it is comprised of a number of different uses. Multiple use is defined as a property which was found to have more than one business located on the same property. During the field investigation, it was discovered that there was often more than one business on a property and/or in a building. If the businesses were of the same nature, they were grouped under the corresponding use category. If there were two or more different types of businesses the property was designated as multiple use.

Multiple use includes almost every type of industrial use. Included within multiple uses, but not limited to, are such businesses as: a comic book maker, auto-related uses, plumbing and heating supply companies, offices, kitchen and bath showrooms, carpet makers and flooring producers. All these businesses share space within a building or occupy the same property as other businesses. Auto related uses in particular make up a significant amount of space within multiple uses increasing their presence within the district.

### Other Uses

TCI Cable Television occupies a relatively small portion of the area but is highly visible because of a transmission tower and multitude of satellite dishes. TCI service vans frequently park on nearby streets and often travel along Center Avenue.

Table 2: Land Use by Property Type

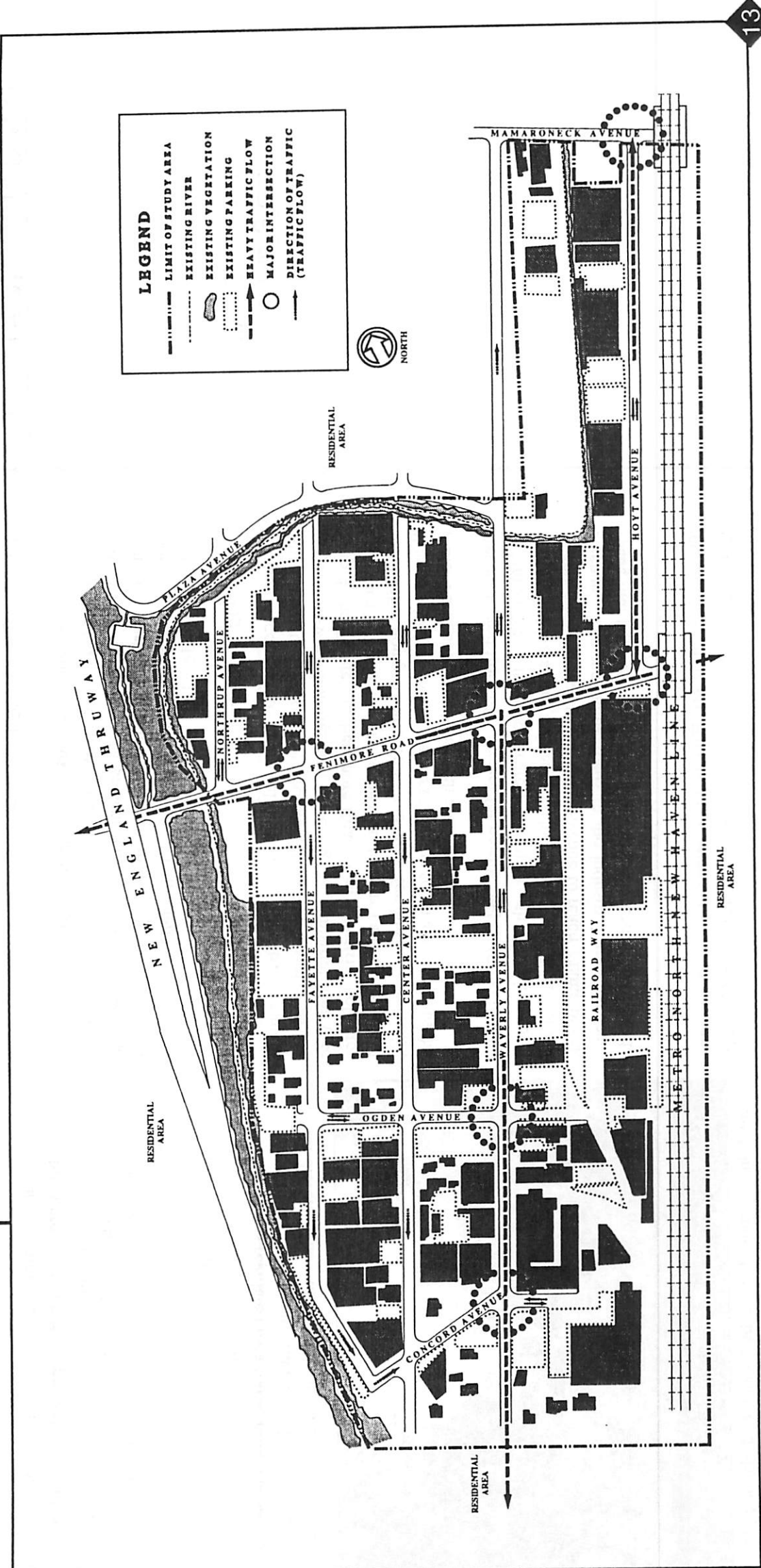
FREQUENCY	PROPERTY TYPE	ACREAGE	% of PROPERTY ACREAGE
25	Manufacturing	10.27	20.99%
26	Multiple Use	10.24	20.93%
27	Auto Related Uses	8.33	17.03%
17	Warehouse/Distribution Facility	4.18	8.55%
8	Multi-Family Residential	1.29	2.63%
11	Two-Family Residential	1.14	2.32%
6	Single-Family Residential	0.89	1.81%
12	Parking	2.84	5.81%
6	Commercial	1.90	3.87%
8	Construction Related	1.79	3.65%
1	Electric Transmission & Distribution	0.78	1.59%
3	Government Parking Lot	0.63	1.29%
2	Mamk. Recycling Center	0.54	1.11%
3	Cable Television Facility	0.53	1.09%
1	Office	0.24	0.50%
3	Restaurant/Deli	0.24	0.49%
1	Railroad Property	0.11	0.22%
8	Vacant	2.98	6.09%
168	ALL IDENTIFIED PROPERTIES	48.92	100.00%

Construction-related businesses, while small in number (only 3.65 percent), have a significant visual presence in the area. Heavy construction machinery is often stored in lots throughout the district.

The Mamaroneck Recycling Center generates considerable truck traffic and odors and has an impact far beyond its relative land area utilized. The municipal vehicle maintenance facility and storage yard also take up considerable space immediately adjacent to the Recycling Center.

Although there is little vacant land, there are some vacant buildings with "for rent" or "for sale" signs. One substantial building, recently renovated and suitable for a small manufacturing facility or ware-

PHYSICAL CONDITIONS



Map 4: Existing Conditions

## PHYSICAL CONDITIONS

### TRAFFIC, CIRCULATION AND PARKING

house is situated on Hoyt Avenue adjacent to Sealectro. The other is between the village municipal vehicle lot and the recycling center and appears suitable for manufacturing. Another building sits vacant on Fayette Avenue, across from the indoor squash court.

#### TRAFFIC, CIRCULATION AND PARKING

Traffic, Circulation and Parking within the district are substantially restricted for a variety of reasons. Several major intersections within the study area present hazards to pedestrians and vehicles. Parked cars and trucks often impede the travel of other vehicles. Pedestrian travel is also severely limited by parked cars and limited sidewalks.

##### *Traffic and Circulation*

Primary access to the industrial area is provided by Fenimore Road, particularly from northbound I-95. It also serves as the major east-west thoroughfare, bisecting the industrial area (see Map 4 and Figure 2). Fenimore Road is an industrial collector road used by traffic traversing the industrial area and by truck and car traffic going to and from the area for business reasons. Waverly Avenue provides access from the south and serves as the major north-south roadway within the area.

Access to and from I-95, except for northbound traffic exiting at Fenimore Road, is approximately 1/2 mile north of the industrial area from Mamaroneck Avenue. This requires traffic travelling to and from the area to use Hoyt Avenue to reach Mamaroneck Avenue. The remaining roads in the industrial area are local roads that provide access to the abutting properties and provide links to Fenimore Road and Waverly Avenue.

The north-south roads, Fayette and Center avenues, are primarily one-way through the bulk of the area directing traffic from

north to south. At the northern portion of the district these roads are two-way because of dead ends with the Washingtonville residential neighborhood and the Sheldrake River. The cross streets, Ogden Avenue and Concord Road, move traffic from these one-way roads to Waverly Avenue.

When approaching the area from the north along Hoyt Avenue, the turn onto Fenimore Road presents a hazardous situation. The intersection is regulated by only a single stop sign on Hoyt. The "T" intersection is blind for drivers on Hoyt Avenue because of the railroad underpass making a left or right turn difficult, especially with the heavy traffic along Fenimore Road.

Perhaps the most heavily used intersection is the crossing of the two main thoroughfares, Waverly and Fenimore. While this intersection is regulated by a traffic light, the need for wide turning radii for large tractor trailer trucks creates a confusing area for drivers. The existing turning lanes help to guide traffic.

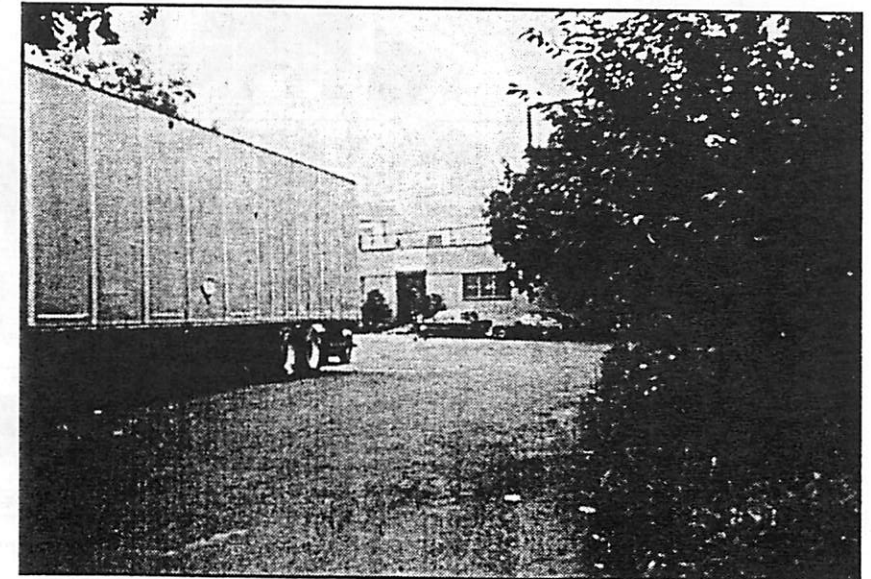


Figure 3: Intersection Blocked by Parking and Planting (Concord Avenue)

## PHYSICAL CONDITIONS

### TRAFFIC, CIRCULATION AND PARKING

Two sets of railroad tracks cross Fenimore Road to the east of Waverly Avenue, causing traffic to slow down. While the tracks seem not to be used, they can be jarring to drivers because they are not level with the road surface. The tracks do serve to slow down traffic in a hazardous portion of the roadway. Loose debris also seems to collect in the railbeds and interferes with vehicular traffic.

The intersection of Waverly and Concord is particularly dangerous because of the limited line of sight from Concord onto the heavily traveled Waverly (see Figure 3). Traffic turning in either direction, but particularly to the north, is faced with a potentially hazardous situation. The intersection of Waverly and Ogden also presents potentially dangerous situations, particularly with traffic turning across travel lanes.

Several other intersections present traffic flow problems and potentially dangerous situations. Poor road delineation at the intersection of Fenimore and Waverly also causes potential problems at the largest intersection in the district.

North of Fenimore Road most of the roadways dead end on the Sheldrake River. Waverly does cross over the river, but truck travel is prohibited in the Washingtonville neighborhood. Waverly turns into a one way residential street heading north. Northrup Avenue is the major truck access route to the Mamaroneck Recycling Center, but is a dead end for all other traffic.

Fayette Avenue, north of Fenimore is two way and dead ends at the river. Most traffic here heads for the municipal vehicle facility and parking lot. However, the limited width of the road prevents easy turnaround for any traffic, particularly trucks. Center Avenue in this area presents a similar problem for turnaround.

Due to the heavy truck travel throughout the industrial area, particularly trucks loading and unloading their goods in nondesignated loading areas, traffic is often obstructed. Additionally, due to the limited turn around options available in the industrial area trucks often make turns within the travel lanes causing potentially dangerous vehicular situations. This is highlighted by the presence of cars parked at road intersections which limit the ability of truck drivers to make wide turns without hitting parked vehicles.

In and out traffic from businesses throughout the district, particularly the frequent activity from auto related operations, causes conflicts with through traffic. Access points to roadways are frequent and not well defined. Often driveways are concealed by parked cars or trucks. Activities from many of the auto repair shops and other businesses spill vehicles into adjacent streets.

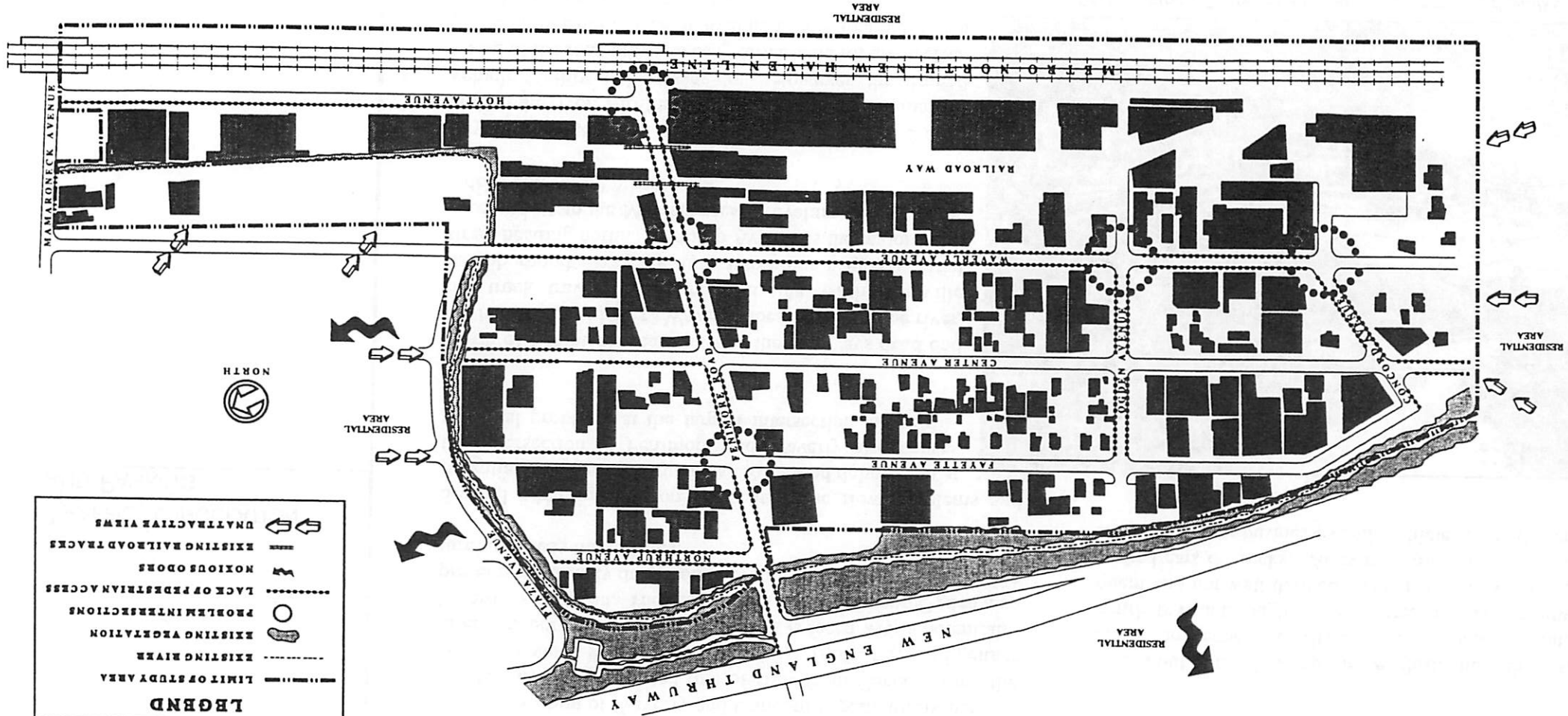


Figure 4: Parking along Center Avenue encroaching on sidewalks



# PHYSICAL CONDITIONS

Map 5: Problem Areas



## PHYSICAL CONDITIONS

### TRAFFIC, CIRCULATION AND PARKING

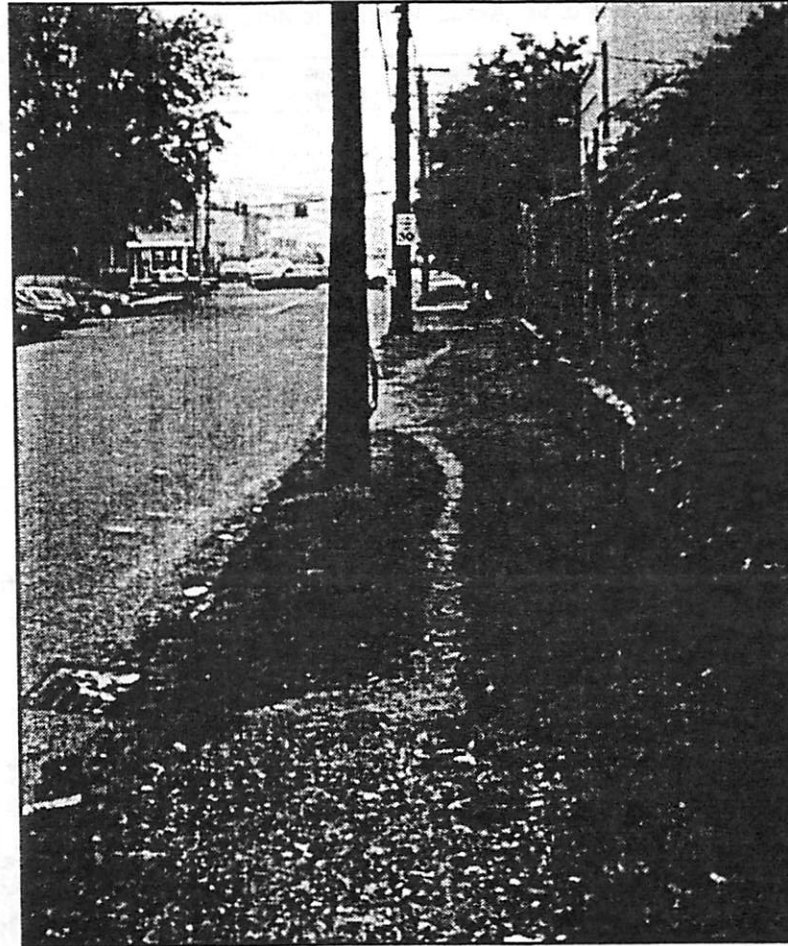


Figure 5: Pedestrian Access on Center Avenue toward Fenimore Road

#### *Pedestrian Circulation*

Pedestrian access within many parts of the district is difficult at best. There is no continuous sidewalk system throughout the area. While some streets have continuous walkways, others have only intermittent sidewalks. An example of this problem is the sidewalks on Fenimore Road under the Metro-

North tracks which lead to nowhere. An individual can walk into the district but is stranded without sidewalks after crossing Hoyt Avenue. The lack of curbs and sidewalks prevents physical separation between pedestrians and automobiles, at times creating hazardous situations. Parking along pedestrian paths adds to the problems and forces pedestrians to use the street or take circuitous routes to their destination.

Fayette and Center Avenues have some sidewalks serving the residences located on these streets, but many of these sidewalks are in a state of disrepair. Cars are often found throughout the industrial area encroaching on or parking directly on sidewalks and impede pedestrian traffic (see Figures 4, 5).

The lack of continuity of sidewalks is a major barrier to pedestrian access to and within the district. Although the area is walkable due to its relatively small size, an unfriendly and hazardous pedestrian environment cuts down on walking to and from different parts of the district. Continuous paths of safe pedestrian circulation are not available to circulate to different destinations in the district. The next section will discuss parking issues, which may be exacerbated by the lack of pedestrian access to available parking areas.

#### *Parking*

One of the most critical problems identified in the industrial area is a severe shortage of parking and illegal parking in the roadway and pedestrian areas. This problem impacts on all other operations within the district (see Figures 2, 3). As the photos demonstrate, parking is haphazard in many areas and often creates traffic and circulation problems. The severity of the problem varies from one section of the study area to another. Some subareas are congested with cars, while others have an abundance of parking spaces. Parking is frequently unavailable in the area of greatest demand.

PHYSICAL CONDITIONS

TRAFFIC, CIRCULATION  
AND PARKING

Table 3: Parking Requirements vs. Actual Parking (estimated)

Use Type	Gross Floor Area (Sq. Ft.)	Spaces Required	Actual Parking	Difference
Auto Related Uses	135,791	905	331	-574
Warehouse/Distribution Facility	60,473	81	143	62
Manufacturing & Processing	274,033	365	221	-144
Commercial <sup>1</sup>	58,830	168	106	-62
Single-Family Residential <sup>*</sup>	6 <sup>*</sup>	12	17	5
Two-Family Residential <sup>*</sup>	11 <sup>*</sup>	44	20	-24
Multi-Family Residential <sup>*</sup>	32 <sup>*</sup>	48	24	-24
Office	6,000	24	12	-12
Restaurant/Deli	2,091	10	3	-7
Multiple uses	151,018	201	351	150
Cable television facility <sup>2</sup>	28,520	114	42	-72
Construction Related <sup>3</sup>	22,825	30	58	28
Mamaroneck Recycling Center <sup>3</sup>	20,685	28	2	-26
Other Parking			224	224
	Total	2,030	1,554	-476

Notes:

\*Residential size is actually the number of units, not square footage.

<sup>1</sup>The commercial parking standard is based on 1 space per 350SF GFA.

<sup>2</sup>The office standard is used for this facility, 1 space per 250SF GFA.

<sup>3</sup>These uses do not have a specified parking requirement under the Village Zoning Ordinance, therefore the manufacturing standard of 1 space per 750SF GFA was used.

In order to identify the number of off-street parking spaces for each property, a property by property investigation was conducted by a team from the county Planning Department. The team found that there were very few delineated off-street or on-street parking spaces. The team estimated the number of parking spaces that could potentially be accommodated on each property. Table 3 identifies the number of spaces that are required pursuant to the Village's Zoning Ordinance and existing parking (as estimated by field investigation). Appendix B lists the zoning requirements for all the use types listed.

Based on the above calculations and field observations, there is inadequate parking within the industrial area to accommodate

the existing uses. Many of the uses fall short of complying with the Village's parking requirement for the stated use. The estimates provide a rough guide to the lack of parking, however, further study must be conducted to ascertain the parking requirements on a lot by lot basis.

In many areas the parking shortage leads to cars parking on the street in both legally designated and non-designated parking spaces. The on-street parking of automobiles in non-designated parking spaces (on sidewalks and the road right-of-way) causes severe traffic and circulation problems within the area. Specifically, sight distances for turning are often obstructed and larger trucks have increased difficulty maneuvering around parked vehicles and have limited turning options. In addition to parked cars in the road right-of-way, businesses, particularly auto-related uses, were found to perform repairs in the right-of-way, further encumbering traffic flow.

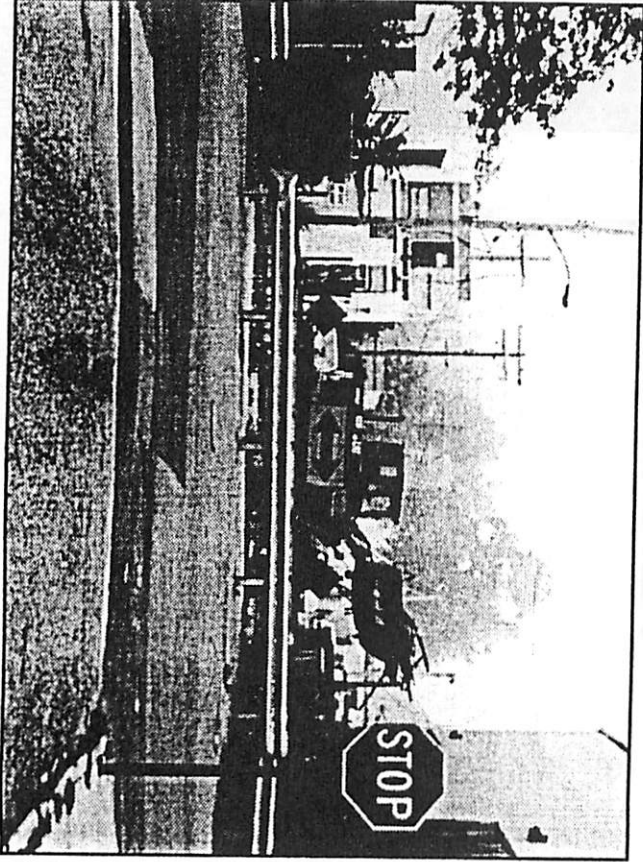


Figure 6: View from neighboring residential areas of Recycling Center

# PHYSICAL CONDITIONS

## URBAN DESIGN ANALYSIS

### URBAN DESIGN ANALYSIS

Overall, the public and private spaces in the industrial area are not well maintained. Many of the types of activities contribute to the negative visual impact of the district. Poorly defined spaces and uses contribute to the perception of a disorganized and inadequately maintained district. As noted above, off-street and on-street parking spaces are not demarcated, making it difficult for visitors to discern legal parking spaces. This results in cars parking anywhere on the road or on sidewalks (see Figures 2,3).

Unclear delineation of roadways and sidewalks adds to confusion for both drivers and pedestrians unfamiliar with the area. In some areas, the asphalt roadway surface extends uninterrupted into properties without any demarcation of roadway areas, sidewalks or private property.

Views from adjacent residential neighborhoods are unattractive. From the north in Washingtonville along Plaza Avenue, there is some physical separation by the Sheldrake River. Here, the placement of evergreen trees provides a partial screen to the industrial area. However, these trees do not sufficiently block the views of industrial activities. This is especially evident at the pedestrian crossing over the river at Center Ave. The situation is further exacerbated by heavy trucks and machinery operating at the Mamaroneck Village Recycling Center.

Also along the north, there is significant visual conflict between residential areas along the east side of Waverly Avenue and the Blood Brothers auto salvage yard. Little if any buffering and shielding exists to separate these two areas. While there appears to have been substantial investment in rehabilitating properties in this low and moderate income neighborhood, this part of the industrial area still serves as an unpleasant backdrop.

On the southern border of the industrial district, a middle income residential neighborhood is slightly better separated from the industrial area by a ridge. However, industrial uses, such as the storage of heavy earthmoving equipment and vans from a chimney cleaner seem to spill into this area without any buffering. Rockland Avenue is the southern boundary of the district, but this is not a soft transition from residential to industrial uses.

The signage for businesses within the industrial area varies tremendously. Some businesses have attractive signs that are clearly visible. However, there are many instances of a lack of signs to identify businesses located within particular buildings. In addition, there is no consistency in terms of type, shape, or size of the signs found in the industrial area.

The presence of noxious odors are quite prominent in certain parts of the industrial area (see Map 5). As a result of the processing of garbage at the Mamaroneck Recycling Center, there are strong smells emanating from many of the business located in that vicinity which negatively effects adjacent residential areas, particularly the Washingtonville neighborhood. Odors from other industrial activity, particularly diesel fumes from large trucks and oil from vehicles being repaired, permeate several portions of the district and often drift into neighboring areas.

The next section will examine economic conditions in the study area with an eye toward the marketability and viability of the area.



ECONOMIC CONDITIONS

MARKET ANALYSIS

MAMARONECK VILLAGE  
SUBMARKET

In order to determine economic conditions in the study area it is essential first to examine the broader trends in the regional market. Overall, the industrial area appears to be fairly healthy economically with few vacancies and many active businesses.

Following an extended period of poor performance in the real estate sector, the industrial real estate market reported a rebound in leasing activity at the end of 1996. This renewal of activity primarily was fueled by new leasing of smaller spaces, new non-manufacturing tenants and existing tenants occupying larger blocks of space. Although manufacturing continues to decline county-wide, the number of manufacturing businesses are dwindling at a much slower pace than the number of manufacturing-related jobs. There are still more than 1,000 manufacturing businesses in Westchester employing more than 42,000 workers. Different types of businesses which are frequently less labor intensive are replacing older businesses.

Meanwhile, the inventory of industrial space is unlikely to grow in the near future. Some of the county's newer retail space has reduced the industrial inventory. Some older industrial buildings are being adapted for new uses. In addition, several communities, especially those with waterfront properties, which were historically industrial, are seeking zoning changes that will limit industrial development.

The combined effect of these changes is to enhance the value of most existing industrial space. Well defined industrial areas with good transportation access and thriving activity, such as in Mamaroneck, should experience consistent positive demand. Additionally, the growing scarcity of space in the region should eventually lead to improved lease/rental rates.

MARKET ANALYSIS

The size of the Westchester-vicinity industrial market is close to 70 million square feet. Slightly more than half of this is within Westchester County. About one-third of the market consists of warehouse, one third manufacturing, with the remainder other industrial uses including research and development (R&D) space.

Data which measure industrial space and track activity are difficult to obtain. What does exist can vary somewhat from source to source, primarily because of definitional differences. Nevertheless, implications can be derived from these statistical market indicators.

One source of this inventory data identifies seven submarkets within the county (see table 4). The southeast submarket which includes Mamaroneck Village is the largest with more than ten million square feet of space and represents a substantial segment of the county's industrial activity. Lease rates or rents within the study area are in line among the various sources of information and range between \$4.00 and \$7.00 for warehouse and manufacturing space. The lease rates are at or near market rates elsewhere in the county. Availability or vacancy rates show a wider variance, probably because of differences in both geographical coverage as well as definitions. Professionals close to the actual vacancy situations, i.e., commercial brokers, relate the vacancy status as relatively low, however. Brokers estimate the vacancy rate in the industrial area of Mamaroneck to be about 4 percent.

Estimated demand for industrial market space appears stronger in the latter half of the 1990s than during the past five years, according to projections (see table 5).

# ECONOMIC CONDITIONS

## MARKET ANALYSIS

Table 4: Total Industrial Space by Submarket- Westchester

Submarket	No. of Buildings	Sq. Ft. (thousands)	Availability	Average Asking Rent
East I-287 Corridor	91	3,744	11.1%	\$10.00
North	32	2,172	7.5%	\$6.66
Northeast	12	427	25.3%	N/A
Northwest	59	2,637	8.1%	N/A
Southeast	268	10,500	13.3%	\$6.66
Southwest	145	9,930	10.9%	\$4.86
West I-287 Corridor	92	5,433	7.7%	\$10.48
Westchester	699	34,843	10.9%	\$6.77

Source: CBC/Tortoise Research,  
The Single Market Industrial Outlook: Westchester Fall 1995

In the early 1990s, overall demand was negative with a turnaround becoming apparent about 1994-95. This trend is consistent with the slow but positive momentum in commercial real estate activity countywide.

Westchester's industrial market is stronger than its office market because its relative size is smaller and very little new space has come on the market in recent years. Westchester's office vacancy rates have been in the mid-20 percent range during the mid 1990s. Industrial vacancies, on the other hand, have experienced half the vacancy rates of the office sector. Further, while smaller blocks of space (such as exist in the Mamaroneck Village industrial area) tend to be more plentiful, they also are in greater demand and consequently are easier to fill. For Westchester as a whole, new industrial space will be slow in coming on the market and some of the existing inventory has been converted to "big box" retail uses. As the economy strengthens, the demand for industrial space will be increase, creating a positive climate for this market.

An employment survey was not undertaken as part of this analysis. Estimates were made, however, of the number of jobs in the

Mamaroneck Village Industrial Area based on the type of property use (by category), the size of building and industry standards for typical numbers of employees for these types of businesses. Utilizing this methodology, it is estimated that there are approximately 1,900 workers employed in the industrial area. Although estimates were not made for earnings, the economic impact of the income generated and consequent spending of these wage earners are significant.

Table 5: Demand Forecast- Westchester County

	Year (half)	Stock Sq. Ft. (thousands)	Completions Sq. Ft. (thousands)	Space Demand Sq. Ft. (thousands)
History	1990.1	68,072	572	532
	1990.2	68,291	219	-1,072
	1991.1	68,332	41	-2,765
	1991.2	68,346	14	285
	1992.1	68,346	0	-752
	1992.2	68,346	0	-478
	1993.1	68,360	14	285
	1993.2	68,401	41	-102
	1994.1	68,401	0	684
	1994.2	68,401	0	616
	1995.1	68,401	0	68
	1995.2	68,401	0	882
Forecast	1996.1	68,684	283	1,221
	1996.2	69,070	386	1,131
	1997.1	69,516	446	949
	1997.2	69,972	456	726
	1998.1	78,448	476	677
	1998.2	70,940	492	746
	1999.1	71,445	505	861
	1999.2	71,984	539	996
	2000.1	72,565	581	1,074
	2000.2	73,171	606	1,021

Source: CBC/Tortoise Research, The Single Market Industrial Outlook: Westchester Fall 1995

# ECONOMIC CONDITIONS

## MAMARONECK VILLAGE SUBMARKET

### MAMARONECK VILLAGE SUBMARKET

To gain insight into the local market, two industrial brokers who represent properties in the industrial area were interviewed. Many of their observations coincide with problems identified in the Physical Conditions section.

The brokers identified many positive features of the industrial area particularly safety, excellent location and easy access to I-95. A low vacancy rate of perhaps 3-4 percent makes the industrial area one of the tightest markets in the county and region. Competitive rents averaging \$6.50-\$8 per sq. ft. also contribute to the high level of activity in the area.

The brokers also noted that perhaps 90 percent of the industrial uses are in small units of less than 10,000 square feet and the area is occupied by many stable businesses that tend to be "mom and pop" operations. Many of the uses now tend to be small service businesses. There are, however, still some manufacturing companies. Marval Industries, Suburban Carting, TCI Cable and Happiness Laundry are some of the larger businesses in the area. The recent decision of Marval Industries to remain in Mamaroneck following a relocation search validates this industrial area as a viable place to do business.

On the negative side, brokers observed that the parking problems, congestion, and older obsolete buildings may inhibit growth of the area. The lack of properties coming to market for sale made it difficult to assess property values. One broker feels that sales prices are essentially stable, while another contends that values have declined perhaps 25 percent.

The next section will discuss some recommendations for physical improvements as well as the above economic recommendations to alleviate existing problems, both in the short and long terms.

## RECOMMENDATIONS

The existing conditions within the industrial area indicate a number of issues that need to be addressed to ensure the continued viability of the area. Past recommendations, particularly from the 1986 Village Master Plan, and the use of provisions in the existing zoning can address a considerable number of the identified problems. Despite the physical problems, the area continues to provide a significant economic value and is a substantial employment base for the village that should be preserved. The following section discusses recommendations as well as proposes additional suggestions to improve conditions in the study area. The recommendations focus on five basic areas:

- *Streetscape and Roadway Improvements*
- *Parking Improvements*
- *Increased Buffering from Residential Areas*
- *Zoning and Regulatory Modifications*
- *Business Improvements and Organization*

The recommendations are intended to serve as a springboard for further action and are consistent with strategies outlined in *Patterns for Westchester*.

### ***Streetscape and Roadway Improvements***

Poorly defined sidewalks and roadways characterize the industrial district. The village could give consideration to comprehensive improvements to the streetscape, including sidewalks, lighting, signage and landscaping. Streetscape improvements could provide a more unified character to the district, aid pedestrian circulation and screen unpleasant areas. Recommendations for streetscape improvements include:

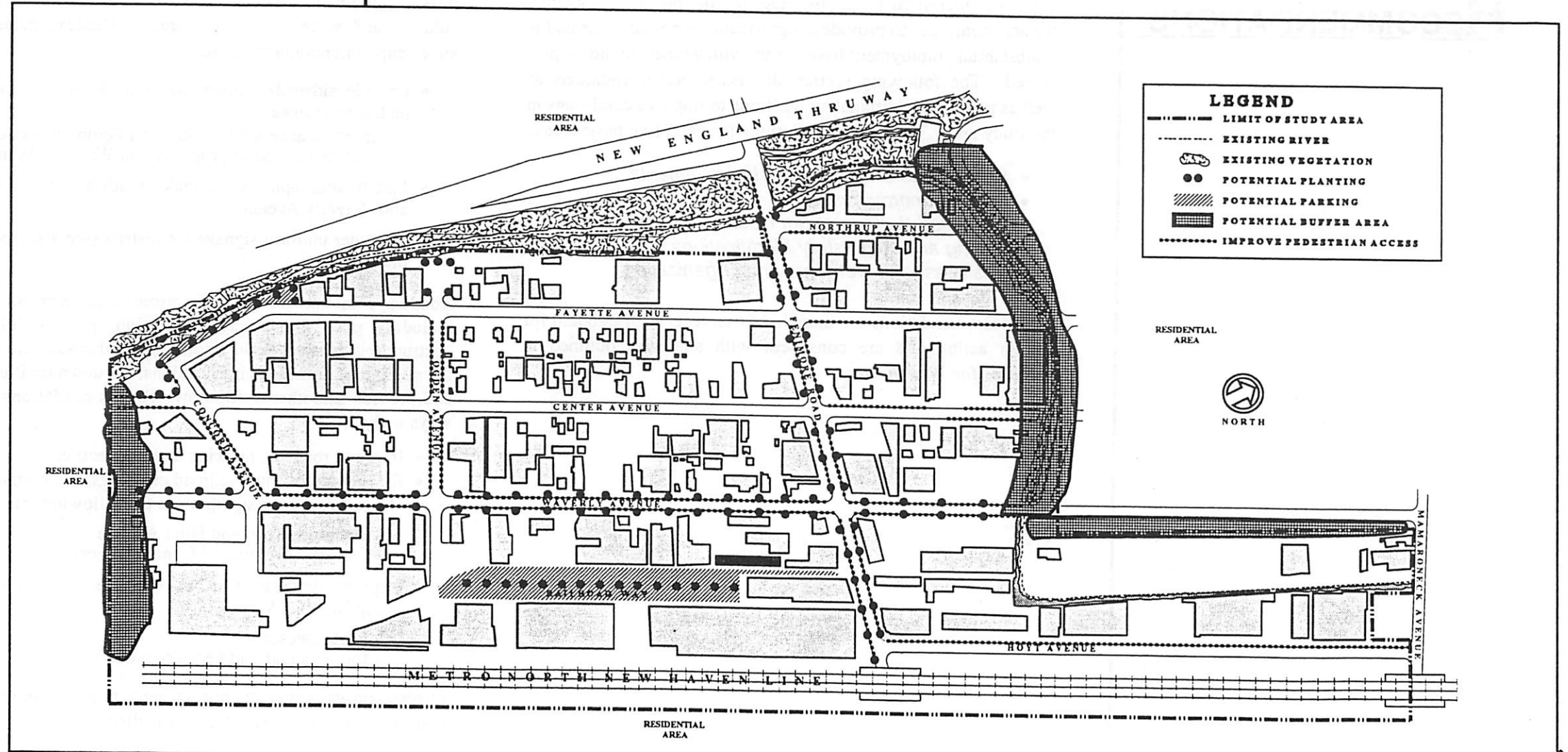
- Provide sidewalks along major roadways and identified pedestrian routes
  - increase access into district on Fenimore Road
  - increase access to properties on Waverly Avenue
- Install landscaping along major roadways: Fenimore Road and Waverly Avenue
- Consider uniform signage for district (see also zoning/regulatory)

Roadways in the district suffer from a number of problems including poor travel way delineation, poor sightlines and obstructions to travel flow. Improving roadways could minimize the number of hazardous intersections, cut down on illegal turns, and provide smoother traffic flow. Recommendations for roadways include:

- Improve roadway marking and delineation
- Repair/improve two railroad crossings on Fenimore Road
- Upgrade/improve sightlines at the following intersections:
  - Fenimore Road and Hoyt Avenue
  - Waverly Avenue and Concord Avenue
- Improve delineation of travel routes and parking areas along Railroad Way
  - for businesses
  - for vehicular and pedestrian traffic

Streetscape and roadway improvements require proper coordination to provide a cohesive feel to the district.

# RECOMMENDATIONS



Map 6: Recommendations

## RECOMMENDATIONS

### ***Parking Improvements***

As noted earlier, parking is a major problem within the area. The high concentration of small businesses, each with unique parking patterns contributes to the problem. Another problem is the traffic generated by some businesses, such as auto-related uses, that spill vehicles into the roadway. Implementation of the following recommendations by the village, and in some cases in cooperation with property owners, should address many of the parking problems identified earlier:

- Strictly enforce existing parking regulations
- Clearly define loading zones for truck traffic
- Clearly define parking spaces and zones for all traffic, with striping and signs
- Investigate shared use parking areas on existing vacant land or undefined areas (especially along Railroad Way and the southern end of Fayette Avenue)
- Create signage to direct traffic to underutilized parking areas and parking areas outside of the district (particularly along Metro North tracks on Bishop Avenue)

### ***Increased Buffering from Residential Areas***

The industrial area, at its fringes, tends to conflict with the surrounding residential areas. The areas along the boundary with the Washingtonville neighborhood in particular require substantial buffering (see Map 6). Properties along the east side of Waverly have absolutely no separation from the adjacent auto salvage yard. Residences along Plaza Avenue also could stand further screening and buffering, particularly from the Recycling Center.

To address this issue, visual and physical buffers should be considered that screen the industrial activity from the residential areas. Actions that the village should require property owners to undertake include:

- Install substantial landscaping in potential buffer areas (see Map 6) including trees, shrubs and flowering plants.
- Create man-made barriers such as walls, fences, and trellises to create visual shields

- Create buffer zones along the edges of industrial district that would provide a gradual transition to residential uses (see zoning/regulatory)

### ***Zoning and Regulatory Modifications***

Zoning and regulatory changes should be considered by the Village to implement some of the above-mentioned recommendations. These type of revisions will have the most far reaching effects over the long term. Modifications could include:

- Stricter enforcement of existing regulations
  - zoning- particularly with relation to auto- related businesses
  - parking
- Institute enhanced landscaping requirements in areas abutting residential districts to provide smoother transition between districts (see Map 6)
- Establish odor control regulations to assist in the reduction of noxious odors in surrounding neighborhoods
- Establish signage regulations to create more uniform appearance of district
- Require stricter site plan and landscaping standards for any new or expanding businesses

An example of zoning changes might include tighter restrictions on auto related uses because of their significant impact on the district. Types of changes to the existing code with relation to this type of use might include:

- Place distance requirements between each establishment
- Limit the hours of operation
- Require more off street parking spaces
- Require a special permit for all auto-related uses in the industrial district

Details for this type of zoning change should be carefully researched and written.

## RECOMMENDATIONS

### ***Business Improvements and Organization***

To improve cooperation between businesses and foster the improvement of individual properties and the district as a whole, consideration should be given to the following:

- Establish a Special Improvement District to fund area wide improvements
- Encourage owners to improve their properties by providing a resource guide for business improvements (see Appendix C)

Providing tools for businesses to improve their own property can take a substantial burden off of the municipality and encourage further entrepreneurship. A Special Improvement District such as a Business Improvement District (BID) is one of these tools.

The industrial area, with distinct physical boundaries lends itself geographically to the formation of a BID. Depending on the level of commitment, it is likely that the improvement goals could be realized faster than if the changes were to be entirely through public initiative. Although BIDs have their pros and cons that need to be carefully considered, they do provide the framework and mechanisms to accomplish change through constituent consensus and private support.

A BID could augment business attraction and target certain types of industries. BIDs channel public/private sector efforts towards solution of a problem. While a special tax levy is self-imposed, the revenues are designated to provide common services to improve the district. The higher level of services, generally, enhance the area in the form of revitalization and improved property values. The immediate goals are essentially to achieve physical and visual improvements. In a broader sense, though, improvements in the direction of the local business climate are sought. A BID can provide the framework for not only some of the physical improvements, but also for formation of business attraction strategies. Diversification and flexibility relative to resident businesses and the spaces that they occupy are key factors for successful future growth.

If many of the physical changes suggested above are implemented, the area should become more pedestrian-friendly. As an example, more customer traffic in the area will add to the diversity of the district perhaps in the form of small, specialized retail food outlets. This is an example of an industry cluster to target for expansion building on existing trade such as the seafood business and pastry outlet. Promotion of the area's assets as a location for these (and other) types of establishments could be part of a BID's mission.

Some Westchester communities have obtained financial and/or technical assistance to establish a BID. The Empire State Development Corporation determines eligibility and approves applications should program funds be available for assistance.

In addition to the activities which can be undertaken by those involved in the district as a group, small business owners have a number of business assistance programs to investigate for expansion, physical improvements, training and technical assistance. These programs are presented briefly in Appendix C. Although eligibility requirements vary considerably, contacts are provided for further information. The various programs are run by a number of different entities and each focuses on specific areas of need. In general, however, there are resources for financial assistance, training, technical assistance and energy conservation savings. Financial assistance can be in the form of small business loan programs or access to capital. Training programs can be for employees or for entrepreneurial skills. Technical assistance is available to explore market potential for trade and to enhance industrial competitiveness. Energy efficiency programs offer the potential for financial savings and operating efficiencies.

With loose networks operating among smaller businesses, awareness of these various options for assistance is frequently limited. Sometimes these programs can be catalysts for increased productivity, to invigorate an ailing business, or free up dollars for further capital investment—all of which lead to enhanced business vitality.

## CONCLUSIONS AND NEXT STEPS

This study provides a launching point from which the Task Force can develop policies for the future development of the industrial area, and resolve some of the more immediate problems identified in this report. The industrial district appears to be a vibrant area with only a few vacancies. The major issues identified by this study pertain to physical rather than the economic aspects of the area. However, the negative physical conditions may eventually impact on the overall economic health of this area. Based on information provided by local brokers the area appears to be attractive to companies, but it is limited by the size of the buildings and their inability to accommodate larger size businesses.

The great diversity of the district is a positive aspect that should be exploited. While there are significant problems identified in this study, there are many successful businesses operating within the district. Any future plans should incorporate the diversity and success of existing businesses while making needed adjustments to accommodate future uses.

The Task Force should carefully consider revitalization of the district with a clear understanding of the dynamics of the existing area. Further steps should include an examination of the impact of specific zoning and regulatory changes, a more detailed study of urban design issues and a detailed analysis of the relative real estate value of the area with respect to the rest of the village. Before any physical changes are proposed, a precise study should be performed to determine feasibility and physical limitations.

As an intermediate measure, encouragement should be given to successful current businesses to improve their properties. A number of business assistance programs are available to small business owners for expansion, improvements, training, and technical assistance. These programs are listed with a brief description and contact numbers in Appendix C. Some businesses, such as Fenimore Iron Works, have successfully utilized these

programs to continue operations and expand. Although some programs are directed towards operations efficiencies or market expansion, overall increased profitability will help to promote investment and are worth exploring. It is essential that any proposed changes to the district promote continued economic growth without jeopardizing the existing resources of the district.

The revitalization of areas such as the industrial area can provide a positive model for center based development as supported by *Patterns*. As the County's long range land use planning policy document, *Patterns* encourages redevelopment and revitalization of existing urban areas with an eye toward creating more sustainable communities. The Mamaroneck Village industrial area offers a unique opportunity to implement *Patterns* strategies in cooperation with the municipality.



# APPENDIX A

## AUTO RELATED BUSINESSES IN THE INDUSTRIAL AREA

COMPILED FROM TELEPHONE LISTINGS  
FEBRUARY 1997

*A & M Garage, Inc.*  
624 Fenimore Road

*Angelo and Joey's Auto Body*  
514 Fayette Avenue

*Auto Infatuations*  
624 Fenimore Road

*Blood Brothers Auto Wreckers*  
270 Waverly Avenue

*Robert Brasa*  
115 Hoyt Avenue

*C & S Foreign Car Service*  
427 Waverly Avenue

*Carillo's Collision*  
611 Waverly Avenue

*CasCar Foreign Auto Repair*  
325 Center Avenue

*Centre Auto Collision*  
625 Fenimore Street

*Chris' Auto Garage*  
624 Center Avenue

*Doug's Foreign Car Service*  
501 Center Avenue

*El Chapin Auto Repair*  
604 Waverly Avenue

*Enzo's Auto Body*  
519 Waverly Avenue

*Exotic Custom Collision*  
417 Center Avenue

*Fairway Auto Body Works*  
725 Fenimore Road

*Fenimore Auto Care*  
316 Northrup Avenue

*GL Auto Repairs*  
624 Fenimore Road

*Magnum Auto Repair*  
641 Center Avenue

*Marlou Motors*  
705 Fenimore

*Mobilworks*  
115 Hoyt Avenue

*Richard's Auto Body*  
705 Fenimore Road

*Saelio Motors NY, Inc.*  
428 Waverly Avenue

*Shorty's Auto Works*  
519 Center Avenue

*Justo Soliz*  
502 Center Avenue

*Star Collision Center*  
635 Center Avenue

*United Transmission*  
619 Center Avenue

*Vincent Garage*  
636 Fenimore Road

*Westchester Import Auto Specialists*  
604 Waverly Avenue

APPENDIX B

PARKING REQUIREMENTS  
UNDER EXISTING ZONING

Use Type	Parking Requirement	Use Type	Parking Requirement
<i>Auto Related Uses</i>	1 space for each 150 sq. ft. of gross floor area in excess of 1,500 sq. ft., but no fewer than 10 spaces	<i>Office</i>	1 space per 250 sq. ft. of gross floor area
<i>Warehouse/Distribution Facility</i>	1 space for each 750 sq. ft. of gross floor area, but not less than 1 for each 2 employees	<i>Restaurant/Deli</i>	1 space for each 3 seats, plus 1 for each 2 employees
<i>Manufacturing &amp; Processing</i>	1 space for each 750 sq. ft. of gross floor area, but not less than 1 for each 2 employees	<i>Multiple Uses</i>	No established standard
<i>Mamaroneck Recycling Center</i>	No established requirement	<i>Cable Television Facility</i>	No established standard
<i>Commercial</i>	1 space for each 350 sq. ft. of gross floor area of a building with not more than 3,500 sq. ft., 1 for each 200 sq.ft. of the next 3,500 sq. ft. of the gross floor area, 1 for each 100 sq. ft. of the gross floor areas of the building in excess of 7,000 sq. ft.	<i>Construction Related</i>	No established standard
<i>Single Family Residential</i>	Minimum of 2 spaces	<i>Electric Transmission &amp; Distribution</i>	No established standard
<i>Two-Family Residential</i>	Minimum of 4 spaces		
<i>Multi-Family Residential</i>	1 space per dwelling unit, plus 1/2 space per bedroom		

# APPENDIX C

## SMALL BUSINESS RESOURCE GUIDE

### SMALL BUSINESS INSTITUTE AT WESTCHESTER COMMUNITY COLLEGE

The institute provides a broad curriculum of training and counseling for business owners and their employees. Affordable training and technical assistance can be provided in the following areas: writing a business plan; marketing; vendor/supplier data; purchasing insurance; retail business; home based business; computerizing your business; financing; franchising; sales techniques; import and export; restaurant operations; team building; improving your performance.

*Contact:*

The Small Business Institute,  
Westchester Community College  
Administration Building, Room 207  
Valhalla, NY 10595  
(914) 785-6830

### THE ENTREPRENEURIAL CENTER, INC.

The Entrepreneurial Center, Inc. (ECI) has provided training and mentoring to emerging and established small businesses as well as to corporate managers and employees. Courses, seminars, workshops, and conferences on timely topics provide practical, hands-on information. Courses may be customized. Counseling is available on an appointment basis. A pilot incubator for service business entrepreneurs is based at the center and currently houses six small businesses. Occupancy is on a month-to-month basis with no long-term lease obligations.

*Contact:*

The Entrepreneurial Center  
100 Manhattanville Road  
Purchase, NY 10577  
(914) 694-4947

### NEW YORK STATE SMALL BUSINESS DEVELOPMENT CENTER (SBDC)

Through direct counseling, the SBDC provides a wide range of management and technical assistance services: business plan development; small business start-ups; organizational structures; accounting; financial planning; export assistance; cost analysis; loan information assistance; marketing; training programs.

*Contact:*

Mr. Stan Greene  
Mercy College  
555 Broadway  
Dobbs Ferry, NY 10522  
(914) 674-7485

### SERVICE CORPS OF RETIRED EXECUTIVES ASSOCIATION (SCORE)

SCORE is a voluntary adjunct of the Small Business Administration, with branches across the nation. In Westchester, SCORE Chapter 306 has 35 experienced, retired men and women, formerly successful business executives. By appointment, free and confidential interviews are offered to both existing businesses and new ventures at 7 local locations.

*Contact:*

Mr. George Adler  
Service Corps of Retired Executives Association  
350 Main Street, White Plains, NY 10601  
(914) 948-3907

# APPENDIX C

## SMALL BUSINESS RESOURCE GUIDE

### WESTCHESTER REGIONAL SMALL BUSINESS LOAN PROGRAM

This program is a \$4.2 million privately capitalized loan program intended to help small businesses with start-up and expansion costs. Loans of \$5,000 to \$50,000 will be available to eligible small businesses through the group of participating banks with the Chamber providing the administrative paperwork and screening tasks.

*Contact:*

The County Chamber of Commerce  
222 Mamaroneck Avenue  
White Plains, NY 10605  
(914) 948-2110

### TEAM HUDSON VALLEY REGIONAL REVOLVING LOAN FUND

The TEAM fund is a six-county revolving loan fund available to businesses with under 100 employees. Enterprises founded by women, minorities, and dislocated workers are encouraged to apply. The fund will loan up to 50 percent of an eligible project's total cost, with a minimum amount of \$10,000 and a maximum amount of \$75,000.

*Contact:*

Mr. Carlo Castiglione  
New York State Economic Development  
300 Westgate Business Center  
Fishkill, NY 12524  
(914) 896-5975

### LINKED DEPOSIT PROGRAM

Eligible businesses can obtain bank loans several percentage points lower than prevailing rate (lenders are compensated by deposits of state funds at comparably reduced rates). Eligibility is based on the number of jobs to be created or retained or other economic benefits created (as a result of the linked loan, as well as the significance of the project). Companies apply for loan at bank and the lender sends information to the New York State Department of Economic Development.

*Contact:*

NYS Department of Economic Development  
300 Westgate Business Center  
Fishkill, NY 12524  
(914) 896-0478

### CAPITAL ACCESS PROGRAM (CAP)

A small business loan program that enables banks to make higher risk loans by increasing loan capital available through a Loss Reserve Account. The LRA is intended to cover a reasonable percentage of losses in the bank's portfolio. The bank can charge extra points to "near-bankable" borrowers and the bank can pursue higher risk loans than under conventional loan policies.

*Contact:*

Carlo Castiglione  
NYS Economic Development  
300 Westgate Business Center  
Fishkill, NY 12524  
(914) 896-5975

# APPENDIX C

## SMALL BUSINESS RESOURCE GUIDE

### SMALL BUSINESS ADMINISTRATION

The Small Business Administration offers a new program called "Low Doc" which is a simplified application form that can be filled by the applicant and its bank. Entrepreneurs and businesses with sales below \$5 million and 100 employees may apply. The SBA guarantees up to 90 percent of the loan. Loans above \$50,000 require a copy of U.S. Income Tax Schedule C or the front page of the corporate or partnership return for the past three years.

*Contact:*

Mr. Aubrey Rogers  
U.S. Business Administration  
26 Federal Plaza, Room 3100  
New York, NY 10278  
(212) 264-1318

### NATIONAL ASSOCIATION OF SMALL BUSINESS INVESTMENT COMPANIES

SBIC (Small Business Investment Companies) are privately organized and managed firms, which make equity capital and long term credit available to small, independent businesses. SBICs are licensed by the SBA but set their own policies and investment decisions.

The National Association of Small Business Investment Companies (NASBIC) is the national trade association for the 215 SBICs and 127 SBICs. It publishes a directory of members broken down by state, size of financing, industry preference, and geographical preference. The directory is entitled Venture Capital: Where To Find It.

*Contact:*

National Association of Small Business Investment Companies  
1199 North Fairfax Street, Suite 200  
Alexandria, Va. 22314  
(703) 683-1601

### INDUSTRIAL DEVELOPMENT AGENCY (IDA) FINANCING

Industrial Revenue Bonds can finance the purchase of land, building of new structures, acquisition and renovation of existing structures, and purchase of machinery and equipment. For qualified manufacturing projects, the bonds are exempt from federal, state and local taxes; for commercial and warehousing projects, they are federally taxable. Interest rates on tax exempt securities are generally lower than conventional financing.

*Contact:*

Westchester County IDA  
148 Martine Avenue  
White Plains, NY 10601  
(914) 285-2916

### THE PROFESSIONAL DEVELOPMENT CENTER AT WESTCHESTER COMMUNITY COLLEGE

The Professional Development Center provides low cost, customized employee training through seminars, courses, and educational programs. These resources can be delivered at the work location as well as on campus. Specific training and technical assistance is available in the following categories: computers/CAD, staff development, human relations, industrial technology, secretarial skills, food service, management development, sales/customer service, funding and finance, basic skills instruction, entrepreneurship, allied health.

*Contact:*

Ms. Amy Geffen, Ph.D.  
Assistant Dean, Community Services  
Adult and Continuing Education  
Westchester Community College  
Valhalla, NY 10595-1698

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## SMALL BUSINESS RESOURCE GUIDE

### U.S. EXPORT ASSISTANCE CENTER

The Westchester District Export Assistance Center works with established small and medium size companies to reach their full export market potential. Specific services include: assistance with opening an exporting operation; familiarization with export markets; information on channels of distribution; specific data on markets, trends, and countries.

*Contact:*

Mr. Michael DeBenedetto  
U.S. Export Assistance Center  
707 Westchester Avenue, Suite 209  
White Plains, NY 10604  
(914) 682-6218.

### NEW YORK STATE INDUSTRIAL EFFECTIVENESS PROGRAM

IEP's goal is to restore and maintain competitiveness of New York's manufacturing industry. Technical and educational assistance is provided to qualified manufacturing firms and industry groups.

*Contact:*

NYS Department of Economic Development  
One Commerce Plaza  
Albany, NY 12245  
(518) 474-1131

### TRANSIT CHEK

This tax deductible incentive lets employers provide their employees with vouchers for up to \$780 per year for transportation costs.

*Contact:*

Mr. John Tierney  
Transit Chek  
707 Westchester Avenue, Suite 209  
White Plains, NY 10604  
(914) 448-9872

### CONSOLIDATED EDISON ECONOMIC DEVELOPMENT PROGRAMS

#### Business Incentive Rate

Con Edison offers reductions of up to 25 percent on electricity to businesses who are receiving long-term economic incentives from county or local government. The rate is also available to businesses who occupy new or vacant buildings receiving a substantial real property tax incentive of at least five years duration.

#### Enlightened Energy Rebate Program

Con Edison offers cash rebates to businesses that replace all air conditioning, motors and lighting systems with new high-efficiency equipment. Energy-efficient equipment installed in new buildings is also covered under the program.

#### Shared Energy Savings Program

Funds the installation of energy efficient equipment.

*Contact:*

Con Edison Energy Services Department  
511 Theodore Fremd Avenue  
Rye NY 10580  
(914) 925-6030