

presented at the 4/10/2019 Planning  
Board meeting

# PLL-C: Context- Sensitive Zoning Proposal

April 4, 2019

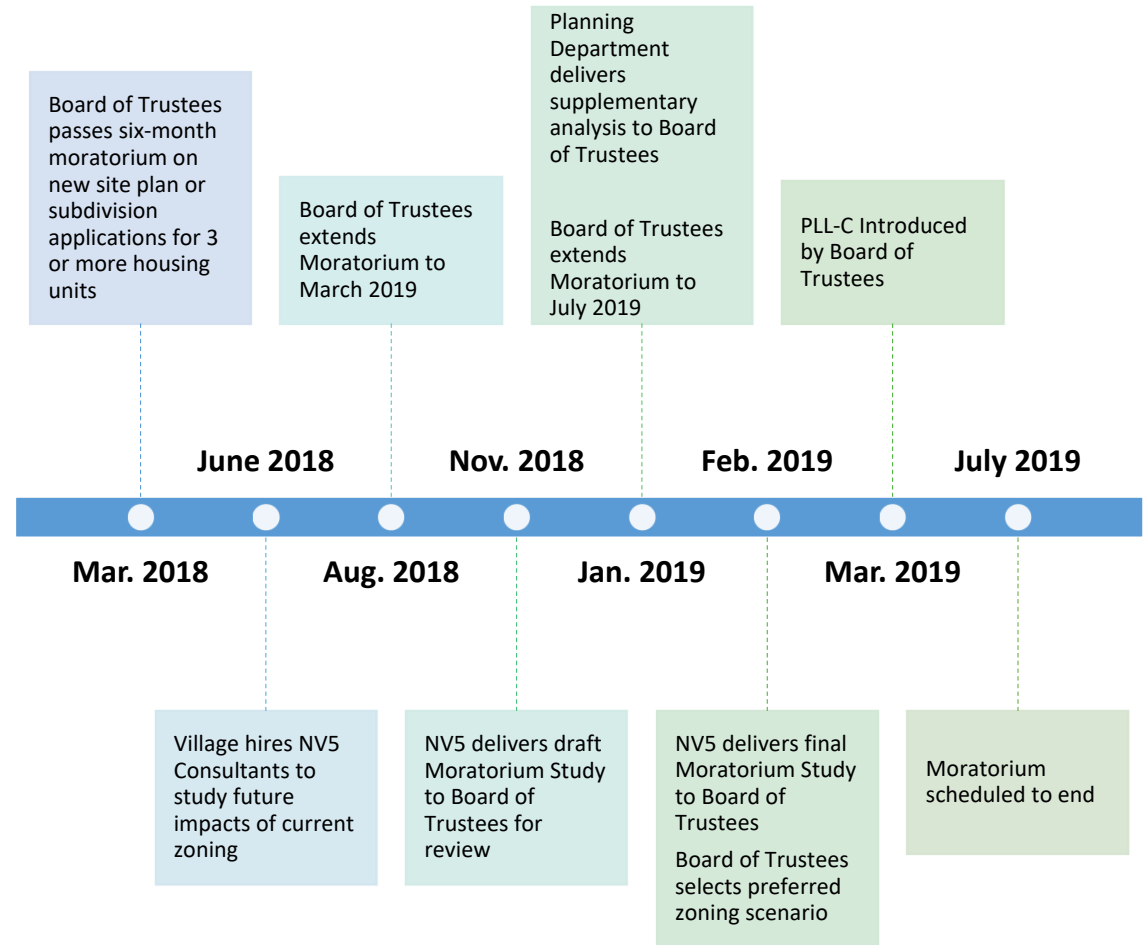


# Part I: The Moratorium

# Moratorium History

*“The purpose of [the moratorium] is to avoid exacerbating these problems and provide reasonable time for the study and evaluation of these issues...[of overcrowding schools and traffic congestion]... while the Board of Trustees determines through its current Comprehensive Plan update process and other planning studies whether it is in the best interest of the residents of the Village to modify the Zoning Code as it pertains to future residential development.”*

– Local Law No. 4-2018



## Moratorium Study Scope



Model “full buildout” of Village under current zoning



Estimate school enrollment and fiscal impact to Mamaroneck & Rye Neck school districts



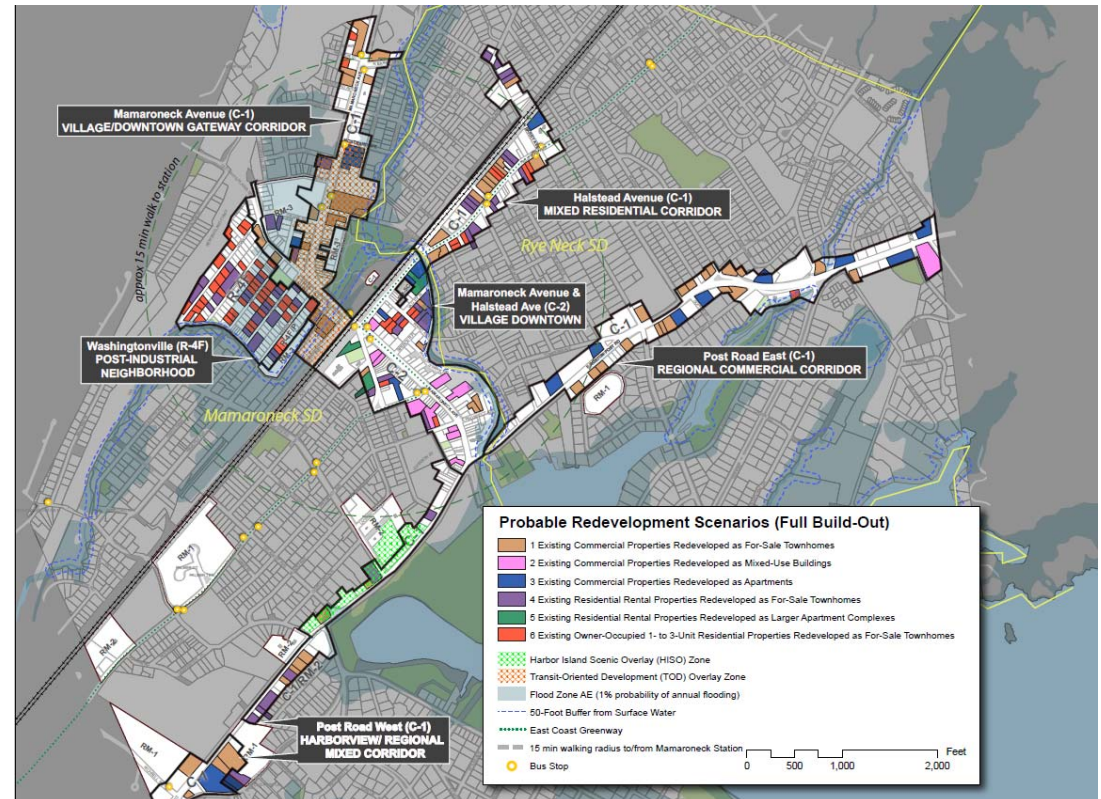
Estimate fiscal impact to Village



Estimate impacts on Village infrastructure

# Moratorium Study Findings

- 210 parcels in the study area are likely to be redeveloped by 2050 or later under current zoning.



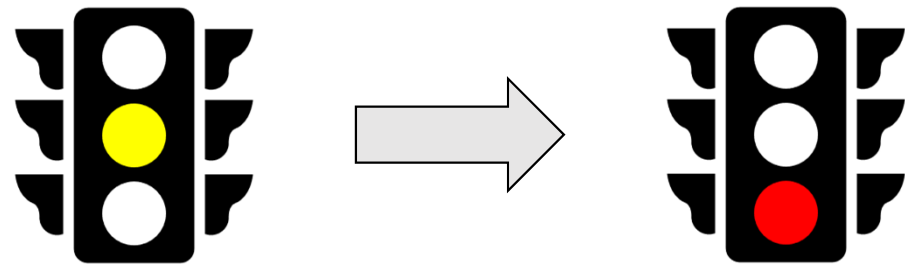
## Moratorium Study Findings

- 210 parcels in the study area are likely to be redeveloped by 2050 or later under current zoning.
- 1,171 net new housing units
- Positive fiscal impact to both village and school district

Character District	Net Housing Units Produced	Net Fiscal Impact of Change--Village	Net Fiscal Impact of Change--School District
HALSTEAD AVE (C-1)	69	\$ 713,168	\$ 1,156,656
MAMARONECK AVE & HALSTEAD AVE (C-2)	569	\$ 716,104	\$ 371,066
MAMARONECK AVE (C-1)	41	\$ 306,435	\$ 236,494
MAMARONECK AVE TOD (RM-3 & C-1)	109	\$ 495,921	\$ 219,281
POST ROAD EAST (C-1)	215	\$ 566,541	\$ 527,577
POST ROAD WEST (C-1)	126	\$ 707,914	\$ 494,255
WASHINGTONVILLE (R-4F)	42	\$ 870,981	\$ 1,774,663
<b>GRAND TOTAL</b>	<b>1171</b>	<b>\$ 4,377,064</b>	<b>\$ 4,779,991</b>

## Moratorium Study Findings

- 210 parcels in the study area are likely to be redeveloped by 2050 or later under current zoning.
- 1,171 net new housing units
- Positive fiscal impact to both village and school district
- After expected infrastructure improvements, traffic is still expected to worsen at two intersections during the PM Peak by 2038.
  - Mamaroneck Ave. & Boston Post Rd.
  - E. Boston Post Road & N./S. Barry Aves.



Congested Lane Groups by Peak Hour & Condition

Condition	Peak Hour			
	AM	Midday	PM	Sat Midday
Existing	4	1	7	5
<b>Reasonable Build-Out</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>6</b>
<i>Reasonable Build-Out w/ Improvements</i>	4	0	9	2

*Note: A signalized lane grouping operating at LOS E or F or with a v/c ratio of 0.90 or more is considered congested.*

## Moratorium Study Findings

- Water demand and wastewater generation may require future infrastructure investment for distribution, but is largely within current capacity





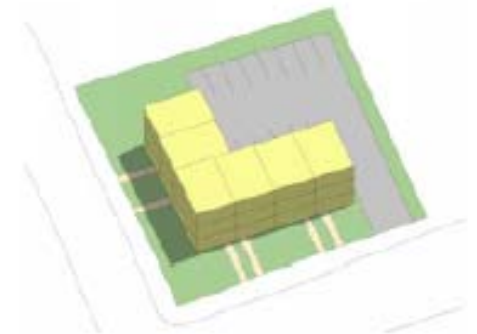
## Moratorium Study Findings

- Water demand and wastewater generation may require future infrastructure investment for distribution, but is largely within current capacity
- Positive impact on stormwater management - 33% increase in pervious surface expected due to newer buildings complying with modern stormwater development standards



641 Halstead Ave

C-1  
6 Townhomes



Supplemental  
Analysis  
Scope



Analyze affordable housing needs in the Village



Evaluate the Village's current affordable housing programs

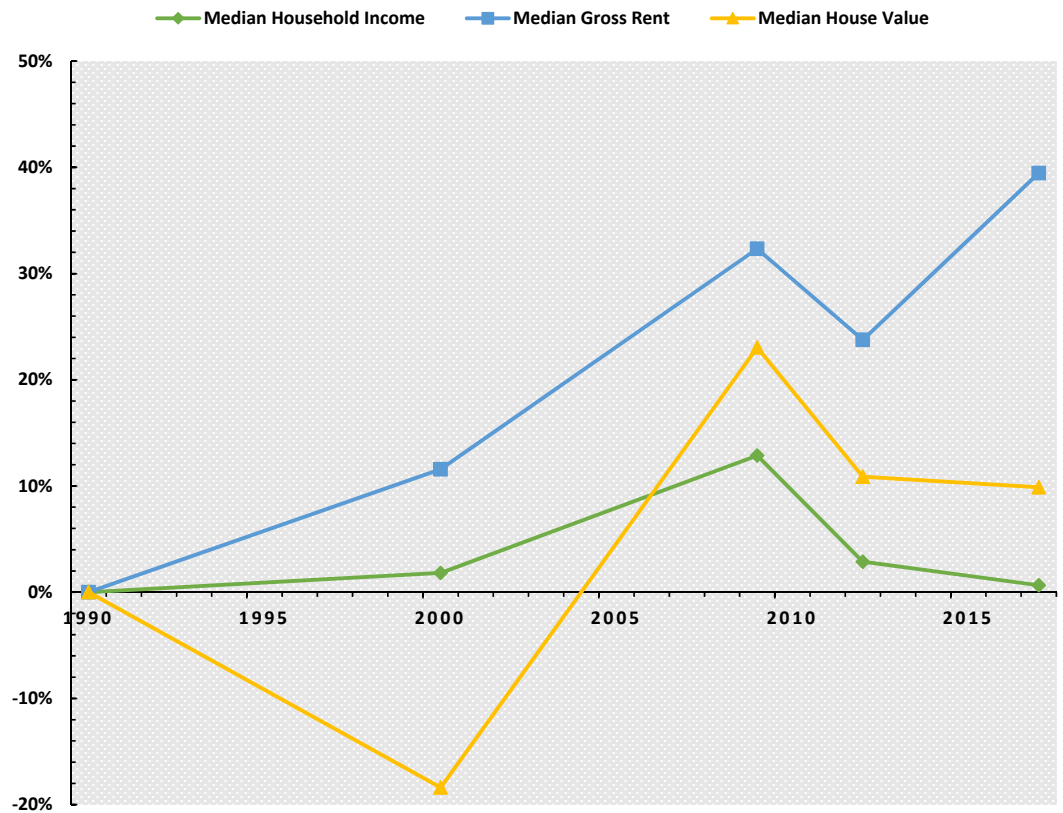


Propose and assess the feasibility of reforms to improve affordable housing production

## Supplementary Analysis Findings

- Rents in the Village have risen much faster than incomes.

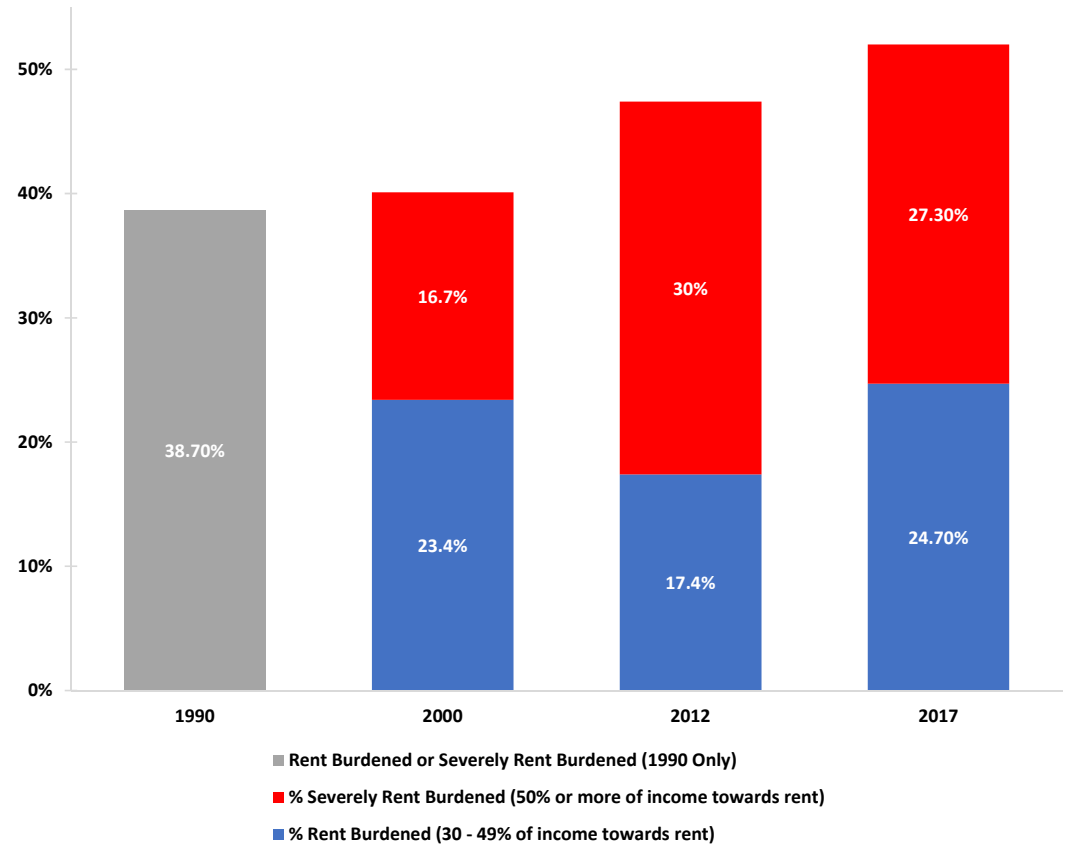
Household Income, Home Value, and Rent in Mamaroneck:  
Percent Change Since 1990 (Inflation Adjusted)



## Supplementary Analysis Findings

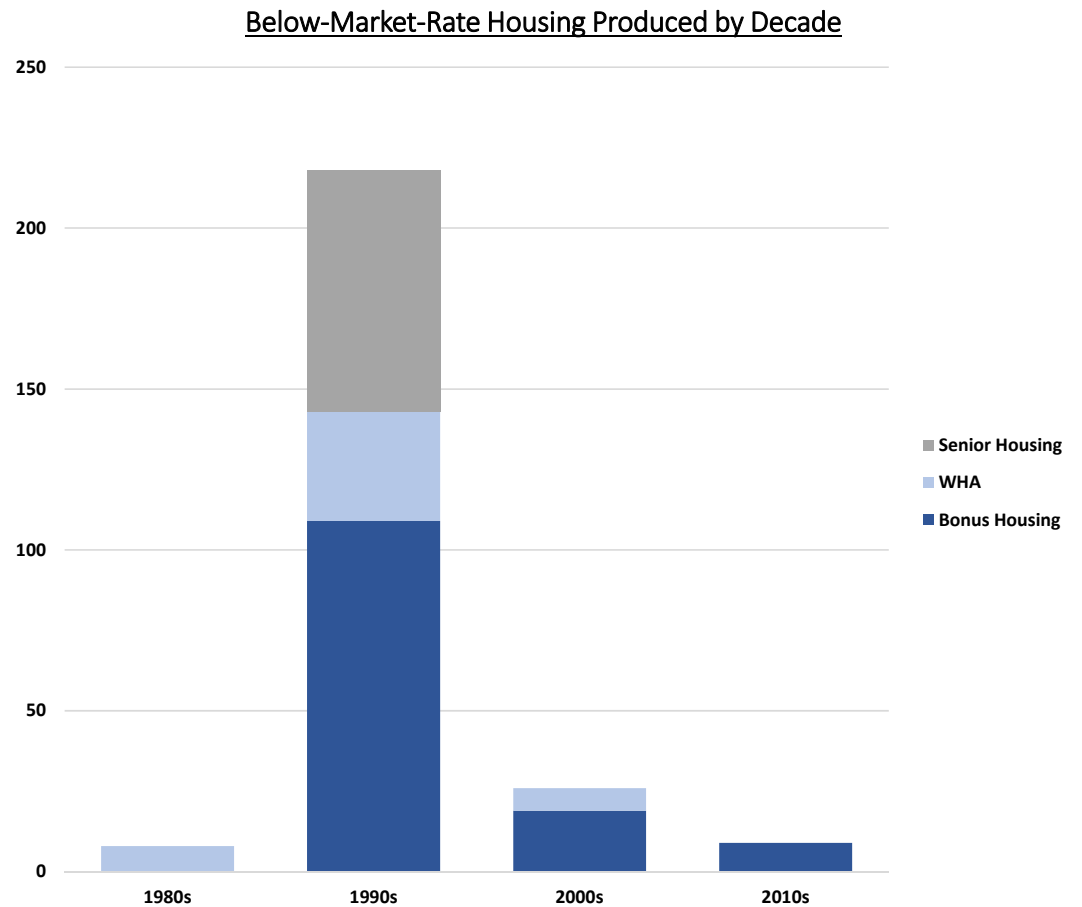
- Rents in the Village have risen much faster than incomes.
- The number of rent-burdened households has been rising steadily since the 1990s.

Rent Burden in Mamaroneck by Year



## Supplementary Analysis Findings

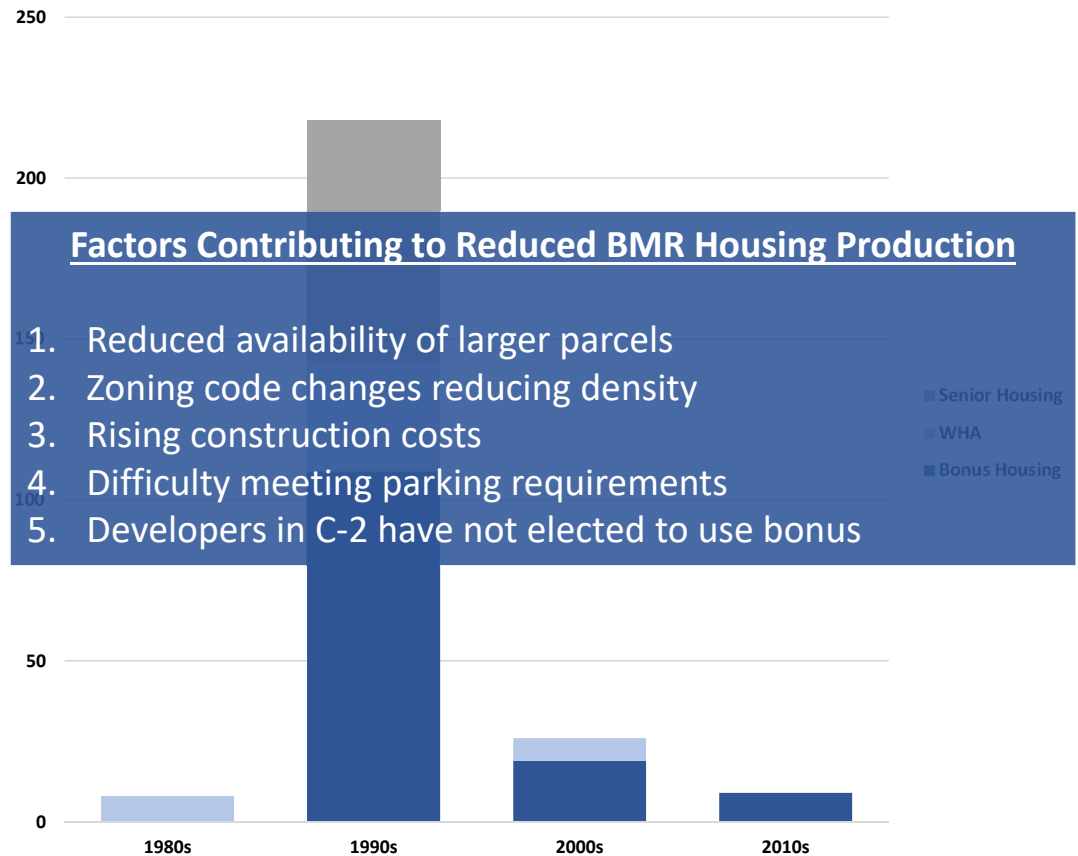
- Rents in the Village have risen much faster than incomes.
- The number of rent-burdened households has been rising steadily since the 1990s.
- The Village's current below-market-rate housing policy has failed to produce many housing units since the 1990s.



## Supplementary Analysis Findings

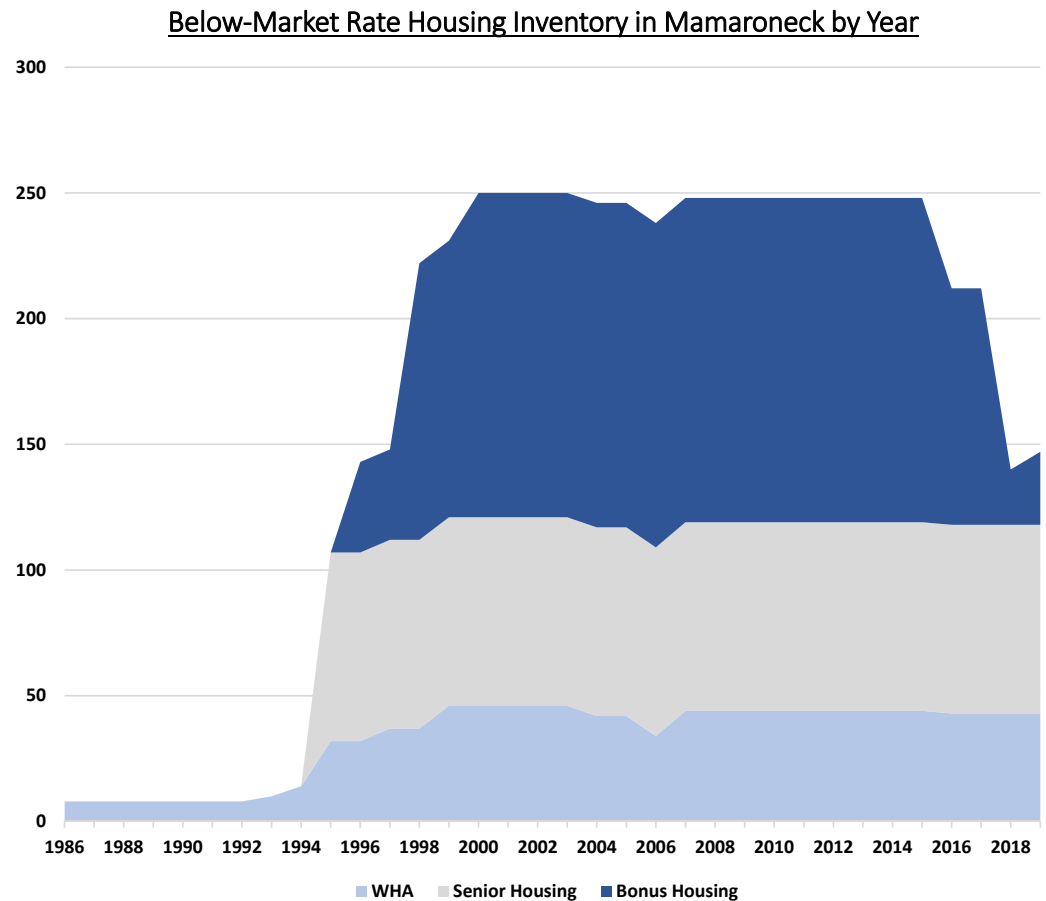
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Below-Market-Rate Housing Produced by Decade



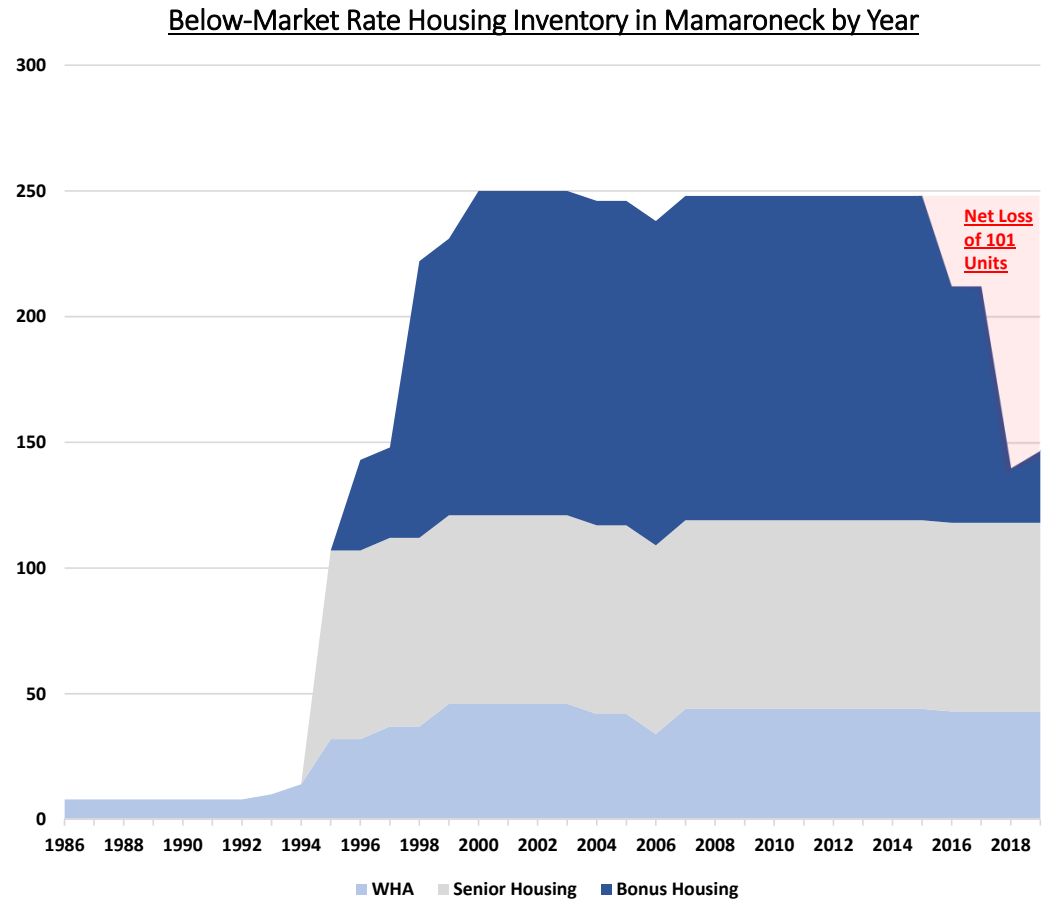
## Supplementary Analysis Findings

- Rents in the Village have risen much faster than incomes.
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- The village has lost almost half of its below-market-rate housing in the past five years to expiring affordability provisions.



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## Part II: The Proposed Law

## Legislation Goals



Slow down rising school enrollment



Manage traffic and congestion while encouraging walkability and transit use



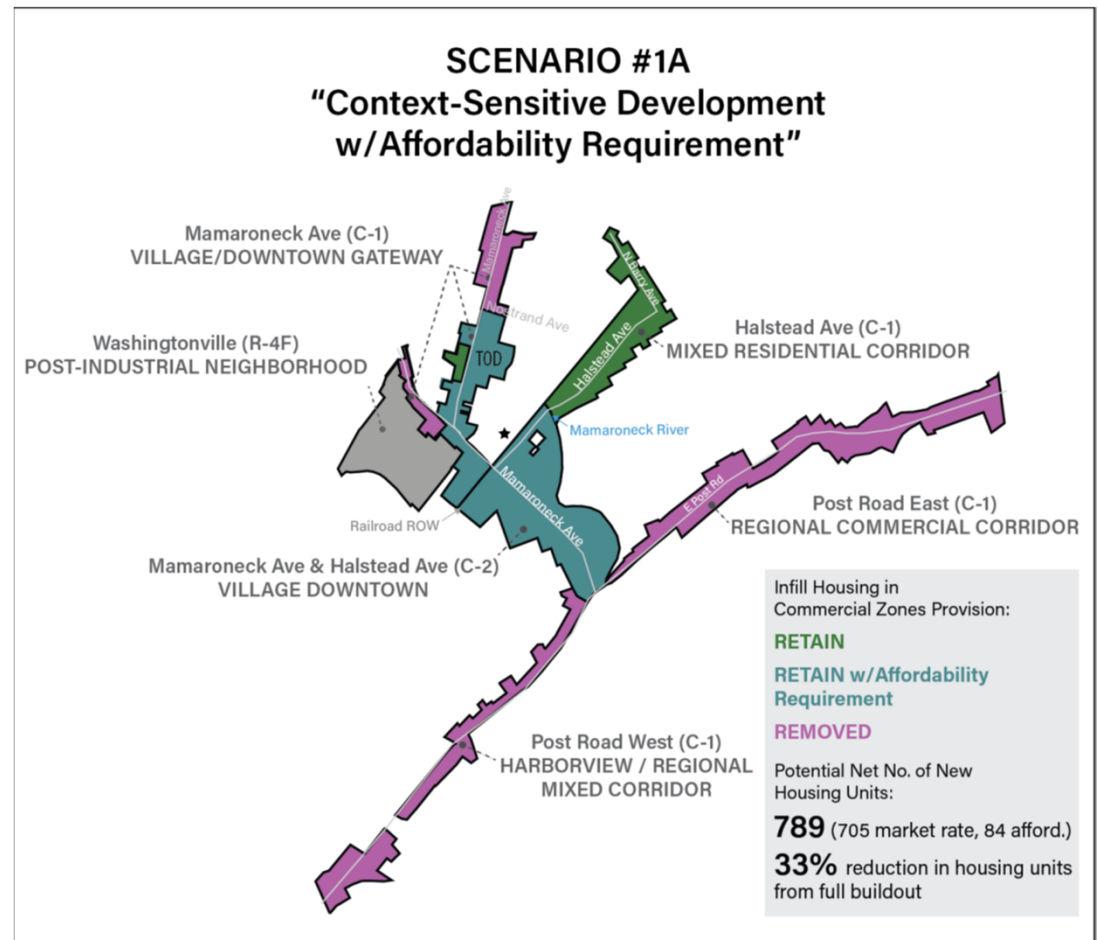
Avoid overtaxing Village infrastructure



Expand the production and preservation of affordable housing

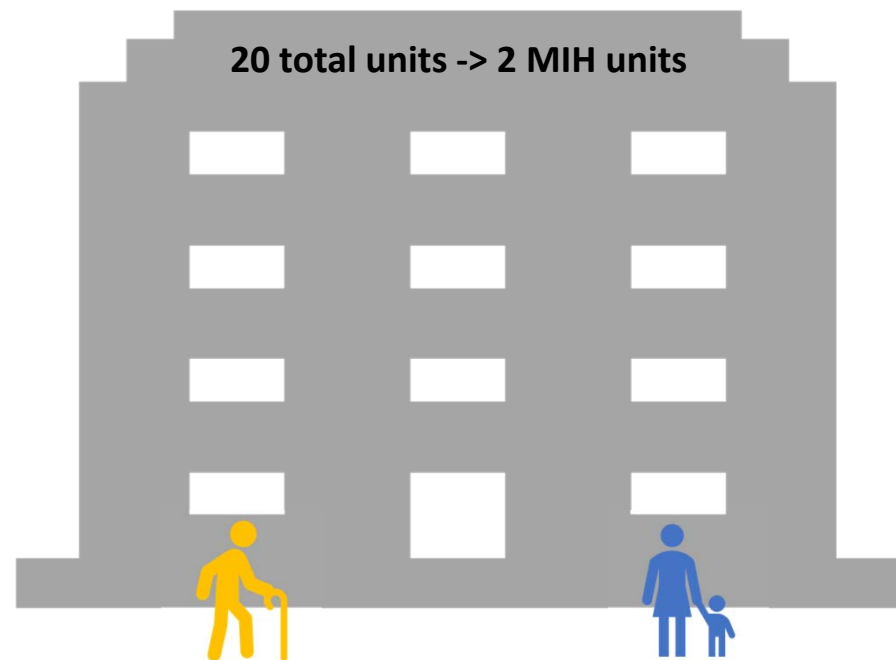
## Summary of Proposed Changes

- Infill Housing Provision removed from car-oriented outskirts of Village, retained in walkable, transit-oriented center of Village



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### What qualifies as below-market-rate housing and why 10%?

Housing will qualify as below-market-rate if it is maintained and regulated as affordable to a household making 80% of the Area Median Income (AMI) or less.

10% of units at 80% AMI is the highest number of economically feasible required below-market-rate units at the densities that will be in place in the Village Downtown and the Transit-Oriented Development district.

Attempts to project costs and revenues for buildings with more units or deeper levels of affordability showed an inability to turn a even a marginal profit in the Planning Department's *pro forma* analysis.

Deeper and broader affordability would require higher FARs and more density.

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- Below-market-rate housing standards updated to conform with County Model Ordinance



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### What is affirmative marketing?

Under affirmative marketing, developers will be required to create affirmative and fair marketing plans in consultation with the county ensuring outreach to all potentially eligible households, especially those least likely to apply for assistance in the region.

The “region” that must be affirmatively marketed to consists of Putnam, Rockland, and Westchester Counties, all five boroughs of New York City, and Fairfield County, CT.

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- Off-street parking requirements relaxed for below-market-rate housing

### Off-Street Parking Requirements

Existing:	Proposed:
<b>Multifamily dwelling:</b> 1 space per dwelling unit, plus 1/2 space per bedroom; except that, in the C-2 District, it shall be 1 space per dwelling unit, plus 1/2 space per bedroom in excess of 1, and in the RM-3 District, it shall be 1 space per dwelling unit, plus 1/4 space per bedroom.	<b>Multifamily dwelling:</b> 1 space per dwelling unit, plus 1/2 space per bedroom; except that, in the C-2 District, it shall be 1 space per dwelling unit, plus 1/2 space per bedroom in excess of 1, and in the RM-3 District, it shall be 1 space per dwelling unit, plus 1/4 space per bedroom.  <i><b>Below-market-rate dwelling units shall be calculated at 3/4 space per dwelling unit plus 1/4 space per bedroom in excess of one.</b></i>



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### Off-Street Parking Requirements

Existing:	Why lower parking requirements?
<p><b>Multifamily dwelling:</b></p> <p>1 space per dwelling unit, plus 1/2 space per bedroom; except that, in the C-2 District, it shall be 1 space per dwelling unit, plus 1/2 space per bedroom in excess of 1, and in the RM-3 District, it shall be 1 space per dwelling unit, plus 1/2 space per bedroom in excess of one.</p>	<p><b>Multifamily dwelling:</b></p> <p>1 space per dwelling unit, plus 1/2 space per bedroom; except that, in the C-2 District, it shall be 1 space per dwelling unit, plus 1/2 space per bedroom in excess of 1, and in the RM-3 District, it shall be 1 space per dwelling unit, plus 1/4 space per bedroom in excess of one.</p>

Low-and-moderate income households own fewer vehicles and are less likely to utilize as many parking spaces as other households. This is supported by both national and local research.

In conversations with non-profit affordable housing developers, one of the largest barriers to cost-effectively providing affordable housing is the expense of providing excess unnecessary parking that their tenants generally do not use. Each additional parking space can cost an affordable housing developer up to \$35,000.

## Part III: Zone-Specific Changes

## C-1 Changes

Existing:	Proposed:
<b>Ineligible Areas:</b> None	<b>Ineligible Areas:</b> C-1 district on Boston Post Road, on the southwestern side of Old White Plains Road northwest of Center Avenue and on Mamaroneck Avenue north of Nostrand Avenue.
<b>FAR:</b> <ul style="list-style-type: none"> <li>0.6 for market-rate Residential</li> <li>0.8 with BMR units (approved by Planning Board)</li> </ul>	<b>FAR:</b> <ul style="list-style-type: none"> <li>0.6 for developments with four or less residential units</li> <li>0.8 for developments with five or more residential units. 10% of units are required to be BMR.</li> </ul>

## C-2 Changes

Existing:	Proposed:
<b>FAR:</b> <ul style="list-style-type: none"><li>• 2.0 with no BMR requirement or mixed income bonus.</li><li>• 2.5 with 100% of residential units BMR (approved by Planning Board).</li></ul>	<b>FAR:</b> <ul style="list-style-type: none"><li>• 2.0 with 5 or more units. 10% of residential units required to be BMR.</li><li>• Residential developments with fewer than 5 units are not permitted.</li><li>• 2.5 with 100% of residential units BMR (approved by Planning Board).</li></ul>

## TOD Overlay Changes

Existing:	Proposed:
<b>FAR:</b> <ul style="list-style-type: none"><li>• 0.6 for market-rate residential w/o incentives.</li><li>• 0.8 with BMR bonus.</li><li>• 1.5 inclusive of BMR bonus and other incentives. (.3 for a supermarket which is unlikely to be utilized, so functionally a 1.2 maximum).</li></ul>	<b>FAR:</b> <ul style="list-style-type: none"><li>• 0.6 for developments with four or less residential units w/o incentives.</li><li>• 0.8 with BMR bonus.</li><li>• 1.5 inclusive of BMR bonus and other incentives. (.3 for a supermarket which is unlikely to be utilized, so functionally a 1.2 maximum).</li></ul>

## Below- Market-Rate Housing Standards

Existing:	Proposed:
<b>Period of Affordability:</b> <ul style="list-style-type: none"> <li>○ Owner-occupied-“In perpetuity” previously interpreted as 20 years.</li> <li>○ Renter-occupied- code is silent but has been interpreted for as long as the site is used for residential purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Period of Affordability:</b> <ul style="list-style-type: none"> <li>○ Owner-occupied-99 years.</li> <li>○ Renter-occupied- so long as any portion of the site is used for residential purposes.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• <b>Other requirements:</b> <ul style="list-style-type: none"> <li>○ Aesthetic: code is silent.</li> <li>○ Affirmative marketing: code is silent.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Other requirements:</b> <ul style="list-style-type: none"> <li>○ Aesthetic: units must not be distinguishable from the outside.</li> <li>○ Affirmative marketing: in accordance with Westchester County Affirmative Marketing Plan.</li> </ul> </li> </ul>

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## Questions & Contact:

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