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Section 4

ANALYSIS & RECOMMENDATIONS

INTRODUCTION

This section includes concepts and suggestions for the City of Mount Vernon to consider in achieving the goals for Canal Village that were defined throughout the public workshops. Following an inventory of the resources, regulations, and existing conditions in Canal Village area, and the public feedback during the workshops, an analysis was conducted by the consultant team to synthesise the information and develop policies and actions for consideration by the City of Mount Vernon. The information in this section includes these recommendations and cover both physical elements of Canal Village and policy goals. An overview of these elements is included below.

Sense of Place

This concept is used to describe how closely a location feels tied to its place, or how unique to its setting a place is. The more unique the area feels, the easier it will be to attract businesses and people to Canal Village. The recommendations within this section are intended to enhance the “sense of place” within Canal Village. An illustrative plan is also included. An illustrative plan is a graphic that shows how a place might look in the future from a map perspective.

Economic Recommendations

Based on the findings of the existing economic conditions within the City of Mount Vernon, and the region as a whole, a series of general recommendations are made. These recommendations are intended to establish potential opportunities for development and guide policies to help encourage successful business growth within Canal Village. This section also includes case studies of industrial areas that have experience a revitalization due to physical improvements and implemented policies.

Hutchinson River Parkway Trail

A major theme throughout the public workshops was the importance of renovating and reestablishing the Hutchinson River Parkway Trail. A recommendation for the location of paths along the trail is proposed here to capitalize on the historic trail and expanding it to accommodate both pedestrians and bicyclists. Concepts for the design of the trail in different locations are shown. The revitalization of the Hutchinson River Parkway Trail is also an opportunity to improve environmental conditions in Canal Village. Areas for enhancement, tools, and concepts are identified.

Memorial Field

The City of Mount Vernon has been actively investigating different strategies for revitalizing and reopening Memorial Field — an important location in the City. Different design concepts were studied and are shown for consideration.

These concepts include a range of options such as a larger stadium with a large parking capacity, to a smaller reconstruction that accommodates more pedestrian and bicycle traffic.

Hutchinson Field

During the workshops, the community identified the desire to improve Hutchinson Field to accommodate more family-oriented activities. These activities were identified and have been included using an illustrative plan to show what the future Hutchinson Field may look like. This includes totlots, dog parks, a small water park and restaurant.

Strategic Intersections

Part of a “sense of place” is to create memorable experiences of an area. These can be public spaces, or major intersections, or main streets in a neighborhood. During the public workshops, four main intersections were highlighted by the community. Each one has the potential to add to the “sense of place” for Canal Village, either as gateways, or destinations within the area. Different development strategies were studied for each intersection and include both building and street improvements to enhance the aesthetic appeal and walkability of Canal Village.

Street Sections

With approximately 20% of the land in Canal Village being part of the right-of-way, streets can be an easy way that the City can have a direct impact on investment and development in Canal Village. To illustrate the potential street improvements in the area, the three major thoroughfares were studied (South Fulton Avenue, South Columbus Avenue, and East Sandford Boulevard). Different levels of investments are shown and include different bike lane solutions, parallel parking, street trees and vegetation to provide shade and reduce water runoff, and sidewalks that are more pedestrian-friendly to encourage walking and reduce car traffic in the area.

Parking and Transit

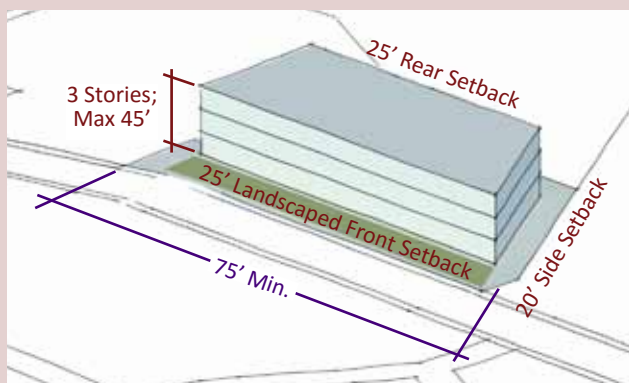
Property and business owners identified parking as a major issue within Canal Village. To address this problem, different solutions are offered which include parking garage locations, on-street parking, and shared parking solutions with references on different styles of shared parking agreements. Another effective strategy to reduce parking and traffic issues is to improve public transit options for residents and workers in Canal Village. Existing transit options are investigated and recommendations are made for enhancements.



Different designs for Memorial Fields are shown for discussion and include a larger capacity stadium with large amounts of parking with a smaller scale stadium that accommodates more pedestrian and bicycle traffic.



Strategic intersections were studied and different levels of investment and development are shown to illustrate how these intersections may look in the future.



Bulk requirements (building size regulations) were studied and recommendations are made to encourage investment and improve the aesthetic appeal of Canal Village.

Building Facade Improvements

Existing buildings can add to the character of an area and help to enhance the “sense of place.” Canal Village has many good examples of historic industrial buildings which could add to the experience of the area and attract investment and development with a few public improvements. These improvements, or “quick-fixes,” are illustrated to provide examples of how policy could be created to incentivize particular public improvements to existing buildings. These solutions include, improved canopies and awnings, improved signs, improved exterior lighting design, taking boards off of windows, and increasing plant life through trees or planters.

Strategic Sites

The strategic sites that were identified in Section 3: Inventory are studied here to determine what potential future uses might be. Additional information such as lot size, ownership, history, and environmental narrative are included as well.

Analysis, Findings and Recommendations

While the zoning code in the City of Mount Vernon has flexibility built-in that could accommodate potential future uses, there are some policies that could be reconsidered. The different zones are summarized with revisions for consideration are presented including zoning map changes. Other subjects include: outdoor dining, land uses, maker zoning, general code regulations, and parks

Maximizing Use of Land

The zoning regulations for the zoning districts were studied to determine potential build-out and investigate possible revisions in bulk requirements (maximum building size regulations) in Canal Village to encourage realistic investment and development in the area.

Implementation Strategies

Policies and action items are provided here to guide physical improvements and policy revisions, and track progress toward incentivizing investment and development in Canal Village. These are subdivided into: economy, transportation, environment, recreation, and government. Suggestions on getting started are also included to help provide ideas for how to prioritize what policies and action items to pursue first.

CANAL VILLAGE SENSE OF PLACE

“Sense of Place” is a term used to express the ability of a person to determine where they are within a city, town, neighborhood, etc. An example is Washington Square Park in New York City, or Arthur Avenue in the Bronx. These places help residents, as well as visitors, orient themselves and provide a focal points for the neighborhood. These focal points help to form an identity for an area and highlight the character and history of a place and increase the sense of pride in the community.

A sense of place can also improve property values and encourage reinvestment. When a location has a strong sense of place, it can become an attractive place to visit, work, or live. Making a place somewhere interesting to be can increase demand in the area which would incentivize property owners to renovate, or build new structures since they could lease at higher rates.

Methodology

In order to determine locations within Canal Village area that could create a better sense of place, a series of criteria were examined. These included:

Concentrations of Strategic Sites

- The strategic sites map from the Inventory in Section 3 illustrates several areas where strategic sites were concentrated. This suggests that interventions that create a sense of place at these locations would encourage reinvestment on neighboring properties.

Visibility

- Highly visible areas incentivize people to travel down a road by creating interest and a destination. These destinations act as focal points that combine to create a sense of place. Attracting people to these places also helps local businesses by increasing foot traffic in these areas.

Economic Recommendations

- The economic recommendations suggest that there are areas within Canal Village that have the potential to accommodate additional commercial uses. Intersections were studied as potential locations to help form a sense of place. The ability for commercial uses to be established creates a destination and increases the likelihood of success.

Community Feedback

- Throughout the workshops with the community, certain locations were discussed as places of interest. The intersection of South Columbus Avenue and East Sandford Boulevard emerged as a location where residents envisioned restaurants and a public space.



Places like Washington Square Park and Arthur Avenue create destinations and a way for people to orient themselves in a neighborhood.

Streets and Public Spaces

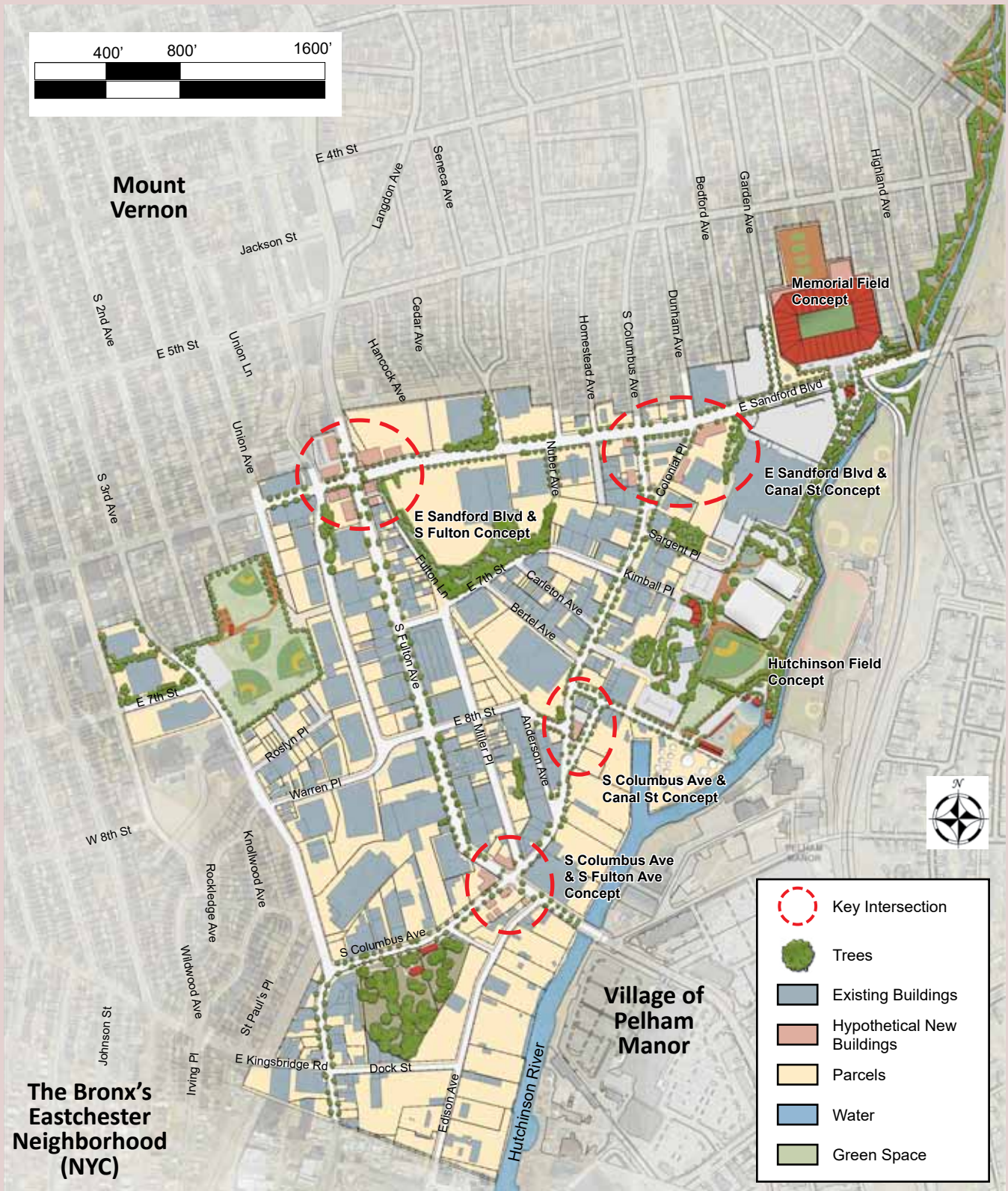
- In addition to these criteria, public lands such as parks, intersections and the overall street design of the major thoroughfares through Canal Village area. Having well designed public spaces adds to the sense of place by creating comfortable places to walk, or bike while travelling to a destination. Public investment in these areas can increase property values and encourage private reinvestment.

Illustrative Plan

The Illustrative Plan depicts how Canal Village area might look in the future, incorporating the proposed improvements such as buildings, street trees, parking, and open spaces.

Understanding that complete change will not happen overnight, the plan illustrates both short-term and long-term projects that are designed to be implemented one piece at a time, as opportunities arise. Often with private investment occurring after public improvements are implemented. Although some plan details may change over time to meet physical, regulatory, or market constraints, the main concepts contained in the illustrative plan should be adhered to.

These concepts and more are discussed in more detail throughout this chapter.



Illustrative Plan

The map above shows what the future of Canal Village area may look like. Elements such as existing buildings, hypothetical new buildings, green space, and water are identified using colors that coordinate with the map key. Key intersections and points of interest are identified as well. Trees are shown as a symbol to represent additional streetscape along South Columbus Ave, South Fulton Ave, and East Sandford Boulevard.

ECONOMIC RECOMMENDATIONS

Findings

Resident workers in Canal Village area tend to be less educated than those in Westchester County. 24.6% have a 4-year degree or more, compared to 33.8% in Westchester County; and 42.3% have a high school degree or less, compared to 24.9% in Westchester County.

While employment has been recovering from the recession, the recovery is not at the same performance as neighboring towns in Westchester County, and New York City. Most of these losses continue in the industrial sector of Canal Village area which has been employing fewer people than local retail opportunities which are the largest employer and exhibit job growth. Industrial wages, however, tend to exceed retail wages by an average of \$9,000.

Leakage analysis reveal that more money is being spent outside of Mount Vernon on a variety of categories such as: restaurants / other eating places; sporting goods, hobby, book and music; clothing and clothing accessories; health and personal care; specialty food stores; and beer, wine and liquor stores among others.

Recommendations

ENHANCE CROSS SHOPPING EXPERIENCE BY PRIORITIZING PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS ALONG EAST SANDFORD BOULEVARD

At this time, East Sandford Boulevard has poor sidewalk and transit infrastructure that discourages cross shopping along the commercial corridor. The lack of midblock crossings also makes it hard for consumers to go between retail offerings on the northern and southern sides of the street. Given the commercial business zoning along this major arterial, pedestrian infrastructure improvements should be prioritized on East Sandford Boulevard in order to support future cross shopping opportunities.

IDENTIFY UNDERDEVELOPED SITES WITHIN EXISTING RETAIL DISTRICT TO CLOSE THE RETAIL LEAKAGE GAP

The leakage analysis in the preceding section shows that the BOA is still able to support a robust 250,000 SF of additional retail if it were to draw demand from a 10-minute drive time trade area. The retail categories that should fill this space include destination retail and activities, rather than convenience oriented offerings. The emphasis should be on restaurants, specialty food stores, and sporting goods and hobby stores. This last category in particular is an excellent complement to the recreational uses envisioned. However, appropriate spaces need to first be identified in order to house these retail offerings, including a consideration of underdeveloped sites within the commercial business zone that appear to be key

opportunity sites for retail development. These properties either have underused parking lots or are sitting vacant and need to be inventoried and shared with potential commercial real estate developers.

INCREASE VISIBILITY AND ACCESSIBILITY TO CANAL AND CONNECT RECREATION NODES AND RETAIL

The higher than national average recreation spending amongst local customers within a 5-minute drive of Canal Village presents the area with the opportunity to build upon its existing recreation node. The potential improvement of the waterfront provides another differentiating factor that could drive visitation, particularly if activities included waterfront access. Increasing the visibility of and accessibility to the canal may result in increased use of existing recreation facilities. Furthermore, the leakage analysis also shows that the recreation facilities can be complemented by approximately 70,000 supportable SF for sporting goods and hobby stores – enhancing the vision of a Canal Village Recreation and Lifestyle Hub.

In addition, the City of Mount Vernon also has an opportunity to brand and market the sports complex offerings that are existing through enhanced directional signage and by doing whatever possible to ensure the offerings and operators remain of a high quality.

A growing number of small to medium-size cities are embracing their once industrial waterfronts and transforming them into a destination for residents, businesses and visitors. Increasingly, local economic development officials and authorities are recognizing the potential of integrating these waterfronts into their cities' urban fabric and in many cases using them as a complementary destination, enriching neighborhoods with additional activities and amenities.

To be successful, however, waterfront revitalization schemes need to go beyond cleaning and activating these areas; they need to be able to integrate them with the surrounding uses and neighborhoods through walkable streetscape improvements, as previously recommended, clear visual and physical connections, and an enhanced sense of place through meaningful public spaces.

INVESTIGATE THE POTENTIAL OF FOOD DISTRIBUTION AS A VIABLE INDUSTRY

Food distribution is a growing sector in the region. The Five Borough Food Flow Report shows that this is a growing industry which includes warehousing, food production, transportation, and construction. The report can be found at [https://www.nycdc.com/system/files/files/resource/2016 food supply-resiliency study results.pdf](https://www.nycdc.com/system/files/files/resource/2016%20food%20supply-resiliency%20study%20results.pdf).

Case Studies

RESTORATION OF THE BRONX RIVER: REACTIVATING AN INDUSTRIAL WATERFRONT FOR RECREATION AND PUBLIC ACCESS



Before



After

Reactivating an Industrial Waterfront for Recreation and Public Access

Founded in 1974 as Bronx River Restoration, the Bronx River Alliance began as a volunteer organization aimed at restoring habitat and cleaning the Bronx River waterway. Today, it is a coalition of 72 local groups working collaboratively with the New York City (NYC) Department of Parks and Recreation (DPR) to reconnect communities to the river and improve life along its banks. With assistance from the US Army Corps of Engineers, NYS Department of Transportation, NYC Department of Environmental Protection, and the National Oceanic and Atmospheric Administration, the Alliance brought City, State, and Federal resources to assist in the challenge of revitalizing the river and the communities along its banks.

Special events like the Alliance's annual "Amazing Bronx River Flotilla" helped celebrate the early successes of community groups and individuals in opening public access and restoring the habitats that once flourished along the river's banks. Opened in September 2009, Concrete Plant Park was the culmination of a decade of advocacy by the Alliance and its members to transform an abandoned concrete batch plant and brownfield site into an iconic park and key node on the emerging Bronx River Greenway.

While still very much a working waterfront, the southern end of the river features new parks, boat launches, and wetlands plantings, achieving a balance of recreational, ecological uses, and industrial uses.

Two decades after the Alliance launched, the banks of the Bronx River are now dotted with neighborhood parks, bike lanes, and canoe launches. Wildlife spotted in its waters include beavers, herring, and the great blue heron. Additionally, citizen scientists, high school, and college students serve as stewards of the river by testing the water quality, planting spartina grass, and seeding the waters with oyster spat.

SPOFFORD LIVE-WORK CAMPUS, BRONX, NY



Light Industry, Living spaces & Livelihood



Spofford Live-Work Campus, Bronx, NY

The Spofford Live-Work campus is a \$300 million planned development on a city-owned site featuring 740 units of housing, 4 Minority Owned Business Enterprises that include food manufacturers, a new film studio, a HeadStart facility, and a wellness center. Once implemented, this project will demonstrate how a mixed-use development can succeed in tight, high priced real estate markets. It will further show how small businesses, and manufacturers in particular, can co-exist with residents.

The project leverages the excellent transportation access points that will serve to bring traffic to businesses and convenience to residents. The local food sector is very robust as well, and the developer will be courting Bronx-based food manufacturers to set up shop, or expand at their campus. These food manufacturers will create living wage jobs for approximately 70 Bronx residents.

Most importantly, the development is anchored and cross-subsidized by light industrial uses and affordable housing. Each manufacturing space also features a retail veneer to serve the local community.

Case Study

NEWTOWN CREEK, BROOKLYN, NY



The Newtown Creek Nature Walk in North Brooklyn is a relatable example of a recently-opened polluted industrial waterway. Designated a Federal Superfund Site in 2010, the creek currently features a quarter-mile walking path along its southern edge. The Newtown Creek Nature Walk was designed to increase public access to the historic waterfront and its local environment.

The new public park is integrated with the neighboring scrap yards, sanitation buildings and sewage treatment plants via features like a 170-ft boat-shaped walkway with portholes allowing visitors to enjoy the creek while acknowledging the presence of the Newtown Creek Wastewater Treatment Plant, the largest sewage treatment plant in New York City. A picnic area also provides views of a closed-down marine transfer station, where the Sanitation Department once dumped garbage into passing barges.

The walkway was funded and built by the Department of Environmental Protection and was designed to be accessible for those with disabilities.

Other example plans include:

- North Brooklyn Industry and Innovation Plan
- Hunts Point District, the Bronx



Views of the Newtown Creek Nature Walk

HUTCHINSON RIVER PARKWAY TRAIL

Public Support for Improved Green Space

Throughout the public process, the public expressed a strong desire to increase the amount of public green space and was in strong favor of revitalizing the historic trail. This will help to achieve the goals established for Canal Village area. Revitalizing these trails will also help to highlight the history of Mount Vernon.

History

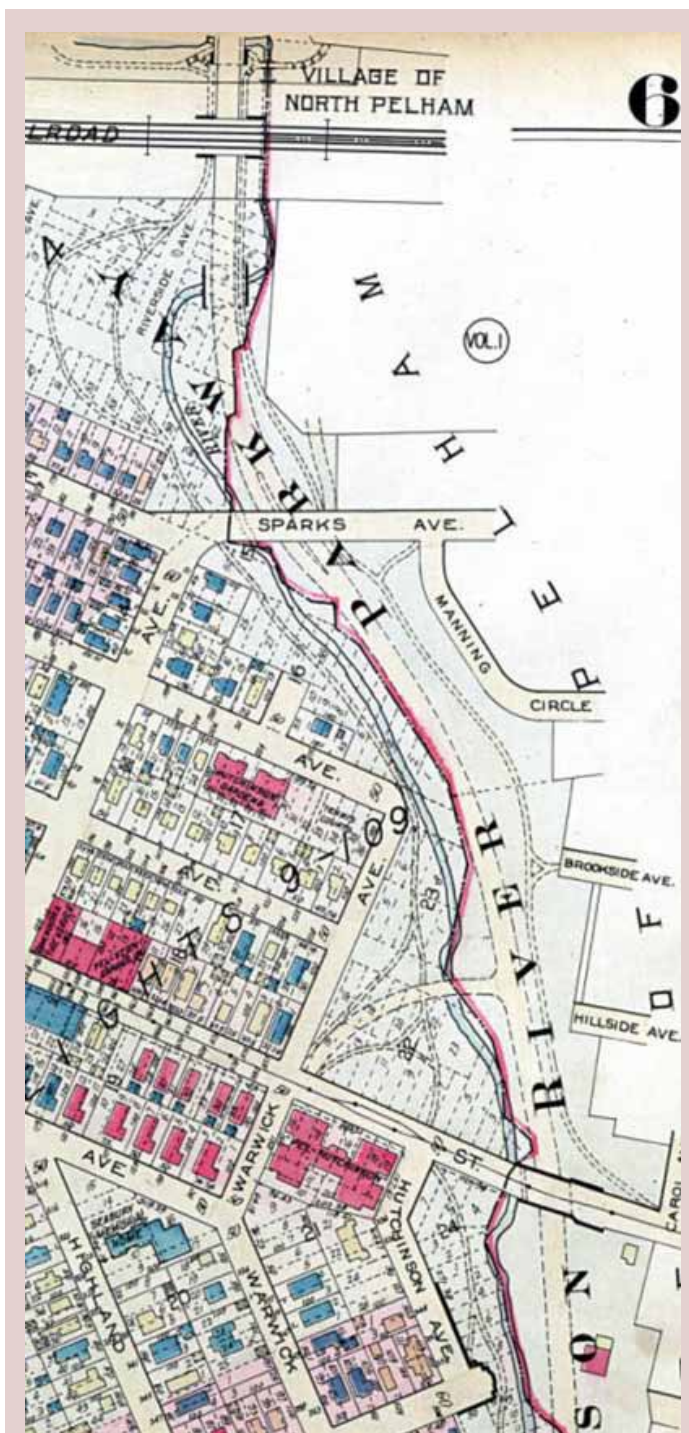
The Hutchinson River Parkway Trail is a part of a regional trail system that is observable in historical maps and images from the 1920's and 1930's. This trail system connected Mount Vernon with its neighbors to the east and north. The trail was used as both a walking, and a bridal trail for equestrian purposes. Historic images depict people walking on the trails that ran along the sides of the parkway, including under bridges. This imagery reflects a point in time when the parkway was used for Sunday drives with picnics along the side of the road.

Beginning in 1936, extensions to the Hutchinson River Parkway connected New York City with the Connecticut State line. As the parkway continued to expand and accommodate more commercial traffic, the use of the paths in Mount Vernon declined. Today, some areas of this trail system are still in use while others are in an overgrown state, including portions of the trail that are in Mount Vernon.

Design Process

In order to determine the placement of the Hutchinson River Parkway Trail, historic maps of the trails were studied and supplemented with site visits to document existing conditions. Historic maps were overlaid with existing satellite imagery and adjusted to align physical markers in both images. From this point the historic trails were traced to be marked out on the satellite imagery. The Historical Locations for the original trails were traced from the Atlas of Westchester County, Volume Two, 1930, Published by GM Hopkins Co. Philadelphia. Pages 6, 7, and 10.

Throughout the expansion of the Parkway, there have been changes to the ramps for entry and exit to and from the motorway, as well as two original bridges removed within this area. Therefore, there are a few places where the pathway is shown slightly realigned from their original locations. Certain points of interest were then identified for further investigation. These included places where the trail appeared to intersect with the Hutchinson River Parkway, ran alongside the Parkway, intersected with rail lines, or



Historic Map from the Atlas of Westchester County, Volume Two, 1930

The historic maps were used to determine preexisting trail locations to overlay with existing conditions. This led to the proposed trail locations with minor adjustments to account for changes to the parkway. These proposed trail maps are located on pages 4.13 through 4.17.

appeared to be located in areas that are currently under water.

Design

Existing conditions showed that nearly all conditions could be upgraded, and other locations were so overgrown that additional landscaping would be required.

Trail Use and Width

Currently, the trails are approximately 8 feet wide and are either of loose gravel, or dirt. In order to have a shared-use track, the width of the trail would need to be made wider to 12 feet. A shared-use track is a paved track that is intended to be used by those who are running or walking along the trail, and those using the trail for bicycling. A 12 foot shared use track accommodates one lane in either direction for both forms of use for the track. There are several different conditions along the track that will need to be addressed in order for this to occur. Some locations will require a simple widening of the path, others will need to reroute bicycle traffic, some will need additional landscaping or some sort of structure to create a level path, and some will be part of the street network of Canal Village area and will require painted markers.

There are a few bridges under the motorway where the original pathways tunneled alongside of the Hutchinson River. Given that these are feeding the main north-south pathway and the historic nature of the bridges, 8 feet in width might be satisfactory. If needed, they could be widened with a wood deck extending over the river. A railing is needed if the trail gets heavy usage.

Potential Connections

Once implemented this path could connect Memorial Field to both the New York City Dyre Avenue Station, and the New York City Pelham Metro North Station. Creating this connection will help to make Memorial Field an easily accessible destination. This has the potential to draw people from Pelham and Pelham Manor, among other places, and spend time and money in Mount Vernon. Memorial Field is expected to go through a major transformation and will serve as an attraction to Mount Vernon and the neighborhood. Connecting this to the trail/pathway system will make it easier for patrons to attend or participate in events without driving to the enhanced stadium. Upgrading the trail in Mount Vernon will also make it possible to connect with neighbors to the north

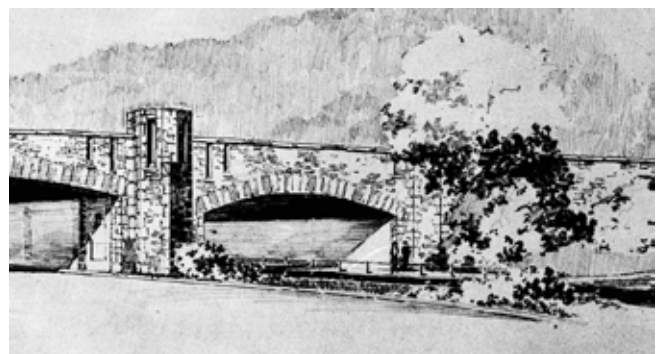
and their parkway trails, making a regional recreational trail that could become a highlight for the area.

Public Improvements

Improving the Hutchinson River Parkway Trail will give the opportunity for Canal Village area and Mount Vernon to become more sustainable, and increase awareness of the environmental resources that the City has. Along the Hutchinson River Parkway Trail, there are opportunities for improvements to enhance the experience for the community and visitors. The following are specific examples of improvements proposed for the trail.

3rd Street Bridge Pathway

Restore the pedestrian pathway that runs along the Hutchinson River under the 3rd Street Bridge. In historic images, it is possible to see people walking along the Hutchinson River under the arch. The path is currently

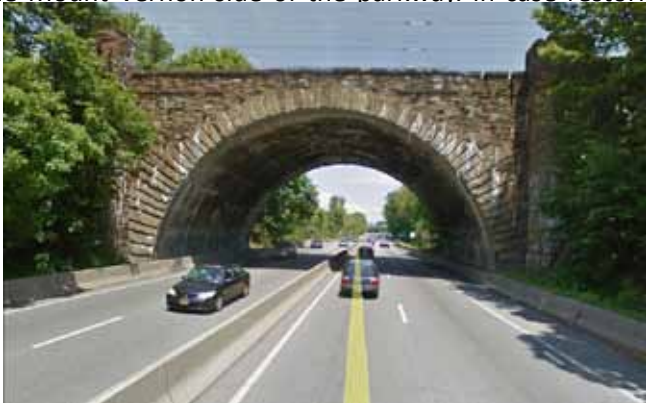


Existing conditions at the 3rd Street Bridge shows an overgrown path with little access today. Historic imagery shows a path with people walking along the Hutchinson River.

shown to be approximately 8 feet wide. This path would need to be made wider to function as a shared-path.

Pelham Arch

Restore Pedestrian Pathway under the Pelham Arch (railroad bridge). The original pathways on both sides have been removed. The priority for restoring the pathway is on the Mount Vernon side of the parkway. In case restoring



Existing conditions at the Pelham Arch show “Jersey Barriers” and wider streets with a very narrow passage along the Mount Vernon side. Historic imagery show pedestrian paths on either side of the parkway

this path takes longer than anticipated, a “sharrow” lane could be included along Beechwood Avenue.

Lincoln Avenue Bridge

Encourage trail-oriented businesses such as a bike shop,

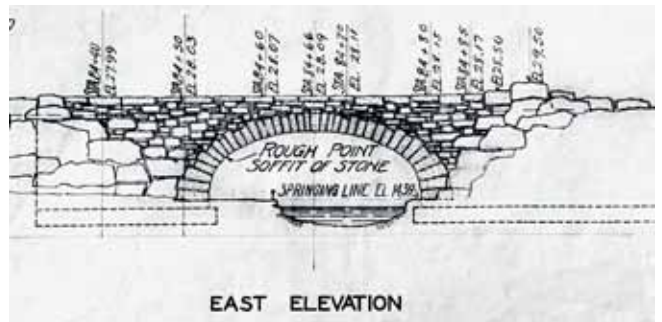
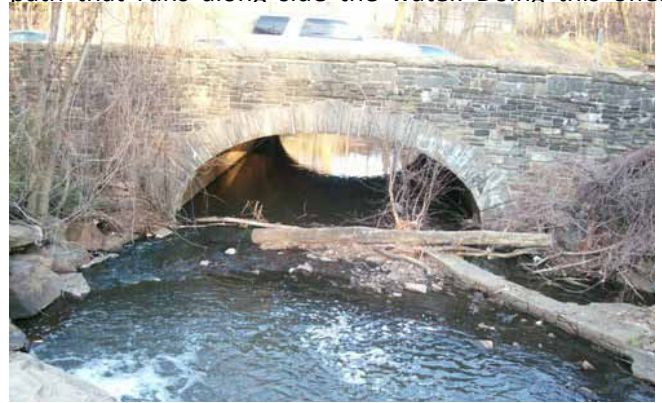


Commercial activity on the Lincoln Avenue bridge could expand to include trail-oriented businesses.

sports equipment, etcetera near the Lincoln Avenue bridge. The location already has a convenience store and deli that can serve users of an improved trail system.

Pelham Lake Waterfall Path

Restore Pedestrian Pathway under the Roadway at the waterfall of Pelham Lake. An image from 1925 depicts a path that runs along side the water. Doing this offers



Existing conditions at the Pelham Lake show water running underneath the parkway. Historic imagery shows an 8 foot wide path underneath the bridge.

Pelham residents direct access to Mt. Vernon’s recreational facilities and retail shops in the Canal District.

Bradford Road Railroad Bridge



The roadway underneath the railroad bridge could accommodate a pedestrian path and bicycle traffic.

Retrofit the path underneath the railroad bridge at Bradford Road to accommodate a wider path, including bicycle traffic.

Continuous Paths

Expand paths to be continuous throughout the trail system. There is a sequence of park spaces connecting Pelham to Wilson Woods Park. After crossing the river on a foot bridge



Existing conditions show an example of areas where the path ends and could be extended.

the paved pathway winds below the edge of the motorway and then turns into a tunnel that goes underneath. Once in the park, the pavement stops in the grass. Continuing this path will encourage more use.

Landauer Metropolitan Building Renovation

Renovate the abandoned Landauer Metropolitan property. In public meetings, members of the community expressed an interest in the reuse of this building as a community center, indoor recreational space, or even a brewery. The City could acquire this property and investigate to determine if a retrofit to fit any one of these uses, or a demolition would be the most financially and programmatically feasible course of action.



The existing pedestrian bridge provides a connection to Downtown Pelham. A bicycle ramp would improve use and access to both sides of the Hutchinson River.

Pedestrian Bridge Improvements

Improve the pedestrian bridge that connects downtown Pelham with Mount Vernon to accommodate bicycle traffic. This will help to integrate the Hutchinson River Parkway Trail into other regional trail networks.



Reconstruction of the 3rd Avenue Bridge should include bike lanes as well as improved sidewalks for pedestrian access.

3rd Avenue Bridge

Include protected bike lanes along the 3rd Avenue Bridge. This bridge is currently scheduled for reconstruction. Part of the design of this infrastructure should include bike



Reconstruction of the 3rd Avenue Bridge should include bike lanes as well as improved sidewalks for pedestrian access.

Path Design

This section outlines the proposed improvements toward the revitalization of the Hutchinson River Trail. Illustrations depict what the trail could look like with improvements to encourage multiple uses such as a walking/running track and bicycle lanes connecting Canal Village area with other areas of Mount Vernon and its neighbors. These

visualizations are in the form of cross sections and plans to show how different parts of the trail could be redesigned in response to their setting, and the concerns of residents. The following pages include maps and associated sections and plans to show where these concepts would occur as part of the Hutchinson River Trail.



**Hutchinson River Trail Map:
North Section**



**Hutchinson River Trail Map:
South Section**

These maps above show conceptual plans of the north and south sections of the Hutchinson River Parkway Trail in Canal Village. The following pages show how the different paths might look and how key intersections might be designed.

Hutchinson River Trail Map — North Section

This section outlines a concept for the north section of the Hutchinson River Trail including path diagrams, a map diagram, and path types. The path diagrams are numbered and correspond with the numbered locations on the map diagram. These path diagrams show concepts for how different path types can be incorporated into specific locations along the trail.

Paths types are identified on the map diagram using a specific color to represent each path type. Each path type has different conditions that are illustrated using path sections. These sections show concepts for each type and include elements with dimensions.

Hutchinson River Trail Path Diagrams

1. East Lincoln Avenue & Hutchinson River Parkway



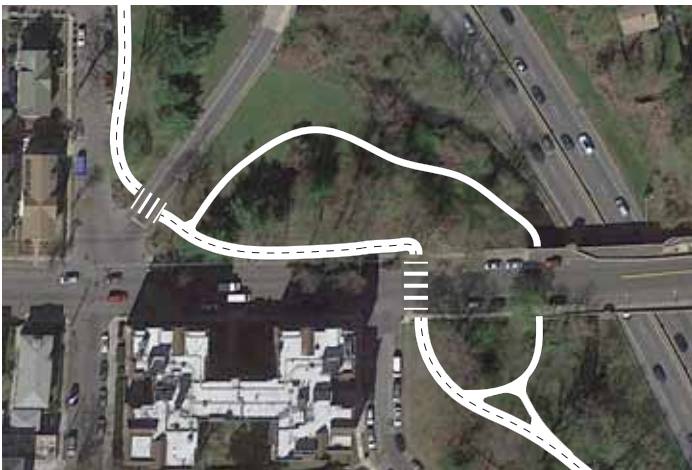
This plan/diagram shows the location for the main trail (shown with the dashed line) and the minor trail that parallels Wilson Woods Park Road.

2. Beechwood Avenue & Farrell Avenue



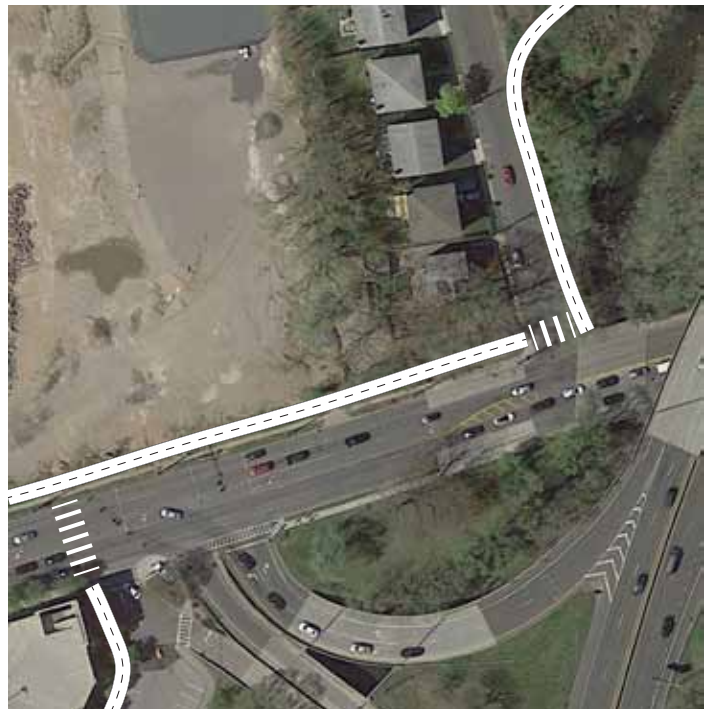
This plan/diagram shows the location for the main trail at Beechwood Avenue and Farrell Avenue with an extra minor trail that runs under the pedestrian bridge crossing the Parkway to Pelham.

3. East Third Street & Warwick Avenue



This plan/diagram shows the location for the main trail at Martin Luther King Blvd and the 3rd Avenue Bridge at the Hutchinson Parkway. The main trail crosses the street at the level of the bridge, while a minor trail passes under the bridge at the current 8-foot wide ledge inside the arch that the river passes through.

4. E. Sanford Boulevard & Hutchinson River Parkway



This plan/diagram shows the location for the main trail at Sanford Boulevard.

Hutchinson River Trail Path Types

Shared Bike Lanes



5'	3'	8'	11'	11'	8'	3'	5'
Sidewalk	Planting	Parking	Lane	Lane	Parking	Planting	Sidewalk
52'							
Right of Way							

Shared-Use Path



20'	12'	20'
Grade	Path	Grade
52'		
Right of Way		

Minor Path



20'	5' - 8'	20'
Grade	Path	Grade
45' - 48'		
Right of Way		

Street Edge Shared-Use Path



8'	3'	12'	3'
Parking	Planting	Sidewalk	Planting
26'			



Hutchinson River Trail Map — North Section

The above diagram depicts a concept for the north section for the Hutchinson River Park way Trail. Numbers indicate the specific trail path diagram and colors represent path types.

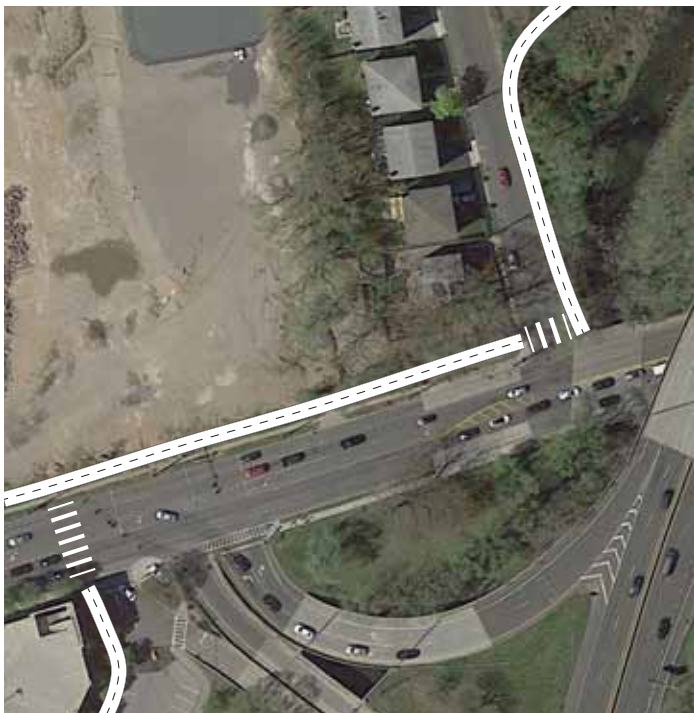
Hutchinson River Trail Map — South Section

This section outlines a concept for the south section of the Hutchinson River Trail including path diagrams, a map diagram, and path types. The path diagrams are numbered and correspond with the numbered locations on the map diagram. These path diagrams show concepts for how different path types can be incorporated into specific locations along the trail.

Paths types are identified on the map diagram using a specific color to represent each path type. Each path type has different conditions that are illustrated using path sections. These sections show concepts for each type and include elements with dimensions.

Hutchinson River Trail Path Diagrams

4. E. Sanford Boulevard & Hutchinson River Parkway



This plan/diagram shows the location for the main trail at Sanford Boulevard.

5. S. Columbus Avenue & Canal Street



The Canal Street and Columbus Avenue intersection is composed of striped bike lanes on both sides of Canal Street. For Columbus: striped bike lanes south of Canal Street, but north of Canal Street stripped bikes and automotive traffic share the lane with “sharrows.”

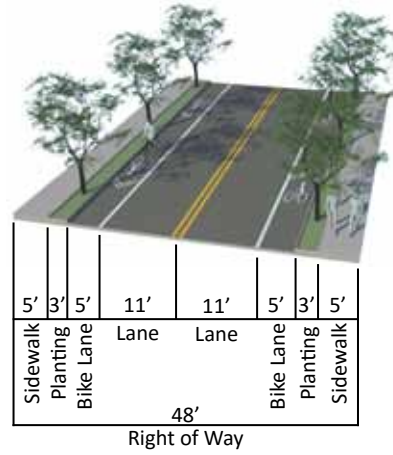
6. S. Columbus Avenue & S. Fulton Avenue



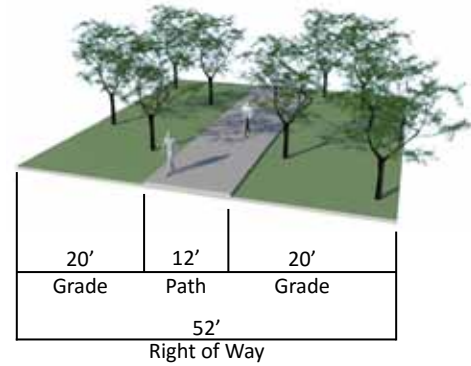
This concept shows Columbus Avenue with striped bike lanes. Fulton Avenue also has striped bike lanes, buffered using on-street parking, or raising the bike lanes up to the level of the curb. This is possible because the width of the Fulton Avenue right-of-way is greater than that of Columbus Avenue.



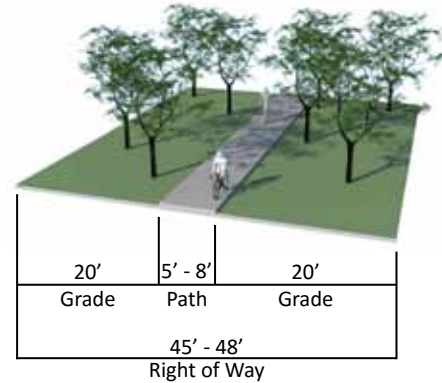
Bike Lanes



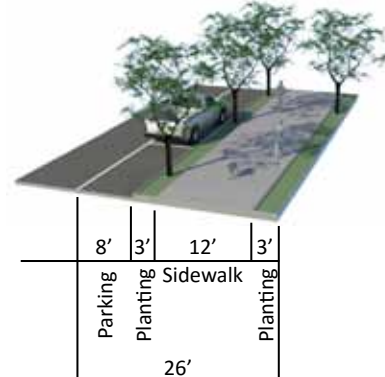
Shared-Use Path



Minor Path



Street Edge Shared-Use Path

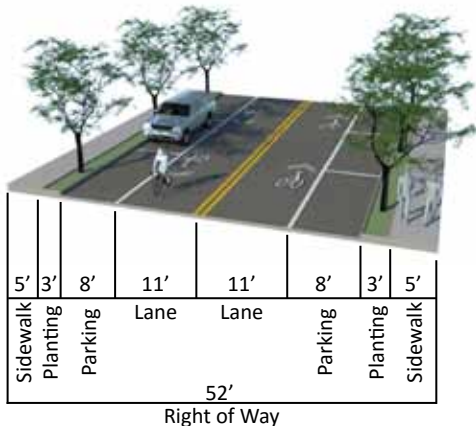


Hutchinson River Trail Map — South Section

The above diagram depicts a concept for the north section for the Hutchinson River Park way Trail. Numbers indicate the specific trail path diagram and colors represent path types.

Hutchinson River Trail Path Types

Shared Bike Lanes



Environmental Opportunities

The following narrative describes potential opportunities within Canal Village area to implement some of the recommended revitalization measures. Each opportunity is subdivided into the levels of agencies that would most likely oversee the suggested improvements including, Westchester County, the Town of Pelham, and the City of Mount Vernon.

Water Quality Improvements

There are several opportunities to improve water quality in the area. Pelham Lake is a primary focus for water quality improvements as well as areas along the Hutchinson River. Below is a short summary of the areas identified for potential water quality improvements during a field inventory conducted on August 10, 2017.

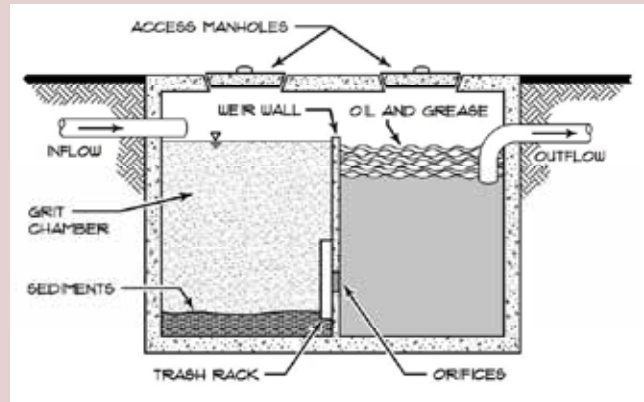
Westchester County

Water runoff by means of overland flow or below grade drainage basins has created large sediment deposits on the northern half of Pelham Lake. The Lake should be dredged of accumulated sediments to reduce biological oxygen demand, restore wetland functions and values including nutrient removal via natural filtration, improve flood flow storage, improve the ecological food web and enhance fish and wildlife habitat. Removing the sediment islands will also improve water flow through the lake, improve the lake aesthetics and reduce the growth potential for nuisance aquatic weeds and invasive species, including Japanese knotweed, purple loosestrife and common reed.

To prevent direct stormwater overflows and associated nutrient and pollutant inputs into the lake, potential candidate areas have been identified to install green infrastructure improvements.

Installing a sand filter along the east side of the parking area above Pelham lake will help trap any grease, road wash or floatables from entering the lake. The installation of a settling basin or oil/grit chamber in the grassy playground area north of the parking lot can intercept the existing subsurface storm drain that currently outfalls directly into the lake. This would provide some stormwater pretreatment prior to discharge.

Relocating the existing Port-a-Potties uphill and away from the lake bank to another location convenient to the picnic areas will also reduce the potential for an inadvertent sanitary release during the pump outs. Additional sediment controls can be achieved by lining the pedestrian and cart paths to the south of the parking lot with geotextiles — permeable fabrics which, when used in association with soil, have the ability to separate, filter, reinforce, protect, and/



Installing an oil/grit chamber near the playground will provide some stormwater pretreatment to improve water quality in the Hutchinson River.



Lining the pedestrian and bike paths with geotextiles or permeable pavers will improve the sediment controls throughout the Hutchinson River Parkway Trail.



Green infrastructure divert, or capture and treat roadway runoff before discharging into the Hutchinson River.

or drain. These could be topped with additional crushed stone or gravel for a wearing surface, and integrating water bars to reduce gullying across the paths.

City of Mount Vernon

The City of Mount Vernon owns a strip of land on the east side of Hutchinson Field that is used as a transfer station. If practical and feasible, the entire facility should be removed from this shoreline location to reduce on-going water quality degradation due to uncontrolled stormwater runoff and wind dispersed debris. At the very least, tarps should be utilized to cover trash and salt piles, covered contaminants employed, and a barrier should be installed along the entire transfer station to protect the River from on-site operations.

Fulton Avenue drains southwards towards the Hutchinson River. It appears wide enough to accommodate improved street tree plantings, and green infrastructure improvements that divert, or capture and treat roadway runoff before discharging into the river.

The City of New York has developed a Long Term Control Plan (LTCP) for the Hutchinson River to address overflow impacts on the water quality of the river. The NYSDEC has approved the LTCP which has some strategies that are applicable to the Hutchinson River in Mount Vernon.

Habitat Enhancement

On the south side of the lake, native emergent wetland plants were observed, including several rushes and sedges. Heavy foot traffic leading to the waterfall can damage or limit the extent of these valuable plants.



A scenic waterfall at Pelham Lake could be highlighted to enhance the experience of the natural environment.

Town of Pelham

On the east side of Hutchinson River south of Sandford Boulevard, there is a large recreational area known as Glover Field that is covered by a manicured lawn extending down to the banks of the river. The lawn along the riverbank could be replaced by a wide swathe of native grasses, wildflowers and shrubs. The restored area would offer wildlife habitat value and water quality improvements due to the native buffer and reduced fertilizer and waterfowl wastes.

City of Mount Vernon

There is a grassy swale on the south side of East Sandford Boulevard, and west side of the bridge over Hutchinson River Parkway. This low-lying flood prone area could be taken out of the City's lawn maintenance program and returned to a native vegetated condition. This would improve wildlife habitat within the flood plain.

Public Access to the Waterfront

Westchester County

There is a parking lot located on the west side of Pelham Lake. This is the main entry point to the playground and picnic area. Presently an earthen foot path leads from the parking lot down to a scenic waterfall located on the south side of Pelham Lake, which is well travelled by visitors to the park. There is a structure at the start of this footpath that was formerly used as an Ice Hutch for ice skaters. This is an opportunity area to construct an observation deck, which could be the entry point to a raised footpath that would lead to the scenic waterfall. The construction of this raised footpath will enable natural vegetation to re-grow in this disturbed area to restore the natural habitat and also



Community gardens provide a public amenity and an opportunity for children to learn about nature.

provide a safe and comfortable way to access the waterfront easily without disrupting the vegetation that surrounds the lake. An area on the west side of the lake adjacent to the playground is used by the maintenance crew to dump leaves and debris from the park. Some gullies have also formed there as a result of heavy foot traffic down to the lake edge. This is an opportunity area for installing a bicycle rack, a fishing platform and overlook area. This location would be an ideal spot for access to the water's edge without disrupting the natural flora surrounding the lake.

Underutilized and Deteriorated Areas

Westchester County

At the southbound exit of the Hutchinson River Parkway, is the entrance to Wilson Woods Park Road. This area is an ideal spot to install native landscaping or green infrastructure along with improved signage to direct the visitor or resident into the Park.

The Park itself is a wonderful area for opportunity and growth. Within the park, as discussed above, there are several spots that can be improved to bring forth the natural wonder and beauty of open green space within an urban environment. The waterfall at the southern end of Pelham Lake also presents an underutilized waterfront area. This is a frequented location by the locals and is a beautiful feature of the park. A raised footpath leading from the Ice Hutch could direct park users to this unique water feature. The waterfall is situated directly next to the Hutchinson River Parkway. The scenic and aesthetic quality of this waterfall could be enhanced by supplementing the landscape plantings with native wetland species, installing interpretive signage, and a dense vegetative screening or a man-made sound barrier along Hutchinson River Parkway to prevent sound from disrupting this meditative area.

South of the park there is an intersection/road end at Beechwood Avenue and Farrell Road. There is a pedestrian bridge at this intersection that traverses the Hutchinson River Parkway and exits into Pelham. This area appears to be a local hangout with poor lighting and scattered rubbish. This location offers much potential. The road end appears to be city owned and has an estimated area of 3,500-square feet. This location is an opportunity to start a community garden or public arts display area. This could bring awareness to the Hutchinson River and help support the stewardship of the area. In addition to the road end area the Pedestrian footbridge can be spruced up to support the garden and or public art space. There is an opportunity to create an aquatic life theme on the outside and inside of this pedestrian foot bridge to again bring awareness to the local flora and fauna both in the community and to travelers on the Hutchinson River Parkway.

South of Pelham Lake at the intersection of Hutchinson Avenue and East 5th Street there is a stone and masonry pedestrian overlook above the Hutchinson River. The walkway is debris strewn, and the adjacent area has been deteriorated by dumping. This could become a revitalized scenic river overlook with selective pruning, installing lighting (and/or surveillance cameras), proper signage and organizing local volunteer stewardship.

Public Education Outreach

Educational signage opportunities are available throughout the study area. The signs can showcase the local flora and fauna and also provide historical references to the area. In addition, there is an opportunity to bring in references to local historical figures and people of interest.

Westchester County

The overpass on Lincoln Avenue and First Avenue just north of Pelham Lake is an established bus stop with a bench. There is some overgrowth along the river's edge that may need to be trimmed back to present a more scenic picture of the wildlife and natural beauty of the river.

The old ice hutch in Wilson Woods Park is an ideal location for the start of the raised foot path. The path could then lead from the old ice hutch to the waterfall south of Pelham Lake. This is also a fantastic location for a large sign describing the ecology of the Lake.

Locations with improved drainage systems or green infrastructure, may offer opportunities to present the technology that was used to improve water quality or promote better drainage and why the particular system was used. Presenting this information visually will help explain how Dry Swale Drainage or Settling Basins work, and it may spark the interest of the younger generation to pursue science and technology.

City of Mount Vernon

There is an area on the east side of Highland Avenue, north of Colonial Avenue that was observed to be a high trafficked dumping area. This is a good spot not only for a monetary fine sign, but also a sign that may shock residences into the hardships of wildlife that encounter litter in the wild such as photos of distressed vegetation and/or injured wildlife.

MEMORIAL FIELD

Memorial Field is located in the middle of Canal Village area. It is easily accessed by places of employment, commercial uses, single family and multifamily dwellings, as well as the Hutchinson Parkway. The location of this site makes it a strategic location as part of a recreational green network within Canal Village area and Mount Vernon as a whole. Its location near the Hutchinson Parkway also suggests that future concepts could establish a “gateway” for Mount Vernon here. This site was also identified by residents, as well as property and business owners as a location that was important to revive.

A concept for the revitalization of Memorial Field was presented at a press conference in the spring of 2017. This concept established a vision of a destination for regional events that also accommodated recreational activities. Further discussions established additional goals of: seating for 15,000 – 20,000 people; a sheltered stadium; accommodating a regulation sized competition track; and providing access to parking directly from the Hutchinson Parkway.

Several conceptual approaches were developed to illustrate a variety of options available for Memorial Field. These options all attempted to balance out the goals for the field on the site.

Parking for sports fields is always a major factor to consider. While developing the concepts for Memorial Field, it was discovered that Mount Vernon’s code does not include parking requirements for sports fields, or arenas. Because of this, the various options explore a range of possibilities — from 1 parking spot for every 4 seats (which assumes nearly everyone is driving), to 1 parking spot for every 10 seats (which assumes most people will be taking some form of transportation other than a personal car).

Including the track within an enclosed stadium proved to be impractical given the site restrictions and seating goals. In order to include the track within an enclosed structure, accommodating 15,000 – 20,000 seats, it would be necessary to expand the site and purchase land from neighboring residences.

A range of building scales were also investigated in an effort to minimize the impact on neighboring residences. This approach also helps Memorial Field to be more easily accessible and match the scale of the neighborhood.



Memorial Field as a Destination

Memorial Field is in a good location to create a connection between the Hutchinson River Parkway Trails and Hutchinson Field. Its location near the Hutchinson Parkway is also an opportunity to create a “gateway” to Mount Vernon.



A view of the Memorial Field site as it currently exists. Tennis courts to the north (right in this image) are in use, but the field is in disrepair and crews are working on addressing environmental concerns on the field.

Option A Concept

Capacity: 19,000 seats

Parking: 4,750 spaces (1 space for every 4 seats)

The first option was developed to accommodate a capacity of 19,000 people, the highest requirement for car parking, and enclosure of the field. Two tiers of seating would wrap the field.

Three levels of parking are located under the field which can be designed to have access from the Hutchinson Parkway south-bound off ramp. This would accommodate most of the needed parking spaces. Parking structures from neighboring businesses would still need to be utilized for the remainder of the required spaces.

A vehicular and pedestrian connection over East Sandford Boulevard could be created to connect directly to the existing parking structure and provide a pedestrian connection for the river trail. This connection takes the form of a public space for gatherings before and after events and includes green space with a seating area, a pergola and paved space for vendors.

The stair tower in the existing parking garage can be extended up to balance the height of the field and create a focal point for the public space. Access to the top of the tower would provide views up and down the Hutchinson River.



Option A Site Plan: An enclosed field, surrounded by two tiers of seating, a parking structure and a plaza that spans East Sandford Boulevard.

Memorial Field and the tower frame either side of the plaza which acts as the cap for a masonry arch that spans 150 feet of East Sandford Boulevard. This composition creates a physical “gateway” into Mount Vernon. The underside of the arch could be illuminated with projected images to highlight upcoming events and a “hall of fame” for Memorial Field. This lighting can be subdued during rush hour, or used to entertain during traffic jams, and emphasizes the plaza as a destination to help commercial uses at the street level.



View of Memorial Field Option A within its context. The masonry arch forms a gateway at East Sandford Boulevard with a plaza and tower.

Option B Concept

Capacity: 7,000 seats

Parking: 700 spaces (1 space for every 10 seats)

Another option illustrates a smaller volume and a field that is open to the elements. One tier of seating is on either side of the field which includes a competitive running track.

A smaller seating capacity and an outdoor field can incorporate the track as well as minimizing the amount that would need to be built. The scale of the grandstands is more in line with the adjacent neighborhood. This helps to create a more consistent feeling along the street, and is reminiscent of the current Memorial Field. Some commercial activity could be accommodated at the street level. A ground level playing field also makes access to the facility easier for the community.

An on-site parking structure would be accessible from Garden Avenue. A smaller parking requirement assumes most people would either be walking, or taking transit to events at Memorial Field and reduces the cost of parking as well as the size of any parking structures and potential traffic in the area.



Option B Site Plan: A field with seating on either side of the field and a competition track.



A one-tiered seating system on both sides of the track allows for more capacity while keeping the height of the grandstand low. A low parking requirement makes a small parking structure possible.

Option C Concept

Capacity: 14,230 seats

Parking: 2,033 spaces (1 space for every 7 seats)

A third option illustrates an outdoor field with a seating capacity between options A and B, and incorporates a higher parking requirement. Two tiers of seating are on either side of the field and curves slightly to match the curve of the track.

The design for this stadium is makes it possible to seat more people than Option B, while still incorporating a competitive running track. A taller grandstand can house commercial businesses on the street level while also creating a focal point on East Sanford Boulevard. This height and architectural features can help to establish a “gateway” into Mount Vernon. A ground level playing field makes it easier for the community to access on a regular basis.



Option C Site Plan: A field with curved seating on either side of the field and a competition track.



A two-tiered seating system on both sides of the track allows for more capacity.

Option D Concept

Capacity: 12,000 seats

Parking: 1,200 spaces (1 space for every 10 seats)

Option D orients the field toward the south-east and features seating on either side of a running track.

This design reconsiders the orientation of the field to face the south-east as an approach to avoid glare from the sun as it sets in the south-west. Placing the field and track this way causes the seating to take on a trapezoidal shape in the plan. The benefit to this is the ability to fit more seating. The angle of the field also places an emphasis on the intersection between East Sandford Boulevard and Garden Avenue. By facing this intersection with the main entry, Memorial Field creates a connection to the plaza at this corner.



Option D Site Plan: Outdoor track and field facing south-east, with trapezoidal seating on either side.



Two-tiered seating can fit more people and the orientation of the field places the main entry at the plaza of East Sandford Boulevard and Garden Avenue.

Option E Concept

Capacity: 9,500 seats

Parking: 1,358 spaces (1 space for every 7 seats)

Option E consists of one tier of seating that wraps Memorial Field and creates a more enclosed space.

This design for Memorial Field incorporates a more enclosed stadium, similar to Option A, without being elevated on top of a parking garage. A walled-in structure makes security easier to achieve and can accommodate commercial activities along both East Sandford Boulevard and Garden Avenue. A single tier of seating helps to fit in with neighbors while also being a similar height to the original Memorial Field. Angling the seating at the corners also creates a connection to the intersection of East Sandford Boulevard and Garden Avenue, establishing a natural location for the main entrance, however, an enclosed field does not incorporate a regulation track.



Option E Site Plan: An enclosed field.



A one-tiered seating system in an enclosed structure provides security while also allowing the stadium to blend in with the surrounding area.

HUTCHINSON FIELD

Throughout the public process, participants were overwhelmingly in favor of improving facilities at Hutchinson Field. This site was studied and several improvements were developed. These also take into account the existing public works facilities on site, and the existing sports facilities. This section outlines the proposed improvements and corresponds with the “Hutchinson Field” map.

1. **Ice Hutch** — The existing indoor ice rink would remain in its current location.
2. **Sports Underdome** — The existing indoor sports field complex would remain in its current location.
3. **Home Run City** — The existing outdoor batting cages would remain in their current location.
4. **Parking Garage** — In order to help alleviate parking issues in Canal Village area during the work week and visitor parking, a two level parking garage could be constructed at this location. The parking garage would take advantage of the naturally occurring topography of the site with access to the first level of parking would be from Sargent Place and access to the second level of parking would be from Kimball Place, without a parking ramp. Removing the parking ramp allows the parking garage to be more efficient. In order for cars to access the parking from Kimball Place, circulation into the sorting facility would be relocated to Newton Place.
5. **Baseball Park** — The existing baseball park would get upgrades to its landscaping with upgraded bleachers and dugout areas. A smaller little league field would be included in the baseball park.
6. **Mount Vernon Shores** — The area that is currently being used as a refuse and recycling sorting facility would be transformed into a recreational water area and would be made up of several components.
 - a *Wave Pool* — A wave pool is included for people of all ages to relax and have fun in a beach-like water feature.
 - b *Beach* — This beach does not enter the Hutchinson River, but does provide a place for relaxation and recreation, from beach volleyball, to sunbathing.
 - c *Cabanas* — This covered area houses cabanas for gatherings and also helps to shield views of the small parking lot and sorting facility from those who are gathered at Mount Vernon Shores.
 - d *Cafe* — A small cafe and restaurant is an amenity for the facility while also shielding views of the oil storage tanks. A nearby deck with tables offers views down the Hutchinson and a place to picnic.
 - e *Splash Pools* — There are two splash pools included for children to enjoy the recreational area.
7. **Canoe / Kayak Launch** — An existing narrow boat launch is designed to be utilized for recreational use as a launch for Kayaking and Canoeing along the Hutchinson River. A small structure near the launch could house a canoe and kayak rental station and look out point.
8. **Dog Park** — The installation of a dog park in Hutchinson Field would present more opportunities for residents to make use of the Hutchinson River Trail by providing a destination. A variety of uses within Hutchinson Field make it more versatile and encourage residents to meet each other and interact while participating in various recreational activities. The dog park would include benches and other stimulating park furniture for dogs to exercise.
9. **Parking Garage** — this parking garage would be accessible from Newton Place and entry into the sorting facilities would be controlled using security gates. The ground floor of this parking garage would be taller to accommodate Mount Vernon Department of Public Works vehicle storage and maintenance while the upper floors create more parking for workers and visitors to Canal Village.
10. **Shared Use Path** — This path is a part of the Hutchinson River Parkway Trail that leads farther up to Wilson’s Woods Park and connects to the Dyre Avenue Subway Station via protected bike lanes. Improvements to this trail would also include additional connection points to Glover Field as well as benches and look-out points for scenic views. The trail would be paved and incorporate pedestrian-scaled lighting as well as security call boxes.



Hutchinson Field

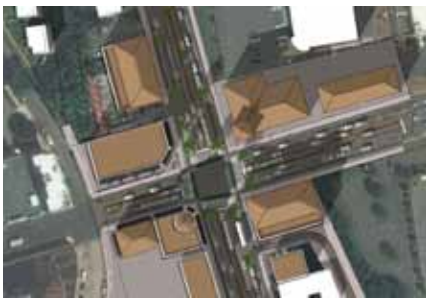
The map above illustrates the proposed improvements to Hutchinson Field that the public felt were necessary and beneficial for the community. Existing public work and sports facilities were taken into account in the design process.

STRATEGIC INTERSECTIONS

As Canal Village area continues to move forward, it is important to identify strategic areas that have the potential to have the greatest impact on improving the area and encouraging development and reinvestment in the neighborhood. Areas with high visibility have the potential to play big roles in this effort. After identifying the Strategic Sites as described in Section 3, and in gathering feedback from the public Workshops, four main intersections were identified. Different options were designed and presented to participants at the public workshops for feedback.

This section includes these strategic intersection locations and the graphics generated to visualize the potential future for each of these locations. Participant preference is included in the descriptions of each of these options. Street section options are also included with dimensions that identify the size of each element within the design.

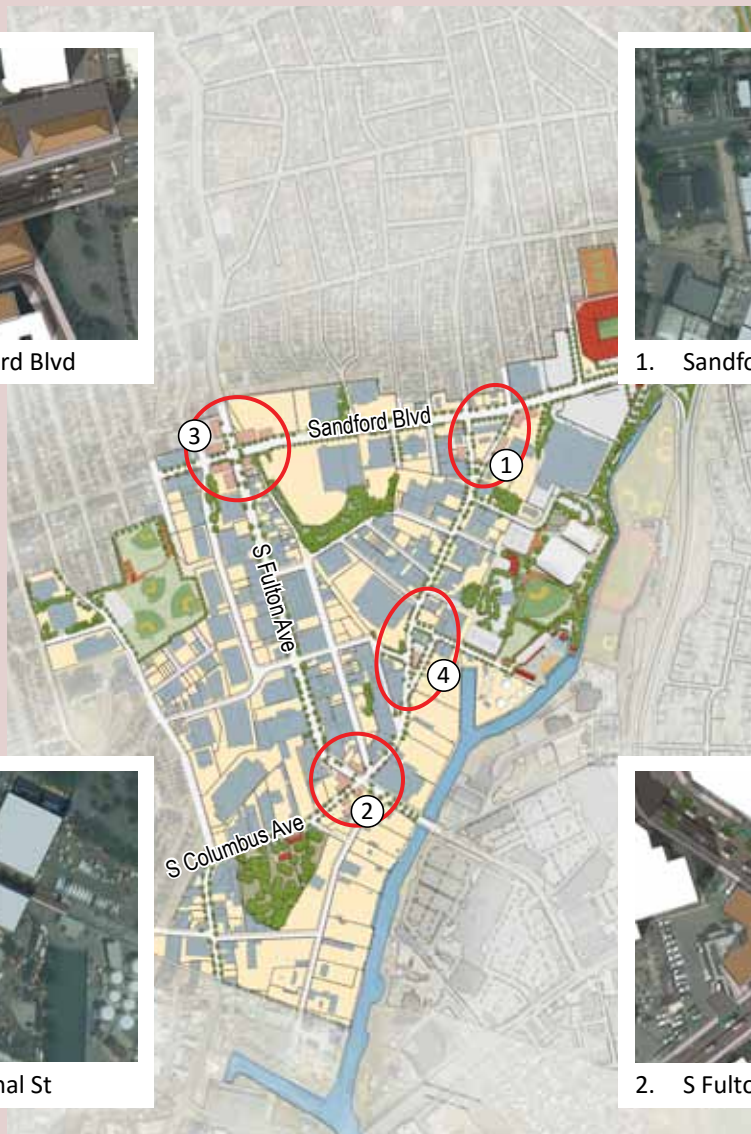
Strategic Intersection Locations



3. S Fulton Ave & Sandford Blvd



1. Sandford Blvd & S Columbus Ave



4. S Columbus Ave & Canal St



2. S Fulton Ave & S Columbus Ave

I. South Columbus Avenue & East Sanford Boulevard

The intersection of South Columbus Avenue and East Sanford Boulevard was determined to be a strategic location within Canal Village area there are several strategic sites at this location, the triangular site is visible both from East Sanford Boulevard and travelling north up South Columbus Avenue. The economic recommendations suggests creating main street locations along East Sanford Boulevard and there seemed to be a consensus from workshop participants that they wanted to see this area become a destination. Many discussions involved creating a “restaurant row” condition at this intersection.

Existing Conditions

Currently, the intersection consists of commercial buildings along East Sanford Boulevard. These buildings are set back from the street and have parking lots located within this setback. There is a T-Mobile store at the intersection of South Columbus Avenue and East Sanford Boulevard that has a green space between the building and the street, however, this is because the parking lot for this business is located to the side and is also along East Sanford Boulevard.

Further south, Columbus Avenue splits and creates Colonial Place, forming a triangular lot that has a new fast food restaurant surrounded by parking. Buildings on either side of this triangular lot house industrial and some commercial uses. Most of these buildings are set back from the street behind parking lots. Having so many parking lots along a street creates a drive-only feel, discourages walking, and increases the feeling that the neighborhood is not a safe place to walk.

The condition of the streets and sidewalks varies. Some areas along the street have newer sidewalks that appear to be in good condition, while others have narrow sidewalks that appear to be in need of repair. Likewise, some areas of pavement appear to be in good condition, while others are in need of replacement. Street trees are largely absent.

Opportunities

This intersection could serve as a catalyst for reinvestment in Canal Village area. Potential short-term and long-term improvements illustrate one way the goals established by the community for Canal Village area can be implemented.

This intersection has potential to serve as a catalyst for future investment in the neighborhood. Short-term interventions from the City can have a real positive impact in helping to achieve the vision for Canal Village area. A highly visible triangular lot can become a popular place to be and help spark investment by neighbors. By creating a pedestrian-friendly environment while still embracing industry and the industrial character of the area, Canal Village can become a destination and a sense of pride for the community.



Existing conditions at this intersection include large amounts of parking lots, narrow sidewalks, wide lanes, and very few street trees.



The large amount of street side parking lots, along with the lack of shade inhibits walkability.



Existing conditions looking south on South Columbus Avenue at the South Fulton Avenue section.

Short-Term Improvements

The City of Mount Vernon can take an active role in the redevelopment of this intersection by reconsidering the street design.

The sidewalks can be made wider while the street undergoes a “road diet”. This means that the width of the road is wider than is necessary. Lanes can be reduced to 11 feet, with dedicated loading zones and parallel parking spaces on each side of the street. Street trees can be added. These and parking spaces provide a buffer between pedestrians and moving traffic and can enhance the feeling of safety. A wider sidewalk makes it easier to walk. Adding pedestrian-scaled lighting along the sidewalk also make the street more pleasant for people.

The parking lot along Sanford Boulevard, between Columbus Avenue and Colonial Place can accommodate parallel parking in front of the shops and along Sanford Boulevard. This frees up more space to be used for a bike lane and two rows of street trees.



Site plan with short-term improvements.



Short-term investment by the City in the streets can help to encourage investment. These investments include pedestrian-friendly elements such as wider sidewalks, street trees and identified parallel parking spaces.

Long-Term Improvements

As improvements to the streetscape prompt investment, the City should encourage property and business owners to construct buildings that are street-oriented. These could be restaurants or shops for local residents to visit rather than having to leave Mount Vernon to do so. Building closer to the street enables restaurants to make use of sidewalk dining, and promotes window-shopping which helps to make this intersection a destination for residents, visitors, and workers within Canal Village area.

A food establishment at the point where South Columbus Avenue and Colonial Place split could be established. This could be a local eatery, or a station for food trucks that could rotate on a daily basis. The high visibility of this location from all directions would make this a desirable place to operate and a successful local establishment would make this intersection a destination.



Site plan with long-term improvements.



As the improvements encourage reinvestment, the City should encourage buildings to be close to the street to help define the public space and make the area an interesting place to be.

2. South Columbus Avenue & South Fulton Boulevard

The intersection of South Columbus Avenue and South Fulton Avenue is another strategic location for encouraging reinvestment in Canal Village area. A high number of strategic sites are in the immediate vicinity suggesting that success at this intersection could have a positive affect on nearby sites as well. Two major streets that cut through Canal Village area meet here and once the repairs to the bridge on South Fulton Avenue are complete, this intersection will function as an entry point into the neighborhood from Pelham Manor.

Existing Conditions

The intersection of South Columbus Avenue and South Fulton Avenue consists of the Columbus Diner, a Dunkin' Donuts, a small building on a paved lot, and an auto body shop with an historic facade. While the food establishments provide amenities to the area, they are set back, or in the middle of parking lots. The land rises in height as South Fulton moves north, creating a condition where the diner is several feet above the sidewalk along South Columbus Avenue.

Lanes tend to be wide in this location, and some lanes are in need of repainting. Wide lanes encourage speeding and make the street less safe. Pedestrian crossings are not identified with crosswalks, which makes it dangerous to walk or cross the street. Some sidewalks are new while others are in disrepair, or are just gravel. There are some parallel parking spaces, but they are not marked. There are almost no street trees in this area creating a lack of shade.

Opportunities

This intersection has potential to serve as a “gateway” into Mount Vernon that has a positive impact on surrounding development. Highly visible sites from multiple directions hold opportunities for redevelopment that could mark this intersection as a destination for workers and visitors. The parcel at the north of the intersection could be developed into a local food business that meets a missing niche, as described by the economics report for the region, and sells food to local workers.

Improvements to the pedestrian realm will help to contribute to reinvestment of the site, and establish a “sense of place” within Canal Village area.



Existing conditions at this intersection include deep building setbacks, narrow sidewalks, wide lanes, very few street trees and an historic building facade.



This intersection has highly visible sites from multiple directions which hold opportunities for redevelopment.



Existing conditions looking north on South Fulton Avenue at the South Columbus Avenue intersection.

Option A Improvements

Adjusting the width of the lanes, which currently range between 10 and 15 feet, to be 11 feet wide can help to slow traffic and make the travel lanes more consistent. The number of lanes can be reduced to one lane in both directions on Fulton Avenue with a left-turn-only lane. Bike lanes can also be included to create a connection to the Hutchinson River Parkway Trail. Parallel parking spaces can be included where there is enough street width. Loading areas can also be included to help maintain traffic flow while allowing everyday industrial functions to take place.

Street lights that are more pedestrian in scale should be installed. These help to improve lighting as well as the experience of pedestrians in the neighborhood. Crosswalks should be painted to improve the ability for local workers, or visitors to cross the street.



Site plan with Option A improvements.



Option A include street painting, lane width adjustment, the reduction of the number of lanes on South Fulton Avenue, bike lanes, parallel parking, pedestrian-scaled street lighting, and painted crosswalks.

Option B Improvements

This concept illustrates ideas that build upon the basic vision to create a destination within Canal Village area that becomes a gateway into Mount Vernon.

The bike lane has been raised with a green buffer and tree planters can be added. Bike lanes have also been added to Columbus Avenue to help create a connection to the Hutchinson River Parkway Trail.

New buildings at the intersection are closer to the right-of-way. This relationship creates a better shape to the street and makes the area more interesting and inviting to pedestrians. The parcel at the north of the intersection has been redesigned to better utilize the site and its high visibility. The Columbus Diner has been moved closer to the intersection with parking at the rear of the site. A terraced area has been included for outdoor dining during nice weather. The convenience store of the gas station has also been moved to make it easier for pedestrians to stop in and make a purchase. The building on the south of the intersection includes a tower element to establish the intersection as a destination.



Site plan with Option B improvements.



Option B further improves the impression of this intersection by including street trees, a raised bike lane options for some outdoor cafe dining, and better building placements.

3. East Sanford Boulevard & South Fulton Avenue

Located at a relative high point within Canal Village area, this intersection could become part of the “sense of place” for the neighborhood. Engaging Sanford Boulevard with some commercial activity that takes the shape of a main street type of development would also make use of opportunities that have been identified by the economics analysis.

Existing Conditions

The intersection has a fast food restaurant, drug store, moving business, and truck rental. Both the fast food restaurant and the drug store are set far back from the streets and are in the middle of parking lots. The building for the moving business is close to Fulton Avenue, but a moving truck staging area along Sanford Boulevard. The truck rental business is close to the intersection, however a larger parking lot is located along both Sanford Boulevard and Fulton Avenue.

Lane widths vary from nine feet to sixteen feet in width and parallel parking is located along Fulton Avenue. There are shoulders along Sanford Boulevard that are wide and appear as travel lanes. The sidewalks are narrow but many are relatively new with only a few in need of repair. There are some street trees along Fulton Avenue, however, they are mostly absent at this intersection.

Opportunities

The location along a major thoroughfare helps to promote local businesses and improvements have the potential to add to the character of the neighborhood. Improvements to the street can act as a catalyst for reinvestment and development of the area. Placing the buildings closer to the street and allowing for an additional story in height can make the intersection an interesting place to walk. Allowing for architectural elements such as towers and other changes to the building volume.



Existing conditions at this intersection include buildings placed in deep parking lots with little building frontage along the streets. Sidewalks are narrow and have few street trees and lights.



Existing conditions at this intersection.



Existing conditions looking north on South Fulton Avenue toward the intersection of East Sanford Boulevard.

Short-Term Improvements

Improvements to the streets will help to enhance the neighborhood and encourage private investment. Planting street trees, repainting crosswalks, installing pedestrian-scaled street lighting, and marking and enforcing parallel parking spaces will help to increase the feeling of safety while walking. Street trees also encourage walking by providing shade during hot summer months.

Some locations could benefit from wider sidewalks which gives more space for pedestrians while narrowing the paved areas of the street and slowing down car speeds. Repainting lanes to be 11 feet wide helps to maintain the industrial traffic flow while keeping speeds safe. Extending Fulton Lane to Sandford Boulevard will provide more options for vehicular traffic in the neighborhood while discouraging people from dumping waste in the wooded area near the truck rental business. This would be in the form of a one-way, right-turn-only lane.



Site plan with short-term improvements.



Short-term improvements include street painting, lane width adjustment, repainting parallel parking spaces, street tree planting and the extension of Fulton Lane to East Sandford Boulevard.

Long-Term Improvements

Locating new buildings close to the street will create a defined street edge. Mixed-use buildings could accommodate commercial and residential activity needs. A small number of apartments will keep “eyes on the street”, making the area safer, while having the added benefit of placing potential customers near commercial uses. A terrace on the northwest side of the intersection would provide a place for outdoor dining while addressing a change in the grade. A tower on the parcel to the northeast of the site creates a visual element, adds more interest.

With the width of the traffic lanes reduced to 11 feet, bike lanes could be installed and placed at the same level as the sidewalks. Sidewalks could be made wider and have street trees with additional green strips to capture water and decrease the amount of water runoff that flows into the Hutchinson River.

Fulton Lane could be changed to intersect with South Fulton Avenue to increase the frontage along East Sanford Boulevard and become a delivery lane for this portion of the neighborhood.



Site plan with long-term improvements.



Long-term improvements for a destination within the Canal Village includes raised bike lanes, wider sidewalks, street trees, parallel parking along East Sanford Boulevard, buildings located closer to the street and a reorientation of Fulton Lane.

4. South Columbus Avenue & Canal Street

The intersection of South Columbus Avenue and Canal Street is a unique condition within Canal Village area. The “flatiron” style site is the result of Canal Street splitting off from South Columbus Avenue which creates a highly visible intersection. A highly visible location is a benefit to existing, as well as new businesses which could act as a catalyst for the collection of strategic sites in this location. Proximity to Hutchinson Field increases the potential to create connections to recreational opportunities.

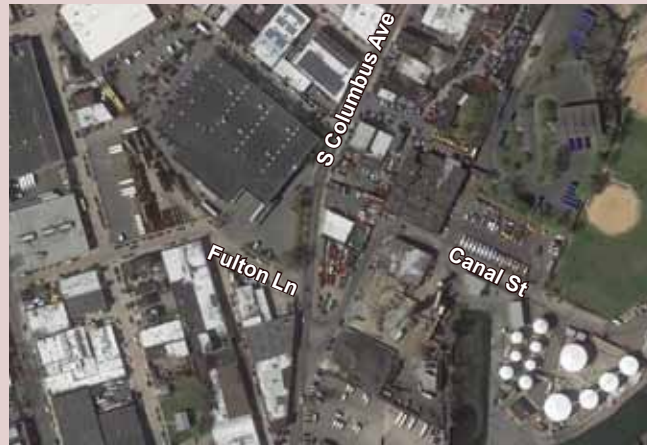
Existing Conditions

The intersection of South Columbus Avenue and Canal Street includes industrial businesses in buildings that are close to the street. A relatively new food supply store was recently built close to this intersection which is set behind a parking lot. Other uses include parking lots, a building materials storage lot, an asphalt distribution lot, and an excavation services vehicle storage lot.

The conditions of the street are indicative of conditions that discourage pedestrian traffic that may also be an impediment to reinvestment in the area. Lane widths range from 15 to 20 feet. Sidewalks tend to be narrow and in need of repair in this area. While the sidewalk is mostly absent from Canal Street. There is some vegetation along South Columbus Avenue, however it is between the sidewalk and a parking lot and interferes with the sidewalk.

Opportunities

Three scenarios have been illustrated to show a variety of options for this intersection as the neighborhood progresses.



Existing conditions at this intersection include several industrial buildings along the street, narrow sidewalks, wide lanes, and few street trees.



There is a lack of sidewalks along Canal Street and the current conditions discourage pedestrian traffic.



Existing conditions looking east on Canal Street.

Option A Improvements

A basic solution for this site would be to create a park that establishes a connection to Hutchinson Field further down Canal Street. This could be an amenity for local workers to have lunch or relax during nice weather which could attract more businesses to locate in Canal Village area while adding more green space. A park would catch stormwater runoff and reduce the amount of untreated water that flows into the Hutchinson River.

Improvements to the pedestrian realm include narrowing the traffic lanes to 11 feet, creating parallel parking locations, and adding street trees. These strategies accommodate industrial traffic while also maintaining safe travel speeds. Wider sidewalks will encourage pedestrian traffic.



Site plan with Option A improvements.



Improvements to Option A consist of increasing the amount of green space in the neighborhood through the creation of a public amenity for local workers and residents, as well as streetscape improvements.

Option B Improvements

The park in option A could be expanded to create a more significant public space. Canal Street can be extended directly through to Columbus Avenue improving the street connections in the area. This park could be a compliment to the Hutchinson Field area, attracting food trucks for lunch as well as for sporting events. Events in Mount Vernon could be held at the ball fields, ice hutch and Mount Vernon Shores as well as the park. During these events, Canal Street could be closed to vehicular traffic and host temporary vendors, or other similar functions. The large green space also helps to reduce water runoff into the Hutchinson River, and increase environmental measures in the neighborhood.



Site plan with Option B improvements.



Option B extends Canal Street to the north of 661 and 662 South Columbus Avenue to improve street connections. A new building creates a visual cue and identifies a destination within the neighborhood.

Option C Improvements

To improve connections within Canal Village area a second vision illustrates the possibility of extending Canal Street straight from Hutchinson Field to South Columbus Avenue. The parking lot associated with 661 and 662 Columbus Avenue can be relocated south of the building to create space for the extension of Canal Street. This would require the City to procure the parcel at the point of the intersection. A new building with a tower element can be located where Canal Street splits off from South Columbus Avenue to make use of the high visibility of the intersection and create a destination along the avenue.

The street has improvements that are similar to the first option. Lanes are reduced to 11 feet with parallel parking. A green planting strip with street trees creates a buffer between the sidewalk and the street.



Site plan with Option C improvements.



A large park replaces both parcels in Option C, creating a public amenity, increasing green space and improving the environmental friendliness of the neighborhood.

STREET SECTIONS

Publicly owned land is an opportunity for the City of Mount Vernon to have a direct impact on the urban quality of the area. 20% of the land in the land Canal Village area is within the right-of-way. Because of this, it is important to develop a strategy for how the right-of-way could be improved and contribute to the growth of the area. Enhancements here would improve safety, transportation, land values, and aesthetic appeal, as well as encourage job growth since it is the greatest percentage of publicly-owned land, and it is in all locations throughout the neighborhood. This section discusses the existing conditions of the major thoroughfares in Canal Village area and concepts for potential future improvements.

Methodology

Streets play a large role in the perception of a neighborhood. Improving street pavement, increasing sidewalks where possible, and including street trees and multi-modal systems such as bike lanes increase the aesthetic appeal of an area. Street improvements should be considered throughout Canal Village area, however major thoroughfares were identified as the place with the greatest potential to have a positive affect due to their high visibility. These streets are East Sanford Boulevard, South Columbus Avenue, and South Fulton Avenue.

Design

After identifying the major thoroughfares in Canal Village area, a variety of concepts were developed to improve street conditions. Existing conditions were studied in order to identify any restrictions on concepts for improvements. As the existing conditions become known, at least two concepts were developed to illustrate possible improvements for the major streets. One concept shows a basic level of improvements while the other shows a more sophisticated, or ideal condition for the street.

Emphasis was placed on maintaining smooth traffic patterns for the industrial uses of the neighborhood, while also increasing the ability for pedestrians to make use of the streets safely. Typical elements include reducing existing wide lanes to reduce the instances of speeding, wider sidewalks to encourage walking, installing bike lanes, painting lane lines as well as parking lines and crosswalks, and planting street trees.



Existing conditions along South Columbus Avenue include wide travel lines, a lack of street paint, narrow sidewalks, and no street trees.



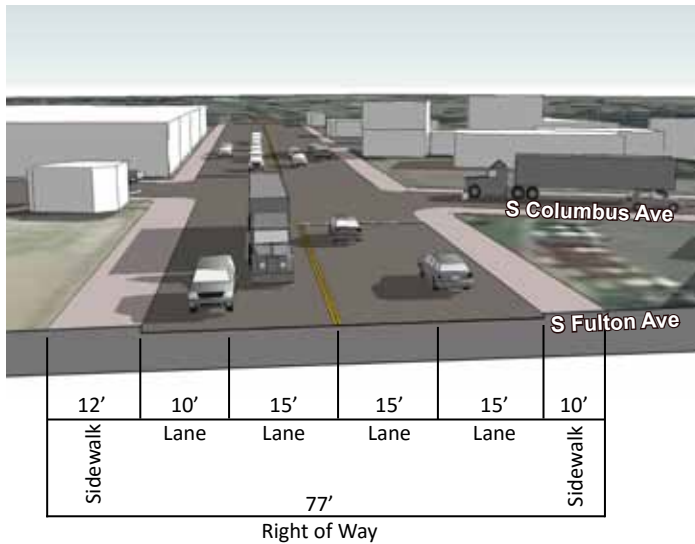
Existing conditions looking north on South Fulton Avenue at the intersection of South Columbus Avenue include very wide travel lines, narrow sidewalks, and few street trees.



Existing conditions along East Sanford Boulevard include a wide paved area, narrow sidewalks, and few street trees. This image is taken looking east on East Sanford Boulevard toward the intersection at South Fulton Avenue.

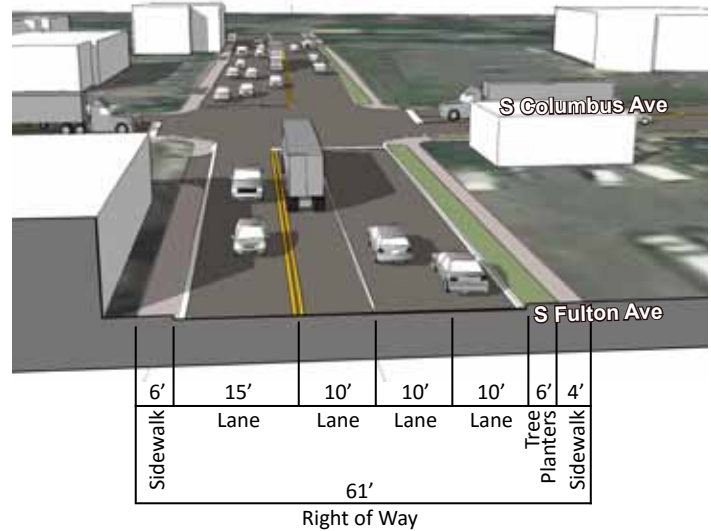
South Fulton Avenue

South Fulton Avenue intersects with South Columbus Avenue and East Sandford Boulevard and in right-of-way width as the road moves north within Canal Village area.



Existing Conditions

Currently, South Fulton Avenue has lanes that are overly wide, they are used as two lanes in some cases. This width encourages speeding down the street. Sidewalks are narrow, and street trees disappear as Fulton moves south within the neighborhood. Parallel parking is permitted but the location of parking spaces is unmarked.

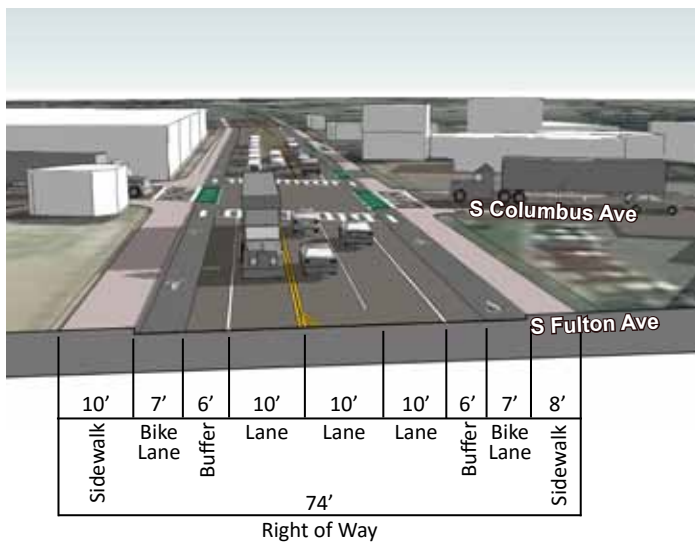


Existing conditions along South Fulton Avenue include wide lanes, some unmarked parallel parking and some street trees.

Concept One

Improvements on Fulton Avenue include a reallocation of the pavement. By reducing the road to a three lane street section with one lane in each direction and a left-turn only lane. Reducing the width of lanes will help to reduce the likelihood of speeding as well as creating a bike connection to Hutchinson Field.

An alternative would be the addition of parallel parking spaces and street tree planters could be installed. These increase the feeling of safety for pedestrians while helping to address parking for the neighborhood. Parallel parking spaces are designed to be 8 feet wide to accommodate the industrial traffic and reduce the risk of being clipped by passing trucks. This approach includes the lack of bike lanes, and decreases recreational opportunities for workers and residents.



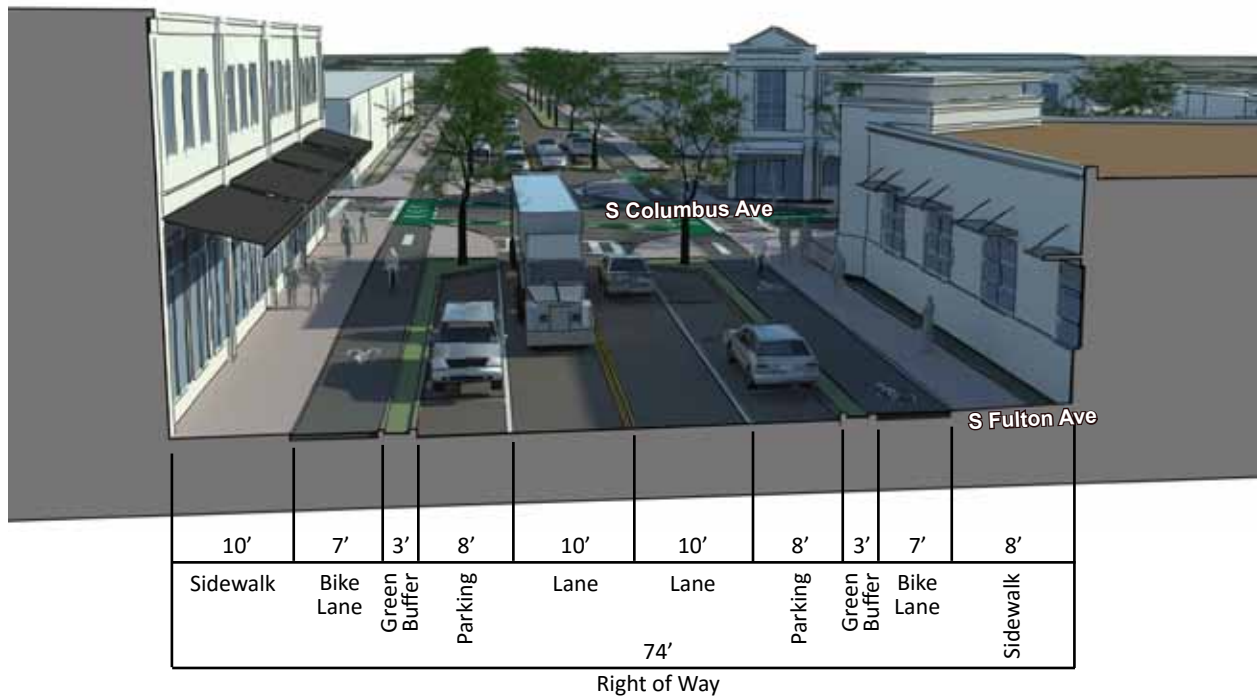
Basic Improvements include narrower traffic lanes, marked parallel parking, street trees, and bike lanes.

Concept Two

As Canal Village area progresses, it will be important to consider pedestrians, industrial vehicular traffic, and any environmental measures that are possible in the neighborhood. Ideal improvements address these concerns through a variety of strategies. Lane widths are reduced to 10 feet to provide more space for additional street components.

Buffered bike lanes are located at the level of the sidewalk to provide extra safety for bicyclists and sidewalks are made to be wider. Street tree planters are installed along strips of a walkable, permeable material that provide a location for water to be absorbed into the ground, and reduce storm water runoff into the Hutchinson River. This material should be a recycled material that is durable, and is designed to be installed in climates that see freeze and thaw cycles. Parallel parking spaces are marked along the side of the road and are designed to be 8 feet wide.

Pedestrian-scaled street lights are installed, and power and data lines should be buried where practical.



Ideal Improvements are a combination of bike lanes and parallel parking with a more extensive green infrastructure network.

South Columbus Avenue

South Columbus Avenue intersects with South Fulton Avenue and East Sandford Boulevard. This street sees a lot of industrial truck traffic since it is a designated shipping highway. Many businesses utilize this road as a means to access the Hutchinson Parkway for shipping and receiving.

Existing Conditions

South Columbus Avenue has a relatively narrow right-of-way, getting as narrow as 46 feet wide in some cases. As a result, there are two potential options that have been developed, though neither has been identified as basic, or ideal. This is because any adjustment would need to replace a previous improvement.

South Columbus Avenue has a variety of existing conditions in Canal Village area. In some locations, there are no painted lines or crosswalks, and 15 foot wide lanes. Other locations, the lanes have become narrower and the lanes are clearly defined. Wide lanes increase the chance of speeding in the neighborhood, but also suggest that there are opportunities for a better use of the streetscape.

The sidewalks vary in their appeal. Some sidewalks are new and in good condition while others are badly broken up and consist of gravel pavement. This makes the sidewalks

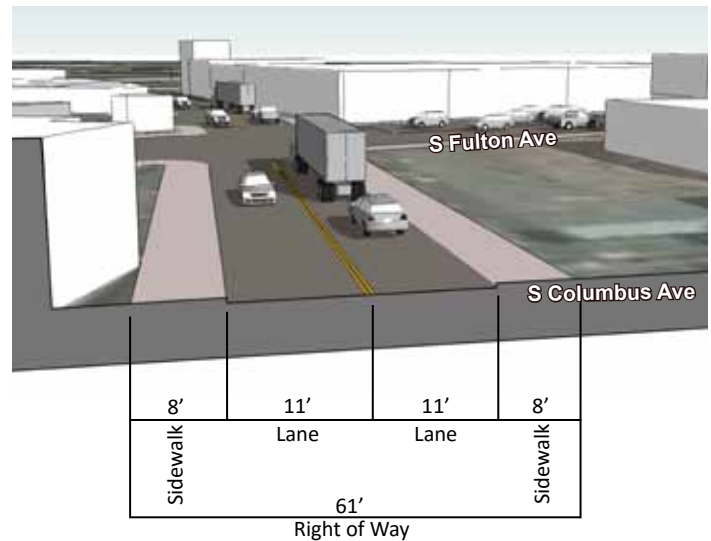
Concept One

Improvements to South Columbus Avenue maximize the paved space while also proposing pedestrian friendly improvements to the street. This is done to minimize adjustments to curb locations for quick implementation.

Lane widths have been standardized to 11 feet wide. This is done to accommodate the industrial shipping traffic while also reducing instances of speeding. Due to the narrow width of the right-of-way along this road, one lane of parallel parking spaces is located on the south side of the street. The parking spaces were placed here because there are fewer curb cuts along this side of the street. These parking spaces are designed to be 8 feet wide to accommodate the industrial traffic along this road and reduce the chances of a truck clipping cars.

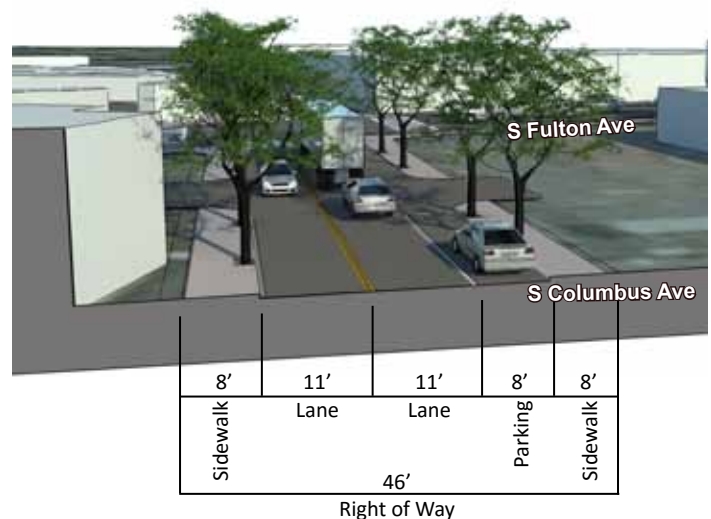
Sidewalks are made wider to be more accommodating to pedestrian traffic. Street trees are included to provide a buffer between pedestrians and vehicular traffic as well as to provide shade on hot days. These could be planted in a

unsafe to walk on, as well as inaccessible for the impaired — a violation of Federal accessibility requirements. Many of the sidewalks are too narrow and immediately at the edge of the street pavement. Placing faster moving vehicles next to pedestrians on the sidewalk increases the unsafe conditions.



Existing conditions along South Columbus Avenue include varying travel lanes, narrow sidewalks and a near absence of street trees.

walkable, permeable material that provides a location for water to be absorbed into the ground, and reduce water runoff into the Hutchinson River. Pedestrian scaled street lighting is also included.



Concept One makes use of narrower travel lanes to mark out parallel parking spots.

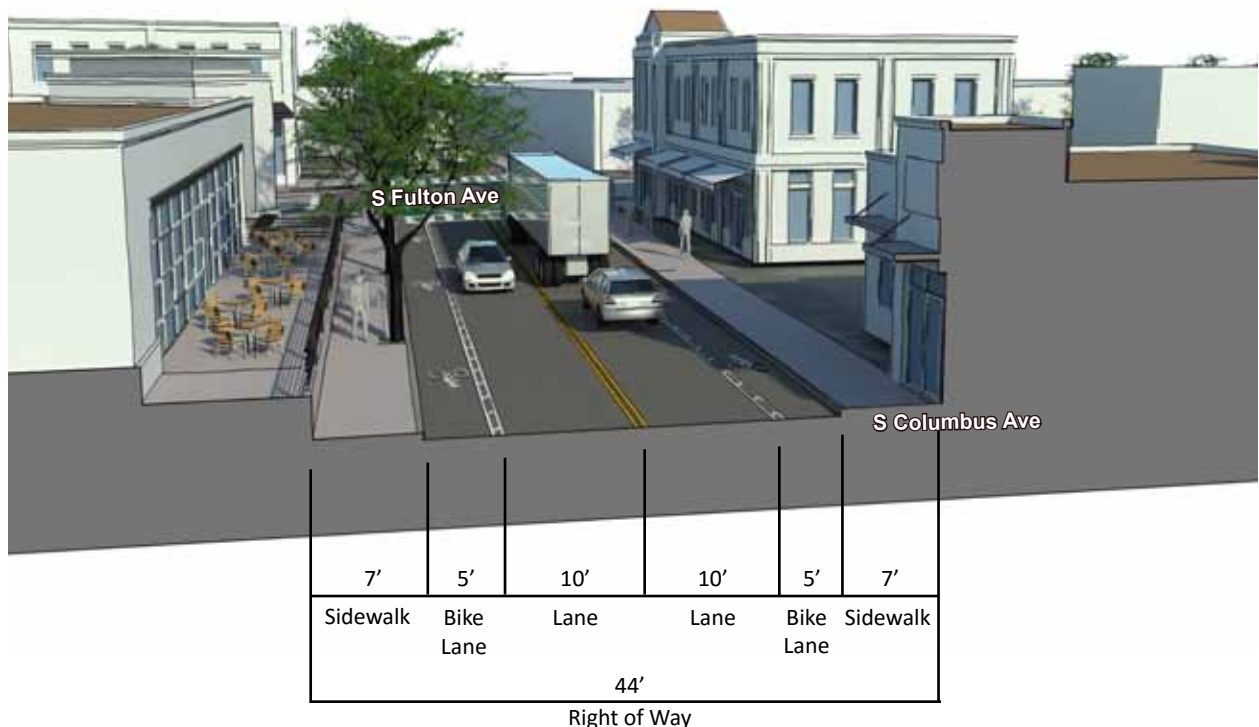
Concept Two

Concept two improves the industrial neighborhood while still making it pedestrian friendly for local workers and residents.

Lane widths have been standardized to 10 feet wide to provide space for industrial traffic while reducing instances of speeding. This frees up space to be used for pedestrian friendly improvements to the streetscape.

Two bicycle lanes are shown to connect the New York Subway Station with Hutchinson Field and the Hutchinson River Parkway Trail. Each bicycle lane is 5 feet with a 1 foot buffer. These bicycle lanes would continue up South Columbus Avenue and then follow Canal Street into Hutchinson Field. Parallel parking would then be implemented beyond the Canal Street Intersection.

Sidewalks are 7 feet wide — narrower than in Concept One — to accommodate the bicycle lanes.



Concept Two trades parallel parking for bike lanes on either side of the street until Canal Street. Sidewalks are slightly narrower.

East Sandford Boulevard

East Sandford Boulevard intersects with South Columbus and South Fulton Avenues and acts as a main connection to the Hutchinson Parkway. Right-of-way clearance changes at South Fulton Avenue. East of South Fulton Avenue, East Sandford Boulevard has a wider right-of-way than the portion of that is west of South Fulton Avenue.

The economic analysis suggests that this street could act as a type of main street with new and existing commercial businesses located here. With this in mind, several different concepts for improvements were developed to encourage commercial investment and enhance Canal Village area.

Existing Conditions

East Sandford Boulevard primarily consists of two lanes of traffic with one lane in each direction, and left-turn-only lanes at intersections. East of South Columbus Avenue, East Sandford Boulevard adds an additional lane in each direction. Left-turn-only lanes vary in width between 9 and 10 feet, and lanes range from 10 to as wide as 16 feet in some instances. There are shoulders painted on paved areas of East Sandford Boulevard. While this defines the lane with paint, the lane still feels wider to drivers and does not help to reduce instances of speeding.

East Sandford Boulevard is characterized by travel lanes that vary in width, narrow sidewalks, few street trees, and parallel parking.

Concept One

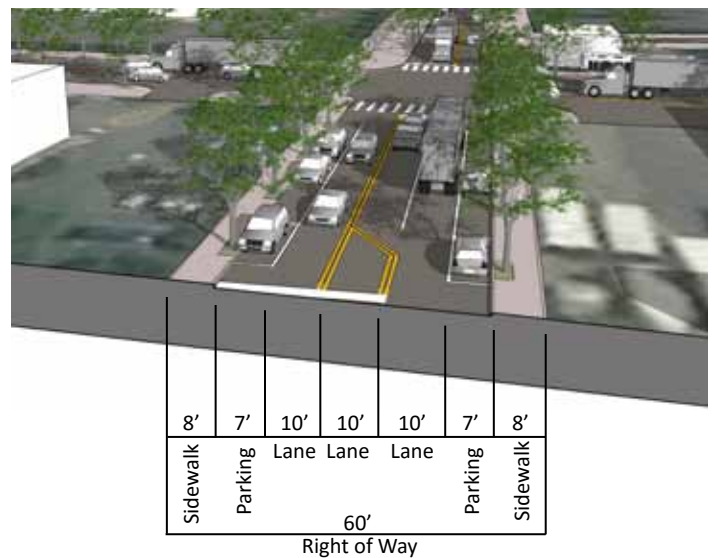
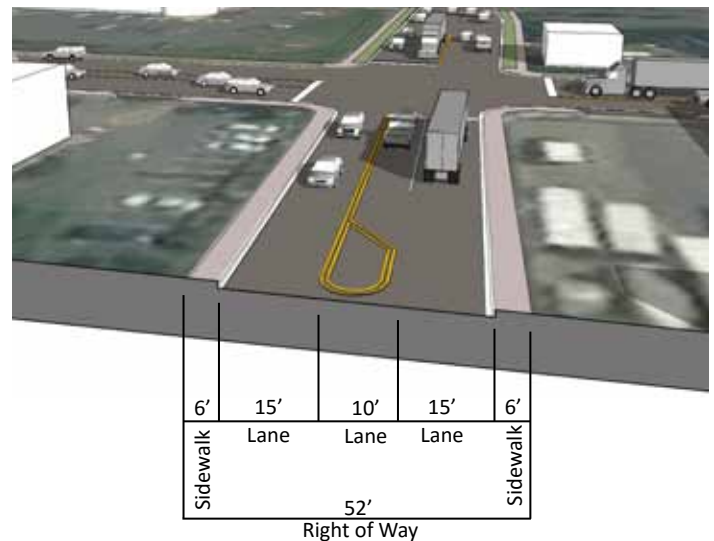
As a method to address existing conditions in a way that could be implemented in a relatively short amount of time was explored. This concept minimizes the amount of changes that would need to be made to the edge of the curb along this street, which saves both time and money.

Lanes along East Sandford Boulevard are adjusted to be 10 feet wide. This provides space for vehicular traffic while also making the street safer by reducing instances of speeding. Left-turn-only lanes are kept at each intersection. Either side of East Sandford Boulevard includes 7 foot wide parallel parking spots. Signs that identify parking regulations are installed, and parking spots are identified with road paint.

Street trees in planters are also included in this concept. These, along with parallel parking, help to provide a buffer between the sidewalk and the street, increasing the feeling of safety for pedestrians. They also provide shade during hot days, helping to encourage walking in the neighborhood. Sidewalks are also made wider to be 8 feet to encourage walking.

It appears that parallel parking is allowed along certain stretches of East Sandford Boulevard, however any signage identifying regulations are not visible, and parking spots are not painted or otherwise physically identified.

Sidewalks tend to be narrow at between 4 and 5 feet. Some areas have sidewalks that appear to be in good condition while others are in need of repair. There is vegetation and some trees between sidewalks and the street and there are also many areas where this does not occur.



Basic Improvements include extending parallel parking along East Sandford Boulevard, narrowing travel lanes, installing street trees and making sidewalks wider.

Concept Two

Improvements to East Sandford Boulevard that enable connections beyond Canal Village area and Mount Vernon can attract people to the street and increase pedestrian traffic which is a benefit to businesses. As businesses do well, property values can increase which incentivizes additional reinvestment in the neighborhood. These improvements embrace more modes of transportation and emphasize the pedestrian while still accommodating the industrial traffic of the area.

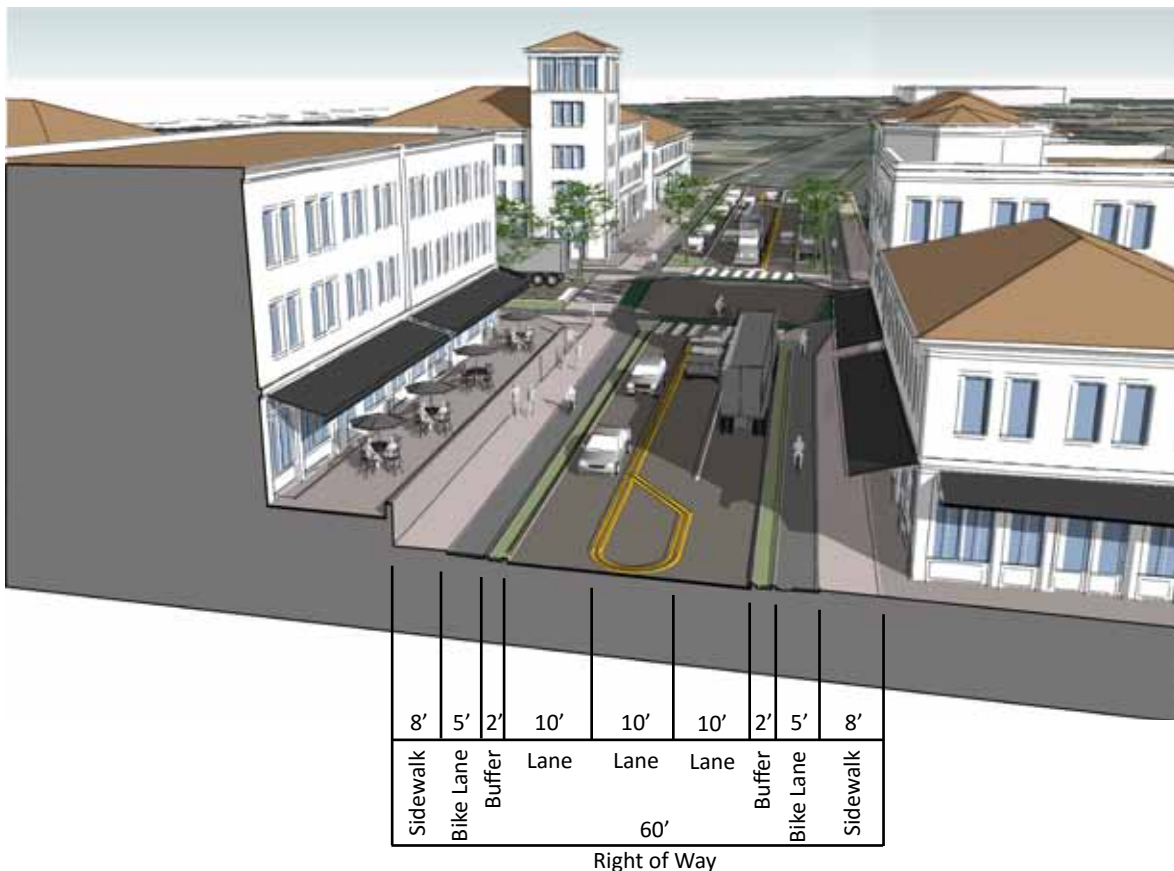
Traffic lanes are adjusted to be 10 feet wide, as in the Basic Improvements, to reduce instances of speeding and improve safety along the street. Left-turn-only lanes are still incorporated in this design. Parallel parking is included on either side of the street as East Sandford Boulevard heads from the intersection with South Fulton Avenue toward the Hutchinson Parkway. The width of the right-of-way gets narrowest to the west of South Fulton Avenue and does not include parallel parking. Parking spots are identified with street painting and regulations are posted on signs along the street.

Bike lanes are included on either side of East Sandford Boulevard to encourage connections from Canal Village area to Mount Vernon, its neighbors, and the Hutchinson River Parkway Trail. A buffer adds a greater feeling of safety along these bike lanes which are wider to the east of South Fulton Avenue than the lanes to the west. This is a result of the narrower right-of-way along East Sandford Boulevard.

Sidewalks are wider to encourage walking along the street and maintain their width on either side of South Fulton Avenue.

Street trees are included in planters which are topped with a walkable, permeable paving surface to accommodate the bike lanes. This permeable paving is a recycled material that provides a place for water to enter the ground and reduce water runoff. These trees increase the feeling of safety and provide shade. They also increase the attractiveness of the street and the neighborhood, providing a “sense of place” to Canal Village, and encouraging additional investment in the neighborhood.

Pedestrian scaled street lights add to the attractiveness of the street.



Ideal Improvements along East Sandford Boulevard incorporate wider sidewalks and the installation of bike lanes on either side for the full length of the street. Travel lanes have been narrowed to 10 feet and street tree planters have been installed with a walkable, permeable paving.

PARKING AND TRANSIT

Existing Conditions

Canal Village area was settled, platted, and developed before the development of the automobile. As a result parking lots are not typically seen for local businesses. This can be a good thing for the streets in a neighborhood, because it avoids the problem of parking lots along streets which decreases appeal, and can often times become a difficult problem to solve.

A visit to the area does show that the neighborhood is experiencing a problem providing parking spaces for workers and visitors. There are several instances where people have had to park in locations that are not identified as parking spots. In other locations, people have had to park on the sidewalk, or informal parking lots have been created in public areas. While these may function as places to place a vehicle, they can create conditions that force pedestrians to leave the sidewalk and negotiate their way around the car into unsafe conditions in order to keep walking down the street. This unpredictable situation is also a danger for drivers who need to make unsafe maneuvers to avoid these pedestrians, and the illegally parked cars.

Loading and unloading is an issue for local businesses in Canal Village. This is related to parking, because both delivery trucks and cars are competing for space in the area. Deliveries and shipping are a common occurrence in industrial and commercial areas. Trucks loading and unloading cause traffic backups, because there are no specified locations for this to occur. Sometimes trucks are queued along the street waiting for pickups and deliveries. Not only does this cause an inconvenience for visitors, it can also have an affect on the operation of other local businesses by blocking access, or movement through the neighborhood. Improvements to the area that address this issue can help improve daily operation for local businesses by removing these blockages.

Strategies

Creating a solution to parking in Canal Village area may include a combination strategies. Some will require negotiations with local businesses, others will involve a policy and enforcement by Mount Vernon, while others involve public infrastructure.



Publicly owned space tends to be used as makeshift parking lots. This can be an indicator that there is a better use for land in these cases.



Parking on sidewalks create unsafe conditions for pedestrians and drivers by forcing pedestrians to find alternative methods to walk down the street and increases the chances of collisions on the street.



Parallel parking does occur in the Canal Village, however parking spaces are poorly identified and policies are not easy to find.

On-street Parking and Loading / Unloading

Many streets in Canal Village do not have painted parallel parking spaces, and some places do not have easily identifiable parking regulation signs posted. Efforts should be made to paint these locations and make policy easy to see and understand. This will help to avoid unsafe conditions by preventing makeshift parking spaces along the street and on sidewalks.

Identifying locations along the street to designate as loading and unloading zones can help improve business function as avoid traffic concerns. It will be important to meet with local business owners in order to determine locations for these zones, as well as required sizes. These zones could later function as parallel parking after certain hours and on certain days.

Shared Parking

Shared parking refers to making use of parking lots that are routinely underutilized. Sometimes they are public, and other times they are private lots. Mount Vernon, or a not-for-profit group composed of local business owners, could negotiate a deal with the owners of these parking lots to allow workers to park on the underutilized property for a set fee. Challenges to this approach tend to be issues of compensation, and liability concerns from the parking lot owners. There are instances where this has been successful, however it can be a difficult option to resolve. Additional resources and a sample agreement can be found in the appendix.

Benefits of Shared Parking:

- Developers and property owners can reduce the total number of required parking spaces through a shared parking provision in the local zoning ordinance.
- Environmental and aesthetic benefits including less stormwater runoff and less concrete expanses.
- Saves time and money spent on constructing unnecessary parking facilities.
- Supports transit-oriented development.
- Land is saved that can be used for aesthetically pleasing opportunities, like parks and green spaces.
- Available parking at all times.
- Revenue sharing.
- Efficient use of land.

Common Types of Shared Parking Agreements:

1. **Public leases private** – Municipality or public entity would directly lease parking from a private landowner or entity for use of public parking or a specific need.
 - *Sacramento, CA* – City manages 17,000 parking spaces and leases 10,000 of those spaces from private lots. City uses two types of agreements: enforcement only and full management. With enforcement only agreements, revenue goes the City and there is no management fee. With full management agreements, the parking facility is treated as if the City owns it and revenue goes to the City. Both agreement types use the City's insurance.
 - *Falls Church, VA* – Kaiser Foundation signed an agreement with the City to open up its 564-space private garage to the public on weekday evenings, weekends, and several major holidays.
2. **Private leases to private** – Private business or entity would work directly with another private entity to lease excess parking spaces. Works best when parking facilities have differing peak uses/ peak demand times or when one facility has excess parking.
 - *West Concord, MA* – Four neighboring private businesses have special permit to operate their lots as one single area. Management costs are split 45/45/5/5/ in proportion to the size of the landowners' holdings.
3. **Other types:** the public allows other structures such as: public/private sells to public; public sells to private; public requires private; public incentivizes private; private funds public

Two Major Approaches to Shared Parking:

1. *Parking Management Districts:* Parking Management Districts collect fees from property owners that are used to develop and maintain parking within an outlined area. The management district is responsible for maintenance, security, taxes, signage, and other parking-related costs. An oversight committee elected by members of the district typically governs the districts. All uses within the district would have access to all the parking spaces at any given time.

- Montgomery County, MD – The County has parking lot districts (PLDs) in high parking demand areas. The PLDs receive all parking revenue and funds can be used to finance projects, transit service, and maintenance repairs including lighting, streetscapes, etc. In lieu of creating their own parking supply, businesses can pay fees that are used to finance the construction of centrally located parking facilities, headed by the PLDs.

1. *Contractual Agreement between Property Owners:* Under a legally binding agreement between property owners sharing parking, the circumstances under which parking spaces would be shared would be explicitly defined in the contract. The ordinance allowing shared parking in a city’s code should require a legal agreement and provide model language.

Lease Terms and Additional Challenges

1. *Typical Shared Parking Lease Elements:*

- Use of facilities – location, times (24/7, hourly, etc.), users, permit holders
- Maintenance and operations – responsible parties, paving, lines, repairs, lights, technology, administration, cost share, revenue allocation and sharing, customer service
- Utilities and taxes – responsible parties, cost share
- Signage and enforcement – type, hours, responsible parties
- Cooperation and communication
- Improvements – rights, cost share, duration
- Insurance – responsible parties, scope of coverage
- Indemnification

- Termination – month-to-month, long term, flexibility, benefits both parties
- Supplemental Covenants

2. *Liability/Insurance:* Liability concerns can be resolved by including shared parking areas under standard business liability insurance coverage. Insurance coverage should apply to all parking areas, driveways, and related walkways. All liability considerations should be incorporated into the lease agreement. Possible responsible parties for insurance include:

- City
- Private
- Parking Authority
- BID or similar
- Third party operator

3. *Zoning:* Zoning requirements should not discourage shared parking arrangements and should be flexible to all for changing land uses. Shared parking codes should be clear to users and jurisdiction staff and should define both the concept and the approval process. Applying for a shared parking situation should not be any more difficult to do than regular parking codes.

- *Portland, OR* – Two or more uses on the same or separate sites can provide required parking as shared parking so long as the parking demand of each use occurs at different peak times. A legally binding agreement is required for shared parking.
- *Seattle, WA* – Parking may be shared among uses located within 800 feet of each other.

Implementing Shared Parking

- Identify the need – establish purpose, conduct parking utilization study, collect data, analyze costs and benefits
- Create basic educational for community members and stakeholders – parking economics, land use trade-offs, opportunities, downtown walkability and livability, convenience, etc.
- Build a coalition – community outreach, contact business owners, landowners, employees, residents, developers, banks, etc.



Including well marked parallel parking spots and highly visible parking policies will reduce unsafe conditions.



Bus stops that include a place to sit, and protection from the elements is ideal for the design of a convenient and safe bus stop.



Including amenities such as WiFi on buses will improve the experience of the bus and encourage ridership.

- Identify obstacles – zoning, party concerns like lease terms, community opposition
- Find a pilot project
- Create regulatory framework – updating zoning to include shared parking ordinance, develop authority and partnerships
- Develop shared parking/lease agreement template – sample language, insurance information, zoning proposals, economic considerations
- Create marketing and education materials – hold community outreach meetings, invite business owners and landowners, present them with materials
- Maintain reporting and monitoring

Public Parking Garages

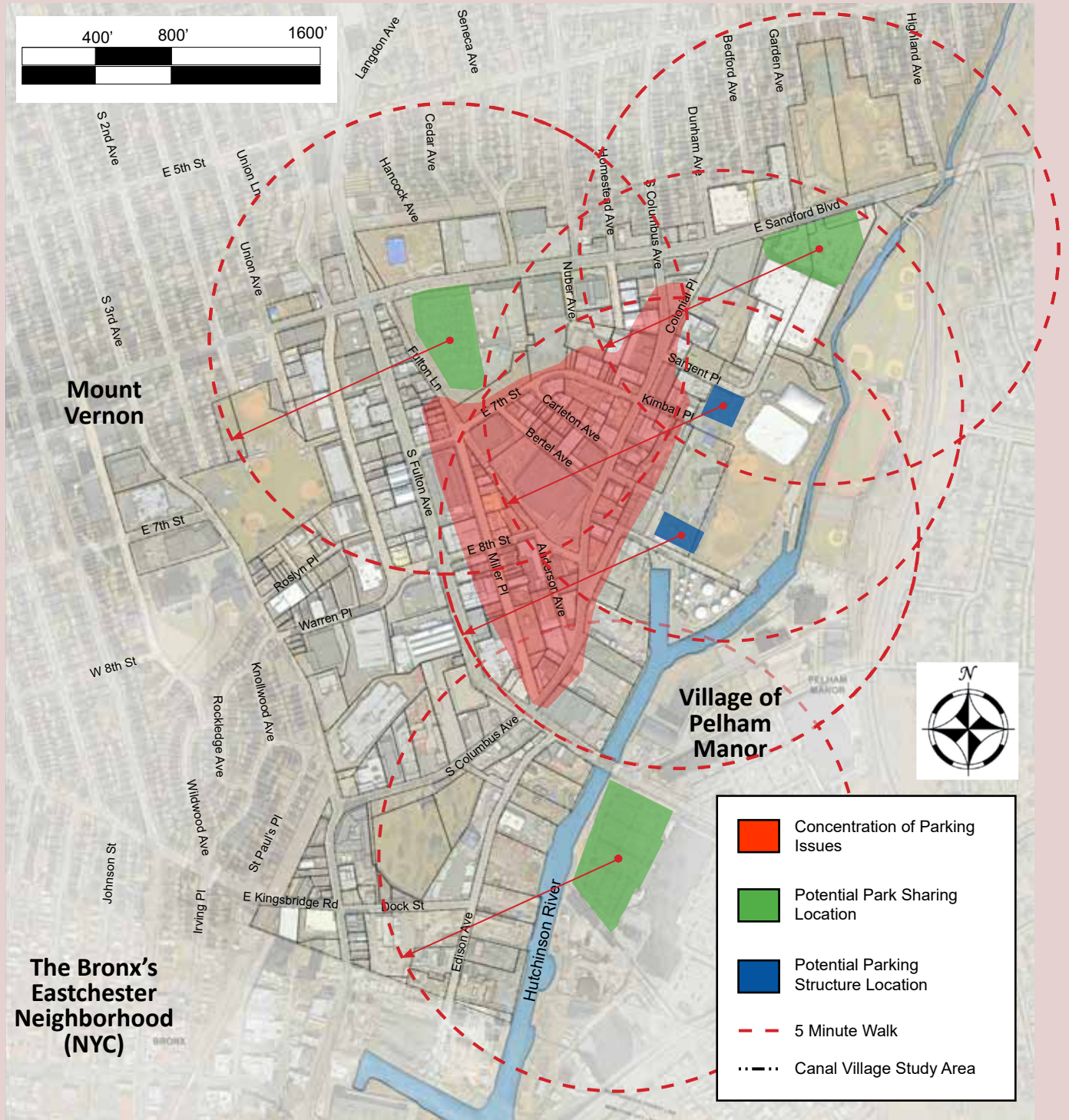
There are two sites that have the potential of accommodating parking garages. These are on public land and, therefore may be implemented with relatively little negotiation.

Improvements to Transit

An easy way to reduce the issue of parking in the Canal Village is to reduce the number of cars coming into the area. If more people take transit to the neighborhood, this can be achieved. In order to encourage people to make use of the existing Bee-Line Bus System several methods should be considered.

Increasing frequency of the buses will make using the bus system more convenient for pedestrians by providing for more flexibility in timing for users. This means reducing the lead time between buses as well as running times and days. GPS tracking will make timing for the bus more predictable and reduce the “guesswork” in when to leave in order to catch the bus. Providing free WiFi has also become a popular technique to attract ridership.

Bus stop conditions can also play a part in ridership. If a stop is viewed as inconvenient, unsafe, or in poor condition, it can discourage people from using the bus. Improving bus stops to be convenient, safe, and in good condition will help the experience of the pedestrian.



Parking Map

BUILDING FACADE IMPROVEMENTS

The quality and character of the buildings in the neighborhood directly affect attitudes about the neighborhood. Positive attitudes will make Canal Village a popular place to live, work, and patronize. Notable buildings that people remember tend to be the larger ones or those with unique architectural detailing, however the remaining buildings are just as important. If well maintained, these “fabric” buildings when viewed together along any particular street, reveal that the neighborhood has a sense of pride, which then encourages further investment by existing and future property or business owners. A good example would be the row houses in Greenwich Village in New York City. The buildings here are not signature buildings individually, however the neighborhood is difficult to imagine without them. The “fabric” buildings in Canal Village can work together to create the same integral feeling, making the area a destination and encouraging reinvestment as a result of an increase in popularity.

Methodology

Buildings that were identified in Section 3, Inventory, as key buildings, or historic resources help to establish and maintain the “sense of place” for the neighborhood. These buildings provide opportunities within Canal Village to highlight the history and the character of the area while also creating a pedestrian friendly environment. While these buildings may have a good relationship to the street, or be good examples of historic industrial architecture, many would also benefit from some “quick fixes”. These “quick fixes” are adjustments that could be made to the exterior of the building in a way that would improve the value of the land, but also help make the streets more interesting for people to walk, or bike down.

Several key buildings and historic resources were studied to illustrate what potential “quick fixes” might look like in Canal Village. This section includes illustrations of these key buildings and historic resources to show examples of what these “quick fixes” are and how they could be implemented to improve other similar buildings in the neighborhood.



“Fabric” buildings, such as those in Greenwich Village in New York, Oak Bluffs in Martha’s Vineyard, and Alexander Avenue in the South Bronx, can become a signature part of a neighborhood without having to be signature buildings, themselves. They highlight the local history and character of an area, helping to create a “sense of place.”

Auto Collision Shop

This key building and historic resource within Canal Village area keeps a small scale and a close relationship with the street.

Currently, the front area is used as a small parking lot which makes pedestrians unsure of how to enter the building and increases the feeling of being unsafe for people walking along the sidewalk. Basic, functional lighting is installed which helps to keep the area visible at night, but could be made more interesting. Doors and windows are kept closed so that people walking by cannot see in. This decreases the level of interest along the street.



A solution to the uninviting entry would be to place planters in the front area of the collision shop. Not only does this resolve the issue of cars blocking the entry, it also adds some greenery to the street. More interesting lighting could be installed at the exterior of the building such as along the roof edge, and near entry points. There are unique exterior lighting fixtures that also have an industrial character to them. Doors and windows with more open glass could be installed to make the building and street more interesting. As a security counter-measure, mesh style security gates could be installed on the inside of the building for when the business is not in operation. Metal canopies would protect against rain, snow, and the sun using a higher quality, more permanent material.



Buildings Set back from the Street

This building is a good example of how some interesting buildings might add to the character of Canal Village by reimagining how their setback could be used.

Currently, cars are parked between the entrance to this building and the street. Any path to the building has been rerouted and a chain link fence is placed at the property line. These tall, chain link fences detract from the appeal of a neighborhood.



Relocating parking to be away from the entry provides and opportunity for a small green space. This can be landscaped in a number of ways, however planting a tree near the property line establishes an edge to the right-of-way and provides a public amenity. Removing the entry addition makes it possible to see the brick work of this building while a new metal canopy provides shelter to people entering the building. Installing new windows with a vertical orientation will help the energy efficiency of the building in a manner that is consistent with traditional design.



Boarded Up Street Frontage

This key building and historic resource within Canal Village has examples of good brick work and other features indicative of industrial buildings.

This type of building has a lot of potential to be really interesting for people walking by. Unfortunately all of the openings facing this main street have been boarded up. Large expanses of walls without windows and doors discourage people to walk by, and in fact encourage people to go by quickly and avoid the area. Basic lighting is also seen here.



Fabric Buildings as Neighborhood Character

This street illustrates how existing buildings can become an integral part of the neighborhood. These structures are part of the industrial character of Canal Village and still house industrial uses. By implementing some specific adjustments to the exterior of these buildings, the industrial nature of the neighborhood can be kept while encouraging walking and biking in the neighborhood.



Existing openings are evident by observing materials that seem quite different from their surroundings such as white concrete block next to brick. These opening could be remade with windows to make the street more interesting. Exterior signage that identify the business could be added to show the diversity of industry and highlight local businesses. Canopies at entries offer protection from the elements and add another layer of interest. As in the previous examples, exterior lighting that is interesting, but industrial in character could be installed in a deliberate and designed way.



STRATEGIC BROWNFIELD SITES

This section includes a map of the identified Strategic Sites and a corresponding table. The table located on the following pages includes pertinent information for each identified Strategic Site such as: lot number, address, ownership, current use, historic use, current zoning, adjacent uses, acres, access, regulatory agency database status, environmental narrative, and potential uses. The goal of organizing this information in this way is to provide a resource for the City to identify owners to partner with, or parcels to promote for new development with potential new industries.

Methodology

As outlined in Section 3, each parcel in Canal Village area neighborhood was evaluated by a series of criteria to determine how strategic it is. These criteria are:

- Publicly Owned Lots
- Underutilized Lots
- Underutilized Lots that are Adjacent to other Underutilized Lots
- Lots at Key Intersections

Other sites that were included are:

- Publicly Owned Land that is Planed for Improvements
- Major Rights-of-Way

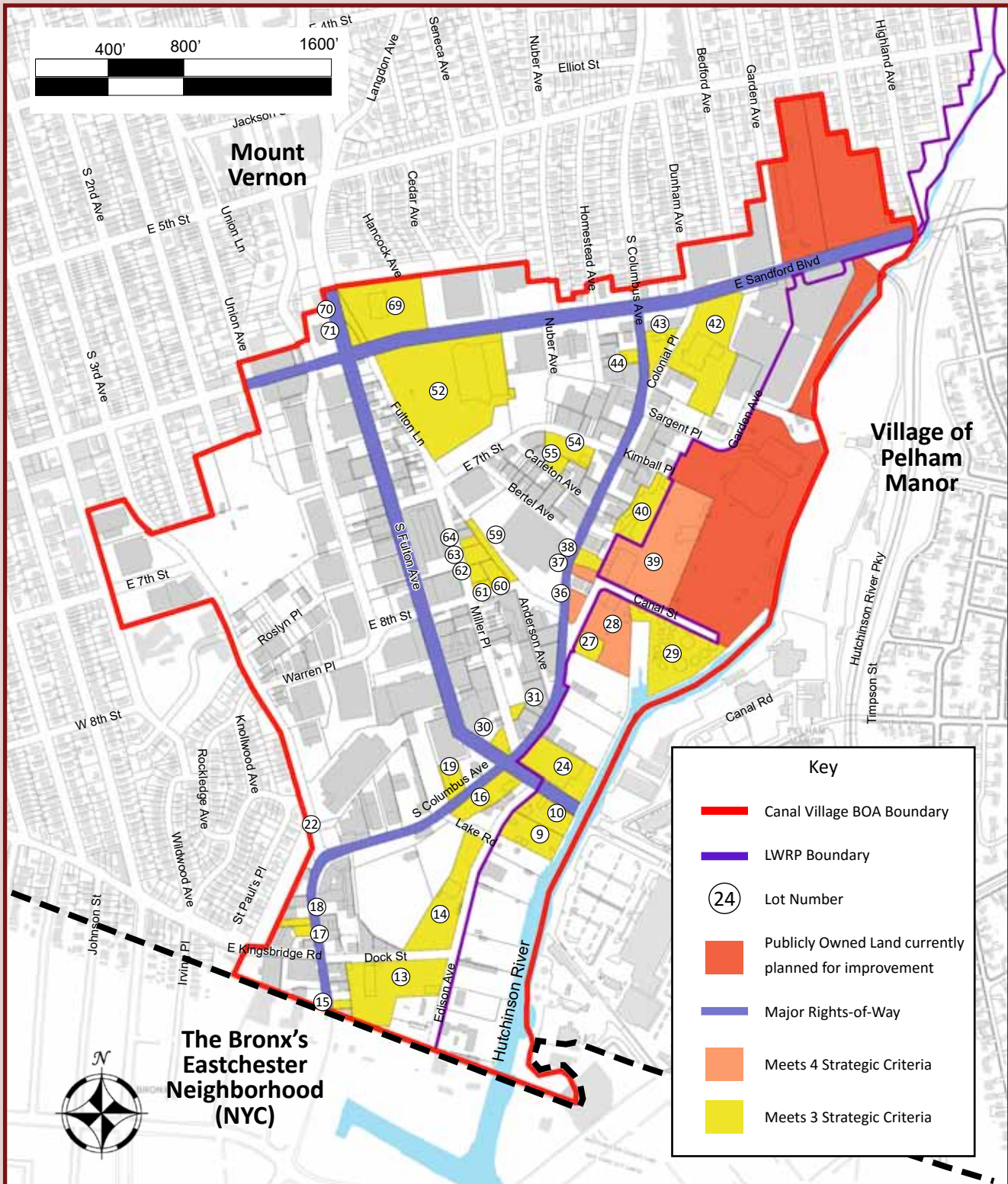
Many of the parcels within Canal Village area are flexible and could be used in a variety of ways, and it is helpful that the City’s zoning code is also flexible for uses. It is important to note that these parcels may be used independently of each other, or combined into a larger parcel depending on the developmental need of the desired future use.

Strategic Sites that require further analysis including individual Phase I Environmental Site Assessments (ESAs) and Phase II Environmental Site Investigations (ESIs) are described in the Environmental Narrative Section within the table beginning on page 4.66.

Further, more detailed environmental information is included in the Appendix, as well as the Toxic Targeting Regulatory Agency Database Reports, which is available in PDF format.



Identifying strategic sites for development will help to prioritize efforts for potential investment, and neighborhood improvements.



Strategic Sites Map

The above map depicts strategic sites based on the 6 criteria outlined to the left. Three categories of strategic sites have been identified following these criteria and include, publicly owned land currently planned for improvement, lots that meet 4 strategic

criteria, and lots that meet 3 strategic criteria. None of the lots within Canal Village area met all of the criteria outlined and, therefore, this category has not been incorporated in this map.

Strategic Brownfield Opportunities

The following list contains information on the parcels that have been identified as strategic for Canal Village area.

Underutilized Lot Number	Address	Ownership	Current Use	Historic Use	Current Zoning	Adjacent Uses	Acres
9	113 Edison Ave.	Rosini Management Corp.	Industrial	This site has a 2-story commercial building. The property is utilized by the Mount Vernon Recycling Corp for masonry, soils, fill, etc. Gasoline tank vent lines were noted on the site. Historically, the site was a fuel oil distribution facility listed as having numerous above-ground fuel oil tanks.	Manufacturing, Industrial and Warehouse	Industrial / Electric Power Generation - Hydro	1.10
10	121 Edison Ave.	Mazzella, Ercito A.	Industrial	The site currently consists of a 4 bay self service car wash facility and a 1-and 2-story building (115 Edison Avenue) currently occupied by a landscaping company. Historically, this site was a coal distribution facility. A gasoline tank was located on this site.	Manufacturing, Industrial and Warehouse	Industrial	0.89
13	41 Edison Ave.	Dock Street Corporation	Industrial	This site currently has two 1-story structures associated with a Yellow Freight trucking/distribution business. Additionally, the site is utilized by a paving and excavation contracting business. Stockpiles of stone, gravel, etc. and contracting equipment and vehicles were observed on the site. Historically, this site was part of a fuel oil/gasoline distribution facility.	Manufacturing, Industrial and Warehouse	Vacant / Industrial / Manufacturing, Industrial and Warehouse	3.13
14	80 Edison Ave.	0 Edison Avenue Realty	Industrial	This site currently is occupied by a tour bus operation. Historically, this site was a fuel oil/gasoline distribution facility having aboveground (gasoline) storage tanks.	Manufacturing, Industrial and Warehouse	Cemeteries / Industrial / Historical	2.29
15	0 Third Ave. (with 783 Third Avenue)	Rolf Realty, LLC.	Vacant / Undeveloped	Site presently utilized as a cement covered parking lot that is surrounded by fence. Historically, this site appears to never have been developed.	Manufacturing, Industrial and Warehouse	Industrial	0.11
16	759 South Columbus Ave.	South Columbus Realty, LLC.	Commercial	Site is currently occupied by a BP gasoline filling station and a Dunkin Donuts restaurant. Historically, the site was a fueling station as far back as 1967.	Commercial and Retail	Industrial	0.91
17	764 South Columbus Ave.	Charles Monaco	Vacant / Undeveloped	Site is currently occupied by an asphalt maintenance services business. Trucks and cars are parked on the site. A large aboveground tank associated with the business appears on the site.	Commercial and Retail	Downtown Row Type / Industrial / Vacant	0.13
18	762 South Columbus Ave.	Charles Monaco	Vacant / Undeveloped	Site is void of any structures and is currently occupied by the same asphalt maintenance services business that occupies 762 South Columbus Avenue. Historically, the site had a 1-story building that was occupied by a flooring businesses.	Manufacturing, Industrial and Warehouse	Industrial / Vacant / Distribution	0.17
19	770 South Columbus Ave.	770 South Columbus, LLC.	Industrial	Site is fenced off and currently has a 3 bay auto repair garage. Numerous parked cars are present. Signage depicts "JAPS Auto Clinic" as the business.	Manufacturing, Industrial and Warehouse	Industrial / Fast Food	0.46
22	South Third Ave. (with 733 South Third Avenue)	0 South Third LLC.	Industrial	Site is an asphalt covered parking lot. Access from South 3rd Avenue is fence off. Site appears to be utilized by an adjacent property.	Manufacturing, Industrial and Warehouse	Industrial / Vacant / Transportation, Communication, Utilities	0.10
24	801 South Fulton Ave.	Autum Properties II LLC	Industrial	Presently this site appears to be occupied by an auto body repair business and distribution companies. Historically, the site was an automotive sales and service facility, fuel oil/gasoline distribution facility (with aboveground and underground tanks).	Manufacturing, Industrial and Warehouse	Industrial	1.75
27	687 South Columbus Ave.	Gaia Development	Warehouse and Distribution	This site presently appears to be utilized as a storage yard and for parking associated with a construction/contractor business. Historically, the site was part of a petroleum distribution facility (with aboveground and underground tanks).	Office and Research	Industrial / Fuel Storage and Distribution	0.41
28	800 Canal St.	Peckham Materials Corp.	Fuel Storage and Distribution	This site presently appears to be utilized as an asphalt plant. Historically, the site was part of a petroleum distribution facility (with aboveground and underground tanks).	Manufacturing, Industrial and Warehouse	Office Building / Industrial	1.88

Access	Regulatory Agency Database Status	Environmental Narrative	Potential Uses
Edison Ave.	Toxic Targeting (TT) Section 2 - SWF Facility; - Rossini Trucking (listed 2x's) - NYSDEC Spill (9503101) - Chunks of Blacktop dumped into Creek, odor coming from same area; Petroleum Bulk Storage (PBS) Facility; and an RCRA Hazardous Waste Generator facility.	Further analysis including Phase I and II Environmental Site Assessments will need to be performed	Structures for factories, office space, or retail space for large equipment. Because of the close proximity to the Hutchinson, it could be used as a river walk or small public green space.
Edison Ave., South Fulton Ave.	TT Section 2 - Westchester Hudson Petroleum Corp (Facility Id: 3-2720), with numerous aboveground tanks.	Further analysis including Phase I and II Environmental Site Assessments will need to be performed	Structures for factories, office space, or retail space for large equipment. Because of the close proximity to the Hutchinson, it could be used as a river walk or small public green space.
Edison Ave., Dock St.	TT Sections 1 and 2 - No Listings on Section 2. Several spills are associated with the Yellow Freight trucking and distribution business. Two 3,000-gallon underground gasoline storage tanks were removed from this site and this site is depicted as a RCRA Hazardous Waste Generator.	Due to the historical and current uses, the documented spills and historical tanks, further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Structures for factories, office space, or retail space for large equipment.
Edison Ave., Dock St., Leona Ln.	Toxic Targeting Section 2- This site is listed as a Petroleum Bulk Storage Facility with five various sized aboveground tanks. This site has four Closed Spills all of which indicate soil and groundwater appear to be impacted.	Due to the historical and current uses, the documented spills, and historical tanks, further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Structures for factories, office space, or retail space for large equipment.
South Third Ave.	Toxic Targeting Section 1 - Site is not depicted.	A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is deemed necessary.	Structures to accommodate a small production facility or office space.
South Columbus Ave., South Fulton Ave.	Toxic Targeting Section 2- This site has an Active Spill (1990) which depicts soil contamination. Several closed spills, pertaining to tank test failures, equipment failures, tank overfills, etc. One closed spill indicates groundwater contamination and refers back to the active spill. Additionally, site is listed as a PBS and RCRA facility.	An active spill is located on the site. It is likely that environmental documents currently exist and would need to be reviewed. Closure of the Active Spill should occur.	Structures to accommodate office space, or retail space for small shops that complement neighboring businesses such as a convenience store.
South Third Ave.	Toxics Targeting Section 1 - Site is not depicted	Given the current use of the site, a Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is warranted. It is noted that this site is contiguous to 762 South Columbus Avenue.	Structures to accommodate office space, or small to medium industrial activity. Alternatively, it could be combined with its neighbor at 762 South Third Avenue to accommodate a larger business.
South Third Ave.	Toxics Targeting Section 1 - Site is depicted as a closed Spill under 762 South 3rd Avenue. The spill was reported when an unknown caller reported that when washing vehicles, there was a noticeable sheen of unknown petroleum going into storm drain.	Given the current use of the site, a Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is warranted. It is noted that this site is contiguous to 764 South Columbus Avenue.	Structures to accommodate office space, or small to medium industrial activity. Alternatively, it could be combined with its neighbor at 764 South Third Avenue to accommodate a larger business.
South Columbus Ave.	Toxics Targeting Section 1 - Site is depicted as once having two 275-gallon aboveground oil tanks. Registration indicates JAPS Auto Clinic Inc.	Given the current use of the site as an auto repair facility, a Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is warranted.	Structures to accommodate factories, office space, or small restaurant space.
South Columbus Ave.	Toxic Targeting Section 1- Site is not depicted.	A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is warranted.	Small business, or office building. This would be more likely if combined with its neighboring lot at 733 South Third Avenue.
South Fulton Ave.	Toxic Targeting Section 2 - Site is depicted as having closed spills pertaining to tank excavation and impact soils and paint leaking onto ground and flowing to a creek. Site is listed as PBS facility depicting a 5,000-gallon tank removed in 2005. Site is listed on the RCRA Hazardous Waste Generators database as a Large and Small Quantity Generator. Site was listed as an EPA Air Discharge Facility	Further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Increase the height of the existing structure to accommodate office space. Could also be used as a river walk or small public green space.
South Columbus Ave.	Toxic Targeting Section 2 - Site is depicted as having a closed spill, is depicted as a RCRA Hazardous Waste Generator and as an Air Discharge Facility. The database depicts a tank cleaning company, a trucking company and a paving company	Further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Structures for factories, office space, or retail space for large equipment. Could be used as a river walk or small public green space.
Canal St.	Toxic Targeting Section 2 - Site is depicted as an Air Discharge Facility, a RCRA Hazardous Waste Facility, a Toxic Release Facility (air emissions) and the site has six closed spill incidents pertaining to tank test failures, impacted soils found when removing gasoline tanks, equipment failure incidents, and tank overfills/sloppy housekeeping. All are associated with Canal Asphalt Company.	Further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Structures for factories, office space, or retail space for large equipment. Could be used as a river walk or small public green space.

Underutilized Lot Number	Address	Ownership	Current Use	Historic Use	Current Zoning	Adjacent Uses	Acres
29	40 Canal St.	Sprague Energy Corp.	Industrial and Fuel Storage	This site presently appears to be an active petroleum distribution facility. Historically, the site has been utilized as a petroleum distribution facility (with aboveground and underground tanks) from at least 1932.	Manufacturing, Industrial and Warehouse	Parks / Fuel Storage and Distribution	2.75
30	784 Miller Pl.	784 Miller Place LLC.	Diners and Luncheonettes	The site is presently vacant and has a small structure which was depicted on historical maps as a restaurant. Historically, the site had been once utilized as a gasoline filling station.	Commercial and Retail	Commercial and Retail	0.20
31	215 Miller Pl.	Richard Palmer Enterprises, Inc.	Vacant / Undeveloped	Site is currently a vacant asphalt covered parking lot that appears to be utilized for the storage of contractors supplies and equipment. Historically, the site was occupied by a residential dwelling.	Manufacturing, Industrial and Warehouse	Mixed-Use / Industrial / Commercial	0.11
36	675 South Columbus Ave.	Arnold Tschantre, Jr.	Vacant / Undeveloped	Site is currently used for truck storage and mobile tank storage. Historically, this site has not been developed.	Manufacturing, Industrial and Warehouse	Industrial	0.27
37	657 South Columbus Ave.	Degas Management, Inc.	Vacant / Undeveloped	Site is paved with asphalt and is currently used for parking and storage of contractors equipment. Historically, the site was occupied by an auto body business.	Manufacturing, Industrial and Warehouse	Vacant / Industrial / Solid Waste	0.20
38	645 South Columbus Ave.	Scan Properties LLC.	Vacant / Undeveloped	Site is paved and appears to be utilized for the storage of contractor and construction equipment.	Manufacturing, Industrial and Warehouse	Vacant / Industrial / Solid Waste	0.28
39	0 Garden Ave.	Jetro	Solid Wastes	Site was previously used as a sewage disposal plant and currently operates as the Hutchinson Athletic Field.	Transportation, Communication, Utilities	Parks / Vacant / Industrial	4.75
40	18 Newton Pl.	Cusdi Realty Corp.	Vacant / Undeveloped	This site is accessible from the north on Kimball Place, and from the south on Newton place. It is currently utilized as a junk/scrap metal yard. Historically the site has been used as a junk yard since circa 1967.	Manufacturing, Industrial and Warehouse	Office Building / Industrial / Solid Waste	1.14
42	440 East Sanford Blvd.	Hartt Realty Advisors	Neighborhood Shopping Center	Site is currently developed with a shopping center. Current occupants include a US Post Office, Dunkin Donuts, Subway and Ritz Cleaners. Ritz Cleaners (436 E Sanford Blvd) is on the NYSDEC Hazardous Waste Generator List. Facility Id: NYD981183429.	Commercial and Retail	Neighborhood Shopping Center / Animal Shelter / Industrial / Transportation, Communication, Utilities	3.51
43	20 Colonial Pl.	Randha Was Estate Corp.	Bank Complex Office Building	Site appears to originally have a dwelling on the site. By 1967, the site is shown to have a bank on the site and is currently developed with a Burger King.	Commercial and Retail	Commercial and Retail	0.54
44	518 South Columbus Ave.	Mick Realty LLC.	Industrial	Appears to be undeveloped until 1967, when a commercial structure was developed. It is currently utilized as a parking lot.	Manufacturing, Industrial and Warehouse	Industrial / Commercial and Retail	0.18
52	230 East Sanford Blvd.	Fulton Corners, Inc.	Large Retail Food Stores	Appears to be developed as a warehouse in 1967 and is currently developed as Stop and Shop. Historically listed with 2 Closed USTs and utilized as the US Post Office.	Commercial and Retail	Industrial / Vacant	7.57
54	280 East Seventh St.	R & I Bass Company	Industrial	Currently utilized as a scrap metal transfer station named "Bass Disposal Services". Known contamination includes soil found during multiple tank removals and test pit excavations. Spill generated from leaking petroleum drums on site, and tank overfill. Site has 11 Registered Tanks, 4 are in service. Registered Air Emissions Facility.	Manufacturing, Industrial and Warehouse	Industrial / Vacant	0.65
55	23 Carleton Ave.	R & M Bass Company	Vacant / Undeveloped	Currently conjoined to Site 54 and utilized as a scrap metal transfer station.	Manufacturing, Industrial and Warehouse	Industrial	0.20

Access	Regulatory Agency Database Status	Environmental Narrative	Potential Uses
Canal St.	Toxic Targeting Section 2- Site is depicted as having 34 spill incidents, one of which is active. The active spill pertains to 1,000-gallons of No. 2 fuel oil some of which went into creek. Site is also depicted as a Major Oil Storage Facility, a Air Discharge Facility, a RCRA Hazardous Waste Facility, a Wastewater Discharge Facility and a Chemical Bulk Storage Facility. All are associate with Sprague Energy, an active petroleum distribution facility.	Further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Structures for factories, office space, or retail space for large equipment. Could be used as a river walk or small public green space. Important public or private buildings.
South Fulton Ave., Miller Pl.	Toxic Targeting Section 1 - 784 Miller Place is not depicted; however, 769 South Fulton Avenue is shown as an alternate address for this site and is listed as a former filling station. There are two closed spill incidents, one indicating the removal of tanks and some contamination. Was an active gasoline station in 2006. Site is listed as a Petroleum Bulk Storage Facility with four 6,000-gallon underground storage tanks.	Further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	Could house a convenience store, or some other commercial and retail function to serve the community with an office component on upper stories.
Miller Pl.	Toxic Targeting Section 1 - 215 Miller Place is not listed	A Phase I Environmental Site Assessment would be recommended.	The shape and location of this parcel make it difficult to efficiently use. A good strategy may be to join with its neighbor to the north at 127 Miller Place and develop small industrial, or office spaces. Another option would be to develop a public space to serve as an amenity to the community.
Columbus Ave., Miller Pl.	Toxic Targeting Section 1- Site is not depicted.	Given the close proximity to an Inactive Hazardous Waste Site and former oil terminals a Phase I Environmental Site Assessment would be recommended.	A good location for a prominent private building with commercial and office uses.
South Columbus Ave.	Toxic Targeting Section 4 - Site is listed as having a closed spill incident that resulted from illegal discharge of hazardous material into storm drain. Site is also listed as a RCRA Conditionally Exempt Small Quantity Generator. Both listings are associated with an auto body repair business.	Given the historical uses on the site, further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	This small parcel could accommodate incubator space for small business, or entrepreneurs. Alternatively, it can combined with its neighbor to the north at 645 South Columbus Avenue to house a larger industrial, commercial, or office space.
South Columbus Ave.	Toxic Targeting Section 4- Site is not depicted	Given the present and historical uses on the site, further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.	This small parcel could accommodate incubator space for small business, or entrepreneurs. Alternatively, it can combined with its neighbor to the south at 657 South Columbus Avenue to house a larger industrial, commercial, or office space.
Kimball Pl.	Toxic Targeting Section 4- included as a Solid Waste Facility, listed with the NYSDEC database: 0507875, 0507712, 0505698, 0404047, 0312756, 030312, NYSDE PBS Database Facility Id: 3-174173	Site currently housing the Mount Vernon Department of Public Works / South Columbus Transfer Station. 6 Petroleum spills have been closed at this site.	The site could be more efficiently used with the remaining space converted to more public park lands with a connection to South Columbus Avenue through Kimball Place.
Newton Place, Kimball Pl.	Toxics Targeting Section 4 - Site is not depicted	A Phase I Environmental Site Assessment would be recommended.	Could accommodate a small industrial, or business campus or complex, or possibly be developed into two locations - one fronting either street. If the public park extends into Kimball Place, this site could make use of that connection as an amenity for businesses.
Colonial Pl., East Sanford Blvd.	Toxics Targeting Section 4 - 440 East Sanford Ave is not depicted, however, 436 East Sanford Avenue which falls within the confines of #42 is listed on the Hazardous Waste Generator Database	A Phase I Environmental Site Assessment would be recommended.	Could more effectively house additional commercial and retail opportunities while contributing to the Canal Village Neighborhood.
Colonial Pl., South Columbus Ave.	Toxics Targeting Section 3 - Site is not depicted		This site has potential for commercial and business uses. A solution for the narrow and irregular shape would be to develop the site into a public space in front of a building.
South Columbus Avenue	Toxics Targeting Section 3 - Site is not depicted		Commercial and office facilities would be good candidates for this site.
East Sanford Boulevard	Toxics Targeting Section 3 - Registered PBS Facility.		Would benefit from increasing the use to include additional development near the intersection. A mix of commercial, retail and office uses would do well at this site.
East Seventh Street	Toxics Targeting Section 3 - Solid Waste Facility. Five Closed Spills - Nos. 9513396, 0709209, 9513755, 9105213, 9011514. PBS Facility Air Emissions Facility	Phase I Environmental Site Assessment would be recommended.	Several smaller incubator, or small business opportunities could be housed in a mixed use development, or a larger space could accommodate industrial uses and larger office spaces.
East Seventh Street	Toxics Targeting Section 3 - Site is not depicted		This lot is used in conjunction with 280 East Seventh Street. This could continue and both parcels could become a small incubator campus, or divided to house industrial and office uses on both sides. As a single lot, this site could also serve small industry and office spaces.

Underutilized Lot Number	Address	Ownership	Current Use	Historic Use	Current Zoning	Adjacent Uses	Acres
59	9 Carleton Ave.	325 Miller Place LLC	Vacant / Undeveloped	Currently utilized as a scrap metal transfer station named "Bass Disposal Services". Known contamination includes soil found during multiple tank removals and test pit excavations. Spill generated from leaking petroleum drums on site, and tank overflow. Site has 11 Registered Tanks, 4 are in service. Registered Air Emissions Facility.	Manufacturing, Industrial and Warehouse	Industrial / Vacant / Commercial	0.04
60	0 Fulton Ave. (with 9 Carleton Avenue)	325 Miller Place LLC	Vacant / Undeveloped	Previously site was undeveloped.	Manufacturing, Industrial and Warehouse	Vacant	0.29
61	0 Miller Pl. (with 307 Miller Place)	325 Miller Place LLC	Vacant / Undeveloped	Currently a part of a school bus terminal.	Manufacturing, Industrial and Warehouse	Vacant	0.12
62	307 Miller Pl.	325 Miller Place LLC	Vacant / Undeveloped	Currently a part of a school bus terminal.	Manufacturing, Industrial and Warehouse	Vacant	0.19
63	315 Miller Pl.	325 Miller Place LLC	Vacant / Undeveloped	Currently a part of a school bus terminal.	Manufacturing, Industrial and Warehouse	Vacant	0.28
64	325 Miller Pl.	325 Miller Place LLC	Vacant / Undeveloped	Currently utilized as a school bus terminal. Developed with a warehouse building. Contamination recorded at the site includes an overflow of diesel of about 5 gallons. Cleanup completed. Spill closed 6/15/2009. PBS - Two underground tanks removed.	Manufacturing, Industrial and Warehouse	Industrial / Vacant	0.11
69	227 East Sandford Blvd.	CVS Trademark Corp	Commercial	This site is comprised of three parcels which are currently developed with a CVS. Historically the site has had contaminated soil – which was excavated and removed. Spill closed 12/10/1998. Wastes generated at the site include: Tetrachloroethylene, Solid waste that exhibits the characteristic of ignitability, and corrosivity, Cadmium, Lead, and Spent halogenated solvents used in degreasing.	Commercial and Retail	Commercial and Retail	2.80
70	0 South Fulton Ave. (with 227 East Sandford Boulevard)	CVS Albany LLC	Commercial	This site is comprised of three parcels which are currently developed with a CVS. Historically the site has had contaminated soil – which was excavated and removed. Spill closed 12/10/1998. Wastes generated at the site include: Tetrachloroethylene, Solid waste that exhibits the characteristic of ignitability, and corrosivity, Cadmium, Lead, and Spent halogenated solvents used in degreasing.	Manufacturing, Industrial and Warehouse	Commercial and Retail / Vacant	0.24
71	471 South Fulton Ave.	CVS Albany LLC	Commercial	This site is comprised of three parcels which are currently developed with a CVS. Historically the site has had contaminated soil – which was excavated and removed. Spill closed 12/10/1998. Wastes generated at the site include: Tetrachloroethylene, Solid waste that exhibits the characteristic of ignitability, and corrosivity, Cadmium, Lead, and Spent halogenated solvents used in degreasing.	Manufacturing, Industrial and Warehouse	Commercial and Retail	0.10

Access	Regulatory Agency Database Status	Environmental Narrative	Potential Uses
East Eighth Street	Toxics Targeting Section 3	A Phase I Environmental Site Assessment would be recommended.	Currently used in conjunction with parcels to its west. This site could be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
East Eighth Street	Toxics Targeting Section 3 - Site is not depicted		Currently used in conjunction with a narrow lot to its east. Together these could house small industrial buildings, or office uses. This site could also be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
Miller Place	Toxics Targeting Section 3 - Site is not depicted	A Phase I Environmental Site Assessment would be recommended.	This site is currently used in conjunction with a lot to its north. Together these could house small industrial buildings, or office uses. This site could also be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
Miller Place	Toxics Targeting Section 3 - Site is not depicted	A Phase I Environmental Site Assessment would be recommended.	This site is currently used in conjunction with a lot to its north and south. Together these could house small industrial buildings, or office uses. This site could also be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
Miller Place	Toxics Targeting Section 3 - Site is not depicted	A Phase I Environmental Site Assessment would be recommended.	This site is currently used in conjunction with a lot to its east, north, and south. Together these could house small industrial buildings, or office uses. This site could also be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
Miller Place	Toxics Targeting Section 3 - Spill No. 0903048. PBS Facility	A Phase I and Phase II Environmental Site Assessment would be recommended.	This site is currently used in conjunction with a lot to its east and south. Together these could house small industrial buildings, or office uses. This site could also be developed in a number of combinations with its neighbors to develop a range of possible uses, from small incubators, to medium and larger industrial and office buildings.
South Fulton Avenue, East Sanford Boulevard	Toxics Targeting Section 3 - 211 East Sanford Blvd. is an alternate address for this site. Registered with Spill # 9714128. PBS Facility with 4 removed/closed aboveground tanks. RCRA Generator	A Phase I and Phase II Environmental Site Assessment would be recommended.	It is owned and utilized in conjunction with two neighbors to the west. The site could benefit from additional commercial, retail, or office development.
South Fulton Avenue, East Sanford Boulevard	Toxics Targeting Section 3 - 211 East Sanford Blvd. is an alternate address for this site. Registered with Spill # 9714128. PBS Facility with 4 removed/closed aboveground tanks. RCRA Generator	A Phase I Environmental Site Assessment would be recommended.	Owned and utilized in conjunction with two neighbors to the west and north. The site could benefit from additional commercial, retail, or office development.
South Fulton Avenue, East Sanford Boulevard	Toxics Targeting Section 3 - 211 East Sanford Blvd. is an alternate address for this site. Registered with Spill # 9714128. PBS Facility with 4 removed/closed aboveground tanks. RCRA Generator	A Phase I Environmental Site Assessment would be recommended.	Owned and utilized in conjunction with two neighbors to the north. The site could benefit from additional commercial, retail, or office development.

ANALYSIS, FINDINGS AND RECOMMENDATIONS

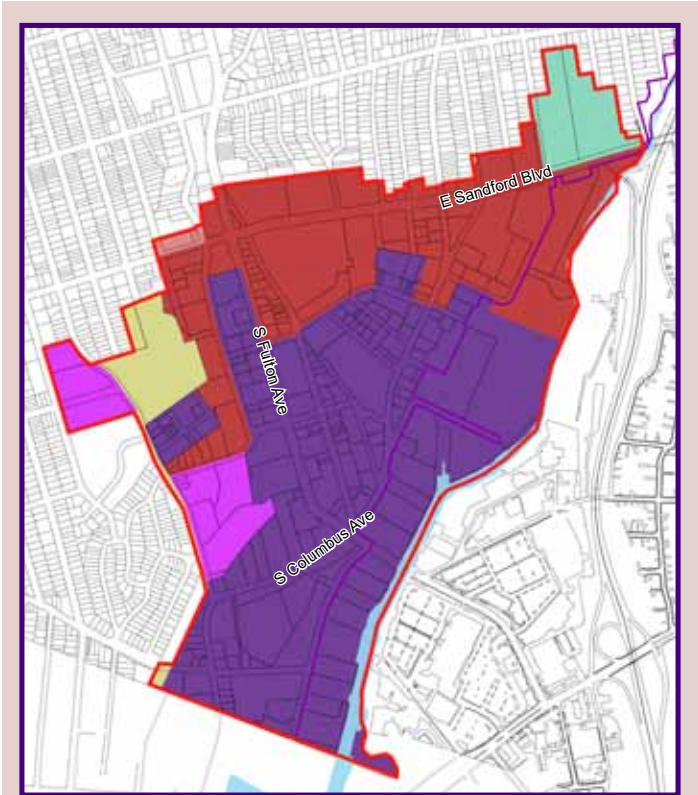
Zoning

A review of Mount Vernon’s zoning code shows that while the code does accommodate the types of development based on current and proposed trends for Canal Village area, there are portions of the code that can be adjusted that may accelerate reinvestment, and cause a more predictable outcome from new construction.

Zoning codes are written so that each rule is a test to measure whether an application of a new building or for a renovation project meets all the acceptable and legal requirements. The typical process is that an owner or a consultant designs the project and then modifies the original design until it meets all the criteria. Sometimes the design that they end up with is very different from the one they started. Some communities have started adding more detail into their zoning rules to better anticipate the eventual outcome. For example, if the intent is to create a walkable street, establishing a consistent “build-to” line is more effective for pedestrian entry, shading, and sense of safety, than is a generic setback that allows buildings to be positioned anywhere behind that line.

Despite the various nuances of zoning codes, there are but a few basic rules that govern the allowable size of a building and its placement on the site are referred to as Dimensional Regulations and control the physical “bulk” of buildings on the site. The Dimensional Regulations that control the basics are:

1. *Height*
2. *FAR* — Floor Area Ratio determines how much floor area can be contained in your building(s) based on the ground area of the applicant’s property.
3. *Building Coverage* — how much of the ground can you occupy or cover with your building(s).
4. *Parking Requirements* — These take up a lot of the ground plane, and if an applicant is providing a multilevel parking structure, that requires space for ramps and fire stairs.
5. *Setbacks* — These are intended to insure space between buildings or in the case of fronts along streets, to control a consistent spacing of buildings from the street edge.
6. *Minimum Lot Size* — usually in acreage
7. *Minimum Frontage* — a linear length expressed in the percentage of the façade width to the length of the front property line facing a street or public space.



Existing Zoning Map

	Canal Village BOA Boundary		Commercial Business
	LWRP Boundary		Neighborhood Business
	One Family Residence		Industrial
	Two Family Residence		Landscaped Industrial

The zoning districts within Canal Village area (and reviewed in this study) are:

- Neighborhood Business District
- Commercial Business District
- Landscaped Industrial District
- Industrial District
- One-Family Residence District and Two-Family Residence District

This study also looked at:

- Zoning Map Changes
- Outdoor Dining
- Land Uses (in general)
- General Code Regulations
- Parks

1. Zoning Code 267-15, B, 2

Neighborhood Business District

Existing Conditions

The Neighborhood Business (NB) District designation is intended “to serve the retail and service convenience shopping needs of residential areas and to provide the opportunity for the continuation of pedestrian-oriented retail and service business uses in the City’s residential neighborhoods.”¹

This zoning district appears in a very small area in the northwest corner of Canal Village area and has a very limited influence on the dynamics of the neighborhood. Recently a new building was constructed with ground level retail and upper level offices that occupies almost that entire area. There is an older mixed-use building right next to it. We will not likely see a significant transformation within the portion of this zoning district inside Canal Village area within the near term.

Currently a building in this district can go up to a maximum of three stories tall and is not allowed to have a residential use.

Suggested Changes to this zoning District:

1. Modify the allowable land uses for the upper floors to add residential use to the already permitted commercial use.

Reason: This project has a goal to increase the tax base, and there is a demand for residential units. This is located where new residential units should not cause a negative impact on the industrial properties of Canal Village. Also, the units provide an increase in taxes based on a current and growing market demand. Upper floor commercial uses tend to be office uses, because they are not dependent on customers finding them in the same way as does a retailer. Introducing residential uses on upper floors helps rejuvenate shops and restaurants below by contributing business patrons to the street. It will provide an alternative if there is ever a future downturn in the office market, to avoid the building sitting empty. This suggestion contrasts with the community concern about adding residential uses to the industrial zones, however this area is on the edge of the district and not in the core of the industrial area. According to our economic study, there is currently a strong market for residential units. The zone is also situated very close to the single-family houses just to its north and west.



Increased FAR maximums and height limitations allow for three story buildings making a more appealing street.



Providing flexibility in the Neighborhood Business District would make operations easier for property owners of mixed-use buildings.

2. Zoning Code 267-15, B, 4

Parking Requirements - Commercial Business District

Use	Minimum Number of Parking Spaces
Business, professional or governmental offices	1 per 300 square feet of Gross Floor Area (GFA)
Medical/dental offices & Animal hospitals	1 per 300 square feet of GFA
Office in residence of a professional person	2
Hotels	1 per guest room, plus 1 per employee, plus additional spaces as required for other uses
Retail stores, shops and personal service establishments, Retail laundries or retail dry cleaners	1 per 200 square feet
Banks	5 per teller station, or 1 per 300 square feet of GFA, whichever is greater, plus 5 queuing spaces per drive-up window
Restaurants, Carry-Out Establishments, Bars, nightclubs and catering halls	1 per 3 seats or 1 per 100 square feet of GFA, whichever is greater
Restaurants, fast-food	1 per 3 seats or 1 per 100 square feet of GFA, whichever is greater, plus 5 queuing spaces per drive-up window
Funeral parlors	For assembly rooms: 1 per 50 square feet of GFA or 1 per 3 seats, whichever is greater, plus 1 per commercial vehicle kept on the lot
Motor vehicle filling stations	1 per pump island, plus 5 per service bay
Motor vehicle service and repair facilities	5 per service bay
Motor vehicle dealerships	Sales: 1 per 300 square feet of GFA; Service: 5 per service bay
Motor vehicle body repair shops	5 per service bay
Car wash	10 queuing spaces per bay, plus 1 per 1,000 square feet of GFA

Commercial Business District

Existing Conditions

The Commercial Business District (CB) designation is intended “to provide a wide variety of retail, office and service business uses in character and scale with existing and planned future development along some of the major arterial commercial streets of the City.”²

Dimensional Regulations are as follows:

1. Height: 2 stories; maximum 30 feet
2. FAR: 0
3. Building Coverage: 50%
4. Parking Requirements: (reference chart to left)
5. Setbacks: Front - 0
Side - 20 feet if abutting residential
6. Min. lot size: 7,500 square feet
7. Min. frontage: 75 feet

There is no maximum FAR requirement for this designation. This is a good thing because it simplifies the understanding of what can be built here by relying on the height and the setbacks to regulate the building size.

There is no minimum setback at the street frontage, which puts more land to use at the front of the properties. When a lot abuts a residential lot, there is a minimum side-yard setback of 20 feet required. Commercial District lots are limited in their potential height with a maximum of two stories and a total overall height of 30 feet. Residential uses are not permitted by-right in a Commercial Business District. A 50% maximum lot coverage also reduces flexibility for investment and development.

Suggested Changes to this zoning District:

Consider changing these requirements in the Commercial Business District to promote reinvestment in Canal Village area:

1. Modify the allowable land uses to add residential use for the upper floors to the already permitted commercial uses.

Reason: For all the same reasons describe further above for the Neighborhood Business District. We have a goal to increase the tax base and there is a current demand for residential units.

2. Increase the height from 2 stories to 3 stories with an increase in height from 30 feet to 45 feet in the Schedule of Dimensional Regulations, Nonresidential Districts, limited to properties facing Sanford Boulevard.

Reason: To provide an incentive for further investment along this street. To increase the sustainability and vitality of the street, a three-story height is more likely to attract a developer of mixed-use buildings than a two-story height. The impact will be minor on this street where the adjoining single-family houses are on higher ground.

3. Remove motor vehicle dealerships and car washes from the list of permitted within Canal Village.

Reason: Since the idea is to have a pedestrian oriented commercial street, buildings should be closer to the sidewalk with entrances that face the street. Motor vehicle dealerships tend to take the form of buildings set away from the street and surrounded by large parking lots. Car Washes are similar in this regard, however smaller in size and area.

Landscaped Industrial District

Existing Conditions

The Landscaped Industrial District (LI) designation is intended “to promote a combination of manufacturing, warehousing, wholesale storage and other industrial type uses in areas with good highway access and which have already developed an industrial character.”³

In looking at where these zoning districts are located and at the rules for a deeper front setback and less lot coverage (than required in the General Industrial), it appears that an unwritten intent was to soften the impact of the industrial buildings where they front single family houses across the street. This is an attempt to fix an awkward condition that results from zoning designations being drawn down the middle of a street, when they should be drawn at the rear of property lines so that similar buildings and uses can face one another.



Automobile dealerships tend to consist of a building set back in large surface lots.



Off-street parking structures without interesting facades decrease the appeal of streets.



Off-street parking structures with liners can integrate with existing neighborhoods and be more pedestrian friendly.

3. Zoning Code 267-15, B, 5

Parking Requirements - Industrial

Use	Minimum Number of Parking Spaces
Manufacturing, fabrication, finishing or assembling of products	1 per 1,000 square feet of Gross Floor Area (GFA), plus 1 per commercial vehicle kept on the lot
Wholesale business, storage, distribution or warehousing	1 per 3,000 square feet of GFA, plus 1 per commercial vehicle kept on the lot



25 foot setback requirements tend to create parking lots along sidewalks, enhancing a sense of unsafe conditions.



Building along the edge of sidewalks enhances the appeal and feeling of safety along the street.

Dimensional Regulations are as follows:

1. Height: 3 stories; maximum 45 feet
2. FAR: 0
3. Building Coverage: 55%
4. Parking Requirements: (reference chart to left)
5. Setbacks: Front - 25
Side - 40 feet if abutting residential
6. Min. lot size: 7,500 square feet
7. Min. frontage: 75 feet

There is no maximum FAR requirement for this designation, allowing for a greater range of flexibility for investment and development. A 55% maximum lot coverage which reduces flexibility for investment and development. 90% of the lot is permitted to be covered with an impervious surface.

Suggested Changes to this zoning District:

Consider changing these requirements in the Landscaped Industrial District to promote reinvestment in Canal Village area:

1. Require landscaping within the first 25 feet of the properties fronting public rights of way. These would include South 3rd Avenue and South 4th Avenue. East 7th Street and Warren Place should be excluded and allowed to build with no setback because they have similar industrial uses facing each other across those streets. Driveways can cross this landscaped yard but parking should not be allowed within it. At least one shade tree should be required as a minimum for every 50 feet of frontage. The ground should be planted with grass or other vegetation and shrubbery, and properly maintained per code as any yard is required within Mount Vernon. Any fencing should occur at the setback line, not at the front property line. This landscaped area should be thought of as a front yard with visibility to the industrial building, not as a “buffer” in the classic sense designed to screen off the industrial buildings. Doors and windows should face the street, just as they do elsewhere in the neighborhood.

Reason: The main difference between this zoning category and General Industrial is that there is a bigger setback and open space requirement for Landscaped Industrial. Since these zones are

4. Zoning Code 267-15, B, 6

situated across streets from residential lots, and the purpose for the front setback is to distance the buildings further from the houses, the intended outcome was to soften the appearance and noise of the industrial buildings facing the houses or apartments by creating a “front yard” for the industrial buildings. However, the built outcome, in most cases does not look very attractive. Currently along the Landscaped Industrial sides of the street there are parking lots, bent and mangled chain-link fences, and a lack of tree canopy. A properly landscaped edge will provide an appropriate transition between the houses and the industrial buildings.

2. Change the Lot Coverage from 55% to 75%, however that allowance cannot be permitted to override the landscaped buffer requirements for this zone.

Reason: The Landscaped Industrial zoning districts are typically surrounded by the General Industrial districts that have a 75% lot coverage allowance. Away from the streets, deeper into the lots there is little difference in the use of those parcels. The difference in maximum lot coverage is 20% and there will likely be no noticeable difference resulting open space. It would be better for the City to let the property owners to get more use of that land, provided the City gets the landscaped buffer along the street edge.

General Industrial District

Existing Conditions

The General Industrial District (GI) designation is described with the intent “to provide appropriate location and development standards for more intensive types of industrial development.”⁴

Bulk requirements are as follows:

1. Height: 3 stories; maximum 45 feet
2. FAR: 0
3. Building Coverage 75%
4. Parking Requirements: (reference chart to left)
5. Setbacks: Front - 0
Side - 20 feet if abutting residential
6. Min. lot size: 5,000 square feet
7. Min. frontage: 50 feet

There is no maximum FAR requirement for this designation, allowing for a greater range of flexibility for investment and development. No minimum front setback in this district helps to promote a good urban, pedestrian-friendly environment. 100% of the lot is permitted to be covered with an impervious surface.

Suggested Changes to this zoning District:

There is not much that can be suggested for change within this district. The general bulk requirements within the General Industrial District provide flexibility for investment and development. Increasing the allowable height to add value to the real estate can be considered, but it might burden the existing property owners if they must cover more taxes in their business operation without increasing their output. Based on the current types of businesses within this district, it does not seem likely they will use more height, since their current facilities are mostly one story or one tall-story.

This district contains low lying areas that are prone to flood along the Eastchester Canal/Hutchinson River. Business owners there are already expressing their unhappiness in experiencing the effects flooding during high tides and storm events. In a recent report by the RPA called “Under Water, How Sea Level Rise Threatens the Tri-State Region,” (December 2016) the authors are projecting a sea level rise of one foot by 2050, three feet by the end of the century, and possible 6 feet by the early 2100s. Properties that will be affected by this within Canal Village seem to be limited to those located within the Industrial District south and east of Columbus Avenue up to Canal Street and south of Canal Street. Because sea level changes are gradual, the likely solution will be to raise streets overtime as flooding becomes unacceptable. At the same time or within a few years, the property owners will add fill to raise their grounds, so that they don’t become “swimming pools.” Their buildings will have to be built to a higher first floor elevation, or will have to be built so that the ground floor can be raised while the ceiling stays the same. This suggests that the level of the 2nd floor needs to at least 6 feet higher than what they need today.

For this reason, we suggest that you add 6 feet to 10 feet of height to what is currently allowed today for properties south of Canal Street and southeast of Columbus Avenue, and any applications for new construction should be required to demonstrate that they have added that 6 to 10 feet to the ground floor of their proposed buildings. Other strategies can be found to the Resilient Industry Study published by New York City that investigates how open industrial uses can adapt to climate threats.

One-Family Residence District and Two-Family Residence District

Existing Conditions

Currently, there are One-Family Residence and Two-Family Residence Lots within Canal Village area. These lots do not have residences within them, but do contain public parks, city maintenance facilities, waste collection facilities, and Memorial Field.

Suggested Changes:

1. Make no changes to the language of these two zoning districts, but instead designate these parcels within Canal Village with a new zoning district by preparing a map change. Name the new district “Public Use” or “Government Use” or with a different name that is satisfactory to the City.

Reason: Unless there is currently government owned land that is being held as part of a public/private development venture, the current residential zoning designation does not do its job to direct the future revitalization of the public facilities located on these parcels. The rules for this new district can liberalize the regulations for any built structures, and specify how the government may use them.

Zoning Map Changes

In addition to remapping the residential districts within Canal Village area to a public-use designation, the City should also consider regularizing the boundaries of the Industrial and commercial zoning districts in one area.

Current Zoning Map:

The General Business zone is primarily located along both sides of Sandford Boulevard and the General Industrial zone is south of that. Along Fulton Avenue, there is a “finger” of Commercial Business that extends south along the west side of Fulton, and similarly there is a “finger” of Industrial that extends north along Fulton Avenue. Also of note: there is one parcel that was part of a former railroad right-of-way that is located on Kings Bridge Road, zoned One-Family Residential that should be rezoned to General Industrial.

Suggested Map Changes:

1. Change the zoning designation for Brush Park and Memorial Field to “Public Use” or use a different name that is satisfactory to the City.

Reason: The current rules for the zoning of these parcels offer no guidance. They will not likely revert to one or two-family residential because they have been used as public space for decades and will continue to do so in the future.

2. “Straighten” the boundary between the General Industrial and General Business between South Fulton Avenue and South 3rd Avenue. See illustration showing suggested changes.

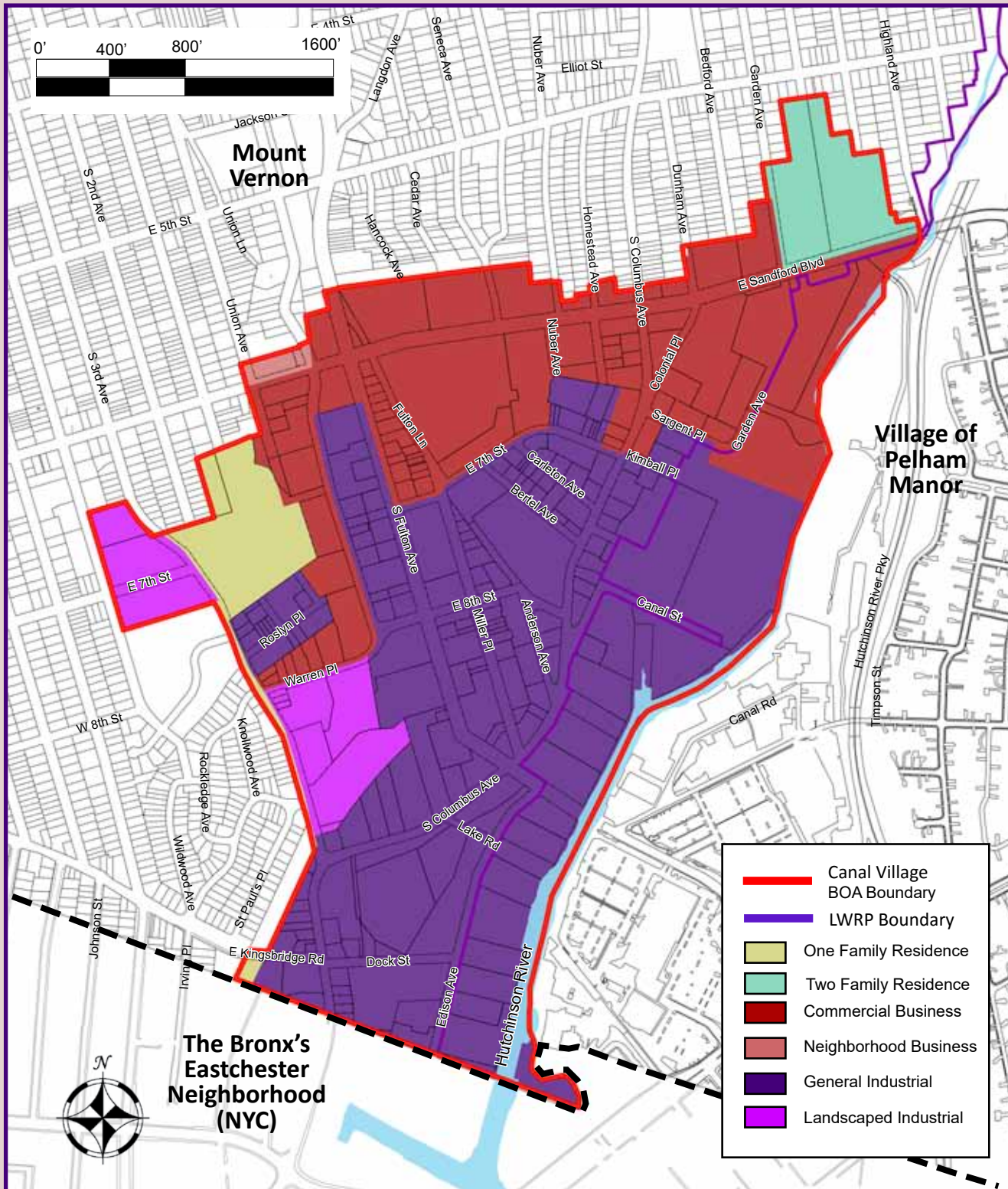
Reason: to avoid having different zoning districts across the street from one another.

3. Change the zoning designation for the only One-Family Residential lot on the south side of Kings Bridge Road to General Industrial.

Reason: The lot is on the edge of the City limits, surrounded on three sides by industrial uses. This parcel used to have railroad tracks and is now mostly paved and used as a parking lot. It seems unlikely that someone would clean up this site to build a single-family house.

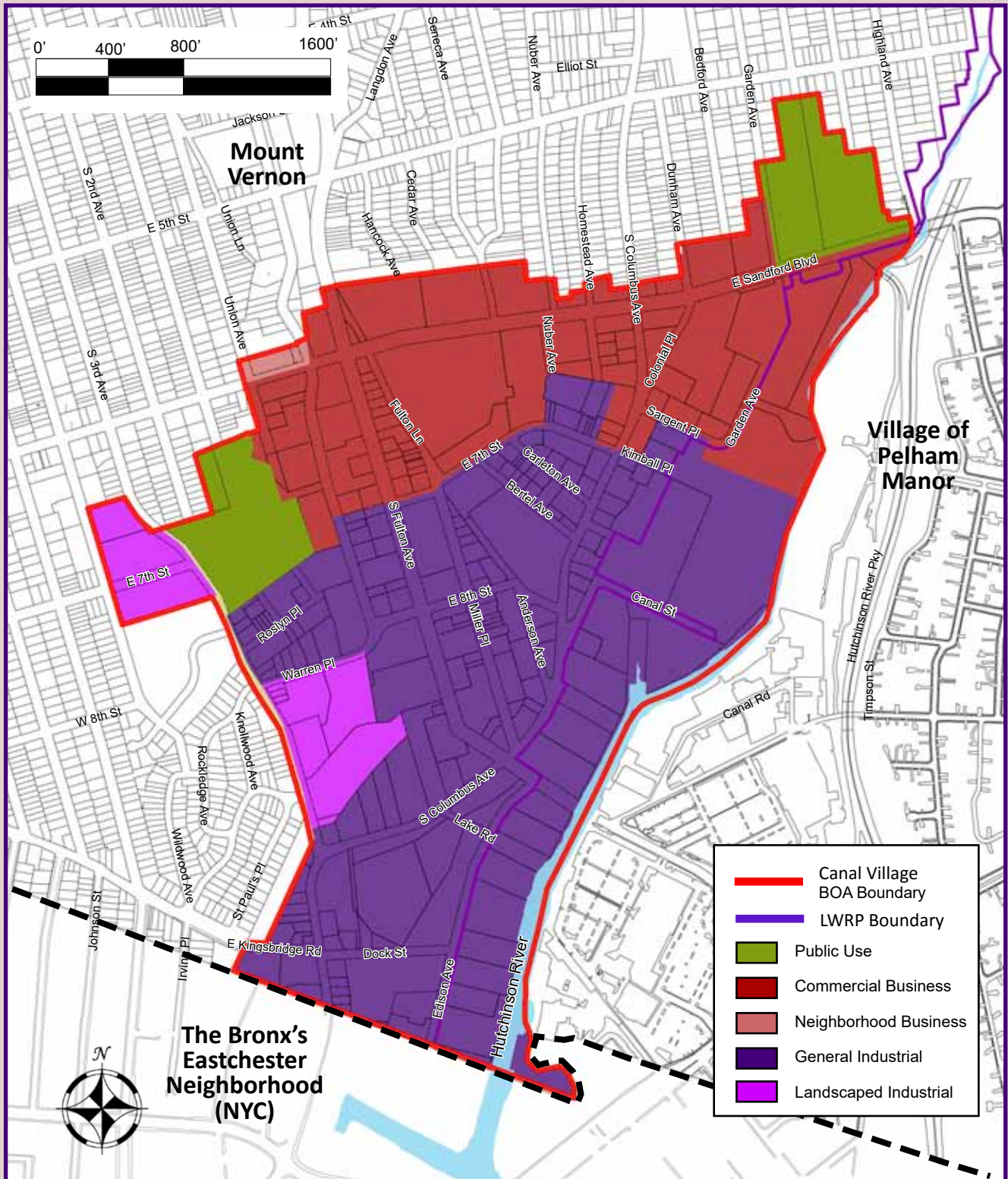
The property owners in Canal Village have been rightfully worried about losing the zoning designation for industrial uses. Many have been there for decades running their businesses. There was discussion about reformatting the zoning districts using three designations that vary in intensities from Heavy Industrial to Light Industrial. Brooklyn uses a similar system. It appears that Canal Village already has this, but the labeling of the districts is not set up in the same way. The Industrial District (I) allows the “Heavy” uses, the Landscape Industrial (LI) is a softening of those by limiting the uses and having greater setbacks to allow landscaped areas, and Commercial Business (CB) has very few Industrial Uses. It seems that given the fairly small area of Canal Village, and the irregular network of streets, adding two more districts from the ones we currently have may make things more confusing and disjointed. The consultants recommend leaving the districts as is, but with the minor changes mentioned elsewhere in this study.

To appease the business owners, the City could designate that the properties that front Edison Avenue are encouraged to remain in Heavy Industrial Usage.



Existing Zoning Map

General Industrial and Commercial Business Districts comprise a majority of the Canal Village neighborhood.



Conceptual Zoning Map

Slight adjustments to the existing zoning map such as simplifying the zones will help to make the zoning boundaries easier to understand.

Outdoor Dining

Existing Conditions

Although Sidewalk Cafés are permitted within Canal Village [§ 227-50], it does not appear that any of the restaurants within Canal Village area have been taking advantage of this. With food service as a growing industry that could expand within Canal Village, attracting outdoor dining opportunities may add a new layer of vitality to the neighborhood, and increase food related business through synergy. Perhaps the regulations for Sidewalk Cafes can be relaxed as an incentive.

Suggested Changes:

Consider temporarily eliminating or modifying the following operating restrictions for a fixed time period as a test, perhaps for the next 5 years. Then, based on what transpires, decide whether to make the change in regulations permanent, or revert back to the old rules:

1. Remove the hours and days of the calendar when outdoor dining may operate.
2. Allow alcoholic beverages. If necessary, restrict the houses of alcohols sales to match the same regulations for in-door restaurants.
3. Allow for umbrellas, awnings and other shading devices to cover outdoor tables.
4. Allow patrons to pay their bills outside of the building. Currently § 227-50.5, C, states, "Patrons at sidewalk cafes must pay for purchases inside the restaurant with which the cafe is associated."
5. Consider reducing the cost of the permit and base it on square footage as opposed the number of tables and chairs. This allows the business to decide how they want to use the space. A restaurant should be able to have a walkup window, and not use the space for tables and chairs should they choose to.

Land Uses (In general)

The regulation of permissible land uses in zoning regulations is very typical. Since the goal of the project is to entice new and innovative businesses, it is quite possible that the types of businesses we are trying to attract may be excluded from the list provided in the zoning code. Some land uses in the current regulations are also allowed by special permit, subject to addition regulations. Perhaps it will be more flexible for future growth to change the format of the land use list to say for example in the Industrial District, "All nonresidential uses are permitted except _____, _____, and _____." The following uses require a special permit: [list uses]." The same could be done for the Landscaped Industrial District, and the Commercial Business District.



Placing outdoor dining in alleys, or in spaces between buildings can make for unique experiences.



Potential solutions to accommodate outdoor liquor sales include creating barriers such as fences, ropes, and landscaping features to define restaurant space separately from public sidewalks.



Coffee counters and french fry counters are becoming a unique experience for many urban areas in the U.S.

Maker Zoning

Introduction: The New Face of Industry

Over the past few decades, industry has been on the decline in most American cities. Urban manufacturing, however, is now seeing a resurgence, though in a different form. The old large-scale, heavy industrial plants with hundreds or thousands of workers are a thing of the past, but small-scale manufacturing is on the rise. Some communities have responded to a loss of industry by razing buildings and developing more mixed-use districts, but some wish to protect and revive these areas for their important economic activity.

The maker movement represents an extension of the technology-driven Do-It-Yourself (DIY) and Do-It-With-Others (DIWO) culture that emphasizes sharing access to goods, services, data, and talent. The maker economy is often thought to embrace entrepreneurial uses focused on production, distribution, and repair, but it can be broader, including many traditional and emerging sectors, such as cabinet making, metal fabrication, furniture building, micro-breweries, seamstresses, wholesalers with a retail component, technology centers, software designers, inventors, jewelry making, artist studios, galleries, film making, theater production, fresh markets, food production, commercial kitchens, “green” or environmentally-oriented businesses, and even recreation.

This movement has developed through a variety of environments, including “makerspaces.” Makerspaces are physical locations where individuals and small businesses can share tools and collectively invest in equipment that no one maker would be able to afford individually. These shared spaces, often found in industrial zones, “allow for an exchange of ideas, tools, and skills.”⁵ Cardboard, plastic, metal, gears, wood, batteries, and other supplies are typically available for use, and accessible tools in makerspaces typically include welding machines, laser cutters, 3D printers, and desktop computers. Makerspaces are often open for informal, unscheduled activity but may also offer classes involving skills such as coding or woodcarving. Access to a makerspace is gained through a membership fee that typically allows 24/7 access to tools and the workspace outside of public training, workshops, and classes.⁶

Overview: Local Government Action

Makerspaces and maker-inspired zoning districts are emerging throughout the nation in response to this maker movement that is reviving urban industrial zones that have lost earlier manufacturing activity. For cities that wish to retain industrial areas, it is critical to update existing zoning to accommodate, foster, and protect this new face of industry while also retaining long-standing industrial uses that contribute to the local economy.

Cities can adopt comprehensive plan policies and land use designations that address types of activities and locations for makers-type activities. Appropriate zoning for these new types of uses may involve revisions to traditional industrial or light-industrial zones, new commercial-industrial zones, or creation of special zones, like ones discussed in the following section.

Maker Zoning

Local governments can amend the permitted uses in existing light-industrial or industrial zones or they can create special maker zones supplanting or overlaying existing industrial or light-industrial areas. Maker zones can promote local economic development and contribute to a city’s vitality and character.

The scope of maker-type activities found in maker zones includes but is not limited to furniture making, jewelry making, metalworking, microbreweries, artisanal food creation, recreational activities, and arts and crafts. Characteristics and naming of maker zones vary through towns and cities, but all share common themes of innovative small-scale production, artisanal, or light industrial uses. These activities often involve reuse of old industrial warehouses and factories. Examples include:

- Mamaroneck, NY
- San Francisco, CA
- Somerville, MA
- New Rochelle, NY
- Kirkland, WA
- Denton, MD
- Columbus, OH
- Lexington, KY

5. How Cities Can Grow the Maker Movement, National League of Cities, <http://www.nlc.org/sites/default/files/2016-12/Maker%20Movement%20Report%20final.pdf>

6. Industrial Zones—Versatile and Indispensable, Zoning DC (Sept. 2015), <https://zoningdc.org/2015/09/02/industrial-zones-versatile-and-indispensable/>

Industrial Zoning that Includes “Makerspace” & “Artisan Manufacturing” as Permitted Uses

In addition to orienting zoning districts around those uses associated with the maker economy, cities can amend or adopt zoning that specifically includes makerspaces as a permitted use in industrial and light industrial districts. Other cities have been working to achieve these initiatives:

- Fremont, CA
- Nashville, TN
- Montgomery County, MD
- Philadelphia, PA

Other Zoning Districts that Accommodate Makerspaces

Beyond protecting industrial areas, local governments may use zoning to create opportunities for light manufacturing in non-industrial neighborhoods through the accommodation of makerspaces as a permitted use in mixed use and commercial districts. Such zoning can be designed to encourage a hybrid of production and retail, which may help generate more revenue for manufacturers.⁷

For example, in addition to permitting Artisan Manufacturing with conditions in industrial zones, Nashville, TN, the use is similarly permitted within three Mixed Use Districts (MUL, MUG, and MUU), two Commercial Districts (CS and CF), and three Downtown Code Districts (DTC – North, South, and West).⁸ In the Downtown Mixed Use (DMU) district in Tacoma, WA, the preferred uses of this district are governmental, educational, office, residential, and cultural, allowing retail and industrial located entirely within a building.⁹ FabLab, a makerspace with many locations through nation, is located within this mixed use district. Similarly, MAKERS makerspace is located in Seattle, WA’s Downtown Mixed Commercial (DMC) zone that is “characterized by lower scale office, retail and commercial uses related to activity in the office core, retail core or other moderate-scale commercial cores in the Downtown Urban Center.”¹⁰ Milwaukee, WI has also followed this production-retail hybrid zoning strategy with

its Neighborhood Shopping District (NS2) that allows for Milwaukee Makerspace within the district and provides commercial uses for nearby residential areas.¹¹

Additionally, the Village of Tarrytown, NY proposed zoning amendments to include “Maker Spaces” as a “use requiring compatible use permits” in the municipal code’s Office Building Zone and Mixed Use Zone.¹² Similarly, Fairfax County, VA is undergoing a “modernization” of its zoning code to amend “use definitions to create more generic categories to accommodate current, emerging and future uses, like makerspaces, urban farming, and live-work units.”¹³ The County plans to allow these uses within commercial zones in efforts to repurpose vacant buildings and stimulate a vibrant, diverse business sector in the County.

General Zoning Code Regulations

There are some regulations within the Mount Vernon zoning code that the City should reconsider to encourage additional investment in Canal Village area. These include:

1. Relocate the transition from one zone to another to occur in the middle of the block, rather than the middle of the street.

Reason: This will achieve a balanced appearance of a street space, by locating the same zoning for both sides of the a street.

2. Require parking lots or structures to be lined with shopfronts, or habitable space along the street edge, particularly along Sandford Boulevard.

Reason: Buildings without habitable space on the ground floor, such as parking structures, detract from the appeal of a street.

3. Reevaluate minimum parking regulations. Recent development that includes the national chain and big box style stores appear to have an overly excessive parking supply.

7. From Making to Manufacturing: A New Model for Economic Development in Cities and Towns, Maker City Project, Pratt Center, http://makercity.com/wp-content/uploads/Policy-Brief_MakingtoManufacturing_rev3.pdf

8. Metro Government of Nashville and Davison County Code of Ordinances, Municode, https://library.municode.com/tn/metro_government_of_nashville_and_davidson_county/codes/code_of_ordinances?nodeId=CD_TIT17ZO_CH17.08ZODILAUS

9. Title 13 of Land Use Regulatory Code, City of Tacoma, WA, <http://cms.cityoftacoma.org/cityclerk/Files/MunicipalCode/Title13-LandUseRegulatoryCode.PDF>

10. Seattle Municipal Code, Municode, https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IILAUSRE_CH23.34AMOFLAUSMARE_SUBCHAPTER_IIRECR_23.34.108DOMICODMZOFULOCLR

11. City of Milwaukee Zoning Ordinance, City of Milwaukee Government, <http://city.milwaukee.gov/ImageLibrary/Groups/ccClerk/Ordinances/Volume-2/CH295-sub6.pdf>

12. Public Hearing Notice, Village of Tarrytown, NY (March 2017), http://www.tarrytowngov.com/sites/tarrytownny/files/file/ob_-_mu_zoning_amendment_3-20-17.pdf

13. zMod Launches: Modernization of Fairfax County’s Zoning Ordinance, Fairfax County, VA, <http://www.fairfaxcounty.gov/news/2017/fairfax-launches-zoning-ordinance-modernization.htm>

Reason: If the desire is to see more productive use of the land in Canal Village area, consider reducing the parking requirement to more closely match the demand.

4. Consider not permitting certain uses in Neighborhood and Commercial Business zones. These uses include: car dealerships, car washes, drive-up window restaurants, motor vehicle service stations, wholesale business, and manufacturing structures.

Reason: The buildings for these uses tend to “break up” the street frontage by having a long distance between the front doors and the street. This decreases the aesthetic appeal of the street and could hurt commercial activity by discouraging pedestrians to visit.

Parks

Opportunities

Mount Vernon does have some nice parks and open space for recreation and events in Canal Village. This review of their size, location, and existing conditions reveals opportunities for the City to enhance amenities for the folks working and visiting the neighborhood.

Provide a Variety of Green Spaces

There are times when folks enjoy a large green and other times when a quite small park space is desirable. A small park can serve as a convenient place to have lunch during the work day, or a place to stop a take a break while on a walk. The frequency of small parks depends on what is in the neighborhood; a largely residential area might benefit from more small parks such as tot-lots than an industrial area would. However, a small park in commercial or industrial areas can add visual interest and incentivize industry to move in and improve underdeveloped sites.

Tree-lined streets should also be considered part of the green infrastructure. While not a formal park, lining streets with trees improves the walkability of a place by providing shade and interest for pedestrians as well as protection from vehicular traffic.

Increase Park Access and Inter-Connectivity

The parks within Canal Village should not be thought of as standalone parks, but as parks within a large network of greenspaces. To do this the parks should offer as many access points as possible and be visibly interconnected. Some visitors may have only one park in mind as a destination. Other folks with bikes are looking for longer distances to ride and having trails that connect to other green spaces will provide that experience. In the neighborhood, a connection from Brush Park to Franklin Avenue would increase its accessibility by adding an additional point of entry to the East. The St. Paul’s National Historic site would also benefit from a connection to Hutchinson River Park, and/or Brush Park. Currently, St. Paul’s is landlocked by industrial uses and depends solely on the use of the car for access. Increasing pedestrian traffic to the park would improve the ease of access.

Improvements to Park Sites

Paving in parks should be kept to a minimum. There are permeable pavement solutions when a solid surface is needed. The City’s parks should serve as a model in being environmentally friendly collecting rainwater that reduces runoff. Parking spaces if returned to landscaped park space could be reclaimed for playgrounds, or community gardens.

Edges of the existing parks should be considered as an important detail. Entries into parks are an opportunity to have some embellishment for Canal Village and the City of Mount Vernon that adds a local “touch” to the park and open space network. Attractive fencing and increased landscaping can also help to avoid views to back-of-house industrial uses.

MAXIMIZING USE OF LAND

Knowing the potential uses for a site, or area within a city helps to prioritize and understand the potential path ahead. In order to do this, a general understanding of the site and the economic opportunities is important. This section reviews the definition of “highest and best use” and combines this with the economic and zoning analyses to establish an overview of how parcels in Canal Village might be developed.

Definition

Highest and Best Use is “The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value” as defined by the Appraisal Institute.⁵ Highest and best use typically refers to a particular parcel and can involve a high degree of analysis in order to best understand how to treat a parcel of land. Within the framework of highest and best use, a property must be:

- *“Legally permissible* - meaning that the potential use is allowed by local codes.
- *Physically possible* - meaning that any structures that are built on-site are allowable by local codes and possible given the physical constraints of the site.
- *Financially feasible* - meaning that the cost of improving the site provides a projected financial benefit to the developer.
- *Maximally productive* - meaning that the benefit to the developer is the highest net return compared to other possible uses.”⁵

With this definition in mind, the rest of this section will provide an overview about what the legally permissible opportunities and maximum potential build-out within each zone is currently, compared with proposed zoning code changes. Financially feasible and maximally productive requirements vary from developer to developer and on the scale of the project. Because of this wide range of variables, this section focuses on what is in the control of Mount Vernon.

Legally Permissible

Canal Village area comprises of 6 zones — General Industrial, Landscaped Industrial, Commercial Business, Neighborhood Business, One-Family Residence, and Two-Family Residence. Since One-Family Residence and Two-Family Residence zones are occupied by parks and other public uses, this section will focus on the remaining zones.

For Canal Village to continue to have a sustainable industrial character, the area and the City should consider industrial trends occurring around the nation as well as New York State. Large-scale industry is decreasing and small local industries are starting to take hold. As noted in the economic inventory, the number of retail jobs in Canal Village is rising while skilled labor jobs are decreasing. The skilled labor jobs, however have a higher average wage. Mount Vernon and Canal Village area would benefit by encouraging the growth of skilled labor jobs.

Canal Village could position itself for future industrial growth by utilizing the economic inventory and analysis, and using this information to continue to promote small-scale local industries. As identified in the economic inventory and analysis, specialty food supply, beer wine and liquor, and furniture / home furnishing are industries that show potential growth within Canal Village area. A local bakery, butcher, brewery, or maker space could increase the skilled labor job offerings while also attracting more industries to the area.

Canal Village neighborhood can transform key intersections into interesting commercial streets by competing in areas shown to have opportunity in the economic leakage analysis. Residents were shown to be spending more on fine dining establishments, sporting goods, and clothing outside of Mount Vernon. Allowing these uses with residences above will help to make these developments feasible by placing potential customers within easy walking distance.

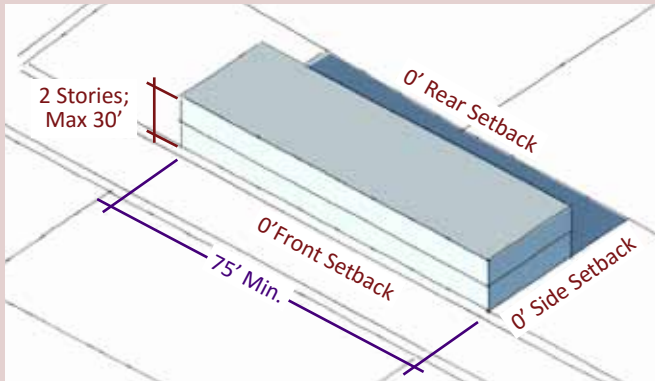
Potential Build-out

The potential size of any future structure on a site is influenced by the bulk requirements that are outlined in the Mount Vernon Zoning Code. These requirements have been outlined in more detail in the zoning analysis. Volume diagrams will compare the existing and proposed changes. Using this comparison can help inform discussions regarding potential zoning code changes within Canal Village area.

5. The Appraisal of Real Estate, 14th Edition, p. 333, by the Appraisal Institute

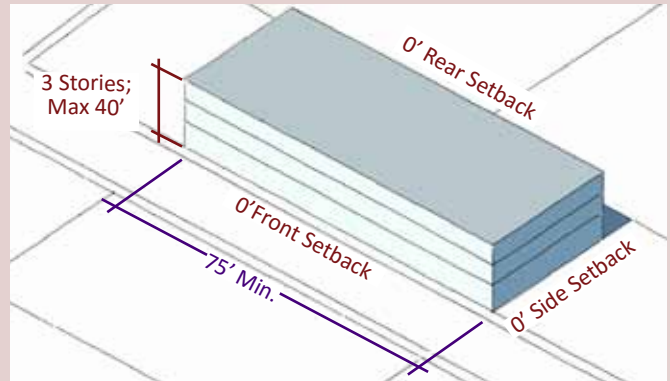
Commercial Business District

Existing Zoning Conditions



Lot Area:	Min. 7,500 ft ²
Building Coverage (50%):	3,750 ft ²
FAR:	0
Effective Max:	7,500 ft ²

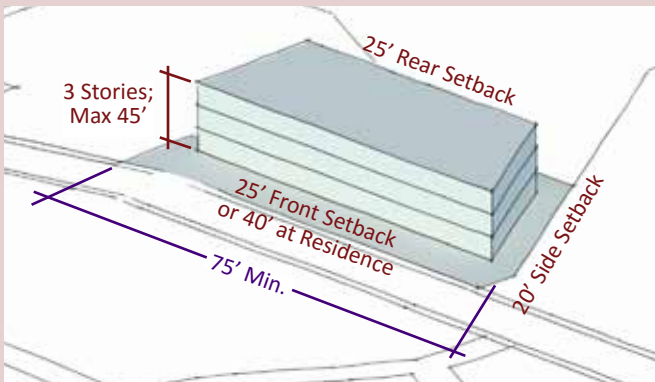
Proposed Zoning Conditions



Lot Area:	Min. 7,500 ft ²
Building Coverage (80%):	6,000 ft ²
FAR:	0
Effective Max:	18,000 ft ²

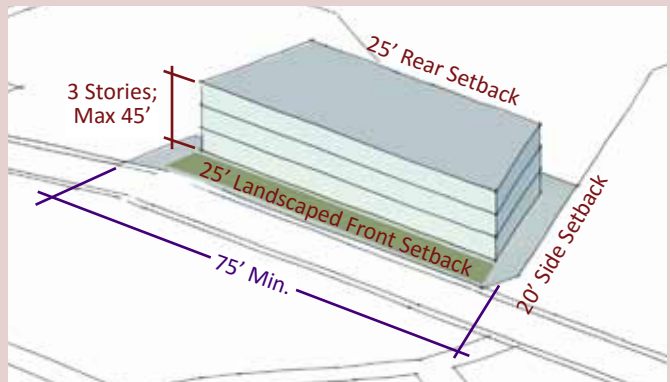
Landscaped Industrial District

Existing Zoning Conditions



Lot Area:	Min. 7,500 ft ²
Building Coverage (55%):	4,125 ft ²
FAR:	0
Effective Max:	12,375 ft ²

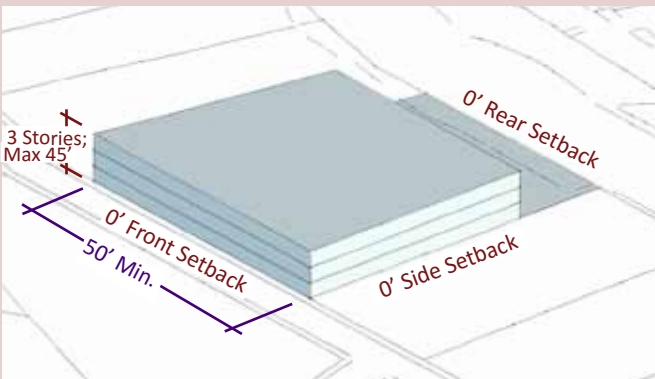
Proposed Zoning Conditions



Lot Area:	Min. 7,500 ft ²
Building Coverage (75%):	5,625 ft ²
FAR:	0
Effective Max:	16,875 ft ²

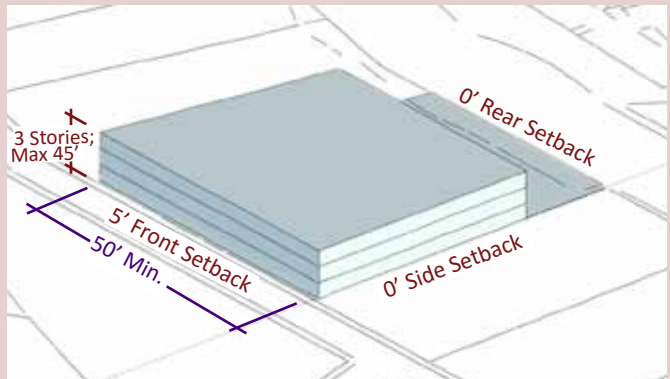
General Industrial District

Existing Zoning Conditions



Lot Area:	Min. 5,000 ft ²
Building Coverage (75%):	3,750 ft ²
FAR:	0
Effective Max:	11,250 ft ²

Proposed Zoning Conditions



Lot Area: Min.	5,000 ft ²
Building Coverage (75%):	3,750 ft ²
FAR:	0
Effective Max:	11,250 ft ²

IMPLEMENTATION STRATEGIES

In order to meet the goals set forth for Canal Village area, a series of policies should be adopted based on the analysis and recommendations of this report. This section outlines these policies which have been organized into categories of economy, transportation, environment, recreation, and government. Each policy has a set of action items that should be implemented in order to achieve the policy. Each action item also identifies which governmental organizations should be responsible as well as what goals and supporting goals the action item addresses. Some action items may repeat, or might be very similar to action items for other policies. This is because some action items can successfully address multiple policies and goals for the further improvement of Canal Village.

Economy

POLICY 1.1: PROMOTE CANAL VILLAGE

Action 1.1.1: Create a public relations campaign, advertising Canal Village, improvements, and future plans to raise the profile of the area as a place for industries to establish themselves.

Responsible Parties: Chamber of Commerce, Office of the Mayor, Media Inquiries

Goals Addressed: Goals 1 - 3

Action 1.1.2: Research a variety of industries and recruit them to consider Canal Village as a viable place to begin, or establish a new office.

Responsible Parties: Chamber of Commerce, Industrial Development Association

Goals Addressed: Goals 1-3

Action 1.1.3: Provide incentives for investment and development in the strategic sites for both local and national industries and developers.

Responsible Parties: Department of Planning and Community Development, Finance Department

Goals Addressed: Goals 1-3

Action 1.1.4: Advertise the historic assets of Canal Village and the historic story of the neighborhood.

Responsible Parties: Chamber of Commerce, Industrial Development Association, Media Inquiries

Goals Addressed: Goals 2-3

Action 1.1.5: Coordinate with neighboring municipalities to establish a Hutchinson River Commission to promote Canal Village as part of a destination within the Mid-Hutchinson Region.

Responsible Parties: Chamber of Commerce, Industrial Development Association, Office of the Mayor

Goals Addressed: Goals 1-3

POLICY 1.2: PROMOTE LOCAL ENTREPRENEURS

Action 1.2.1: Provide resources to local business and property owners to help them know what help is available, how to establish and run a business, and how to build in Canal Village. This can be through:

- a. workshops and seminars
- b. online forms and videos
- c. newsletters

Responsible Parties: Chamber of Commerce, Buildings Department, Finance Department, Industrial Development Association

Goals Addressed: Goals 1 - 3

Action 1.2.2: Collaborate with Canal Village Property and Business Owner Association, remaining active and participating in meetings. Help address concerns and implement changes desired by the association.

Responsible Parties: Chamber of Commerce, Industrial Development Association, Office of the Mayor

Goals Addressed: Goals 1 and 3

POLICY 1.3: PROMOTE POTENTIAL INDUSTRIES / CULTURAL OPPORTUNITIES

Action 1.3.1: Promote a variety of fine dining options to attract residents and neighbors to Canal Village through:

- a. reviewing and relaxing outdoor dining regulations
- b. reviewing and revising outdoor alcohol sales regulations

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3, Supporting Goal 5 and 8

Action 1.3.2: Promote Maker Spaces through advertisement, public/private partnerships, and educational programs.

Responsible Parties: Planning and Community Development, Buildings Department, Chamber of Commerce, Finance Department

Goals Addressed: Goals 1-3, Supporting Goal 5 and 8

Action 1.3.2: Promote food specialty and distribution industries through advertisement, public/private partnerships, and educational programs.

Responsible Parties: Planning and Community Development, Buildings Department, Finance Department, Chamber of Commerce

Goals Addressed: Goals 1-3, Supporting Goal 5 and 8

Transportation

POLICY 2.1: DEVELOP A PARKING STRATEGY FOR CANAL VILLAGE

Action 2.1.1: Work with public and private organizations to establish a shared parking facility policy.

Responsible Parties: Chamber of Commerce, Canal Village Property and Business Owner Association, Planning and Community Development, Parking Bureau

Goals Addressed: Goals 2-3; Supporting Goals 5 and 7

Action 2.1.2: Build new municipal parking garages to alleviate parking issues.

Responsible Parties: Parking Bureau

Goals Addressed: Goal 3; Supporting Goals 5 and 7

Action 2.1.3: Coordinate with neighboring municipalities to establish a Hutchinson River Commission to help resolve parking and delivery issues.

Responsible Parties: Parking Bureau, Chamber of Commerce, Office of the Mayor

Goals Addressed: Goal 3; Supporting Goals 5 and 7

POLICY 2.2: MAINTAIN ROADS WITHIN CANAL VILLAGE

Action 2.2.1: Conduct regular review of road conditions in Canal Village area and promptly repair damaged roadways.

Responsible Parties: Department of Public Works

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

POLICY 2.3: IMPLEMENT ROAD IMPROVEMENTS THAT ENCOURAGE A PEDESTRIAN-FRIENDLY NEIGHBORHOOD THAT ALSO ACCOMMODATES INDUSTRIAL NEEDS

Action 2.3.1: Increase the width of sidewalks in Canal Village to comfortably accommodate at least two people walking side-by-side.

Responsible Parties: Department of Public Works, Planning and Community Development

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Action 2.3.2: Conduct regular reviews of sidewalk conditions in Canal Village area and promptly repair damaged sidewalks.

Responsible Parties: Department of Public Works, Planning and Community Development

Goals Addressed: Goals 2 and 3; Supporting Goal 5

Action 2.3.3: Install bicycle infrastructure in Canal Village and the Hutchinson River Parkway Trail including:

- a. protected bike lanes
- b. bike lanes
- c. “sharrows”

Responsible Parties: Department of Public Works, Planning and Community Development

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Action 2.3.4: Work with local businesses and property owners in Canal Village to locate loading zones and loading zone regulations for Canal Village.

Responsible Parties: Department of Public Works, Planning and Community Development, Parking Bureau

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 2.3.5: Plant street trees in sidewalks using planting strips, planters, and other appropriate methods to provide shade, greenery while also being durable for the industrial neighborhood.

Responsible Parties: Department of Public Works, Recreation Department, Planning and Community Development

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 2.3.6: Install pedestrian-scaled street lights to improve lighting in Canal Village while improving aesthetics to visitors.

Responsible Parties: Department of Public Works, Planning and Community Development

Goals Addressed: Goals 1-3; Supporting Goals 5 and 6

Action 2.3.7: Continue sidewalk improvements, street improvements, street trees, street lights, and bicycle infrastructure to the NYC Subway stop in the Bronx and Dyre Avenue to connect Canal Village with transit options.

Responsible Parties: Department of Public Works, Recreation Department, Planning and Community Development

Goals Addressed: Goals 1-3; Supporting Goals 5, 7 and 8

Environment

POLICY 3.1: CLEAN PARK AND GREEN SPACES TO PROMOTE RECREATIONAL OPPORTUNITIES IN MOUNT VERNON AND IMPROVE ENVIRONMENTAL HEALTH

Action 3.1.1: Remove invasive species bordering Pelham Lake, the Hutchinson River, and other parks and green spaces in Wilson's Woods, the Hutchinson River Parkway Trail, and Canal Village.

Responsible Parties: Department of Public Works, Recreation Department

Goals Addressed: Goal 4; Supporting Goals 5 and 8

Action 3.1.2: Dredge Pelham Lake to improve water circulation, and promote a healthy ecosystem.

Responsible Parties: Department of Public Works

Goals Addressed: Goal 4; Supporting Goals 5 and 8

Action 3.1.3: Determine source of sanitary discharges, resolve the pollution, and address any related remediation.

Responsible Parties: Department of Public Works

Goals Addressed: Goal 4; Supporting Goals 5 and 8

Action 3.1.4: Police access points to Pelham Lake and the Hutchinson River to reduce vandalism, and pollution of the environment from private entities.

Responsible Parties: Department of Public Works, Civil Defense, Police Department

Goals Addressed: Goal 4; Supporting Goals 5 and 8

Action 3.1.5: Coordinate with neighboring municipalities to establish a Mid-Hutchinson Region to promote an environmentally healthy Hutchinson River Valley.

Responsible Parties: Chamber of Commerce, Industrial Development Association, Office of the Mayor, Department of Public Works, Planning and Community Development

Goals Addressed: Goal 4; Supporting Goals 5 and 8

Action 3.1.6: Relocation of refuse and recycling distribution centers away from the Hutchinson River to avoid accidental pollution of the waterway.

Responsible Parties: Department of Public Works

Goals Addressed: Goal 4; Supporting Goals 5 and 8

POLICY 3.2: ADDRESS WATER RUNOFF TO REDUCE FLOODING, POLLUTION, AND PROMOTE RESUPPLY OF LOCAL GROUND WATER

Action 3.2.1: Plant street trees to absorb water runoff.

Responsible Parties: Department of Public Works

Goals Addressed: Goals 3 and 4; Supporting Goal 5

Action 3.2.2: Install stonedust paths or pervious pavers where appropriate, such as sidewalks, sidewalk edges, and parking spaces to capture water runoff.

Responsible Parties: Department of Public Works, Recreation Department

Goals Addressed: Goals 3 and 4; Supporting Goal 5

Action 3.2.3: Install sand filters at Pelham Lake to capture and filter water runoff.

Responsible Parties: Department of Public Works, Recreation Department

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

POLICY 3.3: IDENTIFY LOCATIONS TO IMPLEMENT PUBLIC EDUCATION AND OUTREACH TO CONVEY THE IMPORTANCE OF THE NATURAL RESOURCES OF MOUNT VERNON

Action 3.3.1: Install educational signage throughout Wilson’s Woods, Pelham Lake, the Hutchinson River Parkway Trail, and Hutchinson Park with information about the local ecosystem, residents’ role in preserving the natural resources, and other information to increase awareness of the natural world.

Responsible Parties: Recreation Department

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Recreation

POLICY 4.1: IMPROVE HUTCHINSON PARK FACILITIES AND INSTALL NEW FEATURES TO ENCOURAGE DAILY USE

Action 4.1.1: Relocate recycling distribution center to provide more water access and views to the Hutchinson River.

Responsible Parties: Department of Public Works, Recreation Department

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Action 4.1.2: Install water park with amenities in Hutchinson Park for residents to use with families.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.1.3: Install a dog park in Hutchinson Park to encourage daily use and interaction with Mount Vernon residents.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.1.4: Install a canoe / kayak launch in Hutchinson Park to promote recreation opportunities and water activities.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.1.5: Improve landscaping in Hutchinson Park to provide shade, and prevent erosion into the Hutchinson River.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

POLICY 4.2: REVITALIZE THE HUTCHINSON RIVER PARKWAY TRAIL TO ESTABLISH CONNECTIONS WITHIN MOUNT VERNON AND TO THE CITY’S NEIGHBORS WHILE ENCOURAGING RECREATION AND AN ACTIVE LIFESTYLE

Action 4.2.1: Improve paths by removing overgrown plants, construct platforms where necessary, and accommodate running/walking and bicycle riders.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.2.2: Improve places of rest by locating benches every 800 feet and installing lookout platforms periodically.

Responsible Parties: Recreation Department

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.2.3: Install pedestrian-scaled lighting to improve visibility and security.

Responsible Parties: Recreation Department, Department of Public Works

Goals Addressed: Goal 3; Supporting Goals 5, 6 and 8

Action 4.2.4: Install security call boxes.

Responsible Parties: Recreation Department, Civil Defense, Police Department

Goals Addressed: Goal 3; Supporting Goals 5, 6 and 8

Action 4.2.5: Install public art along the trail to create destinations and increase the profile of the trail.

Responsible Parties: Recreation Department, Media Inquiries

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.2.6: Install educational signage with information about the local ecosystem, residents' role in preserving the natural resources, and other information to increase awareness of the natural world.

Responsible Parties: Recreation Department

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Action 4.2.7: Install community gardens to promote healthy living and community interaction.

Responsible Parties: Recreation Department, Media Inquiries, Department of Aging

Goals Addressed: Goal 3; Supporting Goals 5 and 8

Action 4.2.8: Coordinate with neighboring municipalities to establish a Hutchinson River Commission to coordinate trail improvement efforts and help establish more connections to neighbors.

Responsible Parties: Recreation Department, Office of the Mayor

Goals Addressed: Goal 3; Supporting Goals 5 and 8

POLICY 4.3: REVITALIZE MEMORIAL FIELD TO CREATE A REGIONAL DESTINATION FOR PHYSICAL ACTIVITY AND ENTERTAINMENT

Action 4.3.1: Review parking requirements to determine opportunities for shared parking and reduced parking requirements.

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Action 4.3.2: Research and apply for grants to help with remediation, planning, and construction for the new Memorial Field.

Responsible Parties: Planning and Community Development

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Action 4.3.3: Engage public through a public process to determine what features should be included as the final vision.

Responsible Parties: Planning and Community Development, Office of the Mayor, Buildings Department

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Action 4.3.4: Clean contaminated land in the Memorial Field area.

Responsible Parties: Planning and Community Development, Office of the Mayor, Buildings Department, Department of Public Works

Goals Addressed: Goals 2 and 3; Supporting Goals 5 and 8

Government

POLICY 5.1: SUPPORT PROPERTY & BUSINESS OWNERS' ASSOCIATION IN CANAL VILLAGE

Action 5.1.1: Provide support and guidance in pursuing incentives and initiatives for neighborhood improvement.

Responsible Parties: Planning and Community Development, Office of the Mayor, Buildings Department, Department of Public Works

Goals Addressed: Goals 1-3

Action 5.1.2: Regularly attend Business Owners' Association meetings.

Responsible Parties: Planning and Community Development, Office of the Mayor, Buildings Department, Department of Public Works

Goals Addressed: Goals 1-3

POLICY 5.2: PURSUE IMPLEMENTATION GRANTS TO SUCCESSFULLY ACHIEVE THE COMMUNITY VISION

Action 5.2.1: Research, identify, and apply for resources for the Hutchinson River Parkway Trail revitalization.

Responsible Parties: Planning and Community Development

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Action 5.2.2: Research, identify, and apply for resources for Hutchinson Park improvements.

Responsible Parties: Planning and Community Development

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Action 5.2.3: Research, identify, and apply for resources for green planting along streets and parks.

Responsible Parties: Planning and Community Development

Goals Addressed: Goals 3 and 4; Supporting Goals 5 and 8

Action 5.2.4: Research, identify, and apply for resources for road and sidewalk improvements.

Responsible Parties: Planning and Community Development

Goals Addressed: Goals 1-4; Supporting Goals 5-8

POLICY 5.3: REVIEW ZONING AND BUILDING CODES TO IDENTIFY OPPORTUNITIES FOR REVISIONS TO PROVIDE MORE FLEXIBILITY AND ENCOURAGE REINVESTMENT

Action 5.3.1: Review bulk requirements for each zone in the Canal Village and consider allowing for increased height and FAR.

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.3.2: Accommodate floodplain levels in revisions to ultimate height of a building to accommodate a raised street level.

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.3.3: Maintain industrial uses by not allowing solely residential uses in General Industrial Districts

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.3.4: Simplify the zoning map, locating commercial activity along East Sanford Boulevard, placing zoning transitions in the middle of blocks, and providing a buffer of Landscaped Industrial between residential uses and General Industrial Districts.

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.3.5: Review parking requirements to identify places to reduce requirements.

Responsible Parties: Planning and Community Development, Buildings Department, Parking Bureau

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.3.6: Review and revise outdoor dining requirements to encourage an interesting experience and promote a "restaurant row."

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

POLICY 5.4: PROMOTE REINVESTMENT AND DEVELOPMENT IN CANAL VILLAGE

Action 5.4.1: Provide resources to local developers to assist them in identifying strategies for successful design, submission, and permitting leading to a certificate of occupancy.

Responsible Parties: Planning and Community Development, Buildings Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.4.2: Provide incentives for development and reinvestment at strategic intersections.

Responsible Parties: Planning and Community Development, Buildings Department, Office of the Mayor, Finance Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Action 5.4.3: Provide incentives for building improvements to existing or new businesses, or property owners.

Responsible Parties: Planning and Community Development, Buildings Department, Office of the Mayor, Finance Department

Goals Addressed: Goals 1-3; Supporting Goals 5 and 7

Getting Started

One of the good aspects of older neighborhoods is that the pattern of ownership is of a finer grain. This means that there are multiple people with various strengths that collectively can address problems as they occur over time. But good coordination and management is often needed to bring about an organized revitalization within a large area such as Canal Village and the Hutchinson River waterfront. The fact that some of the property owners are getting organized is a good starting point.

To accomplish the many goals set forward in this plan, the City of Mount Vernon will need to appoint someone to be the redevelopment coordinator. It will take a lot of time and effort to shepherd efforts to obtain new investment in businesses and facilities, to oversee the clean up the Hutchinson River, and to improve public access to the waterfront. This can start with the work of one person, but may need to grow to include more. This person or team will need to creatively be a cheerleader, negotiator, and a facilitator. Due to the items in the “job description” outlined below, this person could be within either the

Mayor’s Office, Community and Planning Department, or the Mount Vernon Industrial Development Agency (IDA). Tasks for this person should include that he or she:

- Functions as a liaison with the newly formed (or forming) local property owners’ association, the Mount Vernon Chamber of Commerce, and other professional economic organizations (like the IDA)
- Meets with potential investors and developers to secure their participation in redevelopment projects.
- Represents the City at public hearings, community meetings and conferences.
- Recommends and oversees the use of consultants and outside professional service providers.
- Coordinates and recommends project activities including real estate acquisition and disposition, relocation, demolition, eminent domain actions (if unavoidable), building construction and rehabilitation, property management and project improvements.
- Develops and maintains a database of vacant or underutilized commercial, office and industrial land and tenant spaces.
- Works with property owners and prospective tenants and developers to match available properties with desired commercial business activities.
- Supervises and/or coordinates with staff performing duties relating to redevelopment and economic development activities.
- Works with other City departments and divisions to ensure that projects are progressing.

He or she will have to have the ability to:

- Interpret and apply existing federal, state and local laws and regulations.
- Identify appropriate methods to provide effective and efficient redevelopment, economic development and construction rehabilitation programs.
- Negotiate contracts.
- Coordinate the structuring of tax allocation bonds and other debt financing.
- Analyze economic studies, financial statements, marketing studies, plans, specs and bid documents.
- Speak and write clearly and concisely.
- Prepare reports and budgets.

- Effectively work with City employees and representatives of outside agencies, businesses and the community.
- Work independently and exercise independent judgment.

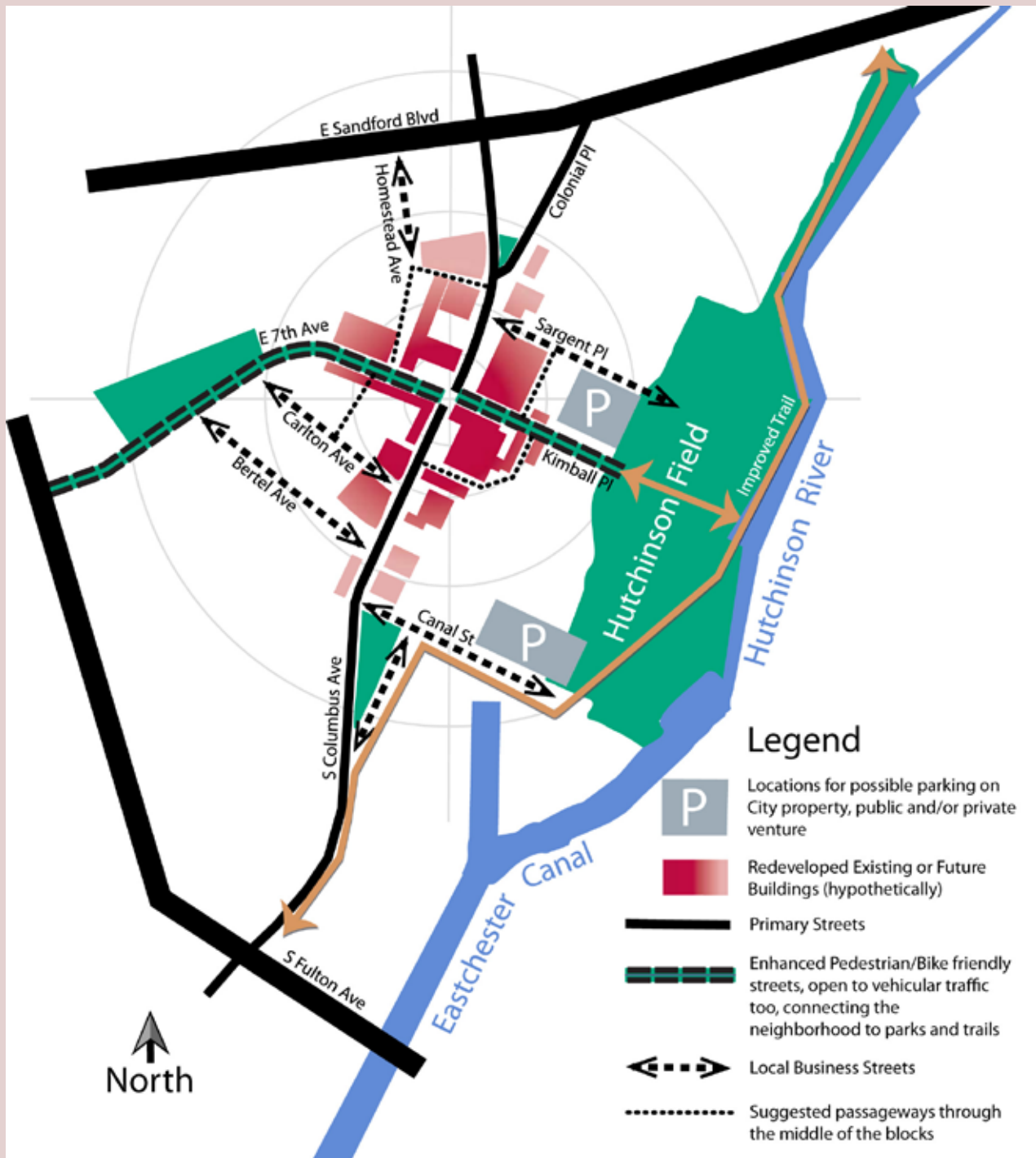
Framework for Prioritizing the Strategies

Of the many goals and actions identified in this report, the key activities are listed below. The first one should get started right away, and the remaining ones can be started concurrently:

1. Make a very visible physical demonstration that the City is improving the neighborhood. Often this is a street or sidewalk improvement, or it could be public access to the riverfront. This should happen right away, in less than one year,
2. Pursue the final planning and construction for the improved shared pathway along the Hutchinson River Parkway,
3. Improve streets to provide walkable sidewalks and safe routes for bicyclists,
4. Improve transit access,
5. Create a parking and truck loading plan to free congestion, allowing for off-site parking,
6. Begin the clean-up efforts for the Hutchinson River and for improving the City owned parks,
7. Meet with local businesses to discover what needs they have that might encourage them to invest further into the neighborhood. Find out which of them are willing to contribute their property as a willing seller or investment partner in private or public-private ventures,
8. Purchase properties that become available that are in strategic locations, such as those identified as strategic brownfield sites in this plan, and
9. Begin recruiting new businesses that will increase jobs in the neighborhood and contribute to the City's tax base.

Columbus Avenue south of East Sandford Boulevard was identified by members of the community as a location that could become a "Restaurant Row." This has been a very popular idea discussed during public meetings. The remarks about the diagram above apply to whether it becomes a place for good food, a film studio, a collection of small business (like now) or something else that needs aggregated parcels for a larger facility:

1. Centering the effort at the intersection of Columbus Avenue with East 7th Avenue and Kimball Place works well because it is along the well traversed Columbus Avenue, Kimball Place makes a direct connection with the recreational activities in Hutchinson Field and its future improved shared use path, and East 7th Avenue connects further into the neighborhood.
2. The "cross access" provided by East 7th and Kimball will need to be made pedestrian friendly to attract pedestrians and bicyclist a comfortable way to get to "Restaurant Row." East 7th also connects to the forested hillside beneath the Stop-N-Shop grocery store, that perhaps could be made into a park. This should still allow vehicular access since there are businesses located on this street.
3. The addition of small mini-parks where Canal Street meets Columbus Avenue and where Colonial Place splits off from Columbus could be ways to mark the end points of the "Restaurant Row." Because of the triangular shape of the rights-of-way, a very small green space or tree area can be accomplished, however if something larger is desired, the cooperation of property owners or land purchases might be required.
4. To enhance the walkability of the core area that can increase access to restaurants and small businesses, the addition of a few narrow pedestrian passageways can be created by weaving them around or through existing and future buildings. These could be closed when the businesses are closed. This could allow courtyards to provide outdoor dining areas away from the noise of the streets.
5. Parking is in demand, and the City owns two locations that could help by providing spaces. One is between Sargent Place and Kimball, where currently there is parking for the Hutchinson Field. The second is converting the parking lot at the Public Works department on Canal Street into a multi-level structure that leaves one level for Public Works' vehicles and the additional spaces for the public. Both locations do not require the removal of park space since they are both currently paved with asphalt. A change in topography at these locations can be used to advantage when designing structured parking decks to minimize ramps and overall height. These locations are very short distance from South Columbus Avenue and an easy walk if the sidewalks are comfortable.



Priority Framework: Start Here!

Patience and dedication is needed to see the neighborhood improvements to become reality, especially in such a large area. Given that the neighborhood is rather large, it may make sense to concentrate initial efforts to a portion of the neighborhood that already has positive elements within proximity to each other. The diagram below shows some of these elements, centered around the intersection of Columbus Avenue with East 7th Avenue and Kimball Place: