



WHITE PLAINS TRANSIT DISTRICT STRATEGIC PLAN

MULTIMODAL TRANSPORTATION CENTER REDEVELOPMENT PROJECT

December 2016

Prepared for:



Submitted by:



ACKNOWLEDGEMENTS

STUDY SPONSOR



» Mayor Thomas M. Roach

FUNDING PARTNER



PROJECT TEAM



IN ASSOCIATION WITH



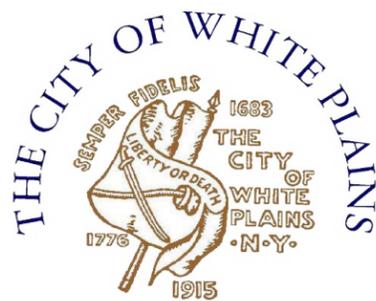
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AB
ALLIANCEBERNSTEIN

White Plains



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LIST OF ACRONYMS

- AMERICANS WITH DISABILITIES ACT (ADA)
- BUS RAPID TRANSIT (BRT)
- CENTRAL BUSINESS DISTRICT (CBD)
- CLEANER, GREENER COMMUNITIES (CGC)
- DEPARTMENT OF TRANSPORTATION (DOT)
- FLOOR AREA RATIO (FAR)
- NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY (NYSERDA)
- REQUEST FOR EXPRESSIONS OF INTEREST (RFEI)
- REQUEST FOR PROPOSALS (RFP)
- STAKEHOLDER TASK FORCE (STF)
- TRANSIT ORIENTED DEVELOPMENT (TOD)
- TRANSFER OF DEVELOPMENT RIGHTS (TDR)
- TURNING MOVEMENT COUNTS (TMC)

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Customer Pick Up

1 INTRODUCTION

The City of White Plains (the City) is poised to advance an effort that will invigorate its Transit District through a series of near-term strategic investments and long-term development scenarios. Such investments will bring vitality and a new level of activity to the District and extend outward to the City's Central Business District (CBD).

The City of White Plains has seized the opportunity to reinforce its strength and position as a premier destination to work, live, and play in Westchester County and other local and regional activity nodes. Through a comprehensive, interactive engagement process between the City and its constituents, the City has developed a cohesive "Vision" that forms the basis and direction for the Downtown White Plains Transit District Plan (the Plan). This Plan has been inspired by those who live, work and visit White Plains, with recommendations reflecting the results of an open and inclusive dialogue.

The Plan presents a set of strategic steps to capture a the unique opportunity for creating an integrated regional transportation hub where commuter rail, local and regional bus, taxis and shuttles riders can make efficient connections between White Plains and New York City, Yonkers, New Rochelle, Stamford, CT, and other local activity nodes.

New bus rapid transit (BRT) service is being planned for Westchester County as part of the Tappan Zee Bridge project (also known as the New NY Bridge project), which will further integrate White Plains into the region's transit network. The Plan also builds on this opportunity and extends the energy of a new transit center along important corridors to the heart of downtown along Mamaroneck Avenue. Moreover, as identified in the Plan is a strategic set of short- and long-term investments that leverage and build upon early action for redeveloping and can transform the area around the White Plains Metro-North station and Westchester County Bee-Line bus station into a multimodal, active, pedestrian-oriented gateway to the downtown.

The County Seat is geographically situated in southern central Westchester County and is the county seat (Figure 1). White Plains has historically been the commercial and civic hub of the County and that is ever more apparent today, attracting daily commuters from points to the north and from Connecticut to the east and the increasing numbers of reverse commuters from New York City. White Plains offers a reasonably short commute from a number of CBDs on all modes of transportation. The City's resident population of nearly 60,000, and the numerous businesses that are based in the City also benefit from the City's role as a transportation hub.

A modern, efficient, and accessible public transit hub in Downtown White Plains is a critical component of a high performing regional multimodal transportation network designed to get people out of their private vehicles and onto public transit for trips between home, work, shopping, and recreation. A major theme of this Plan is to further investment and redevelopment in the immediate station area and into the downtown core, increasing both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The study area is centered on the MTA White Plains Metro-North station and the County of Westchester Bee-Line TransCenter. It extends approximately 0.35 miles around the Metro-North station and includes the City of White Plains parking garage and surface lot, the White Plains Fire Department Station No. 2, the westerly portion of the downtown business district, the easterly portion of the Battle Hill neighborhood, the southerly portion of the Ferris-Church neighborhood, the Bronx River Parkway Reservation, and

the Westchester County Center (Figure 2). While most of the recommended actions occur within the study area, this Plan also recognizes the importance of nodes and connections that exist and extend outside of this area. This Plan is seen as a building block for future actions that will continue to enhance the City of White Plains as a whole, well into the future. The City received grant funding for this Plan through Governor Cuomo's Cleaner, Greener Communities (CGC) Program, administered by the New York State Energy Research and Development Authority (NYSERDA), which promotes the implementation of "market-transforming sustainability initiatives that accelerate the adoption of sustainable planning and development practices". This Plan incorporates sustainable design principles that protect the environment and promote energy efficiency.

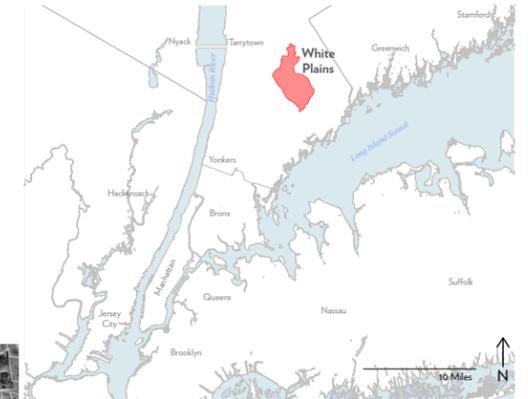


FIGURE 1: White Plains Regional Location
Source: WSP | Parsons Brinckerhoff



FIGURE 2: Study Area
Source: WSP | Parsons Brinckerhoff

1.1 VISION

The purpose of this Plan is to develop an implementation strategy for an enhanced Multimodal Transportation Center that accommodates all modes of travel, maximizes economic development potential immediately around the station, and activates connections into Downtown White Plains, resulting in increased economic vitality.

The City established a draft Vision at the onset of the study, which was shared, discussed with and affirmed by local stakeholders and members of the public. Elements of the Vision include the following:

- » Re-assessing the White Plains Metro-North station so that it functions more efficiently for all users and better integrates multiple and future transit services while creating a more welcoming and dynamic place;
- » Activating the area immediately surrounding the station, by creating more pedestrian-friendly streets, transit-oriented development (i.e., a balanced mix of land uses, including office, residential, retail), and engaging public spaces;
- » Strengthening the linkages and connections between different transit nodes and the downtown core; and
- » Strategically planning to identify early opportunities that will have an immediate impact on specific conditions and that are comprehensive, including identifying potential funding streams.

From the Vision, a set of goals and objectives (Section 2.1) emerged and were used to establish a framework for developing and evaluating plan alternatives. This Plan also incorporates sustainable design principles that, among other considerations, protect the environment; minimize negative environmental impacts; and provide more efficient transit options.

1.2 DEVELOPMENT HISTORY

EARLY HISTORY

White Plains transformed from a farming settlement in the 18th century to being named the county seat and incorporated as a city in 1916. Its growth as a legal and banking center was facilitated by connecting rail service to New York City in 1844. In 1915 ground was broken for a new County Court House on Main Street, closer to the rail line than its prior location along Broadway (Figure 3). Other large buildings soon went up anchored around the White Plains Train Station (Figure 4) with tenants serving the legal and real estate professions, as explained in “A Brief History of White Plains.” Development along Main, Church, and Grand Streets created the downtown prior to construction of expressway construction through the mid-20th century, at which point White Plains solidified its place as a retail destination featuring branch stores of famous New York City department stores.

URBAN RENEWAL

An urban renewal plan developed in the late 1960s called for mixed-use redevelopment in the downtown, between the Bronx River Parkway and Mamaroneck Avenue. Throughout the next few decades, significant development was completed that changed the shape and feel of White Plains’ downtown (Figure 5). A 1983 *New York Times* article by Paul Goldberger summarized, “The rebuilt downtown includes a number of office towers, a 15-story luxury hotel, government buildings, lots of garages and - as a kind of keystone in the very center of town - an immense covered shopping mall. New circulation patterns established by urban renewal resulted in wide one-way streets which now limits urban connectivity.

The article further critiques the urban renewal effort:

“For what the new White Plains lacks, still, is some sense of urbanity. There are flickers of it in places like Main Street, where the old Romanesque building of the Bank of New York engages in a civilized dialogue with the curving glass and limestone front of Macy’s across the street; here the pedestrian traffic seems quicker, and the whole feeling, for just a moment, is more that of a city...Within the urban renewal blocks, there is nothing to tie the buildings together, nothing to create a feeling of wholeness to the place - and, more important, nothing to give anyone the impetus to walk”

RELOCATION OF THE WHITE PLAINS TRAIN STATION

The original White Plains train station was designed in the Beaux Arts style (Figure 4). This station prominently anchored the western end of Martine Avenue. It served as the welcoming portal to downtown and the city developed eastward from the station. Businesses sought to locate within walking distance to the station and along corridors. The original White Plains Station was demolished in the 1980s and replaced with a new facility located several blocks north. The replacement station was constructed at its current location on Ferris Avenue, between Water Street and Hamilton Avenue, to



FIGURE 3: New County White Plains Court House, Main Street, 1915
Source: The City of White Plains



FIGURE 4: Original White Plains Train Station
Source: www.iridetheharlemline.com

accommodate longer trains and high level platforms with long tangent tracks. The station area was also designed to accommodate and reflect the traditional suburb-to-city commuting flows in an era that prioritized automobile access above other modes.

REINVENTION LEADING TO THE MODERN WHITE PLAINS

The 1980s saw a peak of commerce, with over 50 Fortune 500 corporations considering Westchester County and nearby Fairfield County, CT, as their home. However, corporate mergers and downsizing throughout the 1990s led many of these companies to either reduce their operations in White Plains or the I-287 corridor or leave the area completely. By the early 1990s, economic development had stagnated, troubled by the recession and surplus of commercial real estate (MTA, 2014). The opening of the Galleria Mall also changed the retail character of downtown and Mamaroneck Avenue with the notable vacant site by the Macy's site at Main Street and Mamaroneck Avenue.

In the late 1990s, plans for the City Center White Plains (City Center) complex emerged. It resulted in a mixed-use development, featuring two 35-story apartment and condominium towers, 600,000 square feet of retail, restaurant, and entertainment space, and new parking facilities. City Center opened in 2003, marking a downtown development rebirth. Despite its challenges, White Plains entered the new millennium as the leading retail and office center in Westchester County.⁵

The city's downtown population has experienced substantial growth since 2000 by almost 30 percent spurred by completion of eight new residential projects in the downtown and downtown population growth (Figure 6). White Plains attracts urban professionals and empty nesters alike, since it offers an urban environment that features transit connections to nearby urban areas in Connecticut and New York City. After Grand Central Terminal and Stamford, CT, White Plains is the third busiest rail station in the Metro-North system.⁶

Today, Downtown White Plains is still characterized by wide roadways, large sidewalks, surface parking lots created by urban renewal, and buildings which accommodate the needs of an auto centric population. This Plan will help to establish a new direction that defines the City as sustainable, multimodal, connected and vibrant.



1926 Downtown White Plains featured tree-lined roadways with dense residential units, creating a vibrant urban realm.



1976 Late 1960's urban renewal called for larger scale, mixed-use buildings in the 20-block site in downtown.



1995 The end of urban renewal resulted in large corporate buildings and the creation of a strong economic center.



2009 The blocks immediately surrounding the White Plains Multimodal Transit Center are either owned by the City, or have limited remaining potential based on existing zoning regulations. There are new developments currently under construction along Bank Street and Westmoreland Ave, to the south of the station.

FIGURE 5: The Changing Fabric of Downtown White Plains
Source: City of White Plains

FIGURE 6: Recent Market Rate Development Activity in Downtown White Plains
 Source: WSP | Parsons Brinckerhoff

Eight new residential projects have been built in Downtown White Plains over the past 15 years, totaling over 1,950 units. Most of this growth occurred in the early to mid-2000s and focused on the luxury rental market. With the exception of twin residential towers built at 15 Bank Street, most development activity has been concentrated in the eastern half of downtown, near the intersection of Main Street and Mamaroneck Avenue. Three additional projects are currently in the planning or development stages.



1.3 CHALLENGES AND OPPORTUNITIES

The physical infrastructure and land use patterns, such as the combination of high-rise office towers and large surface parking lots, within the transit district present a number of distinct challenges and new opportunities. Connectivity between the train station and the downtown is very limited and it is perceived as “sterile and uninviting” (Response from Question of the Week #2). While there is some grade change from the station area to Mamaroneck Avenue, the key challenges are the very wide one-way streets with fast moving traffic and the lack of engaging storefronts, entrances, activities or amenities. The urban environment within the vicinity of the White Plains train station feels unfriendly, stark, and at times, unsafe to pedestrians. Additional challenges facing the transit district as suggested by the public include the following (in no particular order of preference):

BEAUTIFICATION

- « Add green spaces and seating
- « Lack of pedestrian comfort (i.e., long, uninteresting street walls on the walk between station and downtown) (Figure 7)

CIRCULATION IMPROVEMENTS

- « Conflicting traffic moves in front of station (buses, taxis, cars, pedestrians, bicyclists)
- « Difficult and unsafe pedestrian connection Battle Hill neighborhood.

PEDESTRIAN SAFETY CONCERNS

- « Wide roadways are dangerous for pedestrians to cross
- « Entryway to station platform feels uninviting

TRANSIT INTEGRATION

- « No existing fare transfer between rail and bus service
- « Increase access to and visibility of bicycle facilities

SIGNAGE

- « Parking information and signage is confusing particularly to non-residents
- « Improved wayfinding could provide an enhanced sense of direction and orientation

RETAIL OPTIONS

- « More retail options are required within the train station area as well as along the roads connecting downtown (Mamaroneck Avenue) and the station

Identification of these challenges and opportunities served as the framework for the development of near- and long-term strategies presented in this Plan.



FIGURE 7: Martin Luther King Jr. Boulevard between Main Street and Hamilton Avenue
Wide sidewalks at Main Street and Hamilton Avenue offer an opportunity to improve the street wall.
Source: WSP | Parsons Brinckerhoff



2 STUDY APPROACH

This Plan addresses the pressing need for a modern, efficient and accessible public transit hub in Downtown White Plains. The transit district will serve as a major component of A high performing regional multimodal transportation network designed to allow more people to use public transit for trips between home, work, shopping, and recreation. It will also elevate the attractiveness of the Downtown White Plains experience, for commuters, businesses, and residents alike, and make the city more competitive in the regional economy.

Moreover, in the long-term, it is anticipated that this Plan will attract investment and redevelopment in the immediate station area, and increase both commercial activity and pedestrian presence in the greater Downtown White Plains area. Recommendations set forth in this Plan and are the result of an inspired and informed public involvement effort that transcended each phase of this study and will make the hub operate better for more people and for more modes of transit.

Figure 8 presents the study timeline, which entailed technical analysis in parallel with a multi-pronged public outreach effort. Outreach elements included a Stakeholder Task Force (STF) and public meetings, community events, and a Question of the Week Initiative that featured over 3,000 points of contact.

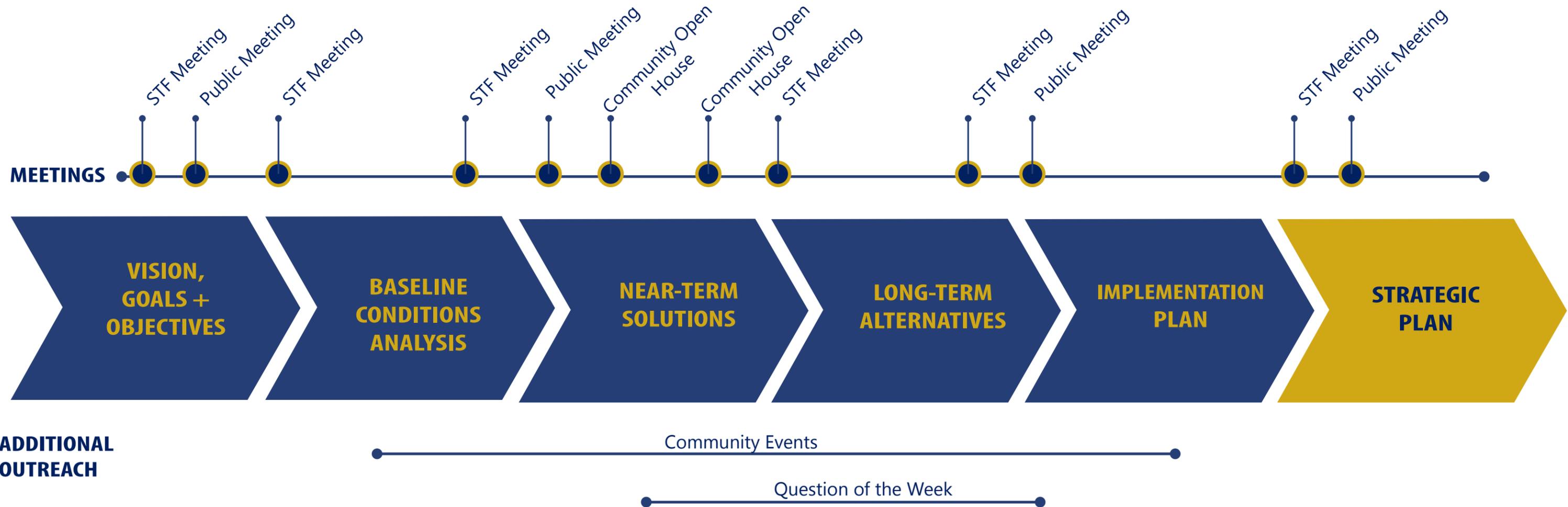


FIGURE 8: White Plains Transit District Strategic Plan Process
Source: WSP | Parsons Brinckerhoff

2.1 GOALS AND OBJECTIVES

Goals and objectives that form the “roadmap” for this plan emerged from the Vision through an extensive engagement process with the public community and local stakeholders. These goals and objectives (Figure 9) were used to develop and evaluate near- and long-term alternatives.

2.2 ALTERNATIVES DEVELOPMENT AND SCREENING

Following the establishment and acceptance of this Plan’s goals and objectives, current trends and existing conditions were analyzed for the area within the transit district. This resulted in a series of baseline conditions reports. From an understanding of the current conditions and needs for the transit district, near-term strategies and long-term development alternatives address the challenges and opportunities for the study area. This resulted in a set of recommendations and implementation steps. Each of the following chapters further describe the development and screening of alternatives.

2.3 NEAR-/MID-/LONG-TERM IMPROVEMENTS AND PLAN STRUCTURE

Much of the planning process as shown in Figure 8 above has been devoted to developing and analyzing near- and long-term approaches for investing and improving the transit district, and enhancing connectivity from the station area to downtown White Plains. While these alternatives range from streetscape improvements and improved access to the station platforms, to potential zoning changes within the City to establish future development patterns, such recommendations are aligned with the study goals and objectives and reflect local commuter, stakeholder, and residents’ input.

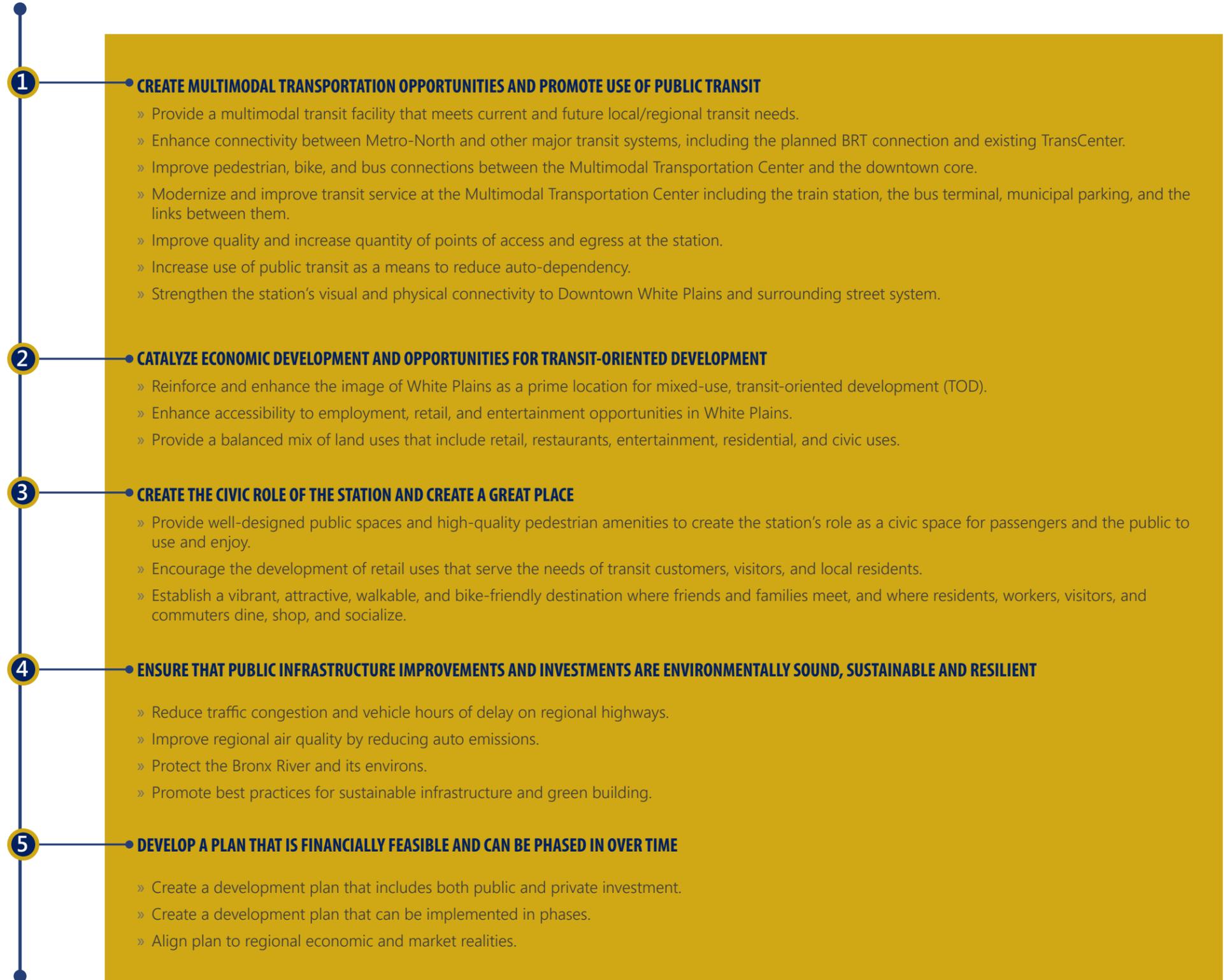


FIGURE 9: Goals and Objectives
Source: WSP | Parsons Brinckerhoff

DEMOGRAPHICS

HISTORIC ANNUAL GROWTH RATES

Downtown White Plains grew steadily during the 2000s, outpacing the City and the County



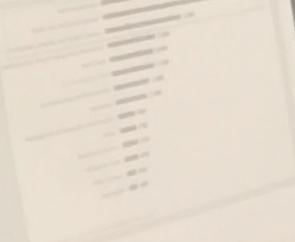
POPULATION AGE BREAKOUT (2015)

Downtown White Plains is home to a diverse community of millennials and empty nesters

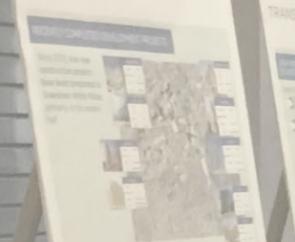


EMPLOYMENT CONCENTRATION DOWNTOWN WHITE PLAINS (2013)

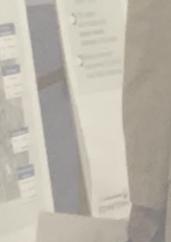
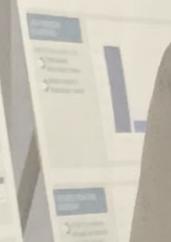
Downtown White Plains' employment base is concentrated in government, health care, and professional services



MARKET CONDITIONS - DEVELOPMENT



TRANSITION



3 COMMUNITY INVOLVEMENT

3.1 PUBLIC INVOLVEMENT

A primary focus and activity throughout each stage of this Plan was the engagement of city residents, workers, commuters, and other stakeholders, to inform the development and decision-making process related to near- and long-term investments in the study area. Led by Mayor Thomas Roach and the City of White Plains, significant levels of input was obtained from residents and other users of the White Plains transit district by casting a wide net of outreach across a range of media, dates, and locations. While conducting more traditional public meetings, the City also focused on creative outreach techniques such as using Facebook, interviews at the train station during morning and afternoon commutes, and attending community events on evenings and weekends to solicit feedback on elements of this Plan. The City also held multiple community open houses to engage the public in specific and unique neighborhoods within White Plains including Battle Hill, Ferris Avenue, and Downtown/Business Improvement District (see Figures 10-14).

Through this comprehensive public outreach process, the City identified the important challenges and opportunities to improve vibrancy within an already desirable downtown core. Elements of the process are described in the following section.

PUBLIC MEETINGS

The City conducted public meetings throughout the course of this Plan to engage, inform, and best understand the needs and issues facing the public and users of the White Plains transit district and the downtown center.

Meetings were conducted in three different venues to capture different audiences and viewpoints. All locations—the White Plain Library, the New York Power Authority, and the ArtsWestchester Gallery—were centrally located and fully accessible, and could be reached via transit services. Attendees at public meetings included local business owners, residents who commute to offices within Westchester County, residents who work in New York City, bicycle advocates, and younger residents and students motivated to vocally support downtown revitalization.

MEETING THEMES

Each meeting included participatory activities to solicit and collect public input as the Plan advanced through each milestone. At each of these milestones, the City used public input to test and receive feedback on important and relevant decisions for inclusion in this Plan. Public meeting attendance averaged approximately 100 people, including residents, commuters, and other stakeholder groups with a vested interest in this Plan.

The following “themes” were addressed at the public meetings.

1. IMAGINE A NEW TRANSIT DISTRICT – PROJECT INTRODUCTION

- » Meetings used digital “Poll Everywhere” software to collect audience feedback.
- » Questions used during the open house provided an understanding of how respondents interact with the transit district, and included:
 - « Where do you live and work in the greater White Plains region?
 - « How do you travel to and from work?
 - « How do you travel to/from the transit center (Metro-North/Bee-Line stations)?

From the start of the public involvement process, a diverse and vocal community was engaged in identifying opportunities to improve in White Plains. Residents from Battle Hill, Fisher Hill, and Ferris Avenue neighborhoods suggested improvements in connectivity to downtown they believed were essential. At the first public engagement meeting on Thursday, February 11, 2016, residents and users of the downtown identified parking as a primary issue when visiting Downtown White Plains. Others shared that the walk from the bus and train station to Mamaroneck Avenue felt bleak and uninviting. Participants recommended more open space and safer bike infrastructure.

2. STUDY UPDATE – EXISTING CONDITIONS REPORT

- » Participants examined posters, asked questions and provided comments on the baseline information that summarized existing conditions in the Study Area on Wednesday, June 15, 2016.
- » Attendees were asked to comment upon findings of the existing (baseline) studies related to urban design, market analysis, pedestrian conditions, and traffic and parking. In general, there was consensus around the initial assessments of market conditions and desire for improved pedestrian environment surrounding the transit stations.

The market assessment showed that the district could support new pedestrian-level retail and residential development. Potential bike route recommendations were met with enthusiasm, and suggestions of working toward complete and safe infrastructure were requested. Some participants who primarily drive through the study area expressed a level of confusion related to rights of way and turning across existing bike lanes, and suggested that bike infrastructure to be more visually expressive for all roadway users. Many responses encouraged incorporation of public art into the landscape to improve the pedestrian experience and enhance the streetscape of Downtown White Plains.



FIGURE 10: Community Open House- Downtown and Business Improvement District
Source: WSP | Parsons Brinckerhoff



FIGURE 11: Community Open House- Ferris Avenue, Battle Hill, and Fisher Hill Neighborhoods
Source: WSP | Parsons Brinckerhoff

3. GUIDE THE FUTURE – NEAR- AND LONG-TERM SOLUTIONS PRESENTATION

- » At the September 28, 2016 meeting, a presentation of the key topics and initial drafts of the near-term strategies and long-term development alternatives were presented at “Solution Stations” where attendees could comment.
- » The alternatives (as well as near-term bicycle/pedestrian improvements) were displayed on each board. Residents could sign a letter supporting the City to pursue a NYS Transportation Alternatives Program (TAP) grant for near-term investments.

Robust and in-depth discussions occupied each of the boards. Topics such as maintaining access for vehicles traveling to and from the Ferris Avenue neighborhoods and support for development rights at the station so the City can develop in a dense and transit-oriented direction were raised by participants. Other residents shared concerns related to increasing traffic through the downtown, as people who rely on getting through Main Street and Hamilton Ave on their commutes to and from work rely on these roadways.

4. PRESENTATION OF THE FINAL STUDY TO THE PUBLIC

At the December 12, 2016 meeting, the City shared the preferred scenario and described next steps that the City will be taking to implement the strategies described in the Plan.

COMMUNITY OPEN HOUSES

To specifically consider the needs of neighborhoods adjacent to the train station and the Downtown White Plains Business Improvement District (BID), the City scheduled two community open houses. Open to the public, these two open houses focused on specific topics associated with each designated location. Each open house included a brief presentation by the City and a facilitated discussion to identify the needs, interests, and concerns of stakeholders in these two areas. The two open houses focused on the following:

- » Battle Hill, Ferris Avenue, and Fisher Avenue
 - « Residents stressed the need for safe pedestrian access across Tarrytown Road, better bike access, and a safer pedestrian environment near the White Plains Metro-North station.
- » Downtown and White Plains BID
 - « Participants suggested that ample parking be provided in the downtown, for commuters and customers of downtown businesses. Residents encouraged bi-directional streets (particularly Ferris Avenue) and safer crosswalk environment for pedestrians.

COMMUNITY EVENTS

During the course of this Plan, the following events were attended in and around White Plains (Figure 15) to distribute materials, and provide information on the Plan’s website:

- » Truck Day
- » Cherry Blossom Festival
- » Juneteenth Celebration
- » Farmer’s Market
- » Arts Festival
- » Dancing Under the Stars
- » July 4th Fireworks
- » Westchester Council of the Arts Event
- » Summer Solstice Concert
- » Shakespeare in the Park



FIGURE 12: Community Open House- Ferris Avenue, Battle Hill, and Fisher Hill Neighborhoods
Source: WSP | Parsons Brinckerhoff

- » Noon Day Concert Series
- » Neighborhood Associations
 - « Council of Neighborhood Associations
 - « Battle Hill, Fisher Hill, Rosedale and North Broadway Neighborhood Associations

TRAIN STATION OUTREACH

Outreach was also conducted at the Metro-North train station to collect input from resident and non-resident commuters. In addition to understanding needs of the White Plains commuters, it was also important to reach out to non-residents who have different interactions with the transit district and who do not use the train station on a daily basis. Train station outreach included the following:

- » Ridership counts during different times
- » Promotion of public meetings.
- » Informal surveys of commuters to identify their unique needs and concerns



FIGURE 13: Community Open House Downtown and Business Improvement District
Source: WSP | Parsons Brinckerhoff, 2016

WEBSITE

A website and social media campaign was developed and utilized to further expand outreach. It provided timely and up-to-date information on how to get involved and ways that individuals could contribute feedback. The website included the following:

- » Homepage with an overview containing a brief description and a downloadable study area map.
- » Background and Vision page, providing photographs of possible redevelopment sites.
- » Multimedia page with a slide show of photographs of the study area, videos, press releases, and news articles.
- » Get Involved! page with an opt-in form for members of the public to sign up for information and submit questions, ideas and concerns.



FIGURE 14: Community Event Community Open House- Ferris Avenue, Battle Hill, and Fisher Hill Neighborhoods
Source: WSP | Parsons Brinckerhoff

VIRTUAL OUTREACH (QUESTION OF THE WEEK)

Leveraging the study's website (www.wptransitdistrict.com), the City embarked upon a multi-week engagement initiative entitled, "Question of the Week" (Figure 16). The initiative featured questions related to the Plan that website visitors were encouraged to answer. The City promoted "Question of the Week" via posters and business cards that were distributed at public events and meetings; approximately 1,250 responses were generated for the nine questions. Feedback identified priority areas of focus such as access to the station, pedestrian experience, bike and pedestrian safety, and desire for technology upgrades.

As part of the public outreach process, residents and commuters were able to state what one change would make an immediate improvement, with the goal of highlighting the biggest challenges and opportunities facing the study area.



FIGURE 15: Community Event
Source: WSP | Parsons Brinckerhoff

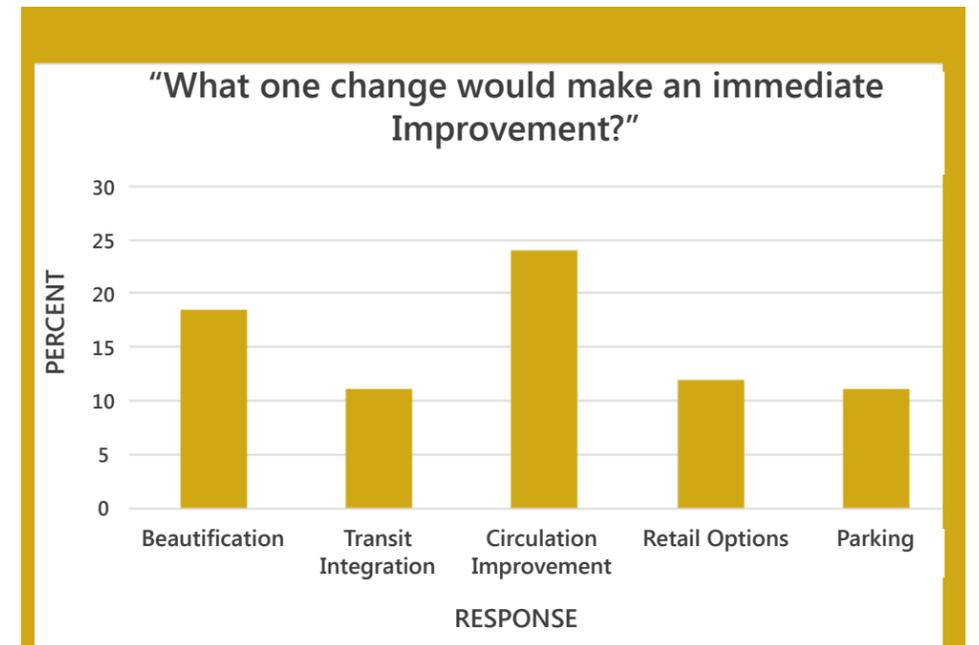


FIGURE 16: Responses to Question of the Week #2
Source: Question of the Week #2, <http://www.wptransitdistrict.com/>

What one change would make an immediate improvement to the transit district?

- » "The departure and arrival system. Everyone does it wrong."
- » "A safe place for people to access the station and transportation."
- » "A more appealing streetscape between the station and downtown - it is currently very sterile and uninviting. There is no sense of connection between the station and the business core."
- » "The station should knock our socks off in a welcoming way with proper signage, information and of course cleanliness!"
- » "The most dangerous part of my morning commute is the intersection of Ferris Avenue and New Street."
- » "More cultural based activities, destinations, and spaces."

Question of the Week generated more than 1,250 responses.

Responses to “Question of the Week” provided focus on issues of greatest concern including traffic, planning for desired amenities, encouraging green space initiatives, technological improvements, and improving circulation of vehicles and pedestrians at the train station. All “Question of the Week” responses were made available on the City’s Transit District web page (Figure 18).

The Public Involvement Report in Appendix B contains further detail on the Plan’s public involvement process, details on Question of the Week, and other materials used for outreach (Examples on Figure 17).

FIGURE 17: Public Meeting Advertising Materials
Source: WSP | Parsons Brinckerhoff, 2016

Traffic Issue	Importance
Pedestrian Safety	1st
Confusing entry to transit center	2nd
Confusing exit to transit center	3rd
Difficulty accessing retail and services in the downtown area	4th
Lack of clear signage	5th
Bicyclist safety	6th
Speeding in area around and near transit center	7th

FIGURE 18: Question of the Week on City of White Plains website
Source: [http://www.cityofwhiteplains.com/Public Meeting Advertising](http://www.cityofwhiteplains.com/PublicMeetingAdvertising)

3.2 STAKEHOLDER TASK FORCE

To engage key community groups and stakeholders, the City established a Stakeholder Task Force (Task Force) that met six times during the process to review progress and share input with the City. Additionally, Task Force members were actively involved in public meetings and community open houses.

The City assembled the Task Force to provide a collaborative forum among interested stakeholders. Its members also served as liaisons to various constituency groups in and around White Plains. Members provided direct input on the Vision and components of the Plan, and participated in the public meetings and community open houses.

Task Force meetings occurred quarterly (Table 1), providing direction and comments on ideas and alternatives that were proposed, giving direction and recommendations through an open dialogue process.

The 13-member Task Force comprised representatives of the following:

- » City of White Plains
- » MTA Metro-North Railroad
- » Westchester County Planning Commissioner
- » NYS Dept. of Transportation, Division of Operations and Asset Management
- » Commuters
- » Representatives from Downtown White Plains Transit District neighborhoods
- » Place Making Advocates
- » Cycling advocates
- » Real estate industry
- » White Plains Hospital
- » Residents

Throughout the process, Task Force members provided insight, raised questions and concerns that informed the refinement of the goals and objectives, and alternatives, and supported the vision of an inclusive approach to driving the final plan. The Public Involvement Report (Appendix B) provides further detail on the Task Force.

MEETING	TOPICS COVERED	DATE
1	Project Introduction	9/17/2015
2	Existing Conditions and Public Outreach Plan	11/5/2015
3	Existing Conditions findings to date	1/14/2016
4	Existing Conditions Report; Baseline Studies; Near-Term opportunities	4/14/2016
5	Long-Term opportunities for Strategic Plan	6/16/2016
6	Final draft of recommendations and TAP Grant discussion	9/15/2016

TABLE 1: Stakeholder Task Force Meetings
Source: WSP | Parsons Brinckerhoff, 2016



Image Source: WSP | Parsons Brinckerhoff

4 EXISTING CONDITIONS + TAKEAWAYS

To identify issues and challenges, and to establish a baseline for the development of near-term strategies and long-term development alternatives, existing trends and conditions were identified and analyzed, and presented in four baseline reports. These were summarized and presented at stakeholder and public meetings were consolidated into the Final Existing Conditions Report presented in Appendix A. The following baseline conditions were evaluated:

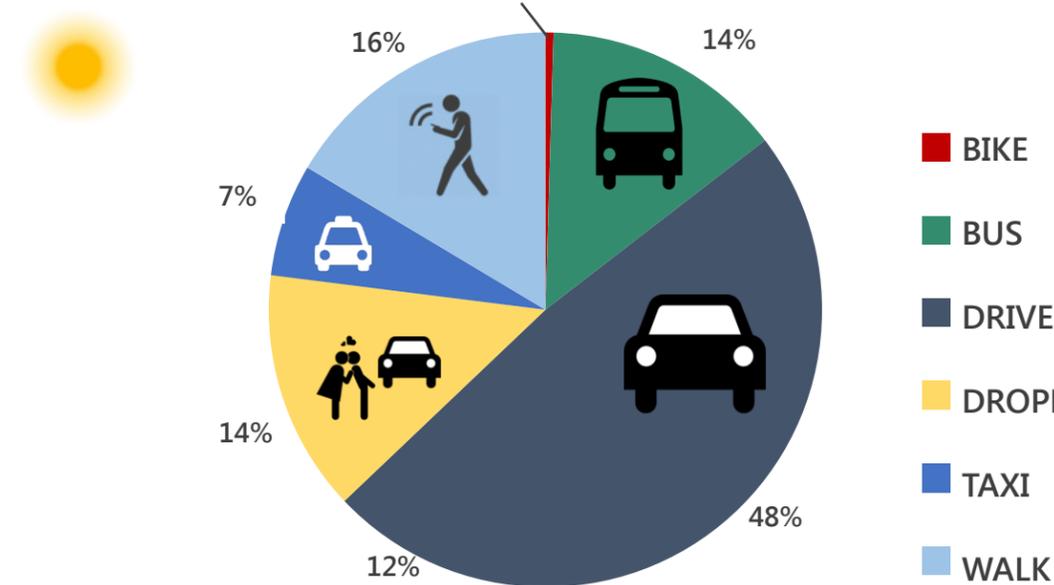
- » Pedestrian Circulation
- » Traffic and Parking
- » Land Use, Urban Design, and Development
- » Market Demand/Demographics

4.1 PEDESTRIAN CIRCULATION AND MODAL COMPOSITION

New pedestrian counts, a survey of departing passengers at the station, observations of pedestrian movements, and examination of pedestrian circulation elements in the study area were conducted to identify issues, conflicts, and overall travel patterns around the station area and along major routes into the downtown. Cyclist counts were taken in December, which may reflect reduced total cyclists, as counts tend to be higher during warmer months.

Interview surveys conducted on the White Plains Metro-North station platforms during the Pedestrian Conditions Baseline Study effort focused on assessing the current mode of access to the station, vehicle occupancies, and the origins of trips to the station. 249 interviews were conducted between 7:00 and 9:00 AM and 225 interviews were conducted between 4:30 and 6:30 PM. Access modes are shown on Figure 19.

AM PEAK PERIOD



PM PEAK PERIOD

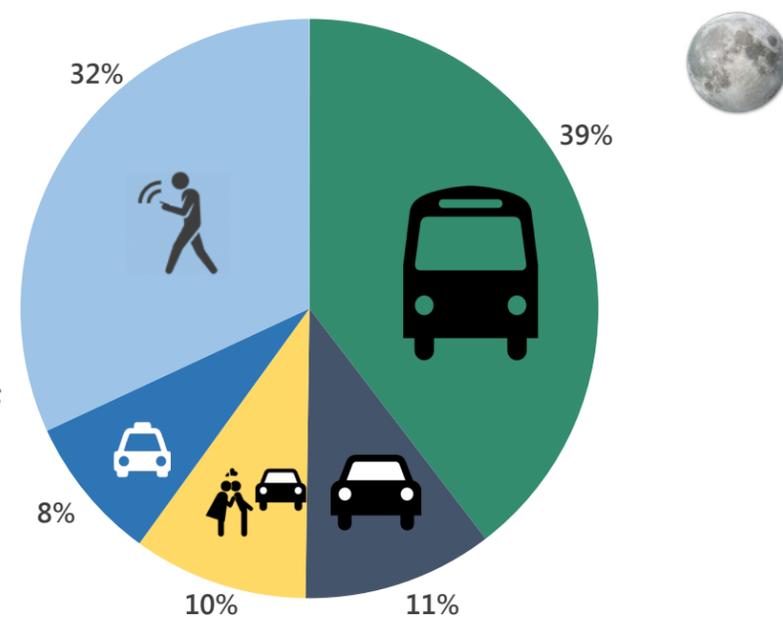


FIGURE 19: Mode of Access to the White Plains Metro-North Station
Note: Passengers transferring between trains not shown.
Source: Passenger Surveys, December 2015

Access modes to the station in the morning mainly represent trips from residences to the station. Access modes to the station in the evening mainly represent trips from work, school, or shopping. Most people use the same mode to access or depart the station in the morning or evening, depending on their direction of travel

STATION ACCESS

New pedestrian counts were conducted during peak AM/PM periods. Locations within the station were chosen to capture all passengers entering and exiting the station. Count locations on sidewalks and crosswalks were chosen to evaluate the major paths to and from the station. Count locations in the White Plains Metro-North station, on nearby sidewalks, and at crosswalks are illustrated on Figure 20.

Access points to the White Plains Metro-North station counted included:

- » South side of Main Street stair to center platform
- » South side of Hamilton Ave stair to center platform
- » Main Entrance, corridor leading to stairs/escalators/elevator to center platform
- » Stair to side platform south of the main entrance
- » Bridge from center of side platform to garage (mid-level)
- » Bridge between center platform and garage (upper level)
- » Bridge from north end of side platform to garage
- » Stair down to the Mott Street Tunnel



- Station Counts
- Crosswalk Counts
- ↔ Sidewalk Counts

FIGURE 20: Pedestrian Count Locations
Source: WSP | Parsons Brinckerhoff, Google Maps 2016

As shown in Table 2 and Figures 21 and 22, most passengers enter and exit the White Plains Metro-North station around the main entrance at the foot of New Street, including the passage leading to the stairs, escalator, and elevator to the center platform, the stair to the side platform, and two bridges connecting the station to the south end of the adjacent parking garage. A significant portion of passengers also use the three stairways from the center platform down to the Mott Street tunnel, Hamilton Avenue, and Main Street. Stairs and walkways in the White Plains Metro-North station become congested immediately after trains arrive, but this condition is relatively brief and results in minimal delay for exiting passengers.

TRANSIT DISTRICT STREETS AND INTERSECTIONS

Pedestrian counts on crosswalks were conducted in conjunction with the overall traffic data collection. Locations were selected to include primary routes to and from the White Plains Metro-North station. The following locations were collected by video cameras in conjunction with intersection turning movement counts:

- » Ferris Avenue at Water Street
- » Ferris Avenue at New Street
- » Ferris Avenue/Bank Street at Hamilton Avenue, including the west side where there is no crosswalk
- » Bank Street at Main Street
- » N. Lexington Avenue at Hamilton Avenue
- » N./S. Lexington Avenue at Main Street

LOCATION	AM IN/UP	AM OUT/DOWN	AM TOTAL	PM IN/UP	PM OUT/DOWN	PM TOTAL
Stair from Center Platform to Mott Street Tunnel	17	345	362	144	30	174
North Bridge, Side Platform to Garage	17	0	17	142	1	143
Main Entrance, Ground Level to Center Platform	836	220	1,056	681	165	846
Bridge from Center Platform to South End of Garage	1	153	154	76	2	78
Bridge from Side Platform to South end of Garage	76	2	78	147	4	151
Stair from Side Platform to Surface	2	640	642	8	676	684
Stair from Center Platform to South Side of Hamilton Avenue	137	226	363	127	116	243
Stair from Center Platform to South Side of Main Street	177	319	496	200	128	328

TABLE 2: Peak Hour Station Access Volumes
Source: WSP | Parsons Brinckerhoff, 2016

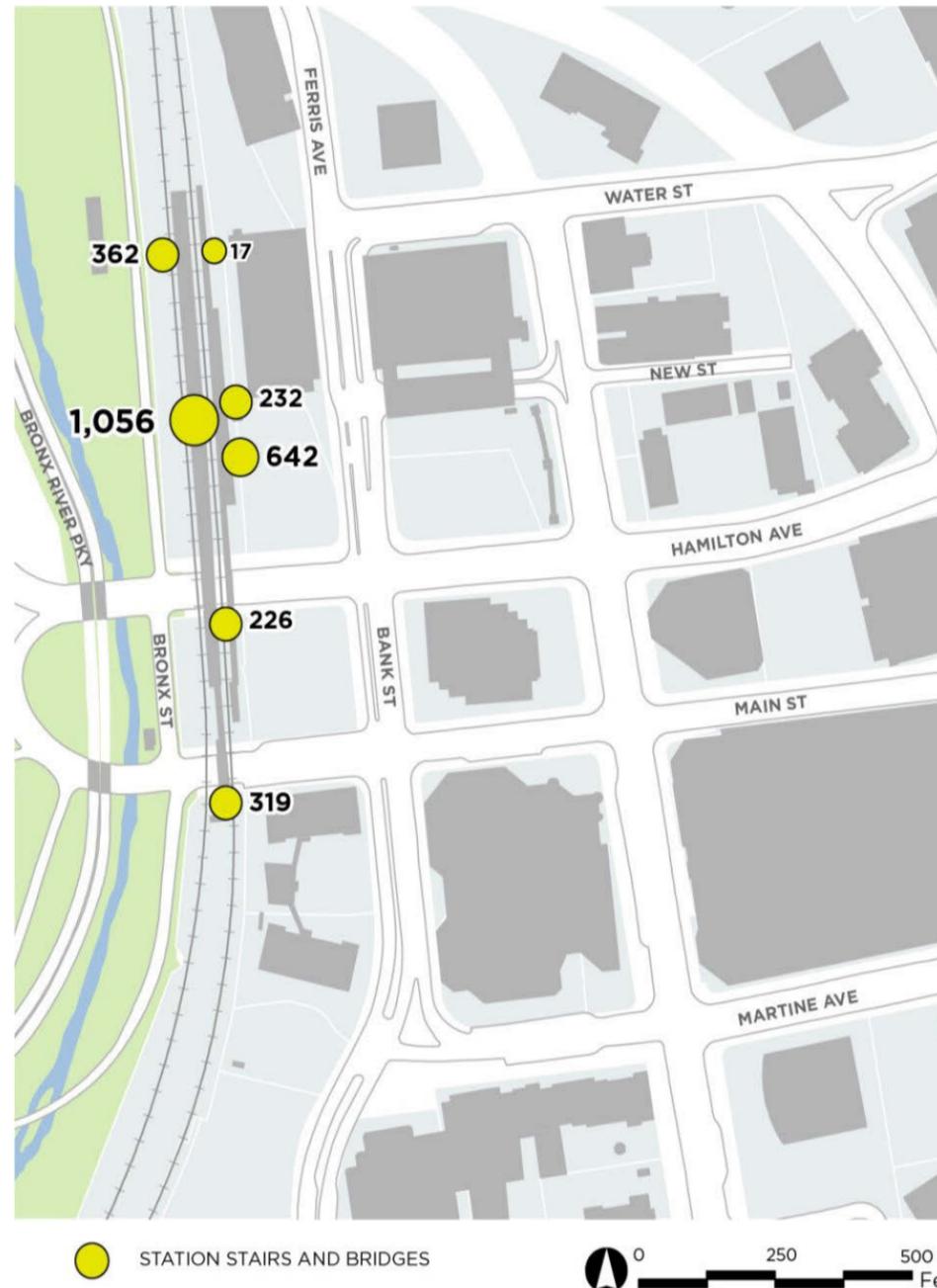


FIGURE 21: Peak-Hour Pedestrian Volumes In and Out at Station Access Points - AM PEAK
Source: WSP | Parsons Brinckerhoff

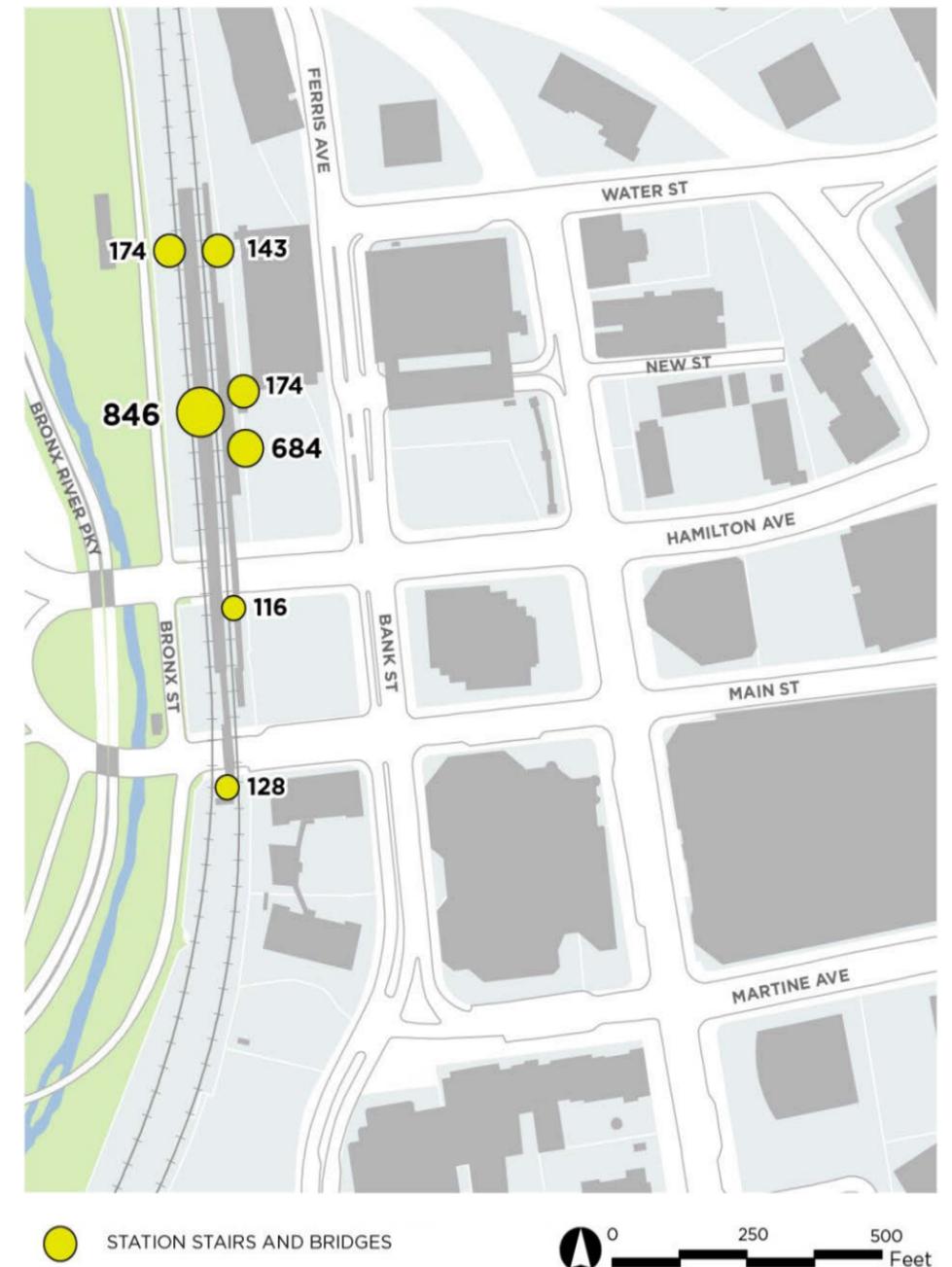


FIGURE 22: Peak-Hour Pedestrian Volumes In and Out at Station Access Points - PM PEAK
Source: WSP | Parsons Brinckerhoff

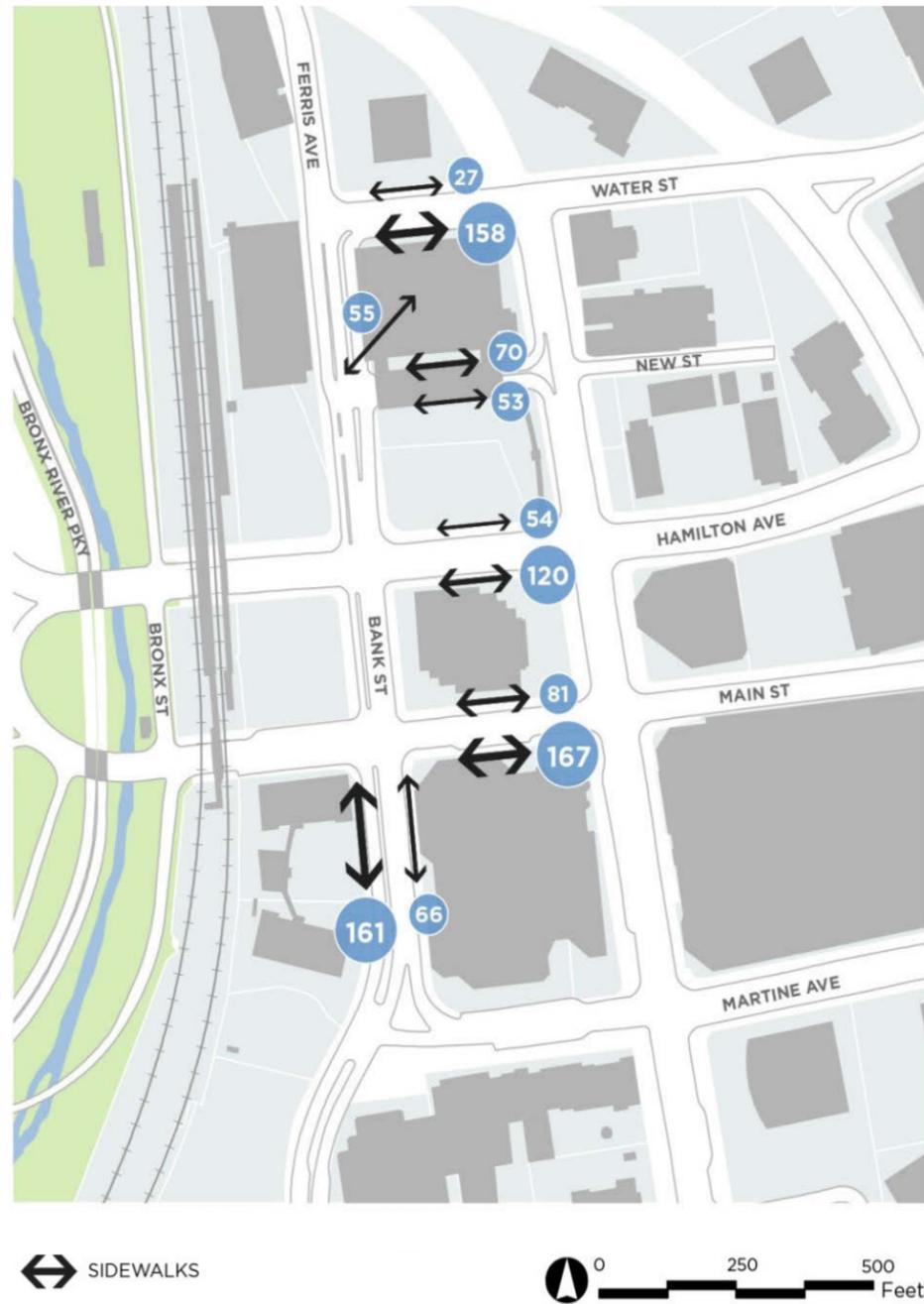


FIGURE 23: Bi-directional Pedestrian Volumes on Sidewalks - AM PEAK
Source: WSP | Parsons Brinckerhoff

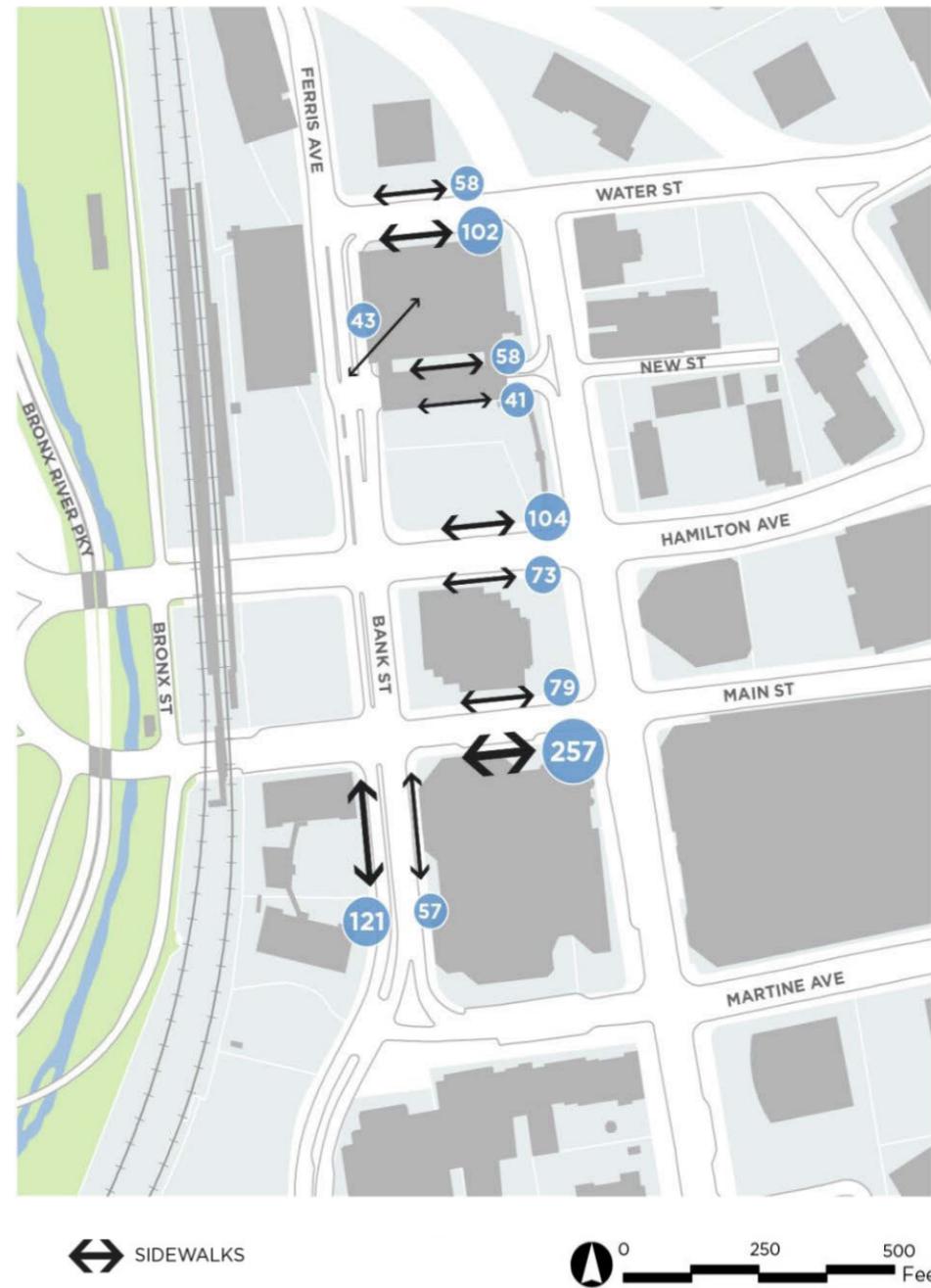


FIGURE 24: Bi-directional Pedestrian Volumes on Sidewalks - PM PEAK
Source: WSP | Parsons Brinckerhoff

Counts were also made along sidewalks east of Ferris Avenue / Bank Street and south of Main Street to form a “cordon line” around the east side of the White Plains Metro-North station, thus capturing the bulk of pedestrian activity moving to and from the station (Table 3).

Table 3 and Figures 23 and 24 present peak hour pedestrian volumes on key sidewalks in the study area. The volumes demonstrate that pedestrians spread out on multiple streets and sidewalks as they move to and from the Multimodal Center, with the majority moving toward the southeast. The disparity between north and south or east and west sidewalks on each street indicate the influence of pedestrian choices as they encounter crosswalks and signal cycles along their walking routes, which for most people involves a zig-zag route through the downtown street grid.

LOCATION	AM EB/NB	AM WB/SB	AM TOTAL	PM EB/NB	PM WB/SB	PM TOTAL
Water Street, North Sidewalk (Ferris to Lexington)	19	8	27	14	44	58
Water Street, South Sidewalk (Ferris to Lexington)	139	19	158	25	77	102
Enter/Exit TransCenter (EB = enter, WB = exit)	12	43	55	17	26	43
New Street, North Sidewalk (Ferris to Lexington)	15	55	70	35	23	58
New Street, South Sidewalk (Ferris to Lexington)	14	39	53	24	17	41
Hamilton Avenue, North Sidewalk (Ferris to Lexington)	28	26	54	73	31	104
Hamilton Avenue, South Sidewalk (Ferris to Lexington)	43	77	120	29	44	73
Main Street, North Sidewalk (Ferris to Lexington)	34	47	81	48	31	79
Main Street, South Sidewalk (Ferris to Lexington)	92	75	167	108	149	257
Bank Street, East Sidewalk (Main to Martine)	33	33	66	28	29	57
Bank Street, West Sidewalk (Main to Martine)	87	74	161	68	53	121

NB = northbound, SB = southbound, EB = eastbound, WB = westbound

TABLE 3: Peak Hour Sidewalk Pedestrian Volumes
Source: WSP | Parsons Brinckerhoff, Counts Nov. 2015

The pedestrian counts indicate the general strongest desired direction of movement to the south and east from the station. Future strategies should enhance and improve the sidewalks and intersections which accommodate the majority of pedestrians.

Following are the key findings related to pedestrian circulation in the study area.

STATION ACCESS

- » Stairways, escalators, and pedestrian bridges in the White Plains Metro-North station become busy immediately after trains arrive, but generally have sufficient capacity to serve existing passenger volumes and clear station platforms in a reasonable time after trains arrive. However, additional capacity may be needed for future growth.
- » Three of the stairways in the White Plains Metro-North station-- down to the Mott Street tunnel, Hamilton Avenue, and Main Street--pass through narrow "tunnels" that are unattractive and uncomfortable for pedestrians. Their narrow width also constrains their capacity to accommodate increased volumes in the future, especially when people are moving in both directions on these stairs.

TRANSIT DISTRICT STREETS AND INTERSECTIONS

- » Sidewalks and crosswalks provide ample capacity for existing pedestrian volumes with excess capacity to accommodate growth in pedestrian activity.
- » Pedestrians moving to and from the station cross some streets, especially Hamilton Avenue, at unauthorized midblock locations. The main entrance to the station north of Hamilton Avenue encourages diagonal movement across the street grid to reach the downtown core (Table 4).
- » Streets in the study area are designed for efficient movement of vehicles, with many lanes, broad lane widths, and signal timings that are not favorable to pedestrians due to increased walking distances and crossing times at crosswalks.

CONNECTIONS TO DOWNTOWN

- » While pedestrian volumes west of the White Plains Metro-North station are relatively low, the layout of the roadways, crosswalks, and intersections creates an environment that is uncomfortable for pedestrians moving between the Battle Hill neighborhood and the station and downtown.
- » The character of Ferris Avenue north of the White Plains Metro-North station (between Water Street and Park Avenue) with long blank walls and lack of retail creates an interface between the Ferris Avenue neighborhood and the station area that is particularly uninviting for pedestrians.
- » Adjacent land uses and lack of engaging facades along many sidewalks in the study area create an environment that is uninviting to pedestrians and especially contributes to an unsafe feeling for pedestrians during evening hours when the area is less active.
- » In particular, the volume of traffic turning left from Bank Street to Hamilton Avenue, requires three left turn lanes results in limited pedestrian crossing opportunities and a high level of potential conflict. High traffic volumes on Hamilton Avenue and Main Street as they cross Bank Street, negatively impact the pedestrian experience and linkages in the station area. An alternate vehicular crossing of the train tracks could divert some of this traffic and improve pedestrian conditions in the station area.

LOCATION	NORTH EB / WB	SOUTH EB / WB	NORTH NB / SB	SOUTH NB / SB
AM				
Water Street at Ferris Avenue	10 / 38	55 / 30	13 / 73	25 / 7
New Street at Ferris Avenue	8 / 34	17 / 17	25 / 33	11 / 9
Hamilton Avenue at Ferris/Bank	148 / 69	19 / 107	46 / 78	3 / 8
Main Street at Bank Street	53 / 27	78 / 127	25 / 10	12 / 11
Hamilton Avenue at Lexington Avenue	61 / 34	44 / 61	4 / 12	263 / 34
Main Street at Lexington Avenue	115 / 54	71 / 98	34 / 43	21 / 26
AM				
Water Street at Ferris Avenue	65 / 11	10 / 19	29 / 14	13 / 20
New Street at Ferris Avenue	1 / 2	19 / 17	19 / 23	3 / 5
Hamilton Avenue at Ferris Avenue/Bank Street	92 / 73	76 / 27	43 / 65	0 / 0
Main Street at Bank Street	25 / 68	119 / 141	27 / 22	15 / 8
Hamilton Avenue at Lexington Avenue	53 / 45	58 / 32	13 / 22	26 / 179
Main Street at Lexington Avenue	94 / 67	104 / 178	50 / 45	37 / 19
NB = northbound, SB = southbound, EB = eastbound, WB = westbound				

TABLE 4: Peak Hour Crosswalk Pedestrian Volumes

Source: WSP | Parsons Brinckerhoff, 2016

4.2 TRAFFIC AND PARKING

An analysis of key streets leading to and from the current White Plains Metro-North station to the downtown business area was evaluated to identify issues that could be addressed through the implementation of transportation investments. Traffic information collected includes an inventory of the physical layout of the study area, data on volumes, travel times, and safety.

TRAFFIC

Readily available traffic data and simulation models from the City of White Plains were obtained and reviewed to assist in the process of identifying intersections, streets, and corridors around the station area with the most critical issues and capacity constraints. 27 locations were identified for detailed traffic analysis (See Figure 25).

A traffic count program was developed that included counts at strategic locations covering major approaches to the study area. Vehicles, pedestrians, and bicycle counts were conducted in order to understand these modes in relation to station area activities. Based on this data, traffic volumes are highest during the traditional morning (AM) and evening (PM) commuter peak hours for most roadways within the study area. The volumes counted as part of this plan were compared with prior data from 2005. Observed trends suggest that automobile usage has declined in recent years. Travel time data was collected during the two weekday peak periods along the Hamilton Avenue and Main Street corridors around the District to determine average travel speeds. In addition, field reconnaissance surveys were conducted along major corridors to assess major traffic flows and queues.

Traffic conditions around the station vary on a day-to-day basis, but for the most part are consistently busier during typical weekday AM and PM peak hours. Current traffic congestion is primarily a result of vehicular volumes peaking due to the attraction to Downtown White Plains office buildings as well as commercial and retail destinations. During the hours of highest demand, capacity is maximized through the use of parking prohibitions, dedicated turning lanes, and actuated signal timings.

TRAFFIC CONDITIONS WEST OF THE STATION:

During the AM peak hour, traffic volume is higher traveling southeast on Tarrytown Road towards the station and downtown. Signal timings are prioritized to provide sufficient green time to the major Tarrytown Road movements, resulting in backups on the minor street approaches and some dedicated left-turn movements. During the PM peak hour, traffic volume along Tarrytown Road becomes heaviest in the northwest direction, resulting in congestion along Tarrytown Road itself, the minor approaches, and some dedicated turn lanes.

As shown on Figures 26 and 27 travel speeds on Tarrytown Road reflect the heavier volume as traffic makes the turn into downtown on Main Street and out of downtown on Hamilton Avenue in the AM and PM peaks, respectively.

TRAFFIC CONDITIONS EAST OF THE STATION:

East of the Bronx River Parkway, near the District itself, traffic moves reasonably well along the East-West Main Street and Hamilton Avenue corridors (Figure 26). Both of these roadways are heavily used and typical of any downtown rush hour, sometimes see sizeable queues stretching back past upstream signals, though such queues are infrequent and typically clear within one or two signal cycles. Backups also occur on the north and south approaches to Hamilton Avenue where drivers are most likely to be traveling to/from the parking facilities near the District. As seen in Figure 27, there is slightly more congestion within downtown White Plains itself during the PM peak hour than in the AM peak hour, primarily because more drivers travel to and from retail destinations overlaying the commuter traffic. Along Hamilton Avenue, the main egress from the area around the District, large volumes of traffic leads to slow downs and occasional queue spillback. As a result, some motorists utilize Martine Avenue as an alternative westbound route to exit the downtown area.

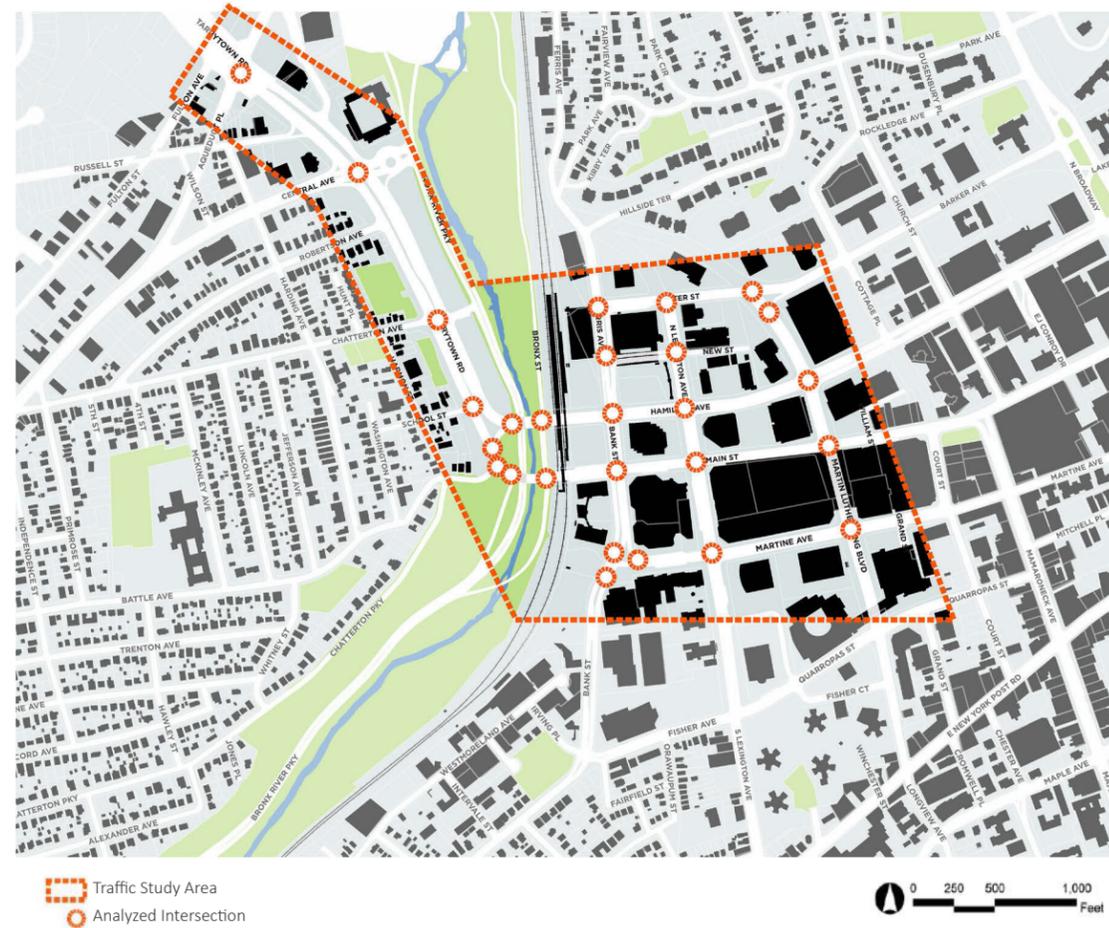


FIGURE 25: Traffic Study Area
Source: WSP | Parsons Brinckerhoff, 2016

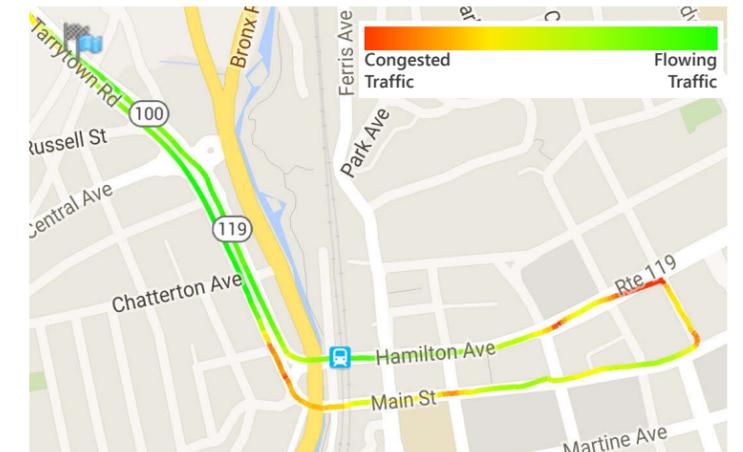


FIGURE 26: AM Peak Hour Speed Map
Source: WSP | Parsons Brinckerhoff, 2016

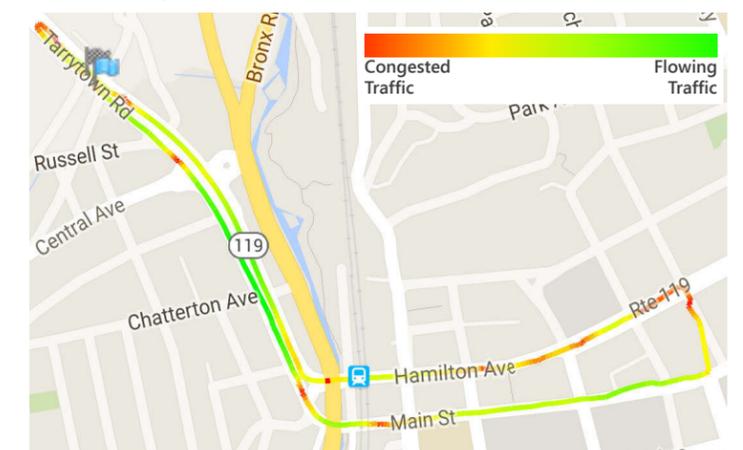


FIGURE 27: PM Peak Hour Speed Map
Source: WSP | Parsons Brinckerhoff, 2016

Following are the key findings of the traffic analysis:

- » Tarrytown Road and Hamilton Avenue/Main Street corridors are used heavily during the AM peak hour and sometimes see sizeable queues stretching past upstream signals; however, those queues are infrequent and typically clear within one or two signal cycles.
- » During the PM peak hour, traffic volume along Tarrytown Road becomes heaviest in the northwest direction, resulting in congestion along Tarrytown Road itself, the minor approaches, and some dedicated turn lanes.
- » Traffic conditions around the station vary, but are generally consistently busier during typical weekday commuting peak hours.

PARKING

As shown on Figure 28 and in Table 5, there are 11 off-street public parking facilities. These facilities were identified based on their proximity to the station, and potential to accommodate development that could occur. Overall, the average weekday utilization rate during the midday is 58 percent with 2,186 available spaces.

Parking demand within the study area is not evenly distributed with the highest demand closest to the station itself, which can be attributed to most rail commuters wanting to park as close to the station as possible. A notable parking constraint is at the TransCenter itself where there is limited metered spaces and no live information as to available spaces. As a result, non-permit holders must enter the multilevel facilities and circulate, sometimes for long periods of time, before finding an available space.

The Westchester County owned parking lots (2A and 2B on Figure 28, though located just west of the District, are underutilized. This is likely a result of the relatively long pedestrian connections leading to and from those lots, particularly for the lot west of

the Bronx River Parkway. According to the City, demand for municipal parking permits exceeds supply. However, observations at the facilities closest to the District indicate that permit spaces are not fully used daily.

The largest off-street parking facility is located at the Galleria Mall. Although close to the station and used heavily on weekends and during holiday shopping seasons, this facility is not attractive to daily rail commuters since it requires crossing two busy streets—Lexington Avenue and Bank Street—to access the station. As a result, approximately half of the available parking spaces sit unused during weekday business hours. For commuters who work in White Plains and drive, parking demand is not as high. Both municipal and privately owned parking facilities are used less frequently the farther away from the District they are located.

When available, most motorists use on-street parking for making quick stops at retail establishments during the midday and evening time periods, however there is limited on-street parking near the station. Metered on-street parking is also used heavily by contractor vehicles and delivery vans servicing nearby office buildings.

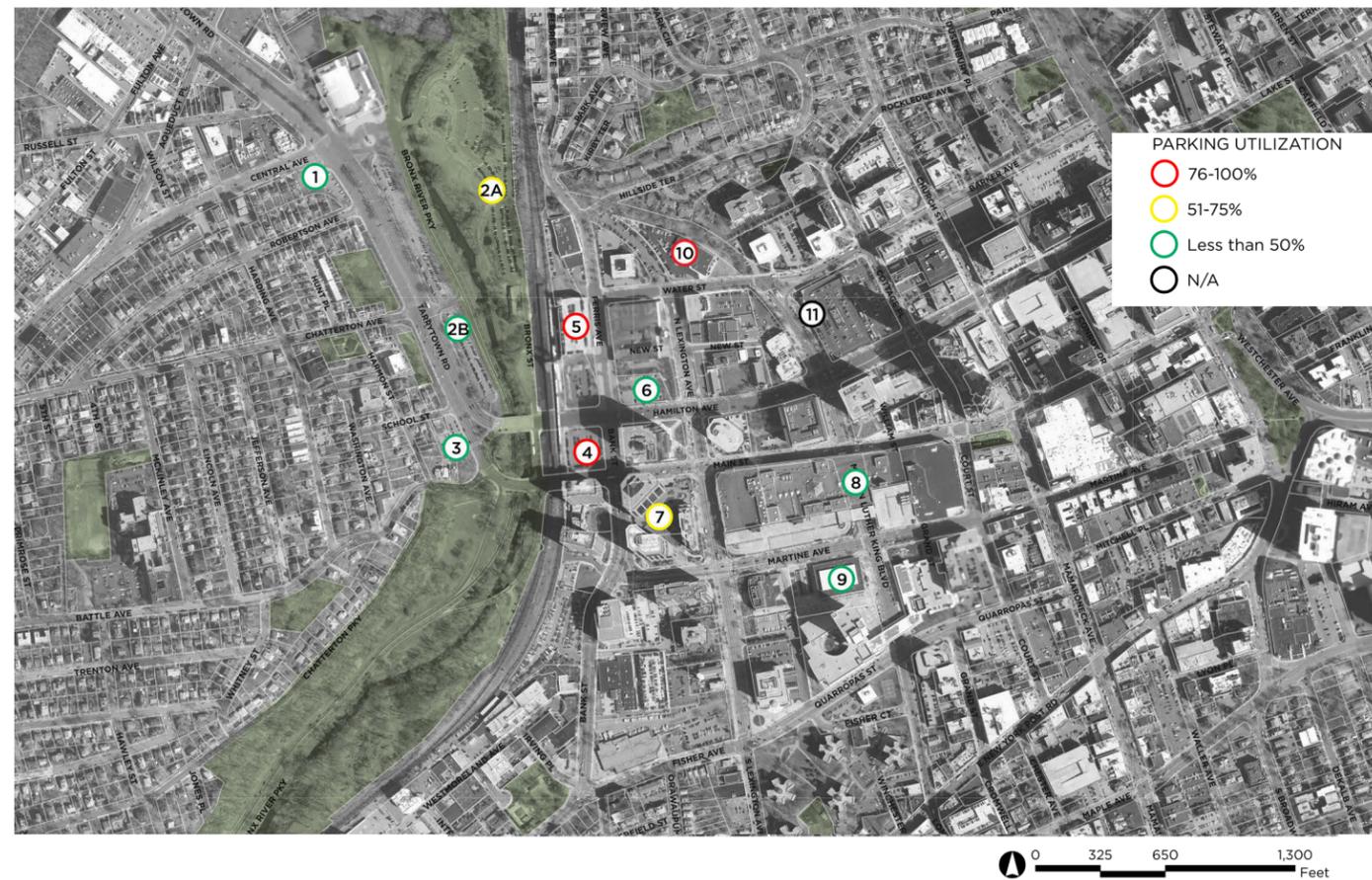


FIGURE 28: Parking Utilization at Off-Street Parking Facilities within the Transit District
Source: WSP | Parsons Brinckerhoff, 2016

ID	NAME	ADDRESS	LICENSED CAPACITY	PERMIT SALES (AS OF 12/2015)	WEEKDAY MIDDAY		
					UTILIZATION RATE	DEMAND	AVAILABLE CAPACITY
1	Lot 31 (Central-Tarrytown)	205 Central Avenue	62	43	31%	19	43
2A	Westchester County Parking Lot - East	1 Chatterton Avenue	600	N/A	75%	450	150
2B	Westchester County Parking Lot - West	1 Chatterton Avenue	200	N/A	40%	80	120
3	Lot 21 (School Street)	9 School Street	46	0	35%	16	30
4	Lot 5 (Bronx Street)	3 Hamilton Avenue	128	65	95%	122	6
5	TransCenter Garage and associated Park & Ride Lots (Figure 32)	11 Ferris Avenue	838	631	99%	830	8
6	Standard Parking	3 Ferris Avenue	80	N/A	31%	25	55
7	LAZ Financial Center Garage	20 S Lexington Avenue	194	N/A	70%	136	58
8	Lexington-Grove East & West Garages (Galleria Mall)	100 Main Street	2,788	801	50%	1,394	1,394
9	Library Garage	100 Martine Avenue	568	85	45%	256	312
10	Public Parking	15 Water Street	170	N/A	94%	160	10
11	Impark Parking	200 Hamilton Avenue	350	N/A	N/A	N/A	N/A
TOTAL			6,024	1,625	58%	3,488	2,186

TABLE 5: Critical Off-Street Parking Facility Survey – 2015 Baseline Condition
Notes: ID numbers correlate to Figure 28.
Source: WSP | Parsons Brinckerhoff, 2016

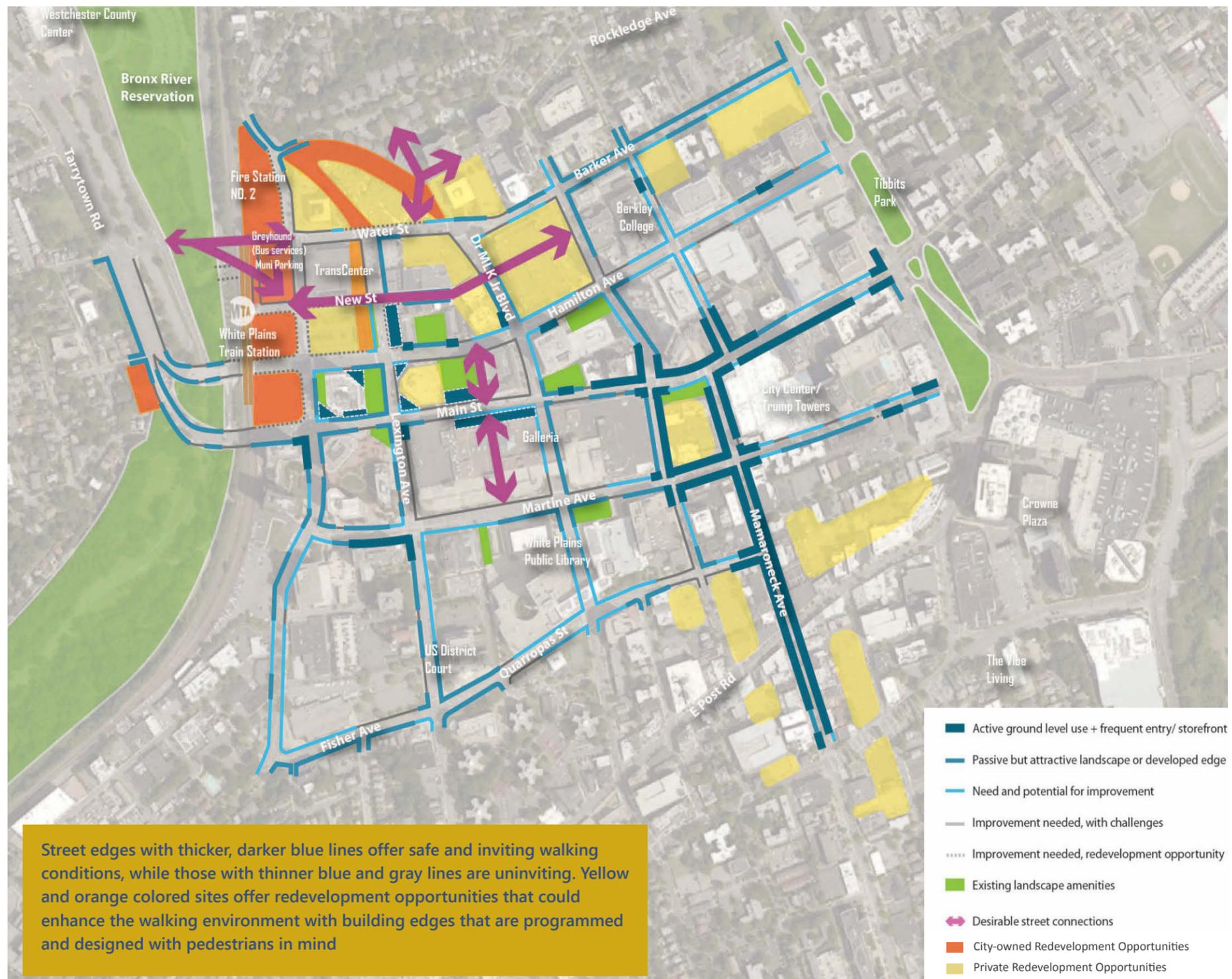


FIGURE 29: Street Character and Opportunities
Source: Goody Clancy, 2016

In summary, the key findings related to parking in the study area include:

- » The Westchester County owned parking lots, though located just west of the station, are under-utilized.
- » Approximately half of the available parking spaces at the Galleria Mall sit unused during weekday business hours. This is the largest off-street parking facility in the study area.
- » On-street parking is limited for daily parkers, primarily because parking along most streets is prohibited to accommodate an extra lane for vehicular traffic or deliveries/drop-offs.

4.3 LAND USE, URBAN DESIGN, AND DEVELOPMENT

A principal opportunity and intent of this planning effort is to leverage a safe, inviting walking network along the study area's streets and paths to enhance quality of life and economic development opportunity. Walkable streets help people take advantage of the area's extensive transit services, connect neighborhoods and downtown, and attract market-driven real estate investment. Yet today's walking environment in the study area is little improved from the description in the 1983 New York Times article: "...there is nothing to tie the buildings together, nothing to create a feeling of wholeness to the place – and, more important, nothing to give anyone the impetus to walk."

Figure 29 highlights these problematic street character conditions, and points to where improvements would have the greatest impact. The edges of buildings, landscaped areas and parking lots affect on the quality of the walking environment along sidewalks in the study area. On Figure 29, thick dark blue lines show where retail or other active ground floor uses are present, enhancing safety and interest. The traditional storefronts of Mamaroneck Avenue and adjoining parts of Main Street and Martine Avenue stand out as exemplifying these qualities.

Intermediate blue lines indicate where landscaping between buildings and the sidewalk is attractive, but visual or physical connections to ground floors of buildings is lacking, notably along the block surrounding the Gateway building at 1 North Lexington Avenue, as well as the sidewalks around Tarrytown Road. Thin blue lines indicate places that lack either of these qualities but involve buildings that could reasonably be renovated to attain them. Examples of this type of sidewalk are on Hamilton Avenue near Martin Luther King, Jr. Boulevard and along Martine Avenue across from the Galleria. Gray lines indicate where blank walls of buildings or parking structures appear difficult to enhance, such as Lexington Avenue and Martine Avenue bordering the Galleria's parking deck. Dashed lines indicate where parking lots currently present an unattractive edge to the walking environment, but could be redeveloped with buildings that create inviting walking conditions. These redevelopment opportunities are located at most of the blocks immediately east of the train station. These potential redevelopment parcels are colored, with orange indicating parcels under city control and yellow indicating those under private ownership. The significant concentration of large redevelopment possibilities near the station is both a reason for the poor walking conditions, and a tremendous opportunity for transformative improvement of streets and blocks throughout the transit district.

To start translating these opportunities and challenges into strategic solutions, four principal themes were identified. Each theme relates to an associated set of policy actions and resources. Principal observations, opportunities and challenges relevant to each theme are summarized. These provide a foundation for recommended near and long term actions.

PLACEMAKING (ADDRESSING STUDY AREA IDENTITY)

- » Portions of the study area around the station notably lack sense of place, because they lack building frontages or landscaped areas that respond to the people or place characteristics of the study area. Street improvements and new mixed-use development that create stronger relationships between streets and buildings, and establish public spaces that invite social interaction, can effectively introduce sense of place in ways that enhance quality of life as well as economic development potential (Figure 30).
- » The study area contains important assets that can be leveraged to enhance sense of place. These include a relatively high density of people and mix of uses, that can intensify further. In addition, topography introduces unique views within and beyond the study area.
- » The strong cultural life of downtown, evident on the northern end of Mamaroneck Avenue, could be expressed more broadly across the study area through programming, signage and/or public art installations such as the existing Farmers Market in White Plains (Figure 31).

STREETS DESIGNED FOR PEOPLE (ADDRESSING GROUND LEVEL WALKING CONDITIONS AND LAND USE)

- » Commuters using the TransCenter garage face a relatively uninviting pedestrian environment at ground level when accessing the station (Figure 32). Street redesign that introduces more separation between pedestrians and traffic, and exchanges vehicular lane area for expanded walking and biking facilities where possible, would significantly improve walkability.
- » The area's basic street grid has street spacing and connections that generally support walkability. New walking connections through unusually long blocks could provide valuable new connections.
- » Retrofits or redevelopment of existing buildings and vacant lots could significantly improve walkability where most needed, exemplified by the Ritz Carlton (Figure 33).



FIGURE 30: Sidewalk Character of Mamaroneck Avenue and Hamilton Avenue
Mamaroneck Avenue Invites Pedestrians with Broad Sidewalks and a Variety of Retail Businesses (Top) Hamilton Avenue's sidewalks are as wide as those along Mamaroneck Avenue, but less pleasant for walking because pedestrians are more exposed to fast-moving traffic, and see blank walls instead of storefronts in the ground floors of adjacent buildings (Bottom)
Source: WSP | Parsons Brinckerhoff



FIGURE 31: White Plains Farmers Market
The City Hall Courtyard on Main Street is Activated by Farmers Market Weekly May-November
Source: Wall Street Journal



FIGURE 32: TransCenter Garage
The TransCenter Garage at 11 Ferris Avenue is usually at-capacity by Midday on Weekdays
Source: WSP | Parsons Brinckerhoff



FIGURE 33: Ritz-Carlton and BAR Building
 The Ritz-Carlton was Designed to be Compatible in Scale and Urban Design Qualities with Adjoining Historic Buildings
 Source: WSP | Parsons Brinckerhoff



FIGURE 34: Barker Street
 Barker Street's Significant Concentration of Multifamily Housing Could be Connected to the MTC and Bronx River Reservation by a Greener, more Residential Character Along Barker and Water Streets
 Source: Goody Clancy

DEVELOPMENT CAPACITY ESTIMATE (INCLUDING ATTENTION TO FULL BUILDING RETROFIT OPPORTUNITY)

- » There is potential for 5 million square feet or more of new developments, based on a build-out of space under current zoning. This includes approximately 1.3 million square feet on the four city-controlled parcels at or near the station, and 3.7 million square feet on 14 additional parcels owned by others. (Table 6).
- » Several office buildings dating from the 1970s and 1980s are physically suited for conversion to housing or other use (Figure 34), if economically feasible. Convertible floor area in these buildings totals roughly 480,000 square feet.

NUMBER OF PARCELS	THEORETICAL DEVELOPMENT CAPACITY *	DEVELOPMENT AREA IN SCENARIO MODEL	FAR ACHIEVED	PARKING SPACES, ASSUMING 1 PARKING SPACE PER 1,000SF GROSS FLOOR AREA
10	2,670,000 sf	3,170,000 sf	5.0	3,170
Total	3,805,000 sf	4,320,000 sf	5.3	4,320

TABLE 6: Development Capacity Estimations (square feet of floor area)
 *Assuming FAR 5.5 at most sites and FAR 0.8 at White Plains Mall
 Source: WSP | Parsons Brinckerhoff, 2016

ZONING POLICY REVIEW (ADDRESSING CAPACITY AND DESIGN CONSIDERATIONS)

- » The study area’s predominant zoning district, CB-4 (Figure 35), offers density, land use mix and dimensional characteristics that are generally consistent with goals and opportunities for transit-oriented development. The CB-4 zone allows a density of up to FAR 5, which increases to 5.5 if at least half the developed floor area is dedicated to residential use. The CB-4 zone has tiered building height limits, allowing 85 percent of a site’s area to be built up to 90 feet high, and lesser areas allowed to reach 180 feet and 230 feet. Residential buildings may reach greater heights if site areas are large enough and floor sizes are small enough. However, certain development standards should be added or leveraged further to maximize the benefit of development in the station area.
- » Current zoning policy lacks specific standards encouraging the highly walkable streets desirable for improved station access and transit-oriented development. Priority development standards to add or leverage further include building design standards that promote pedestrian-friendly streets – such as requiring frequent entrances and windows at ground level, and retail storefronts (where the market would support) -- and attractive building forms suited to the scale of nearby buildings and public spaces. Such standards would help maximize the market viability and benefit of development in the station area. Reducing the minimum parcel size eligible for bonus height from 50,000 square feet to 20,000 square feet would help invite redevelopment on more sites.
- » Development policy can also yield better results if greater flexibility around density and/or height is allowed, in appropriate locations. This can help make new development fit better next to smaller-scale neighborhood contexts, by limiting height and/or enabling transfer of development rights to other areas, using White Plains’ established Transfer of Development Rights (TDR) policy. It can also incent developer activity in other areas where greater height or density are acceptable, in return for developer investment in infrastructure or other community benefits. For instance, TDR policy could help enable lower buildings adjoining established neighborhood areas north of Water Street and Barker Avenue, and concentrate additional development density along Hamilton Avenue and Main Streets (Figure 36). This added density could lead towards the comprehensive redevelopment of buildings that currently contribute little to the character of Hamilton Avenue or Main Street.

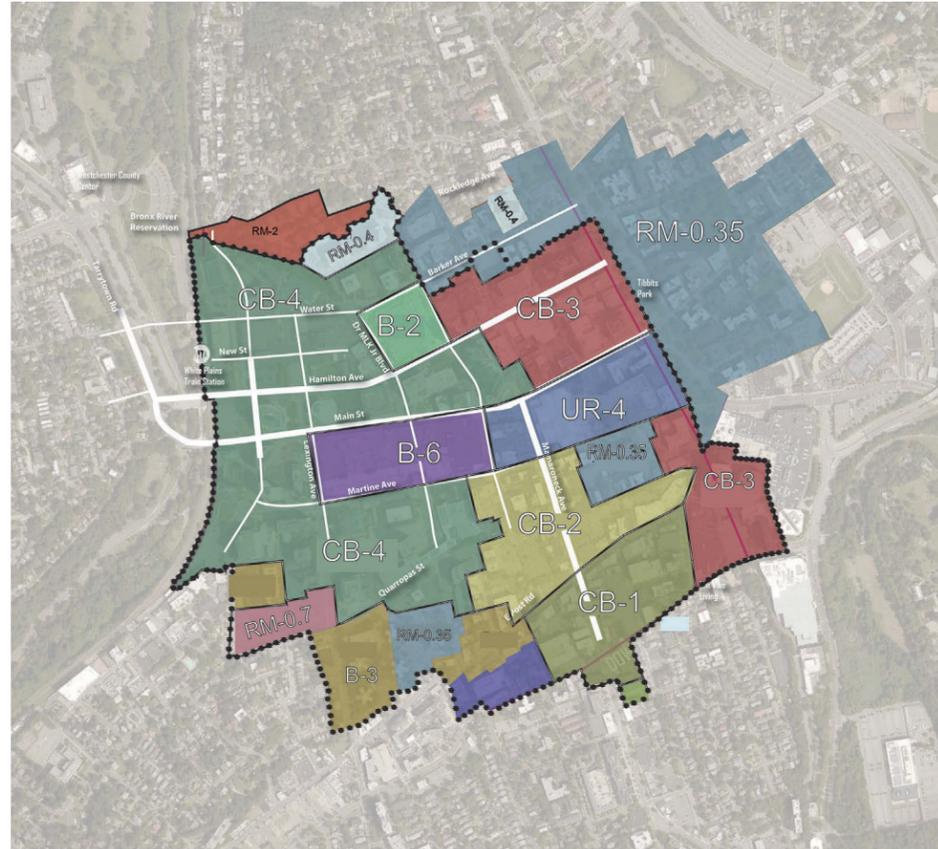


FIGURE 35: White Plains Zoning Map
Source: City of White Plains, Re-created by Goody Clancy, 2016

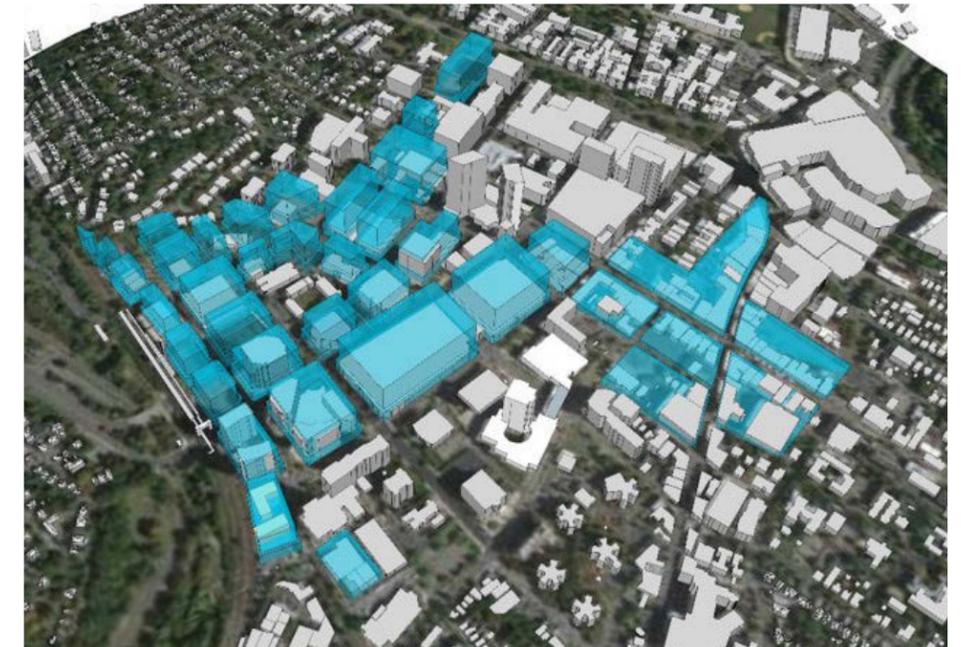


FIGURE 36: Potential Zoning Build Out
Source: Goody Clancy, 2016

4.4 MARKET CONDITIONS

Key metrics for the study of market conditions include existing market inventory (in terms of square feet and/or units) average pricing/rents; current occupancy rates and market absorption; and development pipeline that will affect future space availability.

DEMOGRAPHIC OVERVIEW

To capture the most densely developed areas of downtown White Plains, the boundaries for the market study were expanded to include multifamily buildings to the east of Broadway and to exclude single-family homes south of Lexington Avenue to the southeast of downtown (See Figure 37). This intended market area offers the greatest potential for a walkable, urban lifestyle for the station transit district area. This analysis focuses on residential and office development.

Home to over 12,000 residents, the population of Downtown White Plains market area has increased by 27 percent between 2000 and 2015 – an annual growth rate more than five times higher than the rate of both Westchester County and the New York metropolitan area (Table 7).

The growth in Downtown White Plains has largely been driven by young professionals and empty nesters over the age of 65, who represent 35 percent and 18 percent of Downtown’s population, respectively, as compared to 25 and 16 percent in Westchester County as a whole (Table 8 and Figure 38). These populations have been attracted to Downtown’s growing stock of multifamily housing; walkable retail and restaurants along Mamaroneck Avenue; and access to and from New York City. With more than 61 percent of households renting rather than owning their homes, Downtown also has a significantly higher share of renter households than either Westchester County or the metropolitan region.

The average income of Downtown households is lower than elsewhere in Westchester County, however the gap is partly due to a larger share of one-person households, the presence of public housing and moderate income inclusionary housing units, and a larger share of younger residents. The average Downtown household has fewer than two people and is less likely to include school-aged children as compared to elsewhere in Westchester or the rest of White Plains.

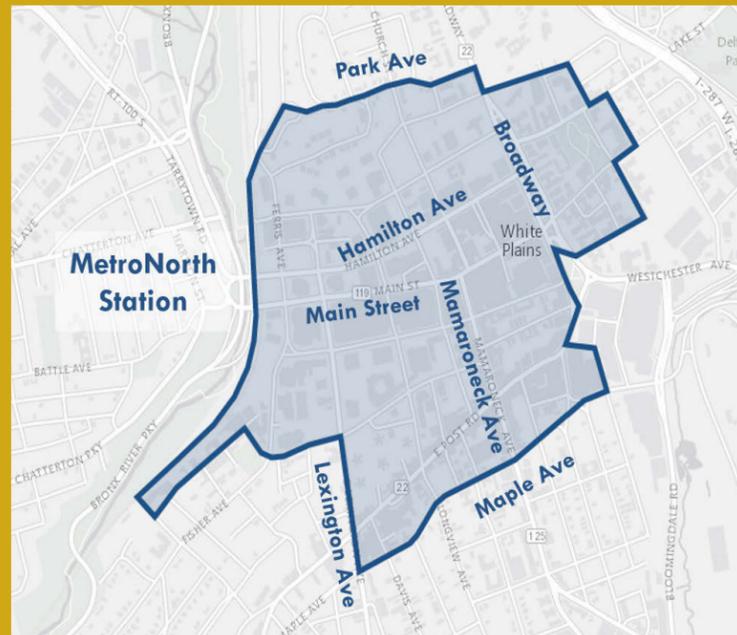


FIGURE 37: Market Study Area
Source: HR&A, 2016

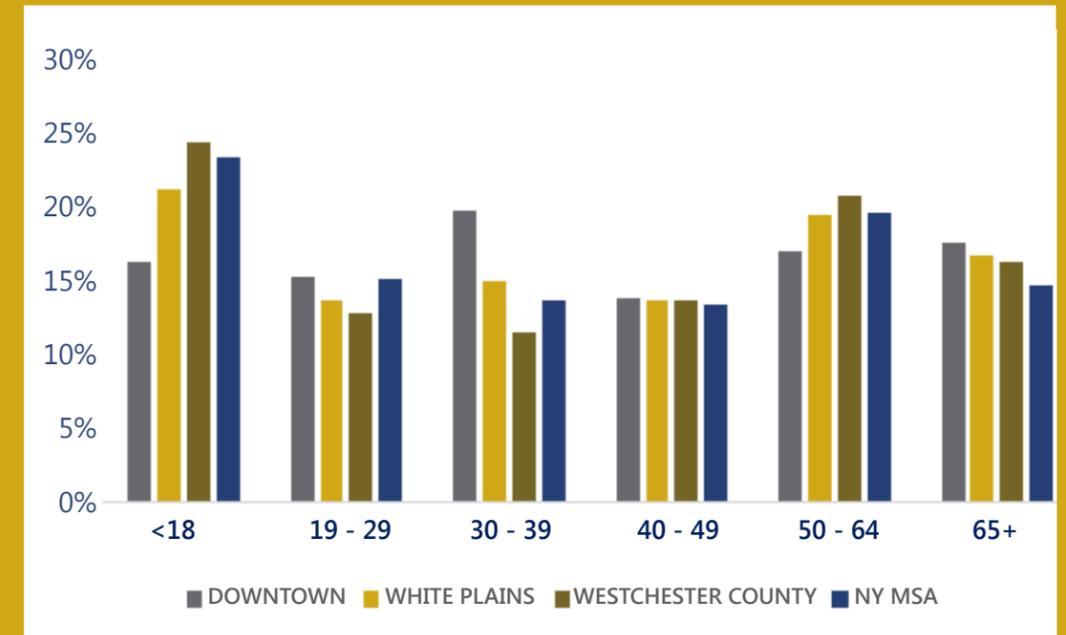


FIGURE 38: Distribution of Population by Age, 2015
Source: ESRI

GEOGRAPHY	TOTAL POPULATION (2000)	TOTAL POPULATION (2015)	TOTAL CHANGE	ANNUAL GROWTH (2000-2015)
Downtown Study Area	9,658	12,289	27.2%	1.6%
White Plains	53,077	57,037	7.5%	0.5%
Westchester County	923,459	960,997	4.1%	0.3%
New York MSA	18,944,519	19,987,071	5.5%	0.4%

TABLE 7: Population Growth
Source: ESRI

GEOGRAPHY	MEDIAN HOUSEHOLD INCOME	AVERAGE HOUSEHOLD SIZE	MEDIAN AGE	% RENTER	% BA OR HIGHER	% NON-WHITE
Downtown Study Area	\$71,006	1.8	39.2	61%	53%	47%
White Plains	\$81,286	2.4	40.0	44%	49%	39%
Westchester County	\$85,410	2.7	40.8	37%	47%	34%
New York MSA	\$65,898	2.7	38.4	46%	38%	42%

TABLE 8: Demographic Summary, 2015
Source: ESRI

RESIDENTIAL MARKET OVERVIEW

Eight new residential projects have been constructed in Downtown White Plains over the past 15 years, totaling over 1,950 units (Figure 6 in Section 1.2.4). Most of this growth occurred in the early to mid-2000s and focused on the luxury rental market. One condominium project, the Residences at the Ritz Carlton White Plains in Renaissance Square, opened in 2008 (Figure 40).

Rents for downtown residential properties increased by 43 percent since 2000, as compared to 31 percent for the county, reflecting the increased demand, attractiveness and desire to live in Downtown White Plains. Average asking downtown rents also reached \$3.00 per square foot per month in 2015, more than 40 percent higher than the multifamily buildings elsewhere in the county (Figure 39). Even though other Westchester cities overall have begun to attract multifamily development in recent years, none can offer the same opportunities for a local live-work-play lifestyle and access to New York City that can be found in Downtown White Plains. Representative stakeholder task force participants attribute the ability to achieve higher rents to the Downtown's combination of regional transportation links, walkability, and value relative to other urban centers.

Based on the analysis of market data and interviews with stakeholders, Downtown White Plains is well positioned to take advantage of the growing demand for walkable, live-work-play lifestyles.

- » Downtown White Plains has seen significant residential growth and boasts an increasingly vibrant retail and dining district. As demand for this environment continues to grow and New York City real estate prices continue to rise, Downtown White Plains will continue to provide a more affordable option for young professionals and empty nesters who want an urban lifestyle but cannot afford New York City prices.
- » There is a strong demand for downtown residential development with ground floor retail

However, the study area faces challenges that have prevented it from realizing its full potential: Blocks immediately surrounding the White Plains Metro-North station are perceived as uninviting. Many buildings in the western half of the study area lack street retail or present imposing blank walls that discourage pedestrian activity. The Metro-North station is physically disconnected from the Downtown.

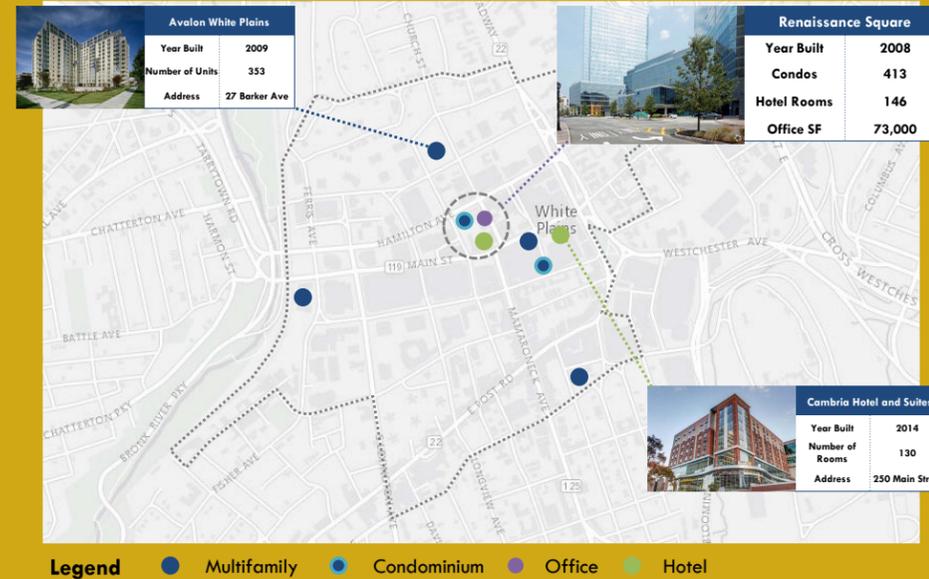


FIGURE 40: Market Rate Construction in Downtown White Plains
Source: CoStar

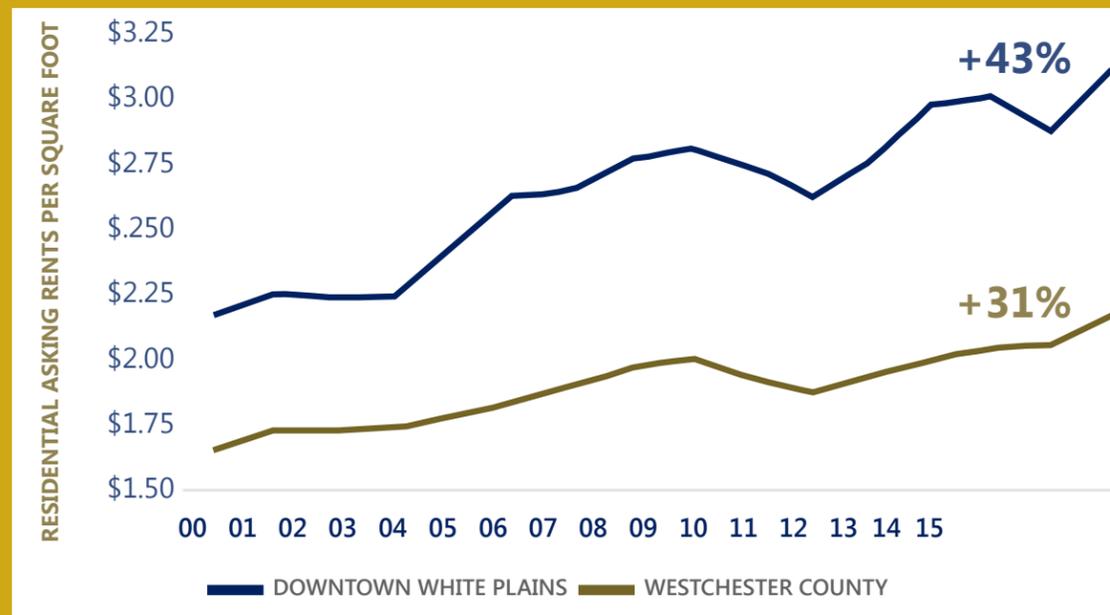


FIGURE 39: Historical Growth in Per Square Foot Asking Rates, Downtown White Plains and Westchester County Residential Rental
Source: CoStar, 2000-2015

The White Plains Business Improvement District (BID). Improvements have included streetscape improvement programs and public events programming in order to help establish a downtown identity, attract people and economic activity downtown, and support local businesses. The BID has also been working to market White Plains through conventions and other means to help fill its vacant office space. The White Plains BID assisted in a strengths and opportunity assessment (See Table 9). These attributes are used to drive the recommendations

STRENGTHS	OPPORTUNITIES
<ul style="list-style-type: none"> » Urban Lifestyle Alternative » Medical/Office Facilities » Public safety » Cleanliness » Proximity to Manhattan » Amenities » Nightlife and entertainment » Recreation » Shopping 	<ul style="list-style-type: none"> » The train station is disconnected from the rest of the city and urban design improvements can result in connectivity » Retail vacancies » Additional foot traffic can support existing retail base » Lack of retail variety; significant retail competition » Outdated/obsolete office stock; high office vacancy » Comprehensive plan and zoning regulations could be revised to be better support as-of-right development

TABLE 9: Strengths and Weaknesses Assessment
Source: WSP | Parsons Brinckerhoff, 2016

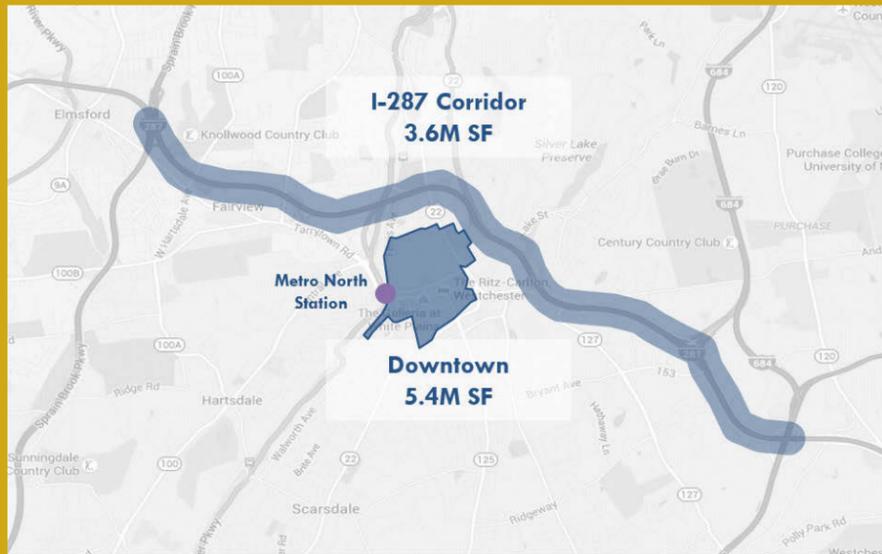


FIGURE 41: Map of Downtown White Plains and I-287 Office Submarkets
Source: CoStar

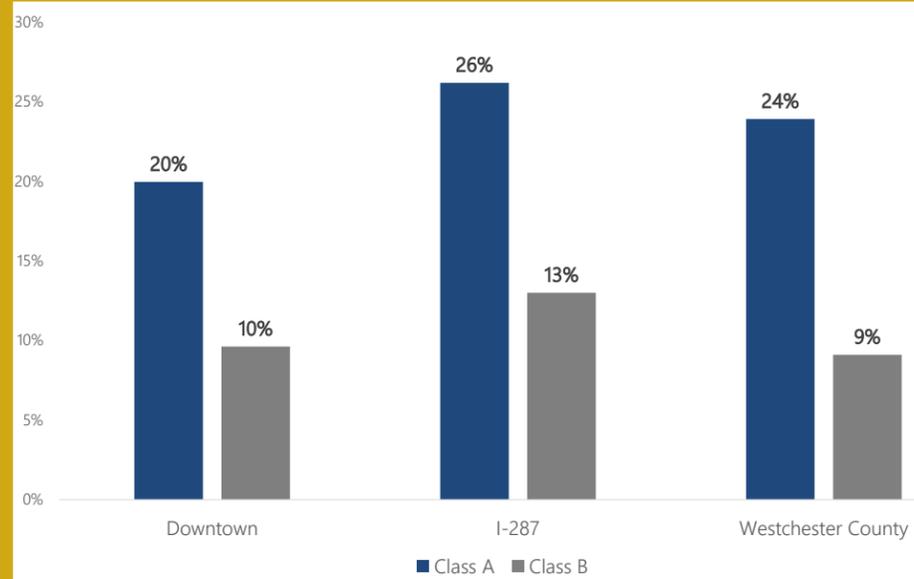


FIGURE 42: Vacancy Rates by Submarket, 2015 Q4
Source: CoStar

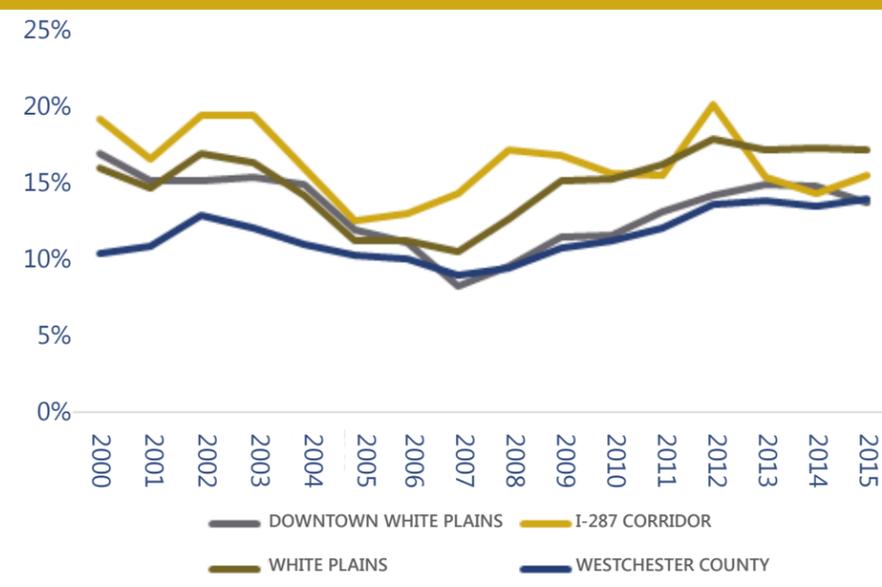


FIGURE 43: Vacancy Trends
Source: CoStar

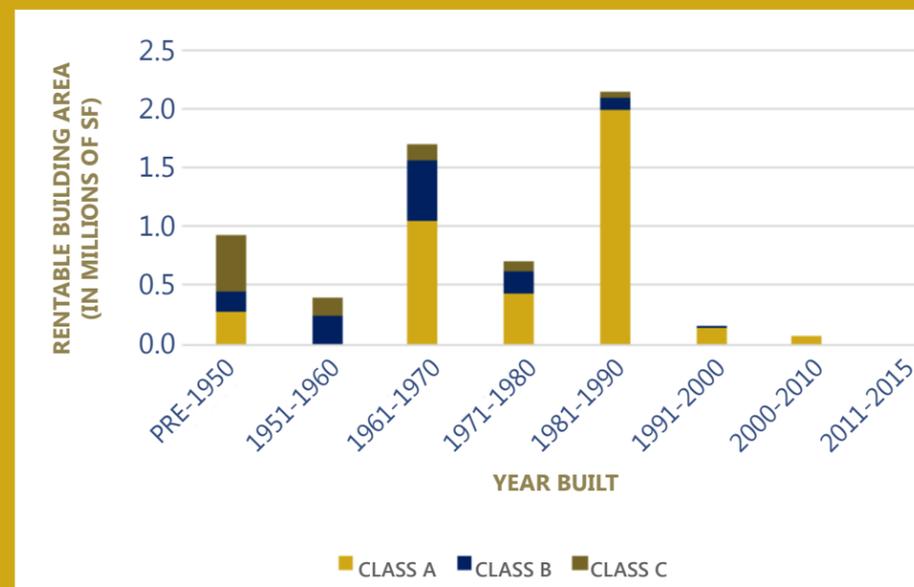


FIGURE 44: Downtown White Plains Office Space by Class by Year of Construction
Source: CoStar

OFFICE MARKET OVERVIEW

With over 6 million square feet of office space, Downtown White Plains is among the largest regional office submarkets in Westchester County. However, despite its locational advantages, downtown White Plains has seen little new development over the past two decades.

The study area faces several challenges that has prevented it from realizing its full potential as an office destination:

- » Much of its office stock dates to the 1970s and 1980s and is antiquated. As a result, the study area struggled to capture new office users not related to county uses, the court system, or the hospitals.
- » Interviews suggest that Downtown White Plains has failed to attract the same level of retail and entertainment options found in competitor cities such as Stamford, CT, or Jersey City, NJ. However, some stakeholders suggested that additional residential units could help create a critical mass of residents that would increase the viability of new street-level retail uses.

The Downtown White Plains office market's performance was compared with properties in the I-287 corridor to the northeast and northwest of downtown (Figure 41), which is home to the largest share of Westchester's Class A office space outside of Downtown, and to Westchester County as a whole.

Vacancy rates at the end of 2015 in Downtown White Plains were approximately 20 percent for Class A and 10 percent for Class B space. While the Class A vacancy rate is lower than the countywide rate, interviewed stakeholders suggest that these figures maybe overestimated. Rising availability in the I-287 corridor has led to falling asking rents, which have enticed some Downtown tenants to relocate to suburban locations. Other office landlords in the I-287 corridor have successfully redeveloped vacant or obsolete office parks in favor of medical office buildings or residential uses.

Overall, the vacancy rate for Downtown is 14 percent and has begun to trend downward since 2014 after rising each year since 2007 (Figure 42 and Figure 43). Vacancy rates have not fallen to the level that would suggest a demand for new office construction in the near future, but the strong performance of renovated properties suggests that there is demand for higher-quality office space that is not currently being met by Downtown's aging office stock (Figure 44).

- » Given its accessibility and proximity to White Plains Hospital, a major research institution, Downtown is also well positioned to capture some of the increasing demand for medical office space and health care facilities.



DO NOT ENTER
EXCEPT TAXIS OR SHUTTLES

DO NOT ENTER
EXCEPT TAXIS OR SHUTTLES

5 NEAR-, MID- AND LONG-TERM STRATEGIES

The existing conditions analysis and public involvement identified a number of important issues. Baseline condition information (discussed in Chapter 3) was presented at a series of Community Open Houses conducted in April 2016 in various White Plains neighborhoods. The goal of these neighborhood meetings was to gain additional insight from those residents and commuters who interact with the various facilities, bikeways, pathways, roadways, and open spaces that comprise the study area. Opportunities were further discussed with the public at a workshop-style meeting in June 2016. The City developed near-term strategies to foster, not preclude, mid- and long-term strategies.

To address these issues, a set of near-, mid- and long-term strategies were developed and prioritized. Near-term strategies are defined as those investments that can be either initiated or completed within one to three-years. These strategies include nearly-immediate improvements that the City can undertake. The City identified near-term strategies for the station area were identified within the following broad categories which are collectively shown on Figure 45:

- » Bicycle facilities
- » Signage orientation and wayfinding
- » Open space, parks and plazas
- » Stations area strategies
 - « Traffic
 - « Parking
 - « Pedestrian

Mid- and long- term strategies were defined as those investments that would begin planning stages and development within the near term, but whose implementation would take longer than three years to complete. Mid-term opportunities typically fall in the three to five-year horizon.

Long-term opportunities would primarily add development scenarios that would transform the area into a more vital part of the City but the near-term improvements, and would likely take five years or more to be coordinated and implemented. These improvements often require multi-agency approvals and developer investment.

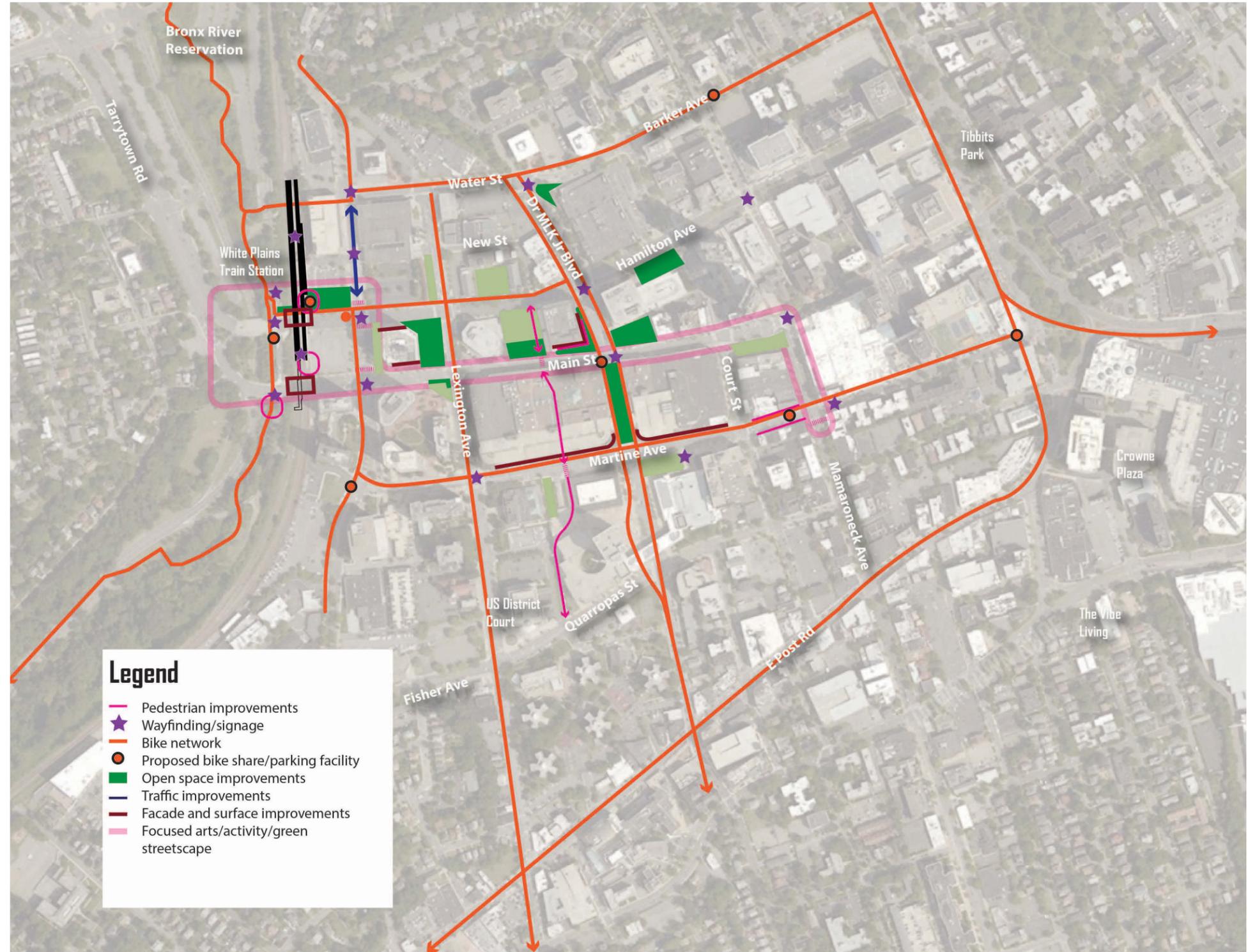


FIGURE 45: Existing Proposed Near-term Improvements
Source: WSP | Parsons Brinckerhoff

5.1 NEAR-TERM STRATEGIES

5.1.1 BICYCLE FACILITIES

White Plains has numerous bike lanes, formal and informal routes, and paths throughout the study area, which extend from the downtown outward to adjacent neighborhoods and municipalities. Bike routes are along roads designated with “guide” signs; shared bike routes (See Figure 46 for the downtown portions of the existing bicycle network) have “sharrow” (or shared-arrow markings); bike lanes are reserved lanes that are painted onto the road; and bike path includes the pathway through the Bronx River Reservation where the paved path is separated from auto traffic.

While bike routes offer established connections for bikers traveling through White Plains, the reality is that cyclists’ lanes and rights-of-way are not consistently maintained. Cyclists who provided comments through the stakeholder process, recommended improvements such as bike lane demarcation, an increase in exclusive bike lanes (especially with added barriers or protection), a desire to improve connections to the Bronx River Parkway, and more bike parking locations. In general, feedback indicated interest in increasing existing bike infrastructure and expanding the network.

Near-term strategies (Table 10) include creating a more complete and comprehensive bikeway system, resulting in improved and expanded cycling conditions and opportunities in White Plains. East-west connections along Martine Avenue and Hamilton Avenue will improve cross-town connectivity. Proposed lane markings and bike parking on Ferris Avenue and Bank Street will improve safe biking from the Ferris Avenue and Fisher Avenue neighborhoods to the downtown Transit District. Figure 48 shows these improvements along with the existing bike network.

An additional near- to mid-term opportunity would explore bicycle sharing (bike share) opportunities. Bike share programs are becoming more popular in many large and small cities across the world, including Hamilton, Ontario, Canada with similar population density and even more severe winters (Figure 47).

As the system matures and the number of riders increases, White Plains would have the opportunity to explore a partnership with local institutions, and benefit from best practices in other small American cities such as Princeton and Hoboken, NJ; Carmel, IN; and Buffalo, NY. Bike share opportunities are also being explored in the Harbor Point Transit Oriented Development (TOD) project in Stamford, CT, and in New Rochelle, NY.

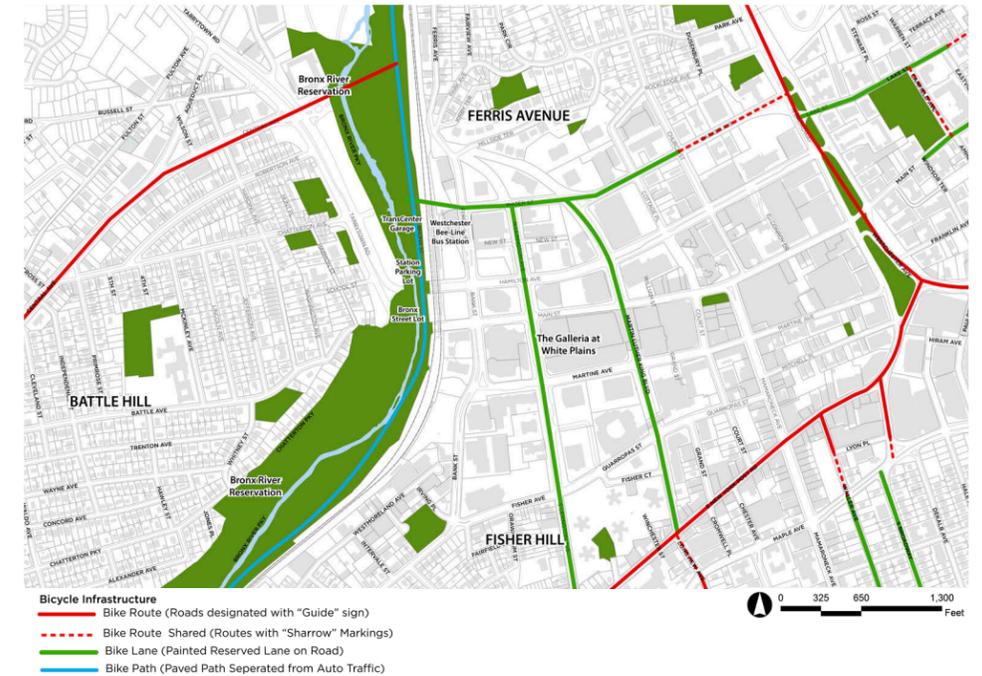


FIGURE 46: Bike Routes, Lanes and Paths in White Plains
Source: WSP | Parsons Brinckerhoff



FIGURE 47: Bike Share in Hamilton, Ontario, Canada
Source: <https://www.raise-the-hammer.org>

STRATEGY	DESCRIPTION
Paint bike lanes with a color to improve bicyclist visibility and safety.	All existing bike lanes, or prioritize locations initially.
Additional bike parking	Court Street/Martine Avenue, Bank Street/Martine Avenue, Bronx River Parkway/Hamilton Avenue, Main Street/Martin Luther King Jr. Boulevard
New bike signal	Hamilton Avenue/Ferris Avenue
Two-way protected bike lane	Martine Avenue between Bank Street and Court Street (note: a mid-term opportunity could explore extending the lane east to Broadway)
New bike lane	Ferris Avenue, north of station
Protected bike lane	Hamilton Avenue between Martin Luther King Jr. Boulevard and station
New bike lane or shared lanes	Bank Street extending south from Hamilton Avenue

TABLE 10: Near-term Bike Facility Strategies
Source: WSP | Parsons Brinckerhoff, 2016

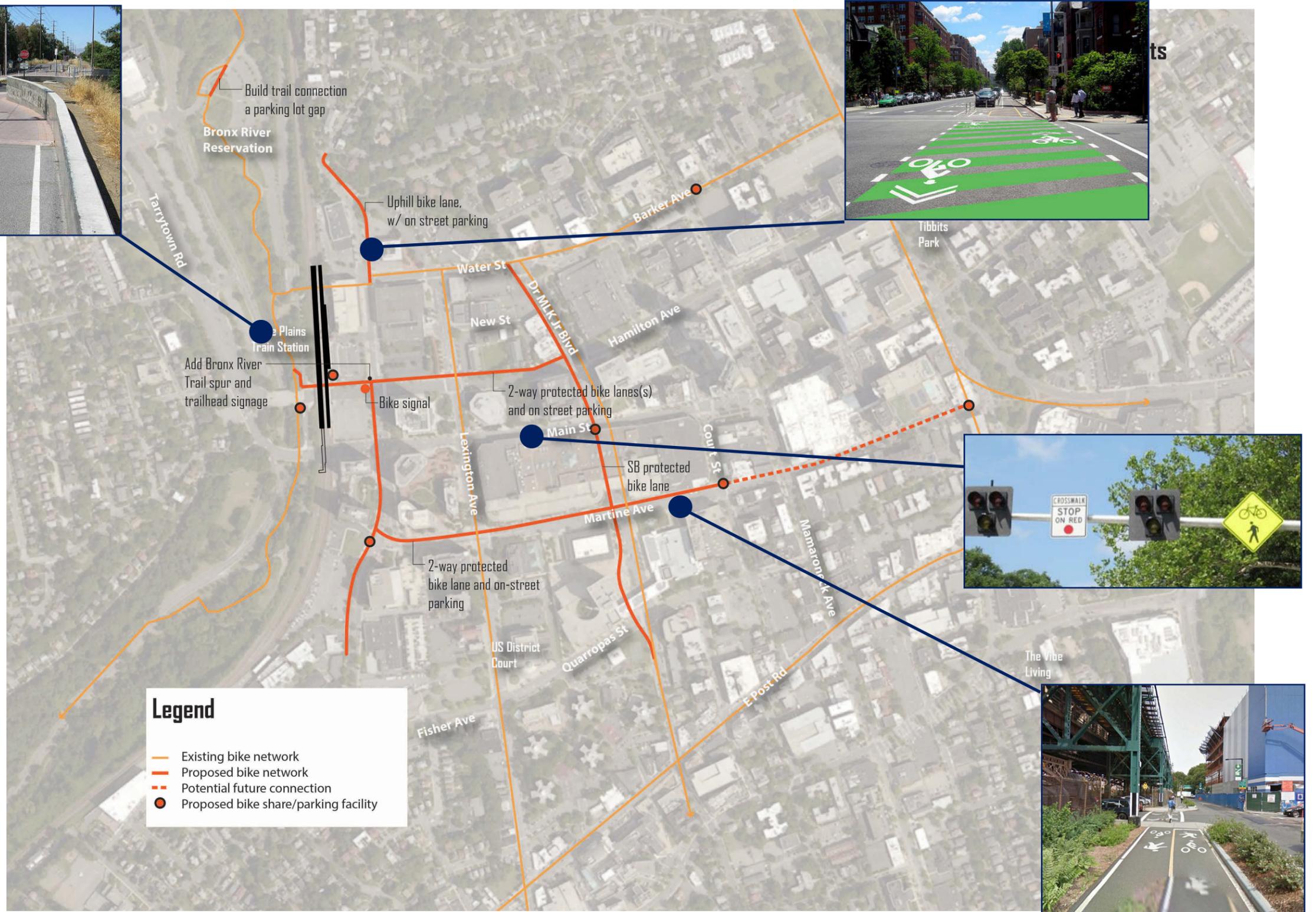


FIGURE 48: Proposed Bike Routes, Lanes and Paths in White Plains
Source: WSP | Parsons Brinckerhoff

5.1.2 SIGNAGE ORIENTATION AND WAYFINDING

Recommended signage strategies would provide clarity for drivers, bicyclists, and pedestrians. Feedback from the public sessions indicated that there is a lack of clarity, information, and pattern recognition in existing wayfinding and signage.

Circulation issues were identified from the multiple meetings, solicitations of public input, and from observations of mobility within the study area:

- » There is a sense of “sign clutter,” including signage at different scales, serving a number of different purposes. This issue could be addressed through a “sign diet,” by reducing and simplifying the total number of signs. For example, a driver traveling northbound on Ferris Avenue approaching the train station encounters dozens of signs, few of which direct the driver to what is labeled by the City as “departures,” or a passenger drop-off location. The view captured on Figure 49 shows a dozen signs providing directional information visible from a single location.
- » There is a perception of disorientation and lack of information at the Transit Center and station area as well as along paths to the downtown. Similarly, there is a lack of information to orient pedestrians in the downtown. These issues could be addressed by introducing kiosks, maps, and wayfinding information (Figure 50). Real-time parking information could be located at the parking garages, which typically fill up quickly, and information kiosks/wayfinding is recommended at locations marked with a purple star on Figure 51.

The City would introduce some measures in the near term and others in the mid and longer term, as development continues and pedestrian connections transform. Proposed improvements are listed in Table 11 and shown on Figure 51.

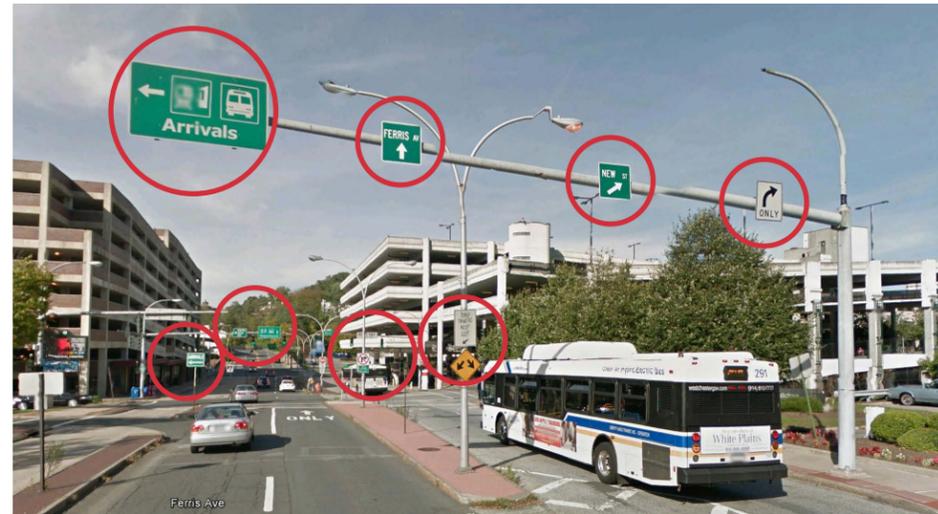


FIGURE 49: Sign Clutter on Northbound Approach to the Transit Station on Ferris Avenue
Source: Google Earth



FIGURE 50: Examples of Real-time Parking Availability Signage
Source: Sign-tech, flickr.com

STRATEGY	DESCRIPTION
Information Kiosks	These could include a range of signage from maps with directional signage to complex touch-screen information (engage downtown arts community for input on signage design and content. Proposed locations for information kiosks include at the Train Station, Bee-Line bus station, and along Main Street and Mamaroneck Avenue, as noted on Figure 50)
Real-Time Parking Information	Provide drivers with real-time updates on parking availability in parking structures, particularly for metered parking at the TransCenter Garage
Improve walkways under train overpasses	On Hamilton Avenue and Main Street, improve pedestrian lighting and add art work under the bridges to create a gateway to White Plains. Replace the gateway signage on the Main Street bridge with something larger and more vibrant. The historic images on the bridge could be relocated to sidewalk level where they would be better seen and appreciated. Artwork under the bridges could include decorative and/or functional lighting.
Streetscape/safety enhancements	Paint intersections at Ferris Avenue at New Street, Mamaroneck Avenue at Martine Avenue, and Mamaroneck Avenue at Main Street to improve orientation.
Enhancing crosswalks at Bronx River Parkway Crossings	Improve crosswalk markings and signage; trailhead signage at Bronx River Trail spur (near Hamilton Avenue and Bronx Street); build connection at parking lot gap for bikeway in Bronx River Reservation near the county center. Option to extend spur from Bronx River Parkway Crossing between Bronx Street and Ferris Avenue/Hamilton Avenue along north side of Hamilton Avenue. Install Bronx River pathway trailhead signage at Hamilton Avenue/Ferris Avenue.
Downtown Crossing, Pedestrian Improvements	Create temporary intersection improvements, potentially using bollards similar to those implemented at the western end of Hamilton Avenue. Opportunity to construct cement bump-outs in the mid-term.
Battle Hill Crosswalk Improvements	Restripe crosswalk markings on Main Street/Tarrytown Road. Paint new crosswalk and pave walking path at Hamilton Avenue and Tarrytown Road. Add new signage for vehicles at Main/Tarrytown to yield to pedestrians in crosswalk.

TABLE 11: Near-term Signage and Orientation Strategies
Source: WSP | Parsons Brinckerhoff, 2016



FIGURE 51: Proposed Near-term Street and Pedestrian Improvements
 Source: WSP | Parsons Brinckerhoff and Goody Clancy

5.1.3 OPEN SPACE, PARKS AND PLAZAS

Transformative improvements to public spaces and streets would be accomplished in the near term by using available spaces under the ownership and control of the City. These improvements would address a number of community priorities, including enhancing the appeal and safety of walking on key pedestrian corridors, adding spaces for retail and park programming, and reinforcing the station area's position as a desirable real estate address for existing and new development.

Figure 54 and Table 12 presents the following five priority near-term opportunities which are described in more detail below.

1. EXPANDED WHITE PLAINS STATION PARK, WITH BRONX RIVER RESERVATION CONNECTION

The near-term rail station site access improvements described in Section 5.1.4 would create an enhanced public park space on the north side of Hamilton Avenue at the station. Measuring approximately 200 feet long and 50 feet wide, this space would be part of the natural walking route between the primary station entrance and the corner of Hamilton Avenue, Bank Street, and Ferris Avenue, a principal connection point to existing station area development and downtown. The space also would have a direct connection to the Bronx River Reservation and the Bronx River Pathway via the wide sidewalk that passes below the Metro-North tracks along the north side of Hamilton Avenue (Figure 52).

The new open space and pedestrian connections would offer the following possibilities for programming and facilities that would provide immediate benefit to a variety of users (including workers, residents and visitors) at modest cost:

- » Mobile retail, such as food trucks serving coffee, baked goods, lunch and/or other products of interest to people walking to and from transit. Periodic markets for farm/artisanal food items, art and craft items, flowers or other merchandise would also be possible. Vehicular access to the park would be possible via the reconfigured station access drive described in Section 5.1.4 .
- » Recreation, supported by a marked spur of the Bronx River Pathway extending to the corner of Ferris Avenue and Hamilton Avenue, with trailhead sign and map. In addition to improving individual access to the pathway, such a spur, combined with the park space, would provide opportunities for programmed recreation or fitness activities, with groups meeting at the park, connecting to the pathway for cycling, running or other activities. The park could also have a lawn or paved area suitable for group fitness activities.
- » Regular arts programming such as rotating series of music buskers and public art installations.

2. MARTIN LUTHER KING, JR. BOULEVARD SIDEWALK PROGRAMMING AT MAIN AND HAMILTON (VERIZON BUILDING EDGE)

The sidewalk along Martin Luther King, Jr. Boulevard is up to 40 feet wide, twice the width of the broadest stretches of sidewalk along Mamaroneck Avenue where outdoor dining is frequently accommodated. This stretch of sidewalk along Martin Luther King, Jr. Boulevard, and adjacent sidewalks along Main Street and Hamilton Avenue, form parts of the most direct and desirable walking routes between the station area and downtown, and yet lack pedestrian-oriented activity or design along their edges. The adjacent Verizon building presents blank walls and glass at ground level and offers virtually no visual connection between upper-story windows and the sidewalks. However, the broad sidewalk is wide enough to accommodate retail and/or cultural programming to enhance the walking experience and add destination amenities to the area. For instance, there would be ample room for food trucks or trailers as well as tables and chairs for outdoor dining. Other programming possibilities include other retail vendors (crafts, flowers, etc.), music buskers, a mobile library, or rotating public art displays. A bike share station could also be included.

3. MARTIN LUTHER KING, JR. BOULEVARD LIGHTING IMPROVEMENTS AT GALLERIA MALL

Martin Luther King, Jr. Boulevard is bridged by the Galleria Mall and parking deck, forming a tunnel more than 300 feet long (Figure 53). Dim lighting, five to seven lanes of vehicular traffic, and extensive blank wall areas make this an uninviting block for walking, even though it provides a vital connection between important downtown neighborhood areas through the three-block-long mall structure. A prominent lighting installation would rapidly transform this important pedestrian link into a much more appealing walk, and leverage the broad west sidewalk and Galleria Food Court entrance that offer some benefit on that side. Lighting should not just serve a functional role enhancing visibility, but rather serve a public art role as well. The significant ceiling, wall, column, and ground area within the tunnel would provide ample opportunity for washing surfaces with light, as well as mounting fixtures with unique shapes or patterns. Color and/or dynamic changes in the lighting would provide a dramatic effect as seen in numerous precedent installations in similar settings. The lighting design process would engage one or more local artists to make the installation a true expression of the White Plains community.



FIGURE 52: Wide Sidewalk under Metro-North Tracks Westbound on Hamilton Avenue
Source: Google Earth, 2016



FIGURE 53: Martin Luther King, Jr. Boulevard at Galleria Mall
Source: WSP | Parsons Brinckerhoff

STRATEGY	
1	Expanded White Plains Station park, with Bronx River Reservation connection
2	Martin Luther King, Jr. Boulevard sidewalk programming at Main Street and Hamilton Avenue (Verizon Building edge)
3	Martin Luther King, Jr. Boulevard lighting Improvements at Galleria Mall
4	Public access to New York Power Authority park space along Main Street and Hamilton Avenue
5	Water/Barker Neighborhood Park

TABLE 12: Near-term Open Space Strategies
Source: WSP | Parsons Brinckerhoff, 2016



FIGURE 54: Near-term Open Space Location Opportunities
Source: Goody Clancy

4. WATER/BARKER NEIGHBORHOOD PARK

With the construction of the Avalon White Plains apartments along Barker Avenue, and more multifamily housing planned nearby, this corridor has gained a distinctly residential character, reinforced by existing older multifamily and single family housing in the area. The residential use is helping Barker Avenue provide a more seamless transition from downtown scale and mixed land uses to the predominantly residential neighborhoods to the north and east. There is opportunity to add additional housing to the west toward the station area, at the White Plains Mall and on commercial and public parcels along Water Street and Ferris Avenue. As the area intensifies as a residential district, it would benefit greatly from additional public park space, to accommodate recreational functions as well as help define the area as a distinct neighborhood. Mid Main Park in Vancouver, Canada (Figure 55) is an example of what could be created at the intersection of Barker Avenue/Water Street/Martin Luther King, Jr. Boulevard. A near-term opportunity would be available to create such a park at the intersection of Barker Avenue, Water Street, and Martin Luther King, Jr. Boulevard. Reconfiguring the intersection would unite a traffic island with open space along the White Plains Mall to create a significant and usable amount of parkland in a prominent, accessible location. Over the longer term, anticipated redevelopment of the White Plains Mall site could augment this park space with additional area, programming, facilities, and/or users. Unused public right-of-way northwest of this intersection, currently reserved for a potential Grove Street connector, could be utilized as additional park or greenway space, at least as an interim step.

Additional opportunities are present to leverage other landscaped areas to enhance prime walking corridors between the station area and downtown (Figure 54). These opportunities are generally privately controlled and would require partnership with property and/or business owners to expand public access and programming, improve lighting or other physical features, or otherwise provide greater public amenities. These opportunities would be pursued to the extent there is mutual interest in near-term improvements.



FIGURE 55: Mid Main Park, Vancouver, Canada
Source: <http://hapacobo.com/project/mid-main-park/>

5.1.4 NEAR-TERM METRO-NORTH STATION AREA STRATEGIES

The key issues facing the Metro-North station area include the following:

- » Expanding multimodal access by better accommodating the various modes.
- » Improving the experience of those who use the station area on a daily basis.
- » Creating opportunities to provide public and civic space.

Near-term recommendations include rationalizing circulation between multiple modes competing for the limited space in front of the train station. Through input from local officials and additional observations several alternatives were developed and revised.

Modifications at the existing Metro-North station area would reduce friction and queuing, and improve congested conditions resulting from competition for limited circulation space under the current configuration (See Figure 56). As shown on Figure 57, movement patterns would be rationalized by removing certain components of the current vehicular demand and relocating them to other more appropriate locations. To leverage station access improvements and set the stage for future development consideration at the station, most of the short-term actions would be within the area immediately around the station.

There are two main components of the station area: the surface parking lot and the Kiss- and-Ride area (Figure 57). Near-term strategies to improve traffic, parking, and pedestrian issues are described in the following sections.

5.1.4.1 TRAFFIC STRATEGIES

A primary source of congestion within the existing station area is the surface parking lot and Kiss-And-Ride, which attract and mix multiple types of vehicles (e.g., personal autos, taxis, shuttle). The existing station area features the following traffic components:

Taxi Service: Individuals looking for on-demand taxi service use the taxi stand in the surface parking lot located adjacent to the main entrance. All taxis, personal autos, and shuttle services looking to unload their passengers use the Kiss-and-Ride roadway behind the TransCenter garage, often leading to long queues that extend to the entrance at the intersection of Ferris Avenue and Water Street. Call-ahead taxi service is normally based out of this roadway as well, which contributes to congestion and passenger confusion. To address this problem, the City would consolidate all taxi service to the roadway behind the TransCenter garage.

Shuttle Vans: Shuttle service is not regulated in the surface parking lot, which results in unofficial staging and passenger loading occurring in areas not designated for shuttle service. Personal autos must contend with these and other types of vehicles when navigating the station area, which is not desirable from a traffic circulation perspective. Normalizing operations in the surface parking lot is seen as an important step in improving traffic conditions at the station, especially since it would have a positive

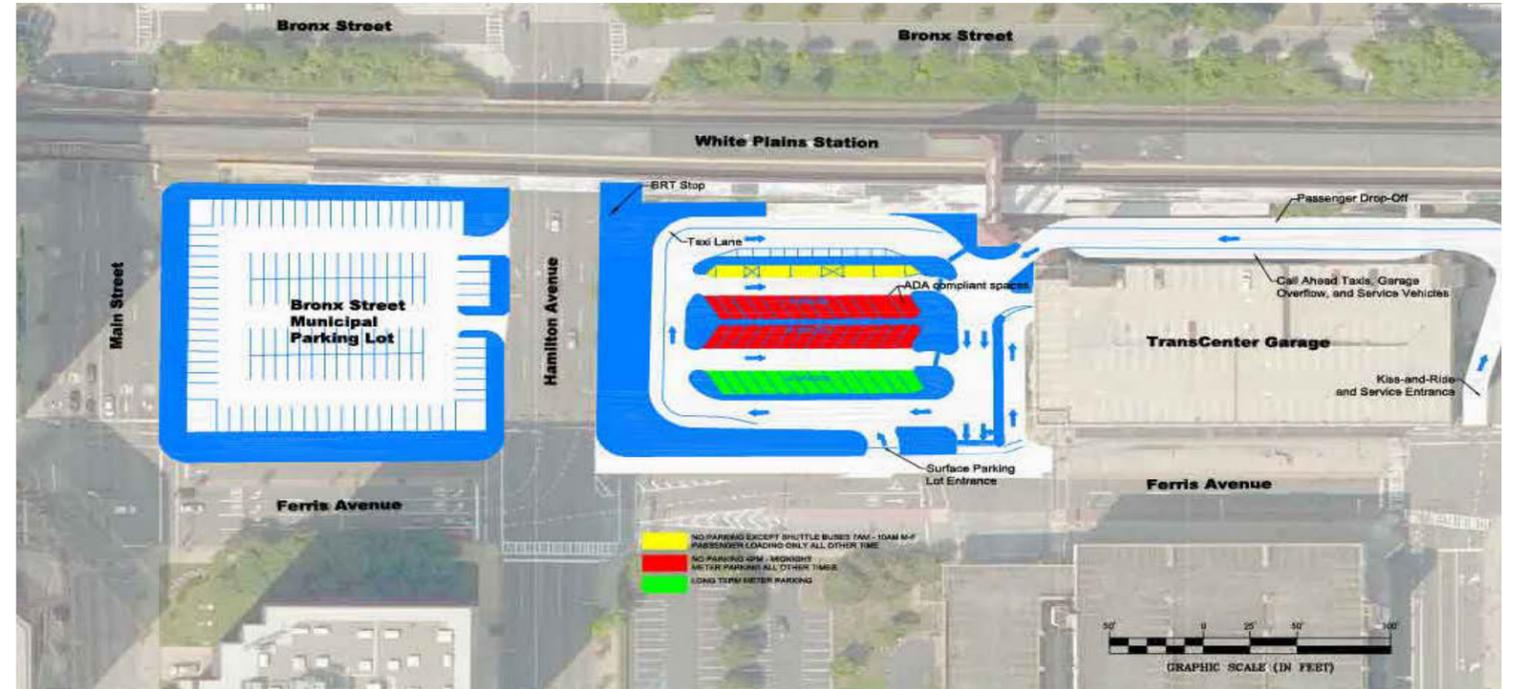


FIGURE 56: Existing Circulation and Uses at White Plains Metro-North Area
Source: WSP | Parsons Brinckerhoff

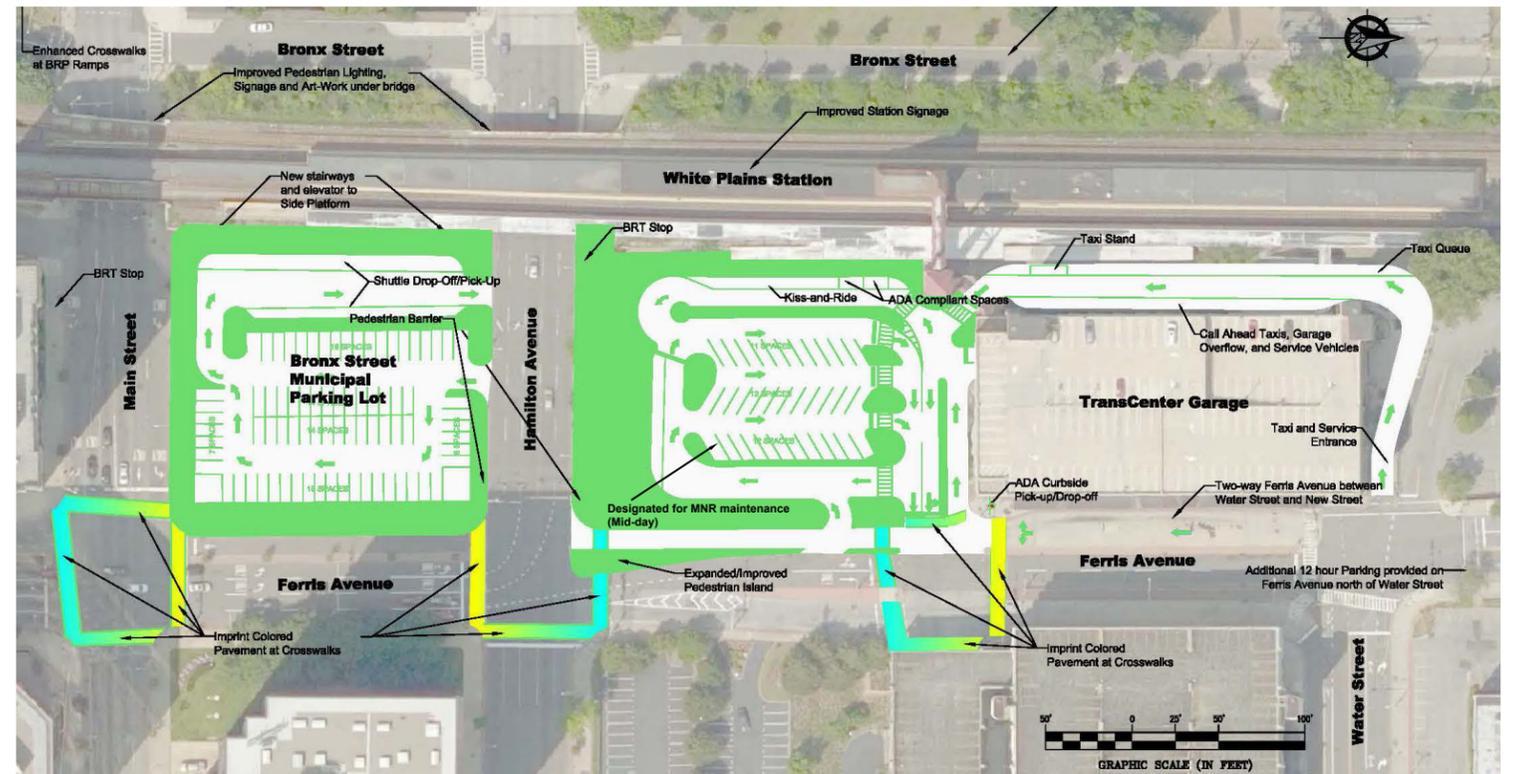


FIGURE 57: Proposed Near-term Reorientation at White Plains Metro-North Area
Source: WSP | Parsons Brinckerhoff

impact on all travel modes. Shuttle relocation to the Bronx Street Lot (Figure 57) would minimize traffic conflicts between vehicles, shuttles, and pedestrians within the station area. ADA considerations must be made when considering location of shuttles.

Parking: Approximately 40 parking spaces in the surface parking lot are used for short-term or permit parking, depending on the time of day. Short-term parking in this lot would be maintained in the near term, with roughly the same number of spaces made available.

Near-term solutions illustrated on Figure 57 would require minimal disruption to the physical infrastructure at the station, and would maintain the current level of station access for passengers. These improvements include:

Surface Parking Lot

Improving passengers' station experience by creating programmable green space is seen as a priority near-term improvement, since it establishes the groundwork for longer-term investments at and near the station area. The existing surface parking lot between Hamilton Avenue and New Street is a distinct opportunity to create a public space that is visible from both the station frontage and the surrounding streetscape. This can create a front door for the station in relation to downtown White Plains. Reprogramming approximately one-third of an acre would result in only a minor loss of parking spaces and would allow all personal autos to use the parking lot for both picking up and dropping off passengers. This space could later be expanded as part of a long-term improvement strategy to increase the walkability and aesthetics of the station area. In the near term, the surface parking lot would be reconfigured to retain the existing slip ramp entrance on Ferris Avenue, and create pull-through style parking spaces. Although some raised islands would need to be reconstructed, most of the work in the parking lot could be completed using pavement striping.

Room for shuttles would be severely limited with these changes. Therefore this component of the existing demand would be relocated completely out of the station area. The nearby Bronx Street parking lot to the south would be used for shuttle service, in order to create additional space for circulation and open space in the station lot. Removing approximately 43 daily parking spaces in the Bronx Street parking lot could provide a dedicated shuttle service area for both loading and unloading operations. These 43 spaces would be relocated into the parking lots serving the station. Figure 57 illustrates the proposed Bronx Street parking lot changes. The proposed design would allow maneuverability of shuttle vans/buses while maintaining some of the existing parking layout. Shuttle passengers could access the station using the entrance on the south side of Hamilton Avenue. However, since this entrance is not American with Disabilities (ADA) accessible, shuttles with handicapped riders would still be allowed to use the station frontage in the surface parking lot by entering at the intersection of Ferris Avenue and New Street.

Near-Term Improvements – Kiss-and-Ride Roadway

Consolidating taxi service to one area is seen as an important near term improvement that can be implemented with minimal change to the station area. In this scenario, all pickups and drop-offs would occur on the existing Kiss and Ride roadway behind the TransCenter garage. Regular taxi service would be assigned to the west curb and call-ahead service would use the east curb. To facilitate this consolidation, shuttles and personal autos would no longer be allowed to use this roadway for drop-offs and would be relocated to the Bronx Street Lot and other parking spaces, respectively.

5.1.4.2 PARKING STRATEGIES

Based on stakeholder feedback from the Question of the Week responses, parking at the Metro-North station has long been a contentious issue. Although 39 percent of respondents to a Question of the Week regarding parking felt that the station needs more parking, 56 percent stated that the existing parking should be reduced or made more efficient (better signage, easier access, information technology). Improvements to the station should alleviate some of the uneven pattern of utilization experienced at the parking facilities in the area. For example, rather than increasing the amount of parking in the most convenient location (i.e., directly in front of the station), parking in under-utilized facilities that are located slightly farther away could be made more attractive and accessible. For example, 200 public parking spaces are building built at 55 Bank Street. This would be a more cost-effective solution than building additional parking structures. Current levels of parking would be maintained as much as possible. For any parking reduction resulting from improvements to the traffic and pedestrian environment, there would be an attempt to counterbalance at least some of that loss by creating new parking capacity. Such near-term opportunities are discussed in the following sections.

Near-Term Improvements

Improvements could be made to nearby off-street parking facilities that are under-utilized such as the Galleria's parking garage and School Street lot on Tarrytown Road. At the Galleria, improving signage to direct drivers to appropriate daily or permit parking areas would make it easier to access those spaces. At the School Street lot, installing parking meters that can be refilled remotely with the City's existing Park White Plains app (Figure 58) would make this facility more attractive to drivers. The on-site improvements would go hand-in-hand with streetscape enhancements around the station area that would make walking slightly farther to parking facilities more pleasurable.

As shown on Figure 57, the number of parking spaces in the Bronx Street lot would be reduced to create a new shuttle pickup and drop-off area. The loss of parking in the Bronx Street lot could be mitigated through the actions described above for near-term parking improvements. An additional measure would be to create 12 new on-street parking spaces on the east side of Ferris Avenue north of Water Street through the use of pavement striping and signage. Ferris Avenue would retain the same number of lanes in each direction in this scenario, resulting in minimal impact to traffic operations.



FIGURE 58: Park White Plains App
Source: ParkWhitePlains.com

5.1.4.3 PEDESTRIAN STRATEGIES

Each person who uses the White Plains Metro-North station or the bus terminal, or who lives or works in the area experiences it as a pedestrian: whether just transferring between modes walking to a destination. Moreover, pedestrian activity throughout the day and evening is critical to the vitality of a downtown or transit station area.

The White Plains transit district accommodates three distinct pedestrian movements, each with its own specific needs:

- » Transferring between modes: Typically, pedestrians look to make the shortest, quickest transfer between modes, especially between rail and parking, bus, shuttles, taxi, or pick-up/drop off. Maximizing convenience, wayfinding, and reducing interaction between vehicles and pedestrians are key issues for this group of pedestrians (Figure 59).
- » Walk between the station and home or work: A second sizable group walks between the station and either a residence or workplace on a daily basis. Many of these are reverse commuters who do not live in the city and predominately walk between the station and the downtown core to the southeast. Facilitating access to the station and improved pedestrian walkways would be key improvements for this group.
- » Other pedestrians: Some people walk through the study area who are not users of the train or bus stations, including residents who walk from homes to employment, shopping, and dining, and employees who walk to parking, shopping, or dining. Key considerations for these pedestrians are safe and comfortable walkways, including connections to the Battle Hill and Ferris Avenue neighborhoods.

To address the shortcomings in the pedestrian environment, the near-term strategies identified in Table 13 are described previously on Figure 51. Some of these near-term opportunities were presented under signage orientation and wayfinding, but they also apply to the pedestrian experience, and are listed here as well. These investments are intended to create new civic spaces such as the station area plaza (See Figure 59).



FIGURE 59: Example of Improvements to Pedestrian Crossings (Indianapolis, IN)

Source: WSP | Parsons Brinckerhoff

	STRATEGY	DESCRIPTION
1	Improve the quality of pedestrian circulation around the station.	Expand pedestrian spaces along the east side of the station and the north side of Hamilton Avenue in conjunction with reconfiguration of the station pick-up, drop off area north of Hamilton Avenue. The additional space may also allow for limited programming of special events.
2	Improve pedestrian connection between westbound Lower Hudson Transit Link (LHTL) and the station.	Locate a westbound bus rapid transit (BRT) stop on the north side of Hamilton Avenue west of Bank Street. Provide improved lighting and seats.
3	Provide easy pedestrian access to all trains via the center platform. Note that disabled access to the trains is not provided at this location, but conversion of the existing stair to an ADA compliant ramp could provide disabled access.	Locate an eastbound LHTL bus stop on the south side of Main Street between Bank Street and the railroad bridge. ADA considerations must be made when considering bus stop location. Provide signage at the bus stop directing passengers to use the stairway under the railroad underpass to access all trains.
4	Improve signage to direct passengers to the correct exit for each connecting service (BRT, shuttles, TransCenter buses, and taxis) and also towards downtown White Plains.	Install improved signage beginning on station platforms. New signage would replace existing signage to create a consistent look.
5	Improve wayfinding in the Transit District. Signage could also indicate the route to Battle Hill, Ferris Avenue, and Fisher Hill neighborhoods.	Install new pedestrian signage on streets around the study area
6	Apply artwork to Main Street and Hamilton Avenue railroad underpasses, paint station stairs, and introduce new brighter lighting.	Improve the Main Street and Hamilton Avenue railroad underpasses can by applying artwork to the walls, painting the station stairs, and installing new brighter lighting. Art work proposed for the railroad bridges would be coordinated with MNR/MTA Arts for Transit.
7	Improve crosswalk visibility at Bronx River Parkway.	Improve visibility of the crosswalk at the southbound ramp to the Bronx River Parkway that connects Battle Hill to downtown and the station by bolder striping and better signage indicating that drivers must yield to pedestrians.
8	Provide an improved connection between the Battle Hill area and downtown or the station via the north side of Hamilton Avenue.	Modify and improve crosswalks around the south end of Tarrytown Road (Figure 59). Access from Battle Hill to the transit district will remain a priority into the mid- and long-term.
9	Improve pedestrian crossings between station and downtown.	Highlight crosswalks at the intersections of Hamilton Avenue at Bank Street/Ferris Avenue and Main Street at Bank with colored pavement in artistic patterns. At the intersection of Ferris Avenue and New Street, either the crosswalks could be colored or the entire intersection could have colored pavement in an artistic pattern.
10	Create visual gateway to Mamaroneck Avenue and associate the intersection with the adjacent Arts Westchester.	Pave the intersection of Mamaroneck Avenue and Martine Avenue with colorful pavement in an artistic pattern.

TABLE 13: Station Area Strategies

Source: WSP | Parsons Brinckerhoff



FIGURE 60: Rendering of Near-Term Station Area Improvements
Source: WSP | Parsons Brinckerhoff and Goody Clancy

ITEM #	DESCRIPTION	PRICE	COST*
1	Create more complete bikeways (Table 10)	\$802,000	\$1,450,000
	<ul style="list-style-type: none"> » Paint bike lanes with a color to improve bicyclist visibility and safety » Additional bicycle parking » New bike lanes » 2-way protected lane » New bike signal 		
2	Information Kiosks (Table 11)	\$32,000	\$58,000
3	Real-Time information signage for parking structure capacity (Table 11)	\$35,000	\$64,000
4	Improve walkways under train overpasses (Table 11)	\$36,000	\$65,000
	» Install new "medium" lighting under existing bridges at Main Street and Hamilton Avenue underpasses at the rail tracks		
5	Intersection Painting Improvements (Table 11)	\$38,000	\$69,000
	Paint intersection crosswalks with a solid color paint. Assume 10' wide crosswalk widths: <ul style="list-style-type: none"> » Ferris Avenue at New Street » Ferris Avenue at Hamilton Avenue » Ferris Avenue/Bank Street at Main Street » Mamaroneck Avenue at Martine Avenue » Mamaroneck Avenue at Main Street 		
6	Bump-outs and Street Calming (Table 11)	\$23,000	\$42,000
7	Enhancing Bronx River Parkway Entrance (Table 11)	\$4,600	\$8,000
	<ul style="list-style-type: none"> » Paint clear crosswalk markings » New trailhead signage at Bronx River Trail spur (near Hamilton Avenue and Bronx Street) 		
8	Two-way traffic conversion on Ferris Avenue (Table 13)	\$12,400	\$22,000
	» Re-striping and signage between New Street and Water Street along Ferris Avenue		
9	Crosswalk Improvements to Battle Hill (Table 13)	\$40,000	\$70,000
	<ul style="list-style-type: none"> » Restriping of crosswalk markings on Main Street/Tarrytown Road » New Crosswalk and walking path at Hamilton Avenue and Tarrytown Road » Add one new sign for vehicles at Main Street/Tarrytown Road to yield to pedestrians in crosswalk 		
10	Reconstruction of existing station access (Table 13/Figure 60)	\$147,000	\$265,000
	<ul style="list-style-type: none"> » Removal of existing concrete strips » Restripe parking lot (Figure 57) » Removal of gates/fences along southern and eastern edge of new park space » Fill to soften slope from intersection of Ferris Ave/Hamilton Ave into lot » New curb edge between green space and roadway » Painting and signage for ADA spaces and passenger drop-off 		
TOTAL ESTIMATED CONSTRUCTION COSTS		\$1,170,000	\$2,113,000

TABLE 14: Cost Estimate Summary Matrix
*Including Design and Construction

Source: WSP | Parsons Brinckerhoff

5.1.5 COST ESTIMATE SUMMARY

Table 14 summarizes estimated capital costs for near-term improvements. Estimates provided are in 2016 dollars.

Near-term strategies have been estimated at approximately \$2 Million. The City of White Plains will continue to prioritize and begin phasing in the improvements in a one- to three-year timeframe, in coordination with agencies, developers, and available funding sources. See Appendix D for more detail on the cost estimation methodology and unit cost.

An example of a near-term improvement that has already been put into place is a newly operational Transit Screen at the corner of Main Street and Lexington Avenue. This screen provides real time transit info (train, bus) and zipcar locations. White Plains is participating (with New Rochelle and Yonkers) in the Green Cities Commuter Challenge grant which seeks to encourage folks to consider transportation options other than the car. This screen was paid for with grant money. The information on the transit screen is also available online, which does not make it necessary to physically be in front of the screen to get the information.

5.2 MID-TERM STRATEGIES

Mid-term strategies give the City the opportunity to reevaluate the benefits of the near-term improvements and to adjust remaining strategic improvements if necessary. Mid- to long-term strategies for the station area related to bicycle facilities and signage orientation and wayfinding categories are discussed below.

Long-term strategies focus on developing a unified vision for development patterns in the transit district. While many of these improvements are near the station, others create the opportunity to improve cohesion and connectivity between the station and the downtown. Long-term strategies build upon the near- and mid-term improvements to open space, parks, and plazas in the study area.

5.2.1 BICYCLE FACILITIES

Investments in the City's bicycle network include expanding bike paths on in the Martine Avenue/Mitchell Place Corridor between Court Street and Broadway and other locations as the network evolves, and leveraging private investment in adopting a bicycle share program. Long-term investments will build off the near-term improvements, which would be funded through the Transportation Alternatives Program (TAP) grant. The TAP provides funding for programs and projects defined as transportation alternatives, such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation and recreational trail projects.

With many of the near-term bike facilities to be implemented through the TAP grant (potentially as early as 2017), White Plains is leveraging this opportunity to increase visibility and popularity of bicycle infrastructure.

5.2.2 SIGNAGE ORIENTATION AND WAY FINDING

Remaining consistent with signage policies adopted in the near-, mid-, and long-term goals for signage and wayfinding would include expansion of kiosk installations, where appropriate.

Similarly, artwork and pavement designations would be strategically implemented to enhance paths connecting Mamaroneck Avenue with the transit center.

Coordination with the White Plains arts community, and public at large, would occur to solicit ongoing feedback as the City's streetscape evolves.

5.2.3 OPEN SPACES, PARKS AND PLAZAS

In each of the long-term scenarios (presented in section 5.2.4), green space would be oriented toward the station, to create a more inviting station area.

Parks and open space would be used to improve the physical passage from the station to the downtown along Mamaroneck Avenue, specifically along Hamilton Avenue and Main Street. See examples in Figure 60-Figure 62.

Central to the station area in any development scenario is the provision of a public plaza of a reasonable size where programs could occur and people could congregate. Open space is seen by the City and its residents as a critical component for the long-term vision for White Plains.



FIGURE 61: Example from Boston
Boston, MA



FIGURE 62: ABN AMRO Plaza, 6th Floor, Chicago
Source: www.Landscape.cn



FIGURE 63: A Public Space in Columbia Heights, Washington, DC
Source: <https://www.cnu.org/resources/what-new-urbanism>

5.3 LONG-TERM DEVELOPMENTS

Information gathered through online and in-person public feedback, and the baseline studies resulted in the development of near-term strategies that advance to the study's Vision. In the long-term, three development scenarios, that build off of the near-term strategies and move the City further toward its vision as a regional multimodal transit hub, were evaluated

Many of the near-term improvements focused on the station area itself, with the long-term scenarios similarly leveraging city-owned parcels that surround the station, as shown on Figure 63, and described in Table 15. The scenarios assume an incremental approach to implementation such that near-term improvements integrated into the long-term development. The following assumptions were made in developing the long-term alternatives;

NEW MIXED-USE DEVELOPMENTS

All development scenarios recommended as an incentive to provide city-owned lots and city-owned parcels at or near the station (See Figure 63). Consistent with the Vision and the study's goals and objectives, the scenarios include a mix of new development, public open space, amenities, and station improvements that are desirable to the White Plains station area users. New development would observe height and massing regulations defined by zoning, but additional density set forth a new mixed-use development on enhanced public and provide market-based economic development opportunities to expand activity at and near the station.

TRAFFIC

Building off the near-term strategies, a revised traffic network was established to enhance future circulation for vehicles, bicycles and pedestrians. These proposed long-term traffic improvements include changes to existing roadways and signals to potentially accommodate bidirectional traffic patterns as well as to incorporate additional bike facilities and would be applicable to all three future development scenarios. Alterations to the traffic network were tested using the traffic simulation modeling software, SYNCHRO. Results of the model runs can be found in Appendix E. The proposal may require further analysis and coordination with Westchester County, the NY State Department of Transportation, and other agencies and would be further analyzed and refined as part of a future development plan and associated traffic work. The proposed traffic network is shown on Figure 64.

At the station area, multimodal traffic improvements would include designated areas for the many nodes: Lower Hudson Transit Link (LHTL) buses, Bee-Line buses, taxis, shuttles and private cars will each have distinct areas so as to avoid traffic conflicts.

PARKING

To address commuter concerns and users of downtown White Plains, the long-term scenario includes maintenance of the current amount of commuter parking near the station through the installation of new off- and on-street parking. For the new developments themselves, additional transit district parking would be required and should be provided at reduced ratios appropriate to transit-oriented development.

URBAN DESIGN

Each of the development scenarios assumes building heights and orientations that would enhance existing streetscapes. Uninviting street walls, visual separation between Battle Hill and the downtown were issues that were voiced through public involvement. The long-term development scenarios assume zoning regulations that would encourage active sidewalks and walkability improvements to create an inspired pedestrian experience through the transit district.

The three long-term development scenarios are presented below.

SITE	ADDRESS/LOCATION	EXISTING USES
Firehouse	20 Ferris Avenue	City of White Plains Fire Department, Station 2
Parking Garage	TransCenter Garage 11 Ferris Avenue	838 parking spaces in deck
Station Lot	16 Ferris Avenue	Passenger drop-off and pick-up parking; short-term parking spaces; taxi queuing area.
Bronx Street Lot	3 Hamilton Avenue	128 parking spaces in surface lot

TABLE 15: City-Owned Parcels Considered for Development and Existing Uses
Source: WSP | Parsons Brinckerhoff, 2016

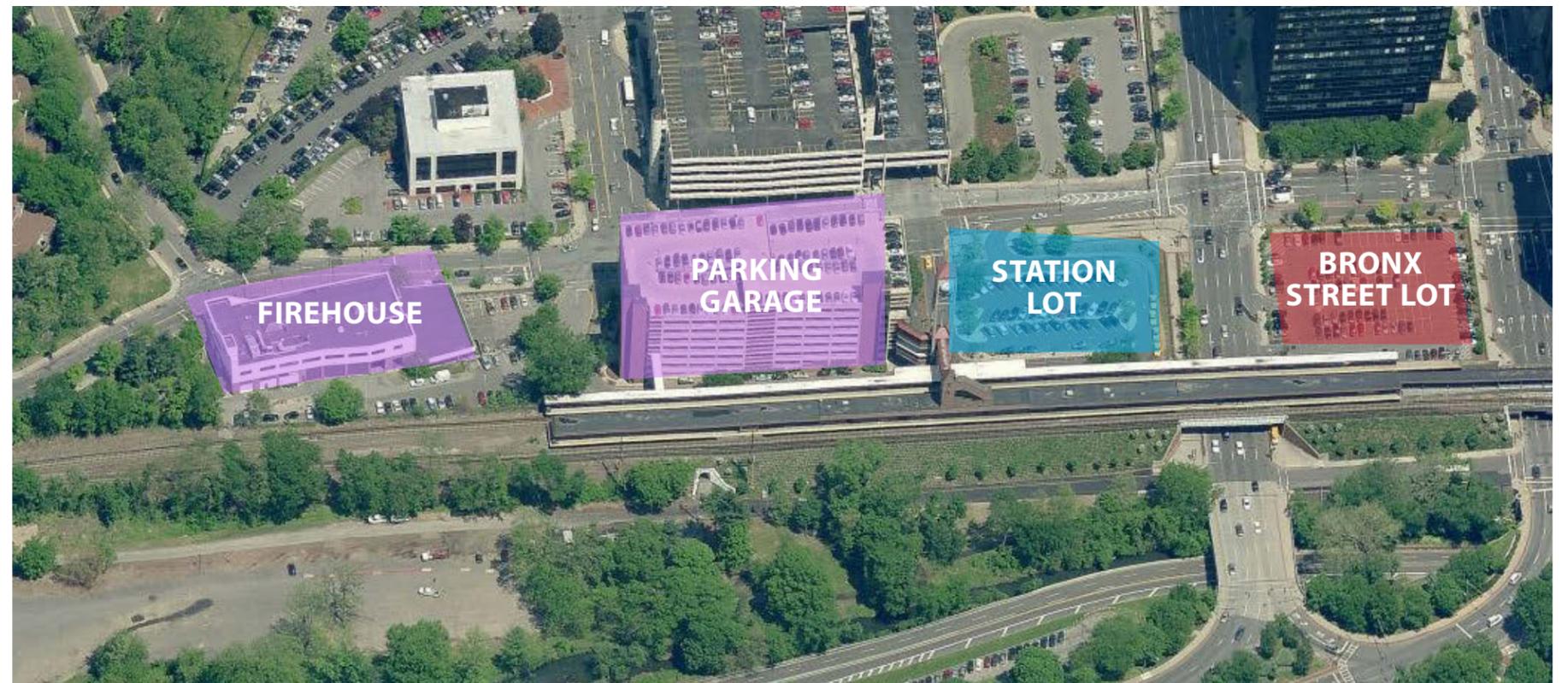


FIGURE 64: Long-term Development Sites Owned by the City

Source: Bing Maps

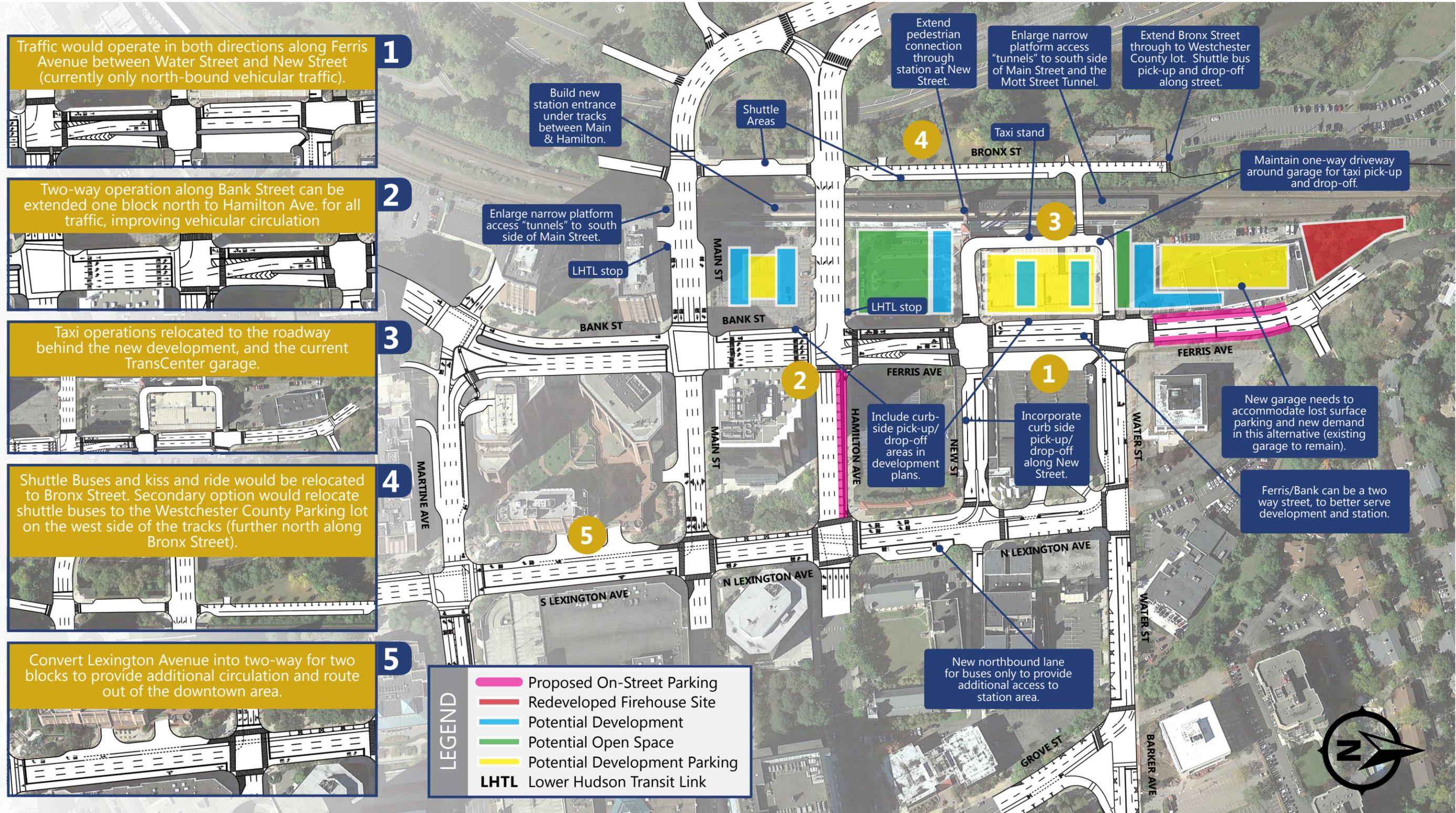


FIGURE 65: Long-term Roadway and Circulation Plan

Source: WSP | Parsons Brinckerhoff, 2016

5.2.4.1 DEVELOPMENT SCENARIO A

Development Scenario A would provide a “straight shot” for commuters arriving at the Metro-North station who travel up Hamilton Avenue and Main Street toward the downtown (Figure 65 and Figure 66). The main station entrance would be shifted to the south (toward Main Street).

This scenario would also feature an open public plaza on the existing Bronx Street Lot, which would likely be one of the first phases in plan implementation, as the lot is City-owned and could act as a catalyst for redevelopment (Figure 67).

Development Scenario A would place the public plaza between Hamilton Avenue and Main Street (along the tracks) on the existing Bronx Street Lot. The Plaza would have the following features:

- » Provides the opportunity for new development on one side (the north) and existing real estate along two sides (Gateway building to the east and 15 Bank apartments to the south)
- » Offers a clear connection and direct sight lines along main corridors along Hamilton Avenue and Main Street toward Mamaroneck Avenue
- » Creates 0.77 to 1 acre public open space
- » Activates the street with retail in station structure and/or kiosks

This scenario includes approximately 1 million square feet of new development within the City-owned properties along the rail tracks. Metro-North train tracks would not be relocated, and new access points to the existing platforms would be provided via new vertical circulation (stairs, escalators, elevators) in new developments or from public spaces. The market conditions analysis found that there is a strong demand for residential development, including ground-floor retail and restaurant space. Additionally, there is market potential for smaller-scale office/flexible space that could provide attractive swing space used for medical office or firm in the startup and growth stages.

At the northern end of the area, the existing fire station along Ferris Avenue could be relocated further north to allow for potential development.

Traffic circulation, which would be modified through the implementation of near-term strategies, would require the following changes as envisioned in Development Scenario A:

- » Traffic would have two-way operations along Ferris Avenue between Water Street and Hamilton Avenue (where there is currently only northbound traffic flow for vehicles).
- » The City would reduce the triple left turn from Bank Street onto Hamilton Avenue to a double left turn, which would decrease the number of vehicle-pedestrian conflicts. Some of the traffic that would use the triple left-turn movements would be redirected to a new northbound lane on Lexington Avenue between Martine Avenue and Hamilton Avenue.
- » Taxi operations would remain where they are proposed for the short term, along the roadway behind the existing TransCenter garage between Water Street and New Street.
- » Shuttle buses would be relocated to both an area along Bronx Street between Hamilton Avenue and Main Street and potentially in the Bronx Street Corridor on the west side of the tracks. Coordination with Westchester County and City DOT would be required to provide adequate queuing and turn-around areas for shuttle bus operations.

Long-term parking strategies would rely upon phasing of developments and redevelopments within White Plains. However, there is potential for shared and expanded parking facilities in new developments, resulting in the opening of the existing parking deck to future development, once sufficient new parking structures are developed.

Pedestrian improvements implemented in the near-term, would be complementary with long-term investments. Figure 66, a rendering of Development Scenario A, highlights pedestrian networks, and showcases the proposed public plaza on the site of the Bronx Street Lot. There are opportunities along the track for new retail and a station entrance (stairs, elevator).

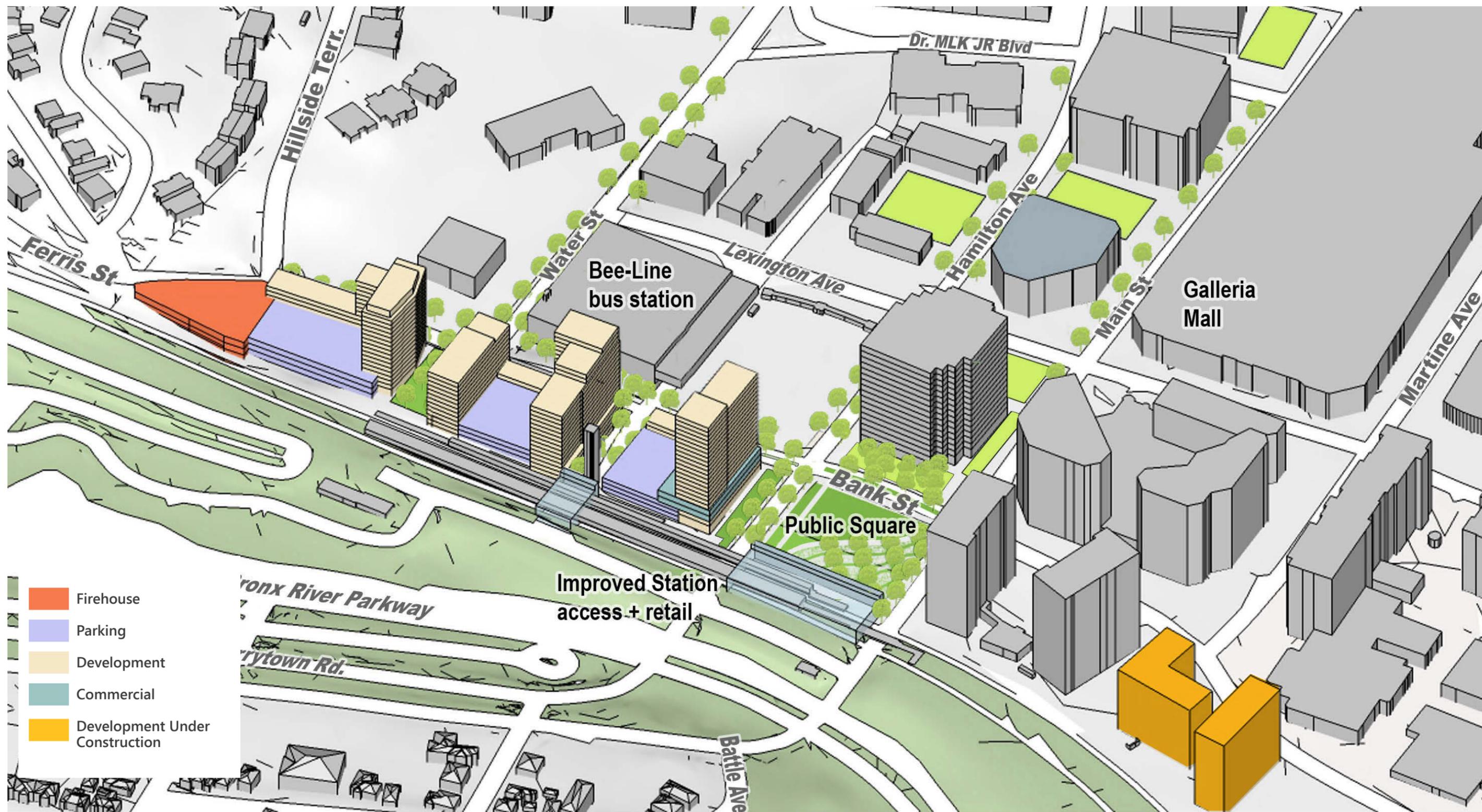


FIGURE 66: Development Scenario A, Aerial View

Source: WSP | Parsons Brinckerhoff, 2016



Existing View from Hamilton Avenue toward the Station
 Source: Google Earth Pro, 2016

FIGURE 67: Rendering of Scenario A, View Toward the Station
 Source: WSP | Parsons Brinckerhoff

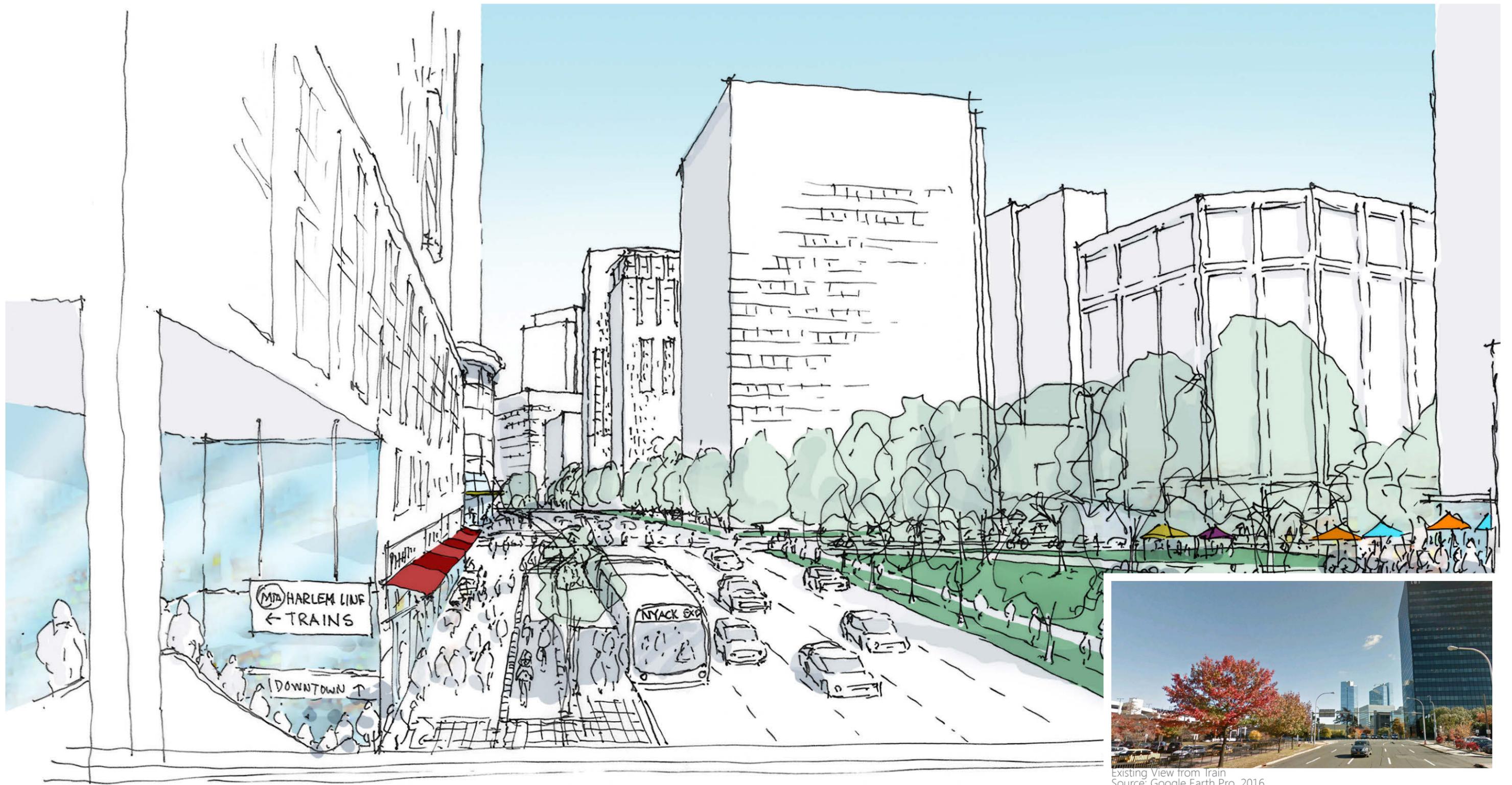


FIGURE 68: Rendering of Scenario A, View from Train Crossing Hamilton Avenue
Source: WSP | Parsons Brinckerhoff, 2016

5.2.4.2 DEVELOPMENT SCENARIO B

Development Scenario B would maintain the main entrance nearby the current location where commuters arrive at the Metro-North station, but would enhance the environment through which they make their travel connections, whether it is eastward to the downtown or via a shuttle connection (Figure 68 and Figure 70). Compared to Scenario A, this scenario would shift the open station plaza to the north and build upon the short-term investment that includes relocating some traffic activity from the existing surface lot for open space. The plaza would have the following features:

- » New development on three sides (the south, east, and north sides).
- » Visual connections toward downtown and the Bronx River Parkway along Hamilton Avenue
- » A 0.75-1 acre public open space
- » Ground floor retail in station structure and on adjacent streets

Scenario B would create an opportunity for direct path/greenway connections from the new plaza and bike lanes to the Bronx River Trail along the north side of Hamilton Avenue. This scenario would also develop approximately 1 million square feet of new space within the City-owned properties along the rail tracks. The scenario development would not relocate existing Metro-North train tracks and would include potential new access points to the existing platforms via new vertical circulation (stairs, escalators, elevators) in the developments or from public spaces. Scenario B would also create an opportunity for near-term redevelopment on the Bronx Street Lot between Main Street and Hamilton Avenue, with broad sidewalks and storefronts facing Main Street, Bank Street, and Hamilton Avenue. The market conditions analysis found that there is a strong demand for residential development, including ground-floor retail and restaurant space. Additionally, there is market potential for smaller-scale office/flexible space that could provide attractive swing space used for medical office or firm in the startup and growth stages.

At the northern end of the area, the existing fire station along Ferris Avenue could be relocated further north to allow for potential development.

Traffic circulation, which will begin to experience changes throughout the implementation of near-term strategies, is envisioned as follows in the long-term Scenario B:

- » Traffic would have two-way operations along Ferris Avenue between Water Street and Hamilton Avenue (where there is only northbound traffic flow for vehicles)
- » The triple left turn from Bank Street onto Hamilton Avenue would be modified to a double left turn will reduce the number of vehicle-pedestrian conflicts, some of the traffic that would use the triple left turn movement in the future is redirected to a new northbound lane on Lexington Avenue between Martine Avenue and Hamilton Avenue.
- » Taxi operations would remain where they are proposed for the short term.
- » Shuttle buses would be relocated to both an area along Bronx Street between Hamilton Avenue and Main Street and potentially in the Bronx Street Corridor on the west side of the tracks. Coordination with Westchester County and City DOT would be required to provide adequate queuing and turn-around areas for shuttle bus operations.

Parking in the long-term would rely upon phasing of developments and redevelopments within White Plains. However, there is potential for shared and expanded parking facilities in new developments, resulting in the opening of the existing parking deck to future development, once sufficient new parking structures are developed.

Pedestrian improvements implemented in the near-term, would be complementary with long-term investments. These would include a new pedestrian crosswalk on the west side of Bank Street/Ferris Avenue at Hamilton Avenue, where an underground pedestrian passageway could also be incorporated.

Figure 69, a rendering of Development Scenario B, highlights pedestrian networks, and showcases the proposed public plaza on the site of the Bronx Street Lot. There are opportunities along the track for new retail and a station entrance (stairs, elevator).

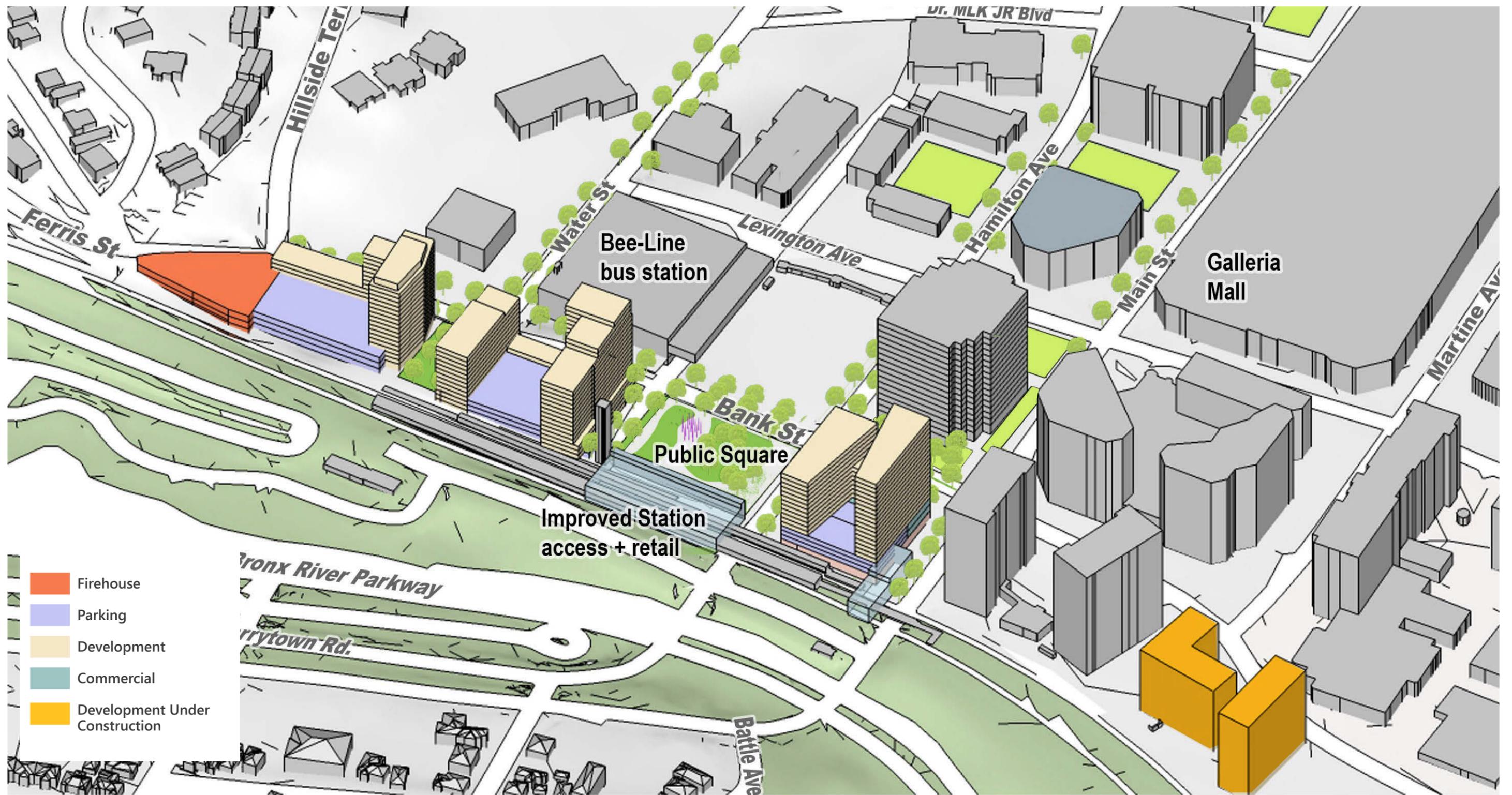
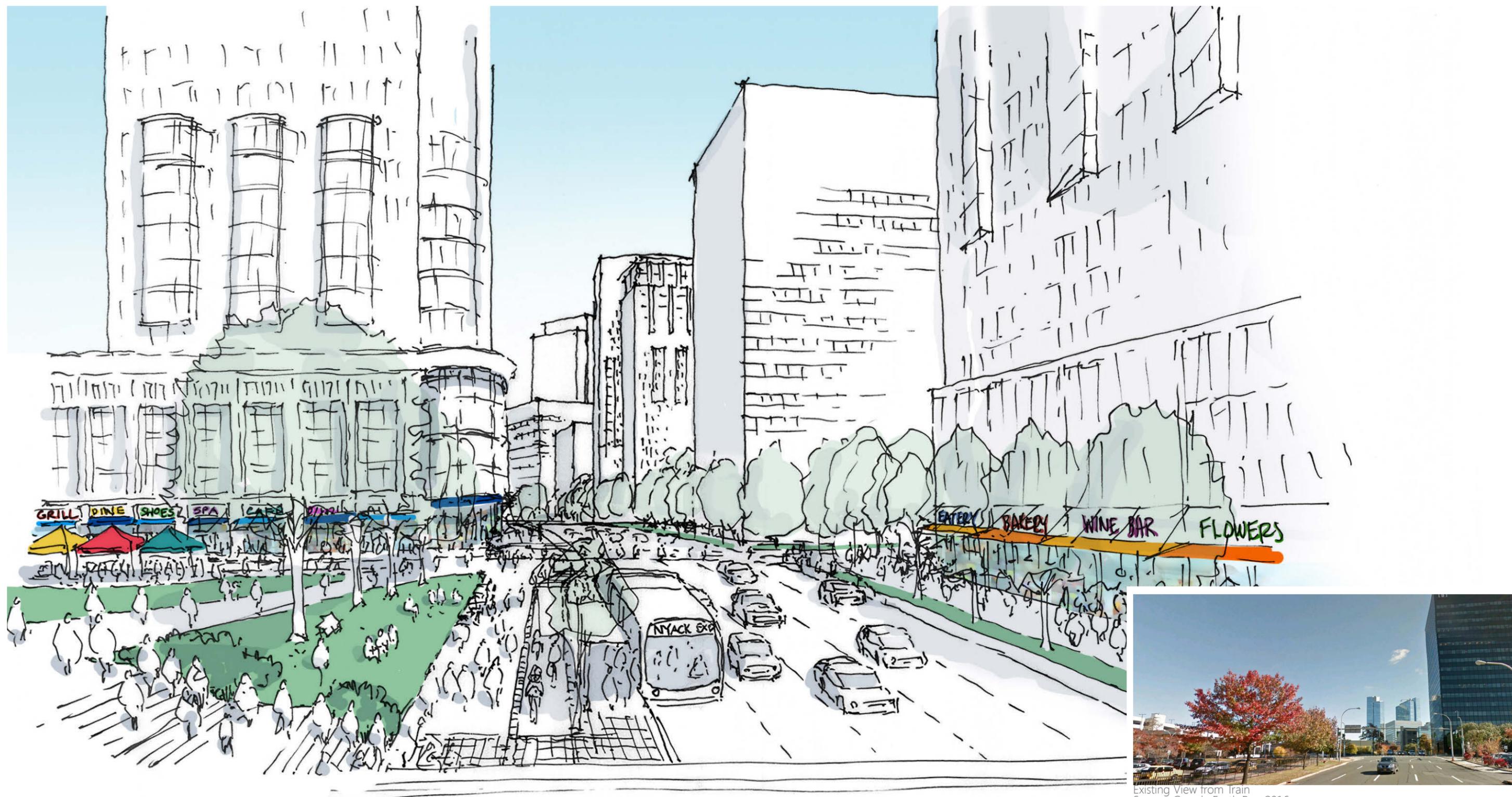


FIGURE 69: Development Scenario B, Aerial View
 Source: WSP | Parsons Brinckerhoff, 2016



Existing View from Hamilton Avenue toward the Station
Source: Google Earth Pro, 2016

FIGURE 70: Rendering of Scenario B, View from Hamilton Avenue Toward the Station
Source: WSP | Parsons Brinckerhoff, 2016



Existing View from Train
Source: Google Earth Pro, 2016

FIGURE 71: Rendering of Scenario B and C, View from Train Crossing Hamilton Avenue
Source: WSP | Parsons Brinckerhoff, 2016

5.2.4.3 DEVELOPMENT SCENARIO C

Development Scenario C is very similar to scenario B with respect to designated open spaces and new mixed-use developments. The main commuter entrance to the Metro-North station would remain at its current location, with a variety of improvements made to the station adjacent blocks to make connections eastward to the downtown on foot or via a shuttle connection (Figure 72 and Figure 73).

This scenario would feature an open public plaza on the existing drop-off and taxi lot (along the tracks), as in scenario B. Distinct from Scenario B, Scenario C would include a new building and ground-level retail space along the northern edge of the plaza, which is approximately 20-30 percent smaller than the plaza in Scenario B. The plaza would have the following features:

- » The plaza with retail in directly adjoining mixed-use building
- » New development on three sides, including direct retail opportunity on the north, and new developments to the east and south.
- » Visual connections toward downtown and the Bronx River Parkway along Hamilton Avenue
- » A 2/3 to 3/4 acre public open space

Scenario C would create an opportunity for direct path/greenway connections from the plaza and bike lanes to Bronx River Trail along the north side of Hamilton Avenue. This scenario would also allow for approximately 1.2 million square feet of new development within the City-owned properties along the rail tracks, which represent an increase in new development over scenario A and B. Scenario C would provide potential new access points to the existing platforms via new vertical circulation (stairs, escalators, elevators) in the new developments or from public spaces. It would also create an opportunity for near-term redevelopment on the Bronx Street Lot between Main Street and Hamilton Avenue, with broad sidewalks and storefronts facing Main Street, Bank Street, and Hamilton Avenue. The market conditions analysis found that there is a strong demand for residential development, including ground-floor retail and restaurant space. Additionally, there is market potential for smaller-scale office/flexible space that could provide attractive swing space used for medical office or firm in the startup and growth stages.

Overall, Scenario C has similar approach as Scenarios A and B with regards to the following elements:

- » The existing fire station along Ferris Ave could be relocated further north to allow for potential development
- » Traffic circulation would incrementally expand upon near-term strategies and include the roadway assumptions and vehicular segregation shown on Figure 64

Parking in the long-term would rely upon phasing of developments and redevelopments within White Plains. However, there is potential for shared and expanded parking facilities in new developments, resulting in the opening of the existing parking deck to future development, once sufficient new parking structures are developed.

Pedestrian improvements implemented in the near-term, would be complementary with long-term investments. These would include a new pedestrian crosswalk on the west side of Bank Street/Ferris Avenue at Hamilton Avenue, where an underground pedestrian passageway could also be incorporated.

Figure 73, a rendering of Development Scenario C, highlights pedestrian networks, and showcases the proposed public plaza on the site of the Bronx Street Lot. There are opportunities along the track for new retail and a station entrance (stairs, elevator).

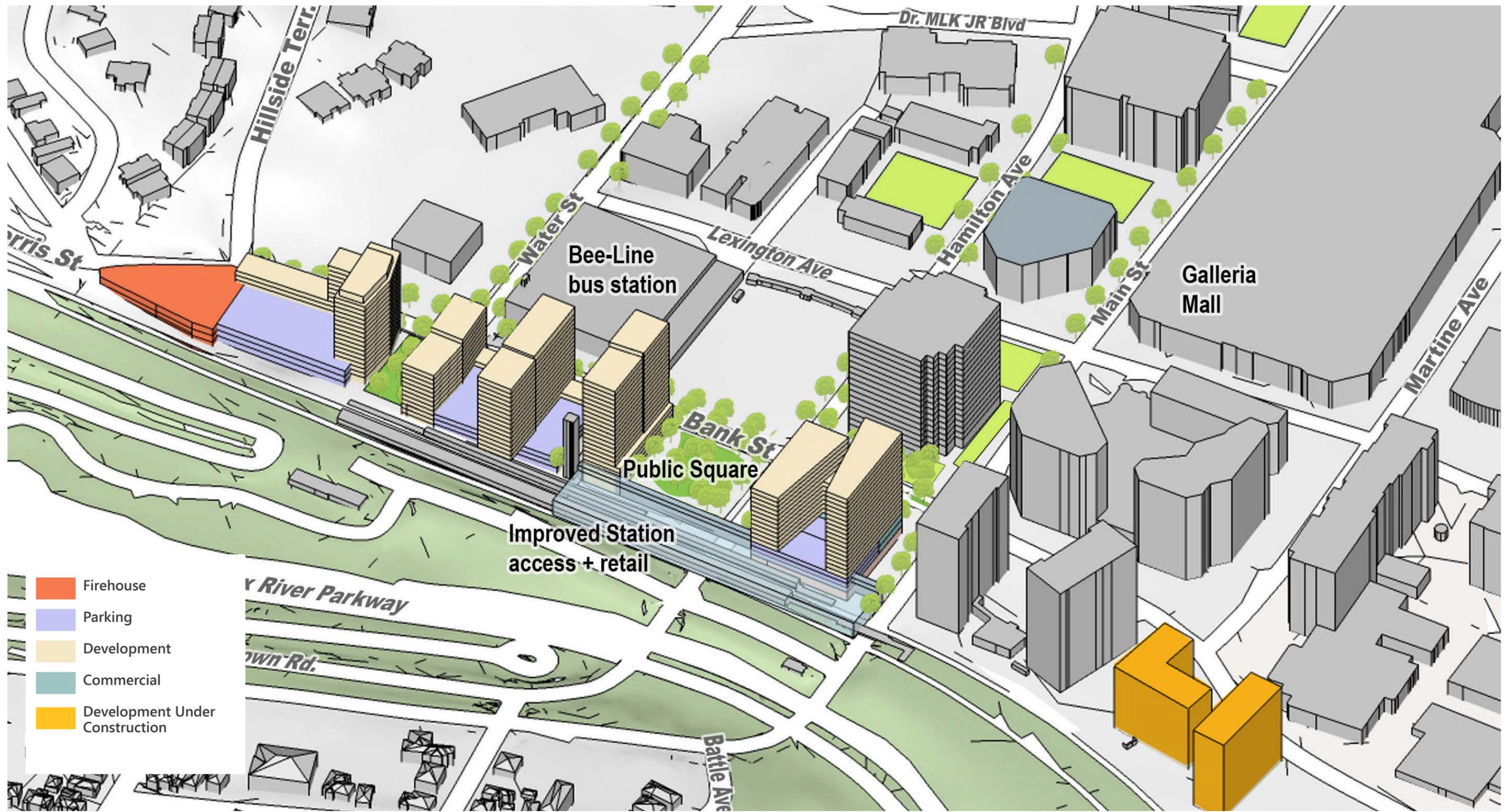


FIGURE 72: Development Scenario C, Aerial View
 Source: WSP | Parsons Brinckerhoff, 2016



Existing View from Hamilton Avenue toward the Station
 Source: Google Earth Pro, 2016

FIGURE 73: Rendering of Scenario C, View from Hamilton Avenue Toward the Station
 Source: WSP | Parsons Brinckerhoff, 2016

5.2.4.4 IDENTIFICATION OF PREFERRED DEVELOPMENT SCENARIO

In early stages of this Plan, the City developed a Vision and set of goals and objectives that would inform the development, evaluation, and selection of a preferred development scenario. Table 16 provides an assessment of the ability for each scenario to meet and achieve the goals and objectives set forth in this study.

Within two of the goals (catalyze economic development and opportunities for TOD and financial feasibility/phasing), all three scenarios would equally meet the goals and objectives. The differentiators among the scenarios within remaining categories stem from the selected location and potential design of the public plaza and station frontage. Scenario C would better frame the opportunity for retail along the north side of the plaza, and would create the most pedestrian accessible and cohesive environment since retail along the public plaza is not divided by a street. It best meets the goals and objectives as set out by the City, Scenario C was selected as the preferred development scenario.

✓	Adequately meets this goal
✓✓	Achieves, strengthens the vision for this goal
✓✓✓	Maximizes potential in meeting this goal

EVALUATION CRITERIA	SCENARIO A	SCENARIO B	SCENARIO C
CREATE MULTIMODAL TRANSPORTATION OPPORTUNITIES AND PROMOTE USE OF PUBLIC TRANSIT			
Provide a multimodal transit facility that meets current and future local/regional transit needs.	✓✓✓	✓✓✓	✓✓✓
Enhance connectivity between Metro-North and other major transit systems, including the planned BRT connection and existing TransCenter.	✓✓✓	✓✓✓	✓✓✓
Improve pedestrian, bike, and bus connections between the Multimodal Transportation Center and the downtown core.	✓✓	✓✓✓	✓✓✓
Modernize and improve transit service at the Multimodal Transportation Center including the train station, the bus terminal, municipal parking, and the links between them.	✓✓	✓✓	✓✓
Improve quality and increase quantity of points of access and egress at the station.	✓✓	✓✓✓	✓✓✓
Increase use of public transit as a means to reduce auto-dependency.	✓✓✓	✓✓✓	✓✓✓
Strengthen the station’s visual and physical connectivity to Downtown White Plains and surrounding street system.	✓✓	✓✓✓	✓✓✓
EVALUATION CRITERIA			
CATALYZE ECONOMIC DEVELOPMENT AND OPPORTUNITIES FOR TRANSIT-ORIENTED DEVELOPMENT			
Reinforce and enhance the image of the City of White Plains as a prime location for mixed-use, transit- oriented development.	✓✓	✓✓	✓✓
Enhance accessibility to employment, retail, and entertainment opportunities in White Plains.	✓✓✓	✓✓✓	✓✓✓
Provide a balanced mix of land uses that include retail, restaurants, entertainment, residential, and civic uses.	✓✓✓	✓✓✓	✓✓✓
CREATE THE CIVIC ROLE OF THE STATION AND CREATE A GREAT PLACE			
Provide well-designed public spaces and high-quality pedestrian amenities to create the station’s role as a civic space for passengers and the public to use and enjoy.	✓✓	✓✓✓	✓✓✓
Encourage the development of retail uses that serve the needs of transit customers, visitors, and local residents .	✓✓	✓✓✓	✓✓✓
Establish a vibrant, attractive, walkable, and bike-friendly destination where friends and families meet, and where residents, workers, visitors, and commuters dine, shop, and socialize .	✓✓✓	✓✓✓	✓✓✓
Provide well-designed public spaces and high-quality pedestrian amenities to create the station’s role as a civic space for passengers and the public to use and enjoy.	✓✓	✓✓	✓✓✓
EVALUATION CRITERIA			
ENSURE THAT PUBLIC INFRASTRUCTURE IMPROVEMENTS AND INVESTMENTS ARE ENVIRONMENTALLY SOUND, SUSTAINABLE AND RESILIENT			
Reduce traffic congestion and vehicle hours of delay on regional highways.	✓	✓	✓
Improve regional air quality by reducing auto emissions.	✓✓	✓✓	✓✓
Protect the Bronx River and its environs.	✓✓✓	✓✓✓	✓✓✓
Promote best practices for sustainable infrastructure and green building.	✓✓✓	✓✓✓	✓✓✓
DEVELOP A PLAN THAT IS FINANCIALLY FEASIBLE AND CAN BE PHASED OVER TIME			
Create a development plan that includes both public and private investment.	✓✓✓	✓✓✓	✓✓✓
Create a development plan that can be implemented in phases.	✓✓✓	✓✓✓	✓✓✓
Align plan to regional economic and market realities.	✓✓✓	✓✓✓	✓✓✓

TABLE 16: Assessment of Development Scenarios A, B, and C to Meet Study Goals and Objectives
Source: WSP | Parsons Brinckerhoff, 2016



FIGURE 74: Conceptual Rendering of Scenario C
Source: WSP | Parsons Brinckerhoff, 2016

5.3.1 ZONING

To implement the vision established in Scenario C, modifications of existing zoning regulations would be required to clearly communicate the intention and vision for creating a more balanced and pedestrian-oriented environment. Therefore, a proposed transit-oriented development zoning district (TOD District) (Figure 75 and Figure 75), is recommended to provide the opportunities for development that address not only the pedestrian environment, but also is sensitive to existing viewsheds and opportunities to better integrate the station into the built environment. The mechanisms proposed in the TOD District encourage development focused on enhancing the street-level pedestrian environment. The proposed zoning would implement standards on building height as well as street orientation to encourage a smoother transition from residential neighborhoods, and to require a building's longer axis to be oriented east-west to avoid creation of a "wall" that visually separates Battle Hill from the downtown.

To facilitate development opportunities, the minimum parcel size within the TOD District would be reduced from 50,000 sf to the 20,000-25,000 sf range.

The TOD District would enable densities above the existing Floor Area Ratio (FAR) of 5.0 in exchange for community benefits and possible value capture for the City. Where appropriate the City could permit potential development up to FAR 12 to further the goals of the plan. Community benefits would be defined as contribution toward transportation infrastructure, public space, public parking, affordable housing, and/or other priorities identified by the City.

The ability to effectively translate the images provided as part of this Plan would be included as part of a hybrid form-based zoning amendment to permit more flexible use and form of building design, pedestrian oriented design, and building massing variation. The design guidelines would encourage consistent façade edges, minimum percentage transparency (i.e. Greater than 65 percent) at the ground-floor level, no opaque wall longer than 20-25 feet, pedestrian friendly streets, building massing variations, and expressive building caps.

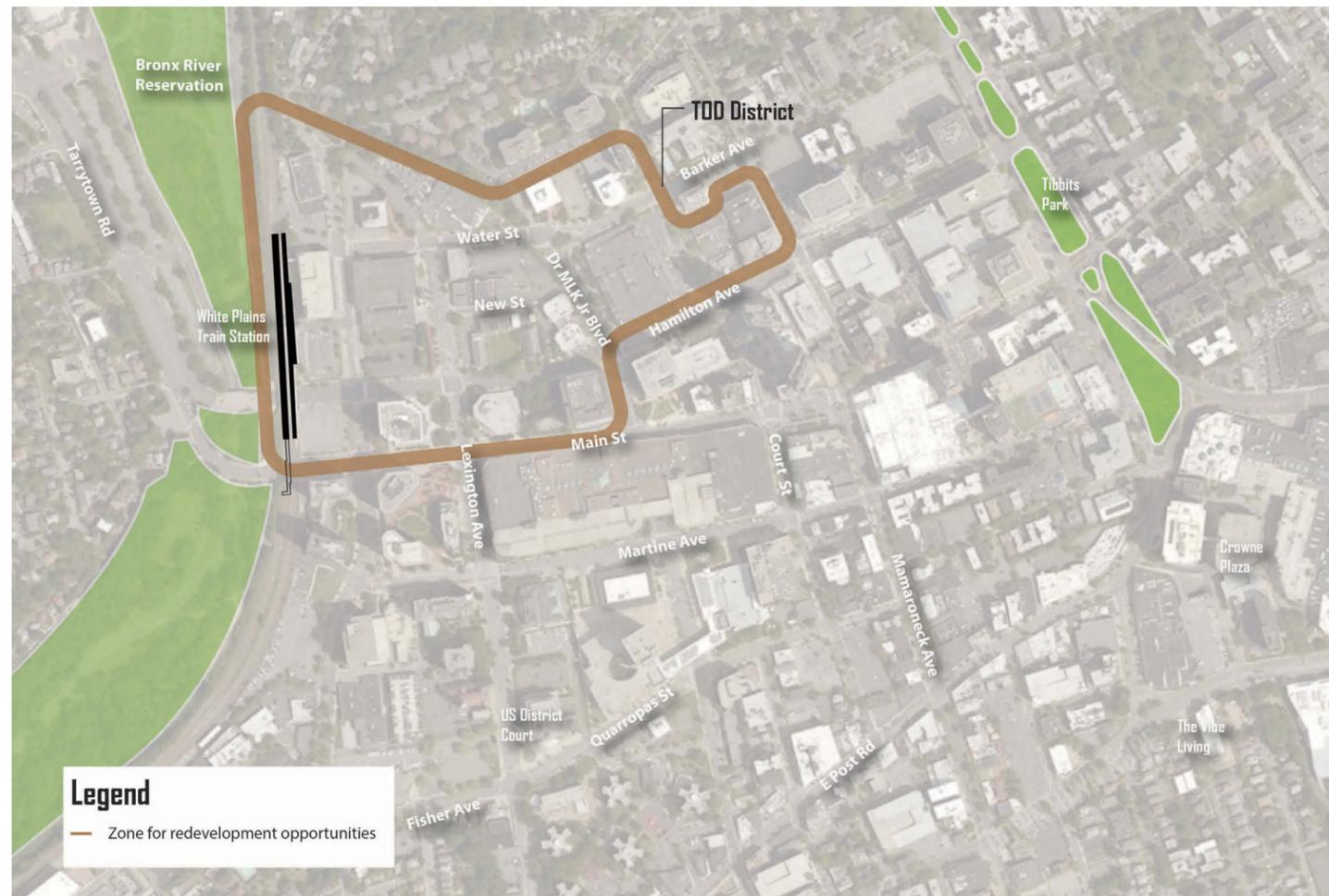


FIGURE 75: Recommended Transit Zoning District
Source: WSP | Parsons Brinckerhoff, 2016

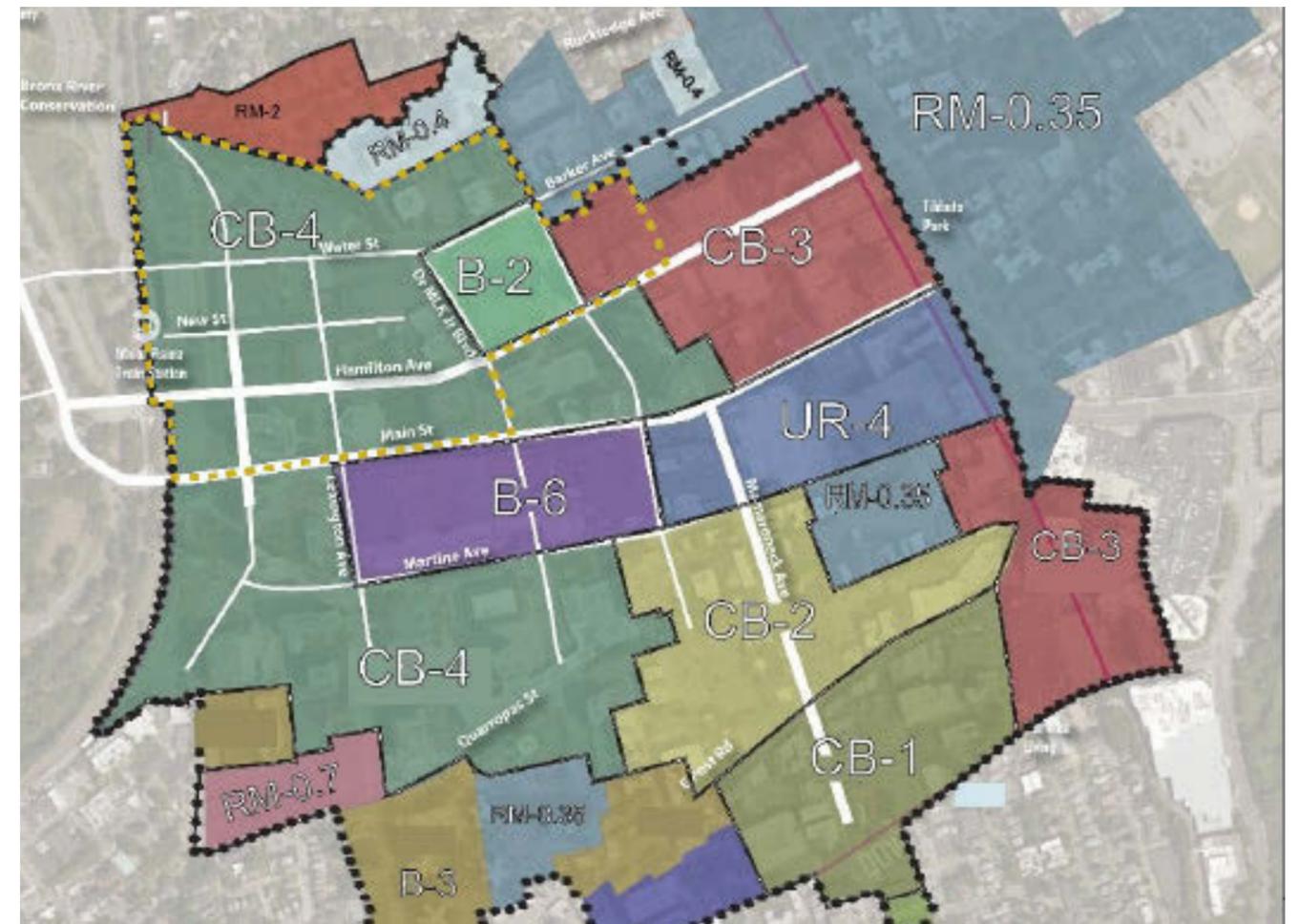


FIGURE 76: Recommended Transit Zoning District Overlaid on Existing Zoning
Source: WSP | Parsons Brinckerhoff, 2016



ZONING CONCEPTS



TOD District Boundary



Reduce Maximum Height Along North Edge
Consistent with Adjacent Developments



District Parking Management Zone
Add Design Guidelines

« Bronx River edge massing:



» W orientation; 70' max width

» Max two volumes over 90' per block, one rising up to 230' (consider: the second up to 180'). Greater height for one volume per block may be considered in exchange for tangible community benefit

» Development may extend over tracks

« Great Streets:

» Transparency, entrances, etc. for active uses

» Companion streetscape & street section improvements

« Upper floor/tower articulation:

» Base/middle/top

» Vertical breaks

» Expressive top

FIGURE 77: Recommended Zoning District Elements
Source: WSP | Parsons Brinckerhoff, 2016

The proposed TOD District would include new parking regulations and a specific parking management zone with the train station. These policies should include adjusted parking requirements to reduce the amount of parking required for new mixed-use development, shared parking, meeting expected parking demand, and overnight parking opportunities, which could support density bonuses or transfer of development rights (TDR) if implemented.

Table 17 summarizes the potential building heights, new park space, and resulting FAR proposed under Scenario C. Figure 78 shows potential skyline views from Ferris Avenue neighborhood.

Appendix C, Zoning Districts, provides additional details of the proposed zoning concept.

SITE DESCRIPTION	FIRE STATION	TRANSCENTER PARKING STRUCTURE	STATION SURFACE LOT	BRONX STREET LOT	TOTAL
Parcel Area	80,300	48,000	37,600	40,500	206,400
Total Floor Area excluding parking	251,500	328,300	239,250	407,000	1,226,050
Achieved FAR excluding parking	3.1	6.8	6.4	10.0	5.9
Tower heights (stories)*	22	14, 20	22	16, 22	-
Public Open Space	-	-	25,450	-	25,450

*When two numbers are listed, these represent potential heights of different towers on the site.
Note: An Additional 600,000 sq. ft. of parking structure would be estimated for these developments.

TABLE 17: Proposed Scenario C Zoning Details
Source: WSP | Parsons Brinckerhoff, 2016



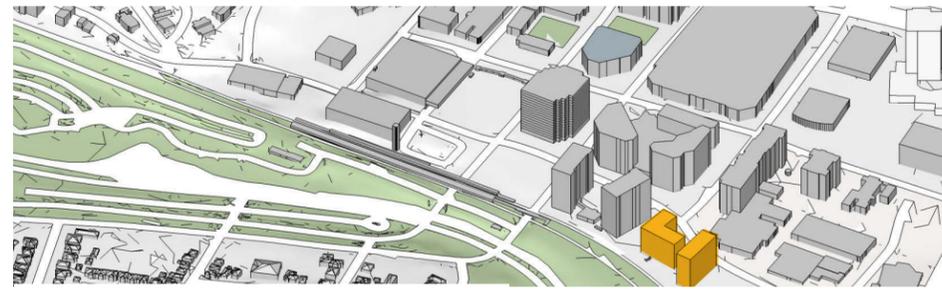
FIGURE 78: Potential View of Future White Plains Skyline
View from Ferris Avenue neighborhood, Park Avenue at Kirby Terrace looking south towards downtown
Source: WSP | Parsons Brinckerhoff, 2016

5.3.2 DEVELOPMENT PHASING

PROJECT IMPLEMENTATION

A potential phasing plan was developed for the preferred option to allow the public and the City to envision and properly plan for the transformation of the transit district. The series of images shown on Figure 79 correspond to each phase.

In the long term, given adoption of the proposed TOD Zone and other private investment, properties not owned by the City would be redeveloped at a rate that is encouraged by demand and developer interest.



EXISTING



PHASE 1



PHASE 2



PHASE 3



PHASE 4

- Firehouse
- Parking
- Development
- Commercial
- Development Under Construction
- Open Space

Phase 1: Initial improvements would increase open space on the existing station surface lot along Hamilton Avenue; development would initially occur on the current Bronx Street lot site, providing the opportunity for direct connections to the station platform and other enhancements.

Phase 2: Fire Station 2 would be relocated along Ferris Avenue to another location proximate to the existing station so that service area coverage would not be impacted. The Fire Station is shown farther north toward the intersection of Ferris Avenue with Park Avenue, but could be incorporated into a future mixed-use development that provides additional parking to the north along Ferris Avenue. This phase could also include additional open space along Water Street.

Phase 3: Upon completion of the parking structure and development along Ferris Avenue north of Water Street, the next phase would fully transform the existing surface parking lot in front of the station into a public plaza. This space would be enhanced by ground-level retail, new parking decks, and a residential development along the northern border of the plaza.

Phase 4: Two developments are proposed in this phase: Reconstruction of the existing TransCenter parking deck into both parking and residential development, and reduction in the footprint of the parking deck at the Bee-Line bus (station to allow for daylight exposure) along New Street between Ferris Avenue and North Lexington Avenue. At the completion of this phase, the City-owned properties along the tracks and west of Ferris Avenue and Bank Street would be concluded.

FIGURE 79: Proposed Phasing for Scenario C
Source: WSP | Parsons Brinckerhoff, 2016



Image Source: WSP | Parsons Brinckerhoff

6 FUNDING OPPORTUNITIES

The preferred scenario for long-term development results from the evaluation of each scenario’s ability to meet the Plan’s goals and vision. Additional input from City leadership, stakeholders, and extensive public involvement process resulted in a vision for growth and development consistent with the wishes of the community. Funding sources to implement the preferred scenario would include public and private dollars (See Table 18). The City is not eligible for some of these funding opportunities without a partner, which presents challenges.

6.1 NEAR-/MID-TERM OPPORTUNITIES

Concurrent with the completion of this Plan, the City has proactively identified sources of funding to implement near-term improvements, creating momentum for further investment. Such scenarios include:

TAP GRANT PROGRAM

In 2016, the New York State Department of Transportation announced available funding for “bicycle, pedestrian, multi-use path and transportation-related projects and programs” available through the Federal Highway Administration is Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The City completed an application for a number of near-term improvements for bicycle facilities and pedestrian improvements in the transit district.

Local backing for the application was secured at Public Meeting 3 in September 2016, at which time the City presented near-term improvements and the long-term development scenarios. Attendees were given the opportunity to sign a letter in support of the City acquiring the funds to implement the proposed bicycle network and pedestrian improvements. Funding awardees will be announced this winter

METRO-NORTH ONGOING STATION AREA IMPROVEMENTS

MTA/Metro-North is devoting capital funding to station area improvements at selected Metro-North stations. One of the selected stations is White Plains. The City and Metro-North teams have been coordinating near- and long-term visions for the station area, particularly for the surface lot in front of the station. Discussions are ongoing. The capital investments may result in improved lighting or other beautification and enhancements to the inside and outside of the station. Although recommendations have not yet been finalized as of this writing, they are expected to be shared with the City in early 2017.

6.2 LONG-TERM OPPORTUNITIES

Implementation of long-term investments would be driven by local officials in coordination with agencies and developers. For the preferred development scenario, the City considered opportunities to phase development and to facilitate advancing interests on all sides: developer community; current White Plains residents; commuters to and from the transit stations; and the City. Potential funding sources and zoning incentives follow.

FUNDING SOURCES FOR IMPLEMENTATION

Federal- and state-funding sources are available for projects related to transportation improvements proposed in the transit district. Such improvements would promote the broader goal of supporting redevelopment efforts in White Plains and strengthen the connection to the downtown. Federal-funding options include discretionary or formula grants, and the State of New York offers further capital funding. Table 18 summarizes funding programs and their eligible uses of funds as of 2016.

Potential environmental review would be required for the sites, based on a preliminary assessment of the properties. Further traffic studies would also ensure the City could accommodate the projected growth on its roadway infrastructure.

GRANT PROGRAM	ELIGIBLE EXPENSES					
	PLANNING	DESIGN	CONSTRUCTION	OTHER CAPITAL	PREVENTIVE MAINT.	REHABILITATION
FEDERAL						
New and Small Starts		✓	✓	✓		
TIGER		✓	✓	✓		
Bus and Bus Facilities Discretionary*		✓	✓	✓	✓	✓
Urbanized Area Formula*	✓	✓	✓	✓	✓	
Bus and Bus Facilities Formula*		✓	✓	✓		
State of Good Repair Formula		✓	✓	✓	✓	✓
STATE						
Transit State Dedicated Fund	✓✓	✓✓	✓✓			
State Omnibus and Transit Purpose Program**	✓✓✓	✓✓✓	✓✓✓			

TABLE 18: Summary of Funding Sources, Eligible Uses

*Would Require Partner Agency Coordination

**Would require State Coordination

Source: WSP | Parsons Brinckerhoff, 2016

✓	Adequately meets this goal
✓✓	Achieves, strengthens the vision for this goal
✓✓✓	Maximizes potential in meeting this goal



ALLIANCEBERNSTEIN

White Plains

7 FULFILLMENT OF NYSERDA REQUIREMENTS

7.1 PROJECT CONFORMANCE WITH NYSERDA CLEANER, GREENER COMMUNITIES GOALS

In accordance with Goal 4 (presented on Figure 9 in Chapter 2), the Plan seeks to ensure that infrastructure improvements and investments will be environmentally sound, sustainable, and resilient. The City produced a projects benefit metrics report that analyzed the preferred scenario's ability to meet objectives, including reducing traffic congestion, improving regional air quality, protecting the Bronx River and its environs, and promoting best practices for sustainable infrastructure and green building.

This Plan consists of an integrated, expanded, and redeveloped multimodal transportation center at the existing transit hub in White Plains. Using a multi-jurisdictional decision-making approach, the Plan would improve passenger circulation, wayfinding, security, safety, convenience, and the overall transit-rider experience for all modes. Cleaner Greener goals (NYSERDA) that would be achieved include the following:

- » Improving the quality and variety of public transportation service options for White Plains and the region which will encourage transit use, which in turn will help to control sprawl and reduce vehicle-miles-traveled.
- » Revitalizing the area surrounding the station.
- » Creating a great new place for the use and enjoyment of residents and visitors alike.
- » Realizing the economic development potential of the station and its environs, an already developed but underutilized area.

7.2 POTENTIAL FOR FUTURE AND/OR LONG-TERM TRANSFORMATIONAL BENEFITS

Table 19 summarizes the Plan's benefits across various timeframes and provides descriptions of the metrics. Increased development density around transit opportunities in White Plains is projected to have improved regional impacts as compared to impacts of single-family housing development.

Across each of the metrics, the Plan's recommendations would result in energy, gasoline, greenhouse gas, and vehicle-miles-traveled reductions. Implementation of the Plan's recommendations would also create jobs, all of which have been attributed to the near-to mid-term (5 years), and would also likely result in longer-term job creation.

7.3 IMPACT ON REGIONAL AND LOCAL SUSTAINABILITY INDICATORS

The enhanced and expanded transit facilities, the Lower Hudson Transit Link bus service, and the higher-density, transit-oriented development expected in the station vicinity will help the region to achieve its stated land use goals of strengthening centers supported by transit and increasing the share of new housing units that are in multi-family buildings. Transit-oriented growth further stabilizes land consumption and encourages growth in the transit-supported business district.

By locating new residential and retail opportunities near transit services, new trips would shift from mostly single-occupancy vehicles to buses and trains. This Plan would help to reduce regional energy consumption per capita and enable the region to "become radically less energy and fossil fuel intensive while strengthening the regional economy" (White Plains Project Benefits Metrics Report). This would support reduced transportation fuel use and overall vehicle travel, reducing greenhouse gas emissions.

Overall, this Plan sets forth a series of recommendations that would have a beneficial impact on regional and local sustainability indicators.

METRIC	DESCRIPTION OF METRIC	BY 5 YEARS	BY 15 YEARS	BY 30 YEARS
Permanent Jobs Created (FTE)	Based on the American Public Transportation Association (APTA) methodology of every one billion spent on capital investment on public transportation generates 24,000 jobs. 1,440 FTE jobs created assumes 60 million dollars invested in the Multimodal Transportation Center.	1,440 jobs	NA	NA
NYSERDA CGC Investment (\$)	Agreement executed with NYSEDA and the City of White Plains	\$1,000,000	\$1,000,000	\$1,000,000
Investment by Others (matching and leveraged)	Agreement executed with NYSEDA and the City of White Plains	\$60,000,000	unknown	unknown
Conventional Energy Savings (MMBtu/year)	The value of Gasoline Savings in MMBtu assumes 0.116 MMBtu per gallon of gasoline.	873,296 MMBtu	4,241,722 MMBtu	10,645,891 MMBtu
Gasoline Savings (gallons / year)	All VMT calculations used per capita VMT data with 5,948.5 mi as 2005 baseline average of Westchester and Rockland Counties and assumed an average of 21.4 miles per gallon.	7,528,412 gal/yr	36,566,572 gal/yr	91,774,926 gal/yr
GHG Savings (MT CO2e / Year)	Converted gasoline savings (gallons) to Btu and converted Btu into carbon dioxide equivalents (CO2e) saved.	61,540 MT CO2e/yr	298,910 MT CO2e/yr	750,205 MT CO2e/yr
Vehicle-Miles-Traveled (VMT) reduced per capita (miles/ person/year)	Based on Mid-Hudson RSP multipliers for VMT reduction: a 5 year period will reduce VMT per capita by 2.1 percent to 124.9 VMT, a 15 year period will reduce VMT per capita by 10.2 percent to 606.74 and a 30 year period will reduce VMT per capita by 25.6 percent to 1,522.8 VMT.	124.92 VMT	606.75 VMT	1,522.82 VMT
Vehicle-Miles-Traveled (VMT) savings total	Based on VMT reduced per capita multiplied by the population of Westchester and Rockland Counties	161,108,014 VMT	782,524,640 VMT	1,963,983,409 VMT

TABLE 19: Future and Long-Term Transportation Benefits
 Regional Sustainability Plan (RSP)
 Metric Tons of Carbon Dioxide Equivalent (MT CO2e)
 One Million British Thermal Units (MMBtu)
 Vehicle Miles Traveled (VMT)
 Cleaner, Greener Communities (CGC)
 Source: WSP | Parsons Brinckerhoff, 2016



BANK ST.

WHITE PLAINS
Metra-North Railroad

FERRIS AVE

8 CONCLUSION AND RECOMMENDATIONS

Recommendations and strategies in this Plan provide the City of White Plains with a framework, as to achieve its vision of an active and efficient station surrounded by new open spaces and opportunities for new development. This will require coordination with partner agencies, stakeholders, and the City. A three-pronged approach to implementation of the strategies described in this plan is described below.

8.1 NEAR-TERM STRATEGY IMPLEMENTATION

The near-term strategies focus on bike infrastructure, station circulation, and aesthetic improvements. White Plains has submitted an application for funding for the near-term bike facilities through the New York State DOT Transportation Alternatives Program (TAP) grant in October 2016.

In addition to seeking State funds, White Plains is coordinating with Metro-North as plans for ongoing station area improvements are in the development stage. The station area is expected to benefit from a variety of aesthetic improvements and functional platform enhancements.

These near-term investments are expected in 2017, and other strategies would be prioritized and implemented as funds become available.

8.2 ZONING

In order to implement the exciting concepts described in this strategic plan, the city will need to adopt a TOD Zone. Modifications of existing zoning regulations should be made to enhance the form and function for new development at and around the station, with particular attention to ground floor uses and the public realm.

The proposed zoning would imply standards on building height that would encourage a smoother transition from residential neighborhoods. It would also specify an east-west building orientation to avoid the creation of a “wall” that visually separates neighborhoods from the downtown.

The design guidelines would reduce minimum parcel size, encourage engaging façades (through ground-floor level transparency guidelines), building massing variations, and expressive building caps.

8.3 ENHANCING STRATEGIC DEVELOPMENT PARTNERSHIPS

The City can concurrently begin the implementation process by issuing a “Request for Expressions of Interest” (RFEI) to the development community. This request would assist in further informing the implementation process and provides a platform for additional public input (Figure 79). Continuing with its goal of transparency/public input to potential real estate developers, the process of a formal request for proposals (RFP) may follow along with any zoning overlay changes as implemented by the City.

In determining appropriate local partners to develop and implement design solutions improving the downtown White Plains pedestrian experience, the City should collaborate with local arts and business community,

- » The Galleria Mall, which was purchased by Pacific Retail Capital Partners in September 2016. The managing principal has indicated that the new owners are ready to invest, and may be looking to make improvements to the exterior which could benefit the pedestrian environment along Main Street and Martine Avenue, as well as the sidewalks along S. Lexington Avenue, Court Street, and the underpass along Dr. Martin Luther King Jr Boulevard.

Leveraging opportunities of private investment, available federal and state funding sources, and local funds to implement the strategies set forth in the plan will enable White Plains to maintain its prominence as the premier regional destination to live, work, and play.

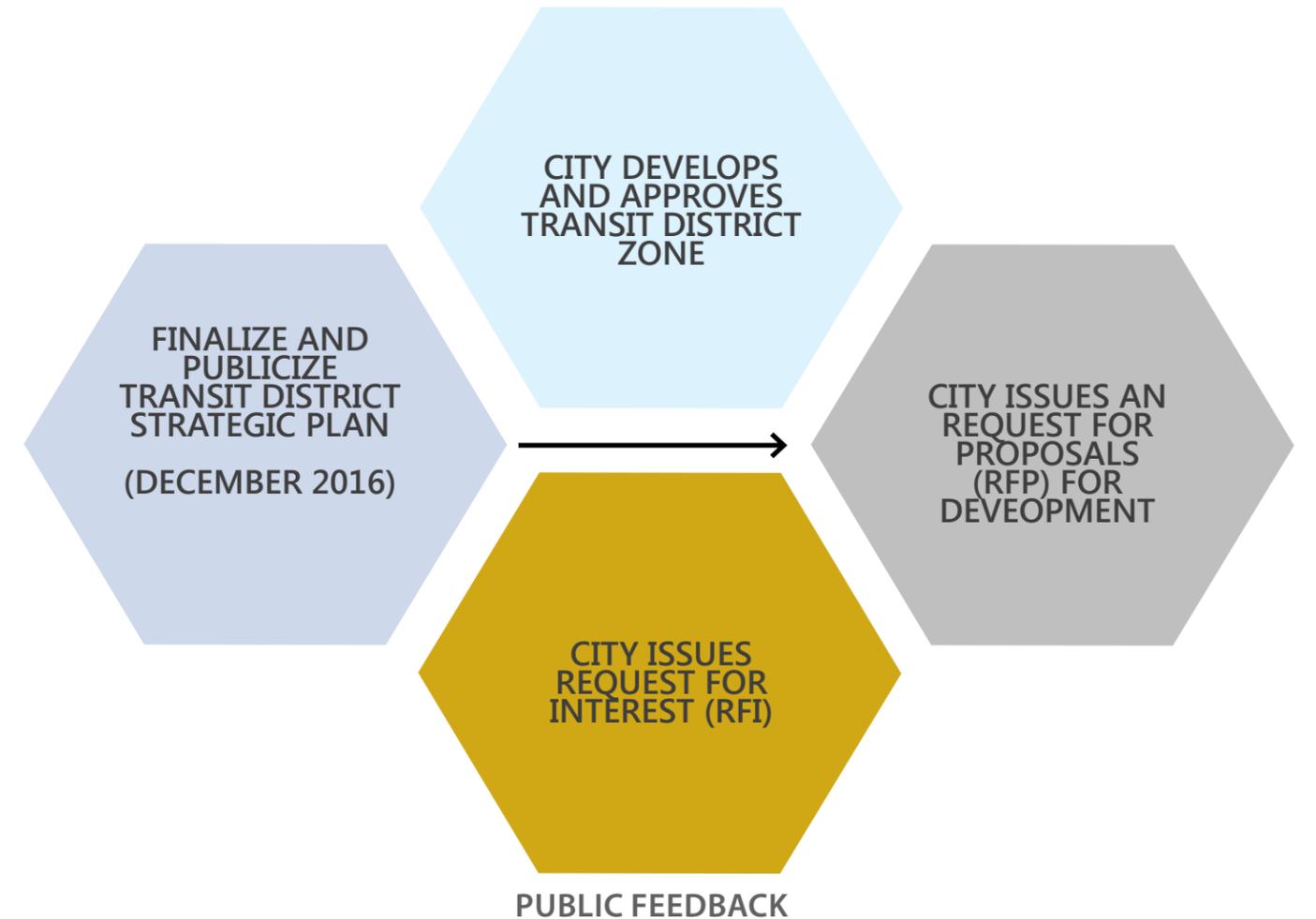


FIGURE 80: Development Process
Source: WSP | Parsons Brinckerhoff, 2016



WHITE PLAINS TRANSIT DISTRICT STRATEGIC PLAN

MULTIMODAL TRANSPORTATION CENTER REDEVELOPMENT PROJECT