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The Cleaner, Greener Communities Program (CGC) was created by Governor Andrew Cuomo and is administered by the New York State Energy, Research, and Development Authority (NYSERDA) to promote sustainable, smart growth practices for each of New York State’s 10 regions with the goal of improving economic and environmental health. Sustainable, smart growth practices are those practices which help communities use fewer natural resources and reduce their environmental impact while maintaining their quality of life. The CGC Program provides support to New York’s 10 regions through a two phase competitive grant process; the first phase provided $10 million in support to regional planning teams to create comprehensive sustainability plans, the second phase provided $90 million in support to regional planning projects that support regional sustainability goals (The White Plains Transit District Strategic Plan is funded by the second phase of the CGC Program). By providing this support to communities guided by regional goals, the CGC Program guides statewide investments and regional decision making on land use, transportation, infrastructure, energy, and environmental practices.

The White Plains Transit District Strategic Plan seeks to encourage non-vehicular transportation options in White Plains. Pedestrian and bicycle improvements are encouraged in the plan through public investment. By locating new development in close proximity to the White Plains Metro-North Station and Westchester County TransCenter Bus Depot, the plan encourages the use of public transportation. A Project Benefits Metrics Report was prepared for the White Plains Transit District Strategic Plan, showing how a mix of public investments and private development can work together to reduce vehicle miles travelled and encourage the use of non-vehicular travel as a viable option.

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

Figure 1: Future and Long-Term Project Benefits
Vision: 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 in Downtown White Plains, resulting in increased economic vitality.

The White Plains Transit District Strategic 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 the high-performing regional multimodal transportation network designed to get people out of their private vehicles and onto public transportation for trips between home, work, shopping, and recreation. It will also elevate the attractiveness of the Transit District for commuters, businesses, and residents alike. In the longer-term, it is anticipated that the White Plains Transit District Strategic Plan will drive further investment and redevelopment in the immediate station area and increase both commercial and pedestrian activity in the greater Downtown White Plains area.

In order to create a strategic plan of action for the White Plains Transit District, the City embarked on a comprehensive 15-month community-driven planning process resulting in the collection of over 2,000 public comments. This process began with the identification of goals and objectives to guide the plan. Baseline condition analyses were performed to understand how the goals and objectives could be achieved. These analyses were ultimately used to develop an implementation plan that included near-term strategic investments and potential long-term development scenarios to invigorate and further define the Transit District. The study culminated with the White Plains Transit District Strategic Plan which is intended to provide guidance and an investment road map to future developers and property owners.
Public Meetings

The City has held four public meetings to engage the public in the planning process. The first meeting introduced the project to the public and looked to gain an understanding of how people interact with the Transit District. The second meeting presented the results of the existing conditions reports and asked attendees to respond. The third public meeting presented near and long-term strategies, based on the existing conditions report and public feedback. These recommendations were further refined into a Final Plan, which was presented at the fourth public meeting.

Community Events

The City has distributed brochures, questionnaires, and general information at dozens of community events, including the Noon Day Concert Series, Shakespeare in the Park, the White Plains Summer Solstice Concert, Dancing Under the Stars, the weekly Farmer’s Market, Juneteenth, the Cherry Blossom Festival, the Arts Festival, Truck Day, and others. The City has also held meetings with the North Broadway, Fisher Hill, Rosedale, and Battle Hill neighborhood associations, as well as the Council of Neighborhood Associations. Further, over 500 surveys were collected at the White Plains Train Station.

Online Outreach

To gain insight into how people interact with the Transit District and to understand what people want for the future of the Transit District, the City conducted nine Question of the Week polls, which collectively garnered over 1,200 responses. The Transit District website has posted information from public meetings, including a slideshow of potential development scenarios that facilitated public comment. General comments were received, reviewed, and responded to throughout the planning process.
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 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, providing direction and comments on ideas and alternatives that were proposed, giving direction and recommendations through an open dialogue process. 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.

### STAKEHOLDER TASK FORCE MEMBERS

<table>
<thead>
<tr>
<th>Member</th>
<th>Title/Profile</th>
</tr>
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<tbody>
<tr>
<td>Mayor Thomas Roach</td>
<td>Chair</td>
</tr>
<tr>
<td>Justin Brasch</td>
<td>Partner, Brasch Legal; Metro North Commuter,</td>
</tr>
<tr>
<td></td>
<td>Highlands Resident</td>
</tr>
<tr>
<td>Ed Buroughs</td>
<td>Commissioner of Planning, Westchester County</td>
</tr>
<tr>
<td>Patty Cantu</td>
<td>Co-President, Battle Hill Neighborhood Association</td>
</tr>
<tr>
<td>Mary Cavallero</td>
<td>Former Chair, White Plains Planning Board; North</td>
</tr>
<tr>
<td></td>
<td>Broadway Resident</td>
</tr>
<tr>
<td>William V. Cuddy, Jr.</td>
<td>Executive VP CBRE Brokerage Services</td>
</tr>
<tr>
<td>Susan Fox</td>
<td>President &amp; CEO, White Plains Hospital</td>
</tr>
<tr>
<td>Tim Jones</td>
<td>Managing Member, Robert Martin Company, LLC</td>
</tr>
<tr>
<td>Peter Mosbacher</td>
<td>Senior VP Community Development, Webster Bank</td>
</tr>
<tr>
<td>Richard Payne</td>
<td>North Broadway Resident; Cycling Advocate</td>
</tr>
<tr>
<td>Larry Salley</td>
<td>Chair, White Plains Housing Authority; Former</td>
</tr>
<tr>
<td></td>
<td>Commissioner, Westchester County DOT; Fisher Hill</td>
</tr>
<tr>
<td>Michael Shiffe</td>
<td>VP Planning, MTA Metro-North Railroad</td>
</tr>
<tr>
<td>Robert Weisz</td>
<td>CEO, RPW Group</td>
</tr>
<tr>
<td>Todd Westhuis</td>
<td>Acting Regional Director, Hudson Valley/Catskill</td>
</tr>
<tr>
<td></td>
<td>Region, NYSDOT</td>
</tr>
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</table>

*Figure 5: Stakeholder Task Force Members
Source City of White Plains*
Goals and Objectives

Goals and objectives for the White Plains Transit District Strategic Plan emerged from an extensive engagement process with the public and local stakeholders. These goals and objectives were used to develop and evaluate near- and long-term alternatives.

1. 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.

2. Catalyze economic development and opportunities for transit-oriented development
   • Reinforce and enhance the image 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.

3. 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.

4. Ensure that public infrastructure improvements and investments are environmentally 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.

5. Develop a plan that is financially feasible and can be phased in 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.
To identify issues and challenges, and to establish a baseline for the development of near- and long-term alternatives, existing trends and conditions were identified and analyzed, and presented in four baseline reports at stakeholder and public meetings.

Pedestrian Conditions Analysis

New pedestrian counts, a survey of departing passengers at the station, observations of pedestrian movements, an 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. The following are the key findings related to pedestrian circulation in the study area.

A. 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 platforms in a reasonable time after trains arrive. However, additional capacity may be needed for future growth.
   • Three of the stairway 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.

B. 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 placement of the main access point to the station north of Hamilton Avenue encourages diagonal movement across the street grid to reach the downtown core.
   • 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.
   • Broad streets are less favorable to pedestrians due to increased walking distances and crossing times at crosswalks.

C. 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 contributes to an unsafe feeling for pedestrians during evening hours when the area is less active.
- The volume of traffic turning left from Bank Street to Hamilton Avenue, associated need for three left turn lanes, and the general volume of traffic on Hamilton Avenue and Main Street as they cross Bank Street, negatively impacts the pedestrian character and linkages in the station area. An alternative vehicular crossing of the train tracks could divert some of this traffic and improve pedestrian conditions in the station area.

### Traffic & Parking Analysis

An analysis of the specific and detailed information, concerning the condition and performance of the corridors 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 near- and long-term investments. Traffic information collected includes an inventory of the physical layout of the study area, data on travel volumes and times, and crash data. The following are the key findings of the traffic and parking analyses:

**A. Traffic**

- Traffic conditions around the station vary, but are generally worse during typical weekday commuting peak hours.
- 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.

**B. Parking**

- The Westchester County owned parking lots, though located just west of the station, are extremely underutilized.
- 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-off.

### Land Use, Urban Design, & Development Analysis

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. 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. These provide a foundation for recommended near and long term actions. The following are the principal observations, opportunities and challenges relevant to each theme:

**A. 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.

- 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.

B. 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 31). 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 of existing buildings and vacant lots could significantly improve walkability where most needed, exemplified by the Ritz Carlton

C. Development Capacity Estimate (Including Attention to Full Building Retrofit Opportunity)

- There is potential for 5 million square feet or more of new developments, within the density constraints of 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.
- Several office buildings dating from the 1970s and 1980s are physically suited for conversion to housing or other use, if economically feasible. Convertible floor area in these buildings totals roughly 480,000 square feet.

D. 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 5 FAR, 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 through requiring frequent entrances and windows at ground level, and retail storefronts where the market would support them -- and attractive building forms suited to the scale of nearby buildings and public spaces. These standards will help maximize the market for and benefit of development in the station area. Reducing the minimum parcel size eligible for bonus height from 50,000 sf to 20,000 sf 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 con-
texts, 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 incentivize developer activity in other areas where greater height or densities are acceptable, in return for developer investment in infrastructure or other community benefit. 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. This added density could be sufficient to incentivize comprehensive redevelopment of buildings that currently contribute little to the character of Hamilton or Main.

**Market Demand Analysis**

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.

**A. Residential Market Overview**

- 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. In order to ensure there are affordable residential options, the City of White Plains, through its Affordable Rental Housing Program, requires 6-10% of units in each project be affordable in new developments.

**B. Office Market Overview**

- Much of its office stock dates to the 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.
Development of Near/Mid-Term Strategies

The existing conditions analysis and public involvement identified a number of important issues that we addressed through the creation of near/mid-term strategies. Near-term strategies are defined as those investments that can be either initiated or completed within one to three-years, while mid-term opportunities would require more time for planning and execution, typically in three to five years.

**Bicycle Facilities**

1. Paint bike lanes with a color to improve bicyclist visibility and safety.
2. Additional bike parking
3. New bike signal
4. Expanded bike lanes

---

**Figure 6: Bike Paths, Lanes, and Routes in White Plains**

Source WSP | Parsons Brinckerhoff, 2016
Development of Near/Mid-Term Strategies

**Signage, Orientation, & Wayfinding**

1. Information kiosks
2. Real-time parking information
3. Improve walkways under train overpasses
4. Streetscape/safety enhancements
5. Enhancing crosswalks at Bronx River Parkway Crossings
6. Downtown Crossing Slow Down
7. Battle Hill Crosswalk Improvement

**Open Space, Parks, & Plazas**

1. Expanded White Plains station park with Bronx River Reservation connection
2. Martin Luther King Jr. Boulevard sidewalk programming at Main and Hamilton (Verizon Building Edge)
3. Martin Luther King Jr. Boulevard lighting improvements at Galleria Mall
4. Water/Barker Neighborhood Park

Figure 7: Proposed Near-Term Street and Pedestrian Improvements
Source WSP | Parsons Brinckerhoff, 2016


**Station Area Strategies**

- **Relocate Taxi Queue**
- **Relocate Kiss and Ride**: Kiss and Ride to be relocated in the current area of the taxi queue
- **Relocate Shuttle Vans**
- **Open Space Opportunity**: 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.
- 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.
- Improve the quality of pedestrian circulation around the station.
- Improve pedestrian connection between westbound Lower Hudson Transit Link (LHTL) and the station.
- 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.
Development of Near/Mid-Term Strategies

- 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.
- Improve wayfinding in the transit District. Signage could also indicate the route to Battle Hill, Ferris Avenue, and Fisher Hill neighborhoods.
- Apply artwork to Main Street and Hamilton Avenue railroad underpasses, paint station stairs, and introduce new brighter lighting.
- Improve crosswalk visibility at Bronx River Parkway.
- Provide an improved connection between the Battle Hill area and downtown or the station via the north side of Hamilton Avenue.
- Improve pedestrian crossings between station and downtown.
- Create visual gateway to Mamaroneck Avenue.

Figure 9: Proposed Near-Term Station Area Re-Circulation Source WSP | Parsons Brinckerhoff, 2016
Long-term opportunities would likely take five years or more to be coordinated and implemented, often requiring multi-agency or developer investment and approvals. Three potential development scenarios were drafted and presented to the public for review and comment.

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. 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.
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. This scenario would feature an expanded open public plaza on the existing drop-off and taxi lot (along the tracks), building upon the short-term investment that includes relocating some traffic activity from the existing surface lot and creating approximately one-third acre of open space.

Figure 11: Aerial of Scenario B
Source WSP | Parsons Brinckerhoff, 2016
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. 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.

Figure 12: Aerial of Scenario C
Source WSP | Parsons Brinckerhoff, 2016
The Strategic Plan presents the public outreach effort, baseline studies, and near- and-long term recommendations. It also identifies Scenario C as the preferred development scenario and an implementation plan for how to achieve the preferred development scenario through zoning, phased development, potential funding opportunities, and recommendations for how the City should proceed once the plan has been drafted.

**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. Within two of the goals (catalyze economic development and opportunities for TOD and financial feasibility/phasing), all three potential development 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.

**Figure 13: Rendering of Scenario C**
Source WSP | Parsons Brinckerhoff, 2016
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 that leverages the energy of the station, strong ridership growth and is consistent with transit-oriented development principles. Therefore, a proposed transit-oriented development zoning district (TOD District) (Figure 74 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 imply standards on building height as well as 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 could enable densities above the existing Floor Area Ratio (FAR) of 5.0 in exchange for community benefits and possible value capture for the City. The City could permit potential development up to FAR 12. Community benefits would be defined as contribution to 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 (65+) transparency at the ground-floor level, no opaque wall longer than 20-25 feet, pedestrian friendly streets, building massing variations, and expressive building caps.

Phased Development

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 78 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.

Phase 1: Near-term 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.

Next Steps

Recommendations and strategies as part of this Plan were developed to incrementally invest within the study area, as an approach to achieving the overall vision. Coordination with partner agencies, stakeholders, and communication with the City will allow the City to successfully advance the Plan’s success as the near-term strategies are implemented and as groundwork is laid for the longer-term strategies. Public investment in the study area accompanied by the development of city-owned parcels as a transit-oriented-development will allow White Plains to expand its role as a regional hub.

Figure 14: Next Steps for Development of City-Owned Parcels
Source City of White Plains
<table>
<thead>
<tr>
<th>Milestone #</th>
<th>Deliverable Description</th>
<th>Due Date</th>
<th>NYSERDA Contribution</th>
<th>Contractor Cost Share</th>
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PROJECT NUMBER: CGC39490
Multimodal Transportation Center Redevelopment
Project Benefits Matrix Report
Cleaner, Greener Communities

Project Benefits Metrics Report

Section 1: Benefits Overview
Provide a brief description of the components of the proposal that will result in the benefits discussed in the statement. [Limited to 150 words]

This project consists of an integrated, expanded, and redeveloped multi-modal transportation center at the existing transit hub at White Plains. Utilizing a multi-jurisdictional decision-making approach, the project will improve passenger circulation, way finding, security, safety, convenience, and the overall transit-rider experience for all modes. Cleaner Greener goals that will be achieved are:

- 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.

Section 2: Expected Annual Benefits by Close of CGC Project Period
N/A

Section 3: Potential for Future and/or Long Term Transformational Benefits
[List N/A under heading if section excluded]

<table>
<thead>
<tr>
<th>Type</th>
<th>Metric</th>
<th>by 5 years</th>
<th>by 15 Years</th>
<th>by 30 Years</th>
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<td>Permanent Jobs Created (FTE)</td>
<td>1,440 jobs</td>
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<td>NA</td>
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<td>RPM</td>
<td>NYSERDA CGC Investment ($)</td>
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<td>RPM</td>
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<td>RPM</td>
<td>Conventional Energy Savings (MMBtu)</td>
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<td>4,241,722 MMBtu</td>
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<td>RPM</td>
<td>Natural Gas (therms/year)</td>
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<td>RPM</td>
<td>Grid Electricity (KWh/year)</td>
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<td>Diesel Savings (gallons / year)</td>
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<td>NA</td>
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<tr>
<td>RPM</td>
<td>Conventional Energy Cost Savings ($) / year</td>
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<td>RPM</td>
<td>GHG Savings (MT CO2e / Year)</td>
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<td>298,910 MT CO2e/yr</td>
<td>750,205 MT CO2e/yr</td>
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<td>SCM</td>
<td>Vehicle-Miles-Traveled (VMT) reduced per capita (miles/person/year)</td>
<td>124.92 VMT</td>
<td>606.75 VMT</td>
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<td>SCM</td>
<td>Vehicle-Miles-Traveled (VMT) savings totals</td>
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Methods and Assumptions  [entry for each row in table]

**Metric 1:** 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.

**Metric 2:** NYSERDA CGC Investment ($): Agreement executed with NYSERDA and the City of White Plains

**Metric 3:** Investment by Others (matching and leveraged): Agreement executed with NYSERDA and the City of White Plains

**Metric 4:** The value of Gasoline Savings (Metric 5) in MMBtu assumes 0.116 MMBtu per gallon of gasoline.

**Metric 5:** 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. http://www.dec.ny.gov/chemical/40748.html

**Metric 6:** GHG Savings (MTCO2e/year): Converted gasoline savings (gallons) to BTUs and converted BTUs into carbon dioxide equivalents (CO2e) saved using figures for motor gasoline in Attachment B.

**Metric 7:** Vehicle-Miles-Traveled (VMT) reduced: 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.

### Section 4: Projected Impact on Regional and Local Sustainability Indicators

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<th>Indicator</th>
<th>In RSP?</th>
<th>Baseline (if known)</th>
<th>Brief one-line description of impact</th>
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<td>2: Conventional Energy Savings (MMBTU/year):</td>
<td>Yes</td>
<td>Westchester County and Rockland County: 190,005,789</td>
<td>Land use: The enhanced and expanded Multimodal Center, along with the potential new BRT service, and the higher density, transit-oriented development to be promoted 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.</td>
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<td>3: Gasoline Savings (gallons/year):</td>
<td>Yes</td>
<td>Westchester County and Rockland County: 358,495,803 gal</td>
<td>Energy: By shifting commuters out of (mostly single-occupancy) vehicles and into buses and trains, the project will help to reduce regional energy consumption per capita and enable the region to “become radically less energy y and fossil fuel intensive while strengthening the regional economy”.</td>
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<tr>
<td>4: GHG Savings (MTCO2e) / Year):</td>
<td>No</td>
<td>NA Based on gasoline savings</td>
<td>Energy: By shifting commuters out of (mostly single-occupancy) vehicles and into buses and trains, the project will help to reduce regional energy consumption and enable the region to “become radically less energy y and fossil fuel intensive while strengthening the regional economy”.</td>
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Methods and Assumptions  [entry for each row in table]

**Indicator 1:** Will be further defined at end of project period

**Indicator 2:** Mid-Hudson RSP

**Indicator 3:** Mid-Hudson RSP

**Indicator 4:** Mid-Hudson RSP
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Contact his assistant Linda Ferris at  
ferris@mnr.org or 212 340-4931  
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914 948-4378 (H)  
914 263-0647 ©  
Marycava4@gmail.com
WHITE PLAINS MULTI-MODAL TRANSCENTER STAKE HOLDER TASK FORCE

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Justin Brasch
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White Plains, NY 10605
646 267-9363 ©
212 267-2500 (ofc)
Justin@bruschlegal.com
Stakeholder Task Force Purpose Statement
Deliverable 2.2

Objectives

A Stakeholder Task Force (“Task Force”) has been established for the Multimodal Transportation Center Redevelopment Project and is chaired by the Mayor of the City of White Plains. The Task Force has been principally established to understand the project needs and opportunities from a holistic perspective. The Task Force consists of fourteen members, appointed by the Mayor, who have a vested interest in White Plains and represent the following stakeholder groups:

- Metro-North Railroad;
- County of Westchester;
- NYS Department of Transportation;
- Residents;
- Landowners;
- Businesses; and
- Special Interests/Community Groups (e.g., pedestrian and/or bike advocates, commuters, environmental groups, neighborhood associations, etc.).

Responsibilities

The main purpose of the Task Force is to create a forum for collaboration for all relevant stakeholder groups. Stakeholders will be responsible for identifying goals and objectives that represent their constituencies in order to guide the project and shape the project vision.

Task Force members’ respective areas of expertise will be utilized to provide input on project deliverables. Specific Task Force meetings will be dedicated to discussing the following major project components:

1. Public Outreach Plan;
2. Existing Conditions Report (all components); and
3. Strategic Plan.

Task Force members will be responsible for providing feedback on relevant project deliverables, including major project components during regularly scheduled Task Force meetings. This feedback will be used to inform the planning process and will be incorporated into project deliverables at the discretion of the City of White Plains. All feedback provided by Task Force members will be recorded in meeting minutes.

Protocols

Task Force members are expected to attend all six Stakeholder Task Force meetings. A schedule with meeting times and dates is attached to this document. Task Force members have already been provided with this schedule. A reminder email requesting an RSVP will be sent out approximately one week prior to a scheduled Task Force meeting. Members are required to submit an RSVP to Jonathan Kirschenbaum, Task Force Coordinator, via email at jkirschenbaum@whiteplainsny.gov indicating if he/she can or cannot attend.
If a Task Force member cannot attend a Task Force meeting after providing an RSVP, he/she shall inform the Task Force Coordinator via email no later than one day prior to the meeting.

Members of the Task Force shall also help hold public meetings and assist in the preparation and presentation of project status reports at public meetings. There are three scheduled public meetings for which Task Force members are required to attend.

Occasionally, there will be walking tours and other informational programming provided by the City of White Plains. Task Force members are highly encouraged to attend these events or meetings but this is not a requirement.

Communication

A distribution list with all Task Force members’ email addresses has been distributed. Members are permitted to engage in internal communication with other Task Force members. However, members are asked not to communicate directly with the sub-contractor, Parsons Brinckerhoff, but to instead convey their questions or comments to the City, who will then act as a conduit for communication with the sub-contractor.

Members are also discouraged from emailing or communicating with all media outlets and members of the press without prior approval from the City of White Plains.

The City requests that all requests to communicate with the sub-contractor, the press or the media be put in writing and emailed to Jonathan Kirschenbaum, Task Force Coordinator, 
jkirschenbaum@whiteplainsny.gov.
### TASK FORCE MEETINGS*

<table>
<thead>
<tr>
<th>YR/QR</th>
<th>Topics to be Covered</th>
<th>Date and Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 2015 Q3</td>
<td>Introduce project and Task Force members</td>
<td>Thursday, Sept. 17, 10:00 am – 12:00 pm</td>
</tr>
<tr>
<td>2. 2015 Q4</td>
<td>Existing conditions to be studied and Public Outreach Plan</td>
<td>Thursday, Nov. 5, 1:30 pm – 3:30 pm</td>
</tr>
<tr>
<td>3. 2016 Q1</td>
<td>Existing conditions findings to date</td>
<td>Thursday, Jan. 7, 1:30 pm – 3:30 pm</td>
</tr>
<tr>
<td>4. 2016 Q2</td>
<td>Existing Conditions Report and Baseline Studies and creation of Strategic Plan</td>
<td>Thursday, Apr. 7, 1:30 pm – 3:30 pm</td>
</tr>
<tr>
<td>5. 2016 Q2</td>
<td>Draft Strategic Plan to date and finalizing PBMR</td>
<td>Thursday, Jun. 9, 1:30 pm – 3:30 pm</td>
</tr>
<tr>
<td>6. 2016 Q3</td>
<td>Final draft of Strategic Plan and PBMR</td>
<td>Thursday, Sept. 8, 1:30 pm – 3:30 pm</td>
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</table>

* Task Force Meetings are held in the Mayor’s Conference Room, City Hall 2nd Floor, 255 Main Street

### PUBLIC MEETINGS**

<table>
<thead>
<tr>
<th>YR/QR</th>
<th>Topics to be Covered</th>
<th>Date and Time</th>
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<tbody>
<tr>
<td>1. 2016 Q1</td>
<td>Project background including study area boundaries and existing conditions findings to date</td>
<td>Wednesday, Feb. 10, 6:30 pm – 8:30 pm</td>
</tr>
<tr>
<td>2. 2016 Q2</td>
<td>Existing Conditions Report, baseline studies, potential land uses, infrastructure options and redevelopment schemes</td>
<td>TBD</td>
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<tr>
<td>3. 2016 Q3</td>
<td>Final Strategic Plan and PBMR</td>
<td>Wednesday, Sept. 28, 6:30 pm – 8:30 pm</td>
</tr>
</tbody>
</table>

**Location for Public Meetings is currently TBD**
City of White Plains – CGC 30408

Deliverable 2.3

Meeting reports submitted with Task 1.2 quarterly reports, including agendas, meeting handouts or presentation materials, minutes, and attendance list for a minimum of six (6) Task Force Meetings
Stakeholder Task Force Meeting #1
Meeting Report
Mayor’s Conference Room
September 17, 2015
10:00 a.m. - 12:00 p.m.

Attendance - Task Force Members:

Present

Mayor Roach    Patty Cantu
Ed Buroughs    Peter Mosbacher
Mike Shiffer    Richard Payne
Todd Westhuis  Robert Weisz
Justin Brasch  Tim Jones
Larry Salley    Bill Cuddy
Mary Cavallero

Not Present

Susan Fox

Staff present: Karen Pasquale, Senior Advisor to the Mayor; John Callahan, Chief of Staff;
Chris Gomez, Commissioner of Planning; Linda Puoplo, Deputy Commissioner of Planning;
Jonathan Kirschenbaum, Planner II; Tom Soyk, Deputy Commissioner of Parking

Others present: None

Meeting Agenda:

1. Welcome and introductions
2. Overview of the Multimodal Transportation Center Redevelopment Project
3. Stakeholder Task Force meeting schedule
4. Project work to date
5. Next steps
Minutes

The meeting commenced with Mayor Roach introducing the project, members of the Stakeholder Task Force, City staff members and the newly selected consultant team, Parsons Brinckerhoff (“PB”).

Mayor Roach expressed his excitement and commitment to the project. He noted that the City of White Plains, through the Department of Public Safety, recently hired two taxi starters to help maintain efficient traffic flow at the TransCenter and enhance the customer experience.

A YouTube video was shown demonstrating how a typical road devotes an excessive amount of space for car lanes. By reducing car lanes and devoting more space to bicycle and pedestrian uses, a road can permit a greater number of people sharing the road simultaneously.

Commissioner Gomez led a PowerPoint presentation discussing the following topics (see attached):

- Historical Overview of the Metro-North Station
- NYSERDA’s Cleaner, Green Communities Program and Grant
- Project Overview of the Vision
- Project Components
  - Study Area
  - Stakeholder Task Force
  - Public Outreach
  - Existing Conditions
  - Strategic Plan
- Project Study Area Map
- Stakeholder Task Force purpose and membership
- Public Outreach purpose and meetings
- Existing Conditions including the creation of an existing conditions report supported by yet to be finalized baseline studies
- Strategic Plan

Parsons Brinckerhoff provided an overview of their vision and goal for the project. PB expressed that the White Plains Multimodal Transportation Center (“Transit Center”) is poised to take advantage of great opportunities due to its geographic location between New York City and Connecticut. Furthermore, the Transit Center will be able to take advantage of the growing reverse commute between New York City and White Plains and the new BRT line to Rockland County.

PB reinforced that the project is the City’s plan and they will help shape the City’s vision and move the plan forward to make redevelopment a reality. They discussed their objectives and approach for the project including: realizing the untapped potential and creating a vision that is vibrant, sustainable and fundable. PB expressed that they will review and collect existing data upfront in order to reduce the amount of time devoted to baseline studies. PB also expressed
that they are committed to following the project schedule but noted that master planning projects may have unexpected items that come up from time to time.

Also, PB described other similar transportation projects they are currently working on, which will help inform the White Plains Multimodal Transportation Center Redevelopment Project.

Commissioner Gomez distributed and discussed the dates for future Stakeholder Task Force meetings and public meetings, as well as member names and affiliations. The Commissioner discussed a forthcoming website that City staff will create in order to post project information, documents and contact information. Commissioner Gomez discussed project work to date including:

- Retaining Parsons Brinckerhoff as sub-contractor for the project;
- Project Execution Plan; and
- Sustainability metrics.

The Mayor opened the meeting for comments from members of the Stakeholder Task Force. Members expressed the following comments about the project:

- Nothing redeemable about the current station
- Study is the single most important project for both the City of White Plains and the County of Westchester
- Largest obstacle developers and companies face for expansion is the lack of a young, millennial workforce in Westchester County
- Support for the idea of mixed-use developments
- Incredible opportunity for the City
- Use website to reach out to more “everyday” people
- County is full partner in this project
- Ensure the City considers the Bronx River Reservation and County Center as part of the study
- Timing of the project is perfect due to the deployment of the first phase of BRT and Transit Link, supported by Integrated Corridor Management
- Transit Link will improve access and circulation to the BRT system and improve access between Rockland County and White Plains to bring young workers
- Redevelopment of the TransCenter will have an electric effect on region
- White Plains is the gateway to the region and that gateway needs to improved
- Redevelopment of the TransCenter is pivotal to boosting the region
- Important not to lose sight of small incremental stages/wins Improve public realm in and around the TransCenter
- Customers should have better connections between trains and buses
- Funding is a big part of the process and we should start thinking outside the box
- Will the Grove Street extension be resurfaced to ease the BRT buses coming on-line?
- Redevelopment is a great opportunity to improve safety for pedestrians cyclists and create a bike share program
- Need to have realistic approach the project and use private/public monies
- Extraordinary opportunity for the City and County; timing is perfect
- Need to make sure goals are achievable in a realistic timeframe
- Three blocks exist between Mamaroneck Avenue and train station but it feels more like three miles to walk
- Main Street and Hamilton Avenue have poor connectivity issues and are sterile roads
- Need to bring life back to the downtown around the TransCenter through placemaking
Multimodal Transportation Center Redevelopment Project

September 17, 2015
Stakeholder Task Force Meeting # 1

City of White Plains
Metro-North Station
Then and Now

Opened: 1915
$1 million grant from the New York State Energy Research and Development Authority (NYSERDA) to:

- Create a strategic plan for an enhanced transit center
- Leverage public & private capital for development
- Reduce carbon emissions
A Multimodal Transportation Center and surrounding area that:

- Increases access to and options for transit
- Promotes a mixture of land uses
- Maximizes economic development
- Creates an attractive new “place”
- Provides a welcoming gateway that reinforces linkages to the downtown core
Project Overview

Vision

A properly designed, expanded and redeveloped Multimodal Transportation Center to improve:

- Passenger circulation
- Way finding
- Security
- Convenience
- Use of real time transit technology
- Overall customer experience
Project Components

• Study Area
• Stakeholder Task Force
• Public Outreach
• Existing Conditions
• Strategic Plan
PRELIMINARY MULTIMODAL PROJECT AREA

1. TransCenter
2. Metro-North Station and Muni Parking
3. Fire Station No. 2
4. Metro-North ROW
5. Bronx River Reservation
6. Westchester County Center
7. Battle Hill
Project Components

Stakeholder Task Force

- Forum for collaboration among all interested stakeholders
- Serve as liaisons with their constituency groups
- Input on project vision and plan
- Participate in public meetings

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<thead>
<tr>
<th>TASK FORCE MEMBERSHIP</th>
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<tr>
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<tr>
<td>CHAIR: Mayor</td>
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<tr>
<td>City of White Plains</td>
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<td>County of Westchester</td>
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<td>Residents</td>
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### Project Components

#### Public Outreach

- Regularly updated project website
- 2x public meetings

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<thead>
<tr>
<th>Meeting</th>
<th>Jan Q1</th>
<th>Feb Q1</th>
<th>Mar Q1</th>
<th>Apr Q2</th>
<th>May Q2</th>
<th>Jun Q2</th>
<th>Jul Q3</th>
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Project Components

Existing Conditions

• Engage consulting firm to conduct the following tasks:
  • Existing Conditions Report
  • Review of existing studies and reports
  • Existing conditions gap analysis
  • Baseline studies
  • GIS database
  • Modeling and impact assessments
## Project Components

### Strategic Plan

- Presents the City’s plans for next phase of redevelopment

<table>
<thead>
<tr>
<th>Existing Conditions Evaluation (Task 4)</th>
<th>Issues and Opportunities</th>
<th>Overall Vision</th>
<th>Early Action Strategies</th>
<th>Mid-Term and Long-Term Strategies</th>
<th>Implementation Plan</th>
<th>Draft and Final Strategic Plan</th>
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<tr>
<td>Goals and Objectives/Guiding Principles (Task 5)</td>
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<td>Station</td>
<td>Costs</td>
<td>Station</td>
<td>Phasing</td>
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**Strategic Visioning (Task 5)**

**Stakeholder Task Force Meetings / Public Meetings (Tasks 2/3)**

[Diagram showing project components and strategies]
Stakeholder Task Force Meeting #2
Meeting Report
Mayor’s Conference Room
November 5, 2015
1:30 p.m. – 3:30 p.m.

Attendance - Task Force Members:

Present
Mayor Roach       Bill Cuddy
Susan Fox         Peter Mosbacher
Mike Shiffer      Richard Payne
Todd Westhuis     Robert Weisz
Justin Brasch
Mary Cavallero

Not Present
Ed Buroughs
Larry Salley
Patty Cantu
Tim Jones

Staff present: Karen Pasquale, Senior Advisor to the Mayor; Chris Gomez, Commissioner of Planning; Linda Puoplo, Deputy Commissioner of Planning; Jonathan Kirschenbaum, Planner II; Tom Soyk, Deputy Commissioner of Parking

Others present: Dan Baer, Senior Vice President, Parsons Brinckerhoff; Nicole Bucich, NY Metropolitan Planning/Environmental Manager, Parsons Brinckerhoff; Nora Madonick, President, Arch Street Communications.

Meeting Agenda:

1. Welcome
2. Project Logo
3. Stakeholder Task Force Purpose Statement
4. Walking Tour Debrief
5. Vision/Needs/Goals
6. Existing Conditions to be Studied
7. Public Outreach Plan
8. Next Steps
Meeting Summary

The meeting commenced with Mayor Roach introducing the meeting and members of the Stakeholder Task Force. Mayor Roach thanked all members for their time put into the project.

The logo for the project was introduced to Task Force members by Commissioner Gomez. The Commissioner explained that the logo was created to brand the project for public outreach, for the website and for letterhead. The logo shows the connection between the transit center and the downtown core of White Plains.

Jonathan Kirschenbaum introduced the Stakeholder Task Force Purpose Statement. He explained that Stakeholders are responsible for identifying goals and objectives that represent their constituencies in order to guide the project and shape the project vision. Specific Task Force meetings will be dedicated to discussing the following major project components:

1. Public Outreach Plan;
2. Existing Conditions Report (all components); and
3. Strategic Plan.

Jonathan explained to Task Force members that City staff might periodically distribute project material to review in advance of a Stakeholder Task Force meeting. He also reminded members to email him if they have any questions, comments or concerns about the project.

Jonathan explained that members are expected to attend all six Stakeholder Task Force meetings and to let him know several days prior to meeting if attendance is not possible. There will be three public meetings where attendance of Task Force members is highly encouraged in order to ensure the success of the project and to make sure Task Force member’s constituencies are appropriately represented.

Task Force members were provided a meeting schedule listing Task Force and Public Engagement Meetings. Jonathan explained that an intermediary public meeting was added to the schedule and would likely take place during Quarter 2 of 2016.

Jonathan explained that Stakeholders are allowed to freely communicate amongst other Task Force members but were asked to kindly let the City staff know first if they communicate with the consultant team or the media.

The Mayor opened the meeting for comments from members of the Stakeholder Task Force about the October 14, 2015 walking tour:

- Create a seamless connection between Battle Hill and station
- Reuse of at grade parking lot near Bronx River Reservation
- Improve access to Westchester County Center
- Grove St./MLK extension/bypass for cars only or bikes/buses
- Build parking deck behind County Center (remove at-grade parking in Bronx River Reservation)
- Easier access to Bronx River Parkway
- Re-use old bus station

Dan Baer introduced the vision, needs and goals for the project. Parsons Brinckerhoff in collaboration with the City and Task Force members will develop a set of high level goals and objectives to create a set of guiding principles for opportunities and constraints for the following:
transportation, economic, urban design, sustainability, and financial feasibility. The consultant’s will create a vision statement for the project.

Parsons Brinckerhoff created the following preliminary project goals to help guide Stakeholders:
- Create multimodal transportation opportunities and promote the use of public transit
- Catalyze economic development and opportunities for transit-oriented development
- Establish the civic role and presence of the station
- Ensure that the public infrastructure improvements are environmentally sound, sustainable and resilient
- Develop a plan that is financially feasible and can be phased over time

Parsons Brinckerhoff opened the meeting for comments from members of the Stakeholder Task Force about visions and goals they have for the project:
- Attract Millennials and Baby Boomers/create housing opportunities
- Retail opportunities
- Hotels
- More shared housing amenities to make more affordable/cost competitive
- Businesses attract young people
- Make White Plains an alternative to Brooklyn
- Live/work/play opportunities
- Current station area is a “Sterile Island”
- Enhanced experience and better connectivity
- Parking incentives/examine requirement for parking amenities
- White Plains is a “hybrid” between NYC and suburbs
- Create a “Gateway” experience at the station
- Improved signage at the station for visitors
- Improve traffic/pedestrian circulation
- Partner - with private developers
- Unify – better transit connections, wayfinding, parking
- Enhance – improved access to the region
- Do not preclude option of 3rd track; what is current capacity?
- Are we focused on White Plains as a destination?
- Hospital – White Plains vs. NYC; special services are now available in WP
- Global, suburban, first class project ---aspirational vision
- White Plains vs. Stanford; White Plains has BRT and Bee Line/TransCenter
- Create world class, fully integrated station
- About 11,000 total ridership at White Plains station during a typical weekday getting on train in morning and off in evening; 3,400 riders reverse commute to White Plains

Nicole Bucich explained that Parsons Brinckerhoff has spent the past several weeks reviewing and assessing existing data with the help of the City and various state agencies. They are determining what data is further needed for the project. Additional studies that will most likely be required are:
- Pedestrian flows in and around White Plains Station and TransCenter
- Parking Demand Analysis
- Market Conditions Assessment
- Development Capacity and Zoning Analysis
- Traffic Analysis
Nora Madonick explained the public outreach process and the importance of reaching out to a diverse set of constituencies. The meeting was opened for comments from the Stakeholder Task Force about which groups or constituencies should be part of the public engagement process:

- Battle Hill
- Taxis
- Realtors
- BID
- Neighborhood Associations
- Bicycle Organizations
- Tenant Associations/Public Housing
- Summit House
- Public Schools/PTAs/Backpack mail
- Private schools and universities
- Shuttle bus/business parks
- Emergency services
- County Center
- Bronx River Park Conservancy
- Bee Line/CT transit riders
- MNR riders council
- Tri-State Campaign
- Hospital
- Churches and Synagogues
- Centro Hispano
- Farmer’s Market
- Festivals/parades
- White Plains hospital events
- White Plains July 4th celebration at White Plains High School

Nora explained that there will be three public outreach meetings that will be held at the White Plains Public Library, which offers a central meeting place for the public. The meetings will have a presentation portion, an open house portion, and an interactive portion. The Consultant team will incorporate different technologies into the public meetings. Karen Pasquale reminded the Task Force members that the three public meetings will not preclude other methods of reaching out to the public such as, the taxi industry.

Parsons Brinckerhoff will strategize additional ways to reach out to the public who may not attend the public meetings. This includes (but not limited to) reaching out to the business community and transit riders through a variety of different techniques to be further defined. Nora reiterated that they are looking at a full roster of engagement techniques in order to reach out to people who may not attend the public meetings or who may not have access to the internet to view the website.

Jonathan explained that a project website will be hosted on the City’s website and will be launched by the end of Quarter 4 of 2015. The website will be located under the “City Government” and “How Do I?” tabs, quick links, and City Spotlight sections of the homepage. The website will initially include a short project description, pictures, study area map, and a tool to allow the public to communicate with the City. Jonathan also explained that a dedicated email address has also been set up for the project.
Nora opened the meeting for comments from members of the Stakeholder Task Force regarding what their constituencies might be concerned about regarding the study and what issues their constituencies might want addressed as part of the study:

- 70 Ferris – they will be afraid; gentrification; increased commute prices
- BID - development around the station will kill the downtown
- Increased taxes
- Impacts during construction
- Losing parking spots (particular in the municipal parking deck at the station)
- Public Safety – fire/police

At the conclusion of the meeting, Mayor Roach asked members if they were fine with the dates and times for the remaining Stakeholder Task Force meetings. Several members expressed that an earlier meeting time would be preferred and that perhaps all members should be polled.
November 5, 2015

STAKEHOLDER TASK FORCE MEETING #2
Agenda

• Welcome
• Project Logo
• Stakeholder Task Force Purpose Statement
• Walking Tour Debrief
• Vision/Needs/Goals
• Existing Conditions to be Studied
• Public Outreach Plan
• Next Steps
STAKEHOLDER TASK FORCE - PURPOSE STATEMENT

• Responsibilities
  › Identify goals and objectives that take into consideration the interests of varying constituencies in order to help shape the project vision
  › Discuss and provide input on the following major project components:
    › Public Outreach Plan;
    › Existing Conditions Report; and
    › Strategic Plan

• Protocols
  › Meeting attendance
  › Inter-Task Force communication
  › Media communication
WALKING TOUR DEBRIEF

• Accessibility
• Circulation and Wayfinding
• Maintenance
• Placemaking
• Connectivity to Downtown White Plains and all Modes of Transportation
VISION/NEEDS/GOALS

• Key Issues and Opportunities – Why are we doing this study?

• Project Goals
  › Create Multimodal Transportation Opportunities and Promote the Use of Public Transit
  › Catalyze Economic Development and Opportunities for Transit-Oriented Development
  › Establish the Civic Role and Presence of the Station
  › Ensure that the Public Infrastructure Improvements are Environmentally Sound, Sustainable and Resilient
  › Develop a Plan that is Financially Feasible and can be Phased Over Time

• Vision Statement Brainstorming
EXISTING CONDITIONS TO BE STUDIED

Data Needs Identified
- Real Estate and Development
- Land Use/Urban Design
- Traffic, Transit and Pedestrian Circulation

Initial Data Collection
- Coordination with City Staff and Agencies (White Plains Dept. of Planning, Building, Public Works, Traffic and Parking; Westchester County, Metro-North, and NYSDOT)

Identification of Data Gaps
- Review of data collected and identification of data required to develop plan

Additional Studies
- Pedestrian Flows in and around White Plains Station and TransCenter
- Parking Demand Analysis
- Market Conditions Assessment
- Development Capacity and Zoning Analysis
- Traffic Analysis
PUBLIC OUTREACH PLAN

• Stakeholder Groups and Community Populations (including vulnerable populations i.e. non-English speaking, low-income)
• Meeting formats, materials and venues
• Website and email communication
• Anticipated community wishes for the project
NEXT STEPS
Stakeholder Task Force Meeting #3  
Meeting Report  
Mayor’s Conference Room  
January 14, 2016  
9:30 a.m. - 11:30 a.m.

Attendance - Task Force Members:

Present  
Mayor Roach  
Susan Fox  
Mike Shiffer  
Todd Westhuis  
Ed Buroughs  
Mary Cavallero  
Bill Cuddy  
Peter Mosbacher  
Richard Payne  
Robert Weisz  
Patty Cantu  
Tim Jones

Not Present  
Larry Salley  
Justin Brasch

Staff present: Karen Pasquale, Senior Advisor to the Mayor; Chris Gomez, Commissioner of Planning; Linda Puoplo, Deputy Commissioner of Planning; Jonathan Kirschenbaum, Planner II; Tom Soyk, Deputy Commissioner of Parking

Others present: Dan Baer, Senior Vice President, Parsons Brinckerhoff; Nicole Bucich, NY Metropolitan Planning/Environmental Manager, Parsons Brinckerhoff; Nora Madonick, President, Arch Street Communications; Jee Mee Kim, Principal, HR&A.

Meeting Agenda:

1. Welcome and Overview  
2. Project Update  
3. Emerging Opportunities  
4. Next Steps

Meeting Summary

The meeting commenced with Mayor Roach introducing the meeting and members of the Stakeholder Task Force. Mayor Roach thanked all members for their time put into the project.

Parsons Brinckerhoff provided members of the Stakeholder Task Force with an update on the Review of the Existing Studies and Reports and Existing Conditions Gap Analysis deliverables. Members were also provided with hard copies of these reports, in addition to, the Public Outreach Plan.
Parsons Brinkerhoff explained that they are making significant progress on data collection for the baseline studies. The studies will be discussed in further detail at the next Stakeholder Task Force meeting.

Members were provided with an overview of the upcoming February 11th public meeting at the White Plains Library. Parsons Brickerhoff explained that the meeting will have an open house component with project boards followed by a presentation component. Stakeholder Task Force members were asked to attend the public meeting and to help facilitate discussions at project boards during the open house component. Parsons Brinckerhoff also demonstrated use of a polling tool, “Poll Everywhere,” which will be used at the public meeting. This tool allows meeting participants to answer poll questions in real time using their cell phones. The public meeting will allow members of the public to answer poll questions during the presentation component.

Jonathan Kirschenbaum unveiled the project website, http://www.wptransitdistrict.com. He demonstrated the features of the website and how the public can easily contact the project team either through a dedicated email address, transitdistrict@whiteplainsny.gov, or through a fillable form on the website. Jonathan explained that the website will be continuously updated through the course of the project.

Jee Mee Kim, on behalf of Parsons Brinckerhoff, gave a presentation on existing conditions in the transit district and White Plains, including:

- Historical annual population growth rates
- Projected annual population growth rates
- Multifamily rents
- Employment growth
- Regional employment
- Office space asking rents
- Office space vacancy rates
- Transportation trends
- Urban design

A copy of the presentation is attached to this meeting report. Robert Weisz and Bill Cuddy commented that the data on office space asking rents and office space vacancy rates may not be reflective of the real estate market (to date). They both suggested that the vacancy rates are slightly lower and that asking rents are slightly higher. Jee Mee thanked the members for their input and said they would conduct additional analyses about office asking rents and vacancy rates.

The second half of the meeting was held in Common Council Chambers where members of the Stakeholder Task Force were asked to take part in a visioning session mapping out where they would like to see new development and improvements to existing infrastructure. The task force was divided into three groups where they brainstormed and then shared their ideas with the larger group. Below is a summary of the discussion from each group:

**Table 1**

**Discussion Summary:**

- Transit District brand:
- Live, Work, and Play
- Destination
- Downtown
- Transit
  - Transit District should have convenient pedestrian access from all sides
  - Provide smaller “utilitarian” residential development to attract millennials
  - Provide mixed-use development on soft sites within the “transition zone” that have a retail and structured parking podium base residential and hotel above
    - Activate the street frontage with ground floor uses / ribbon retail
  - White Plains should be the model for the NYS concept of connecting all modes of transportation, with the integration of communications infrastructure and Smart City network
    - Example: Denver Union Station project
    - Grand Central
  - Parking standards / ratios in the zoning ordinance may need to be changed to facilitate desirable development in the Transit District
  - More public space in the Transit District is desirable
  - Do not need more office space in Downtown White Plains
  - Downtown shuttle loop may improve circulation between the Transit District and the central business district / Mamaroneck Avenue retail spine
  - Would like grand plaza / dramatic open space adjacent to station
  - Provide retail for seamless transition to street level
  - Provide parking for festivals and events downtown

Table 2

Discussion Summary:
- Brand is “Urbane”
- White Plains can compete with New Rochelle for millennials
- Focus on housing and affordability
- Main Street needs more supporting retail and public space, which will provide better east-west connectivity between the Transit District to Mamaroneck Avenue
- Arts and culture focus is important
- New development in Downtown White Plains may require the provision of new schools (elementary, etc.)

Table 3

Discussion Summary:
- There are prime redevelopment sites in the “transition zone of Downtown White Plains
- The White Plains Transit District brand should include the notion of White Plains being:
  - A regional draw
  - The “center” of the Hudson Valley
  - The “center” of Westchester
- The Transit District should offer different mix of uses than Mamaroneck Avenue
• Integrating new uses in the Transit District, such as Arts & culture, is key to avoiding competition with the offerings and retail draw of Mamaroneck Avenue
• Create a new, pedestrian-scale, mixed-use center and better connections to the Westmoreland Avenue light industrial district (“Westmo”)
• Site lower density development and lower buildings near the transit hub, and gradually step up in height east of the station
• “Transition zone” should contain relatively high-density mixed use development, including residential, retail, and restaurants
• Several parcels in the “transition zone” may provide near term “wins,” including the large sites in single ownership on Barker Avenue and Water Street
• Need better north-south connectivity along Lexington Avenue and Bank Street
January 14, 2016

STAKEHOLDER TASK FORCE MEETING #3
Agenda

- Welcome and Overview
- Project Update
- Emerging Opportunities
- Next Steps
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PUBLIC OUTREACH

• Upcoming Public Meeting
  › Format
  › STF Roles
  › Communication and Recruitment

• Website

http://www.wptransitdistrict.com
Existing Conditions
HISTORIC ANNUAL POPULATION GROWTH RATES

Downtown White Plains grew steadily during the 2000s. While its growth has slowed in recent years, it has still outpaced the City and the County.

Source: U.S. Census Bureau, ESRI
Downtown White Plains is projected to continue to grow at the same pace as the County. However, both are expected to lag behind the metropolitan area.
Existing Conditions
MULTIFAMILY RENTS

Apartments in Downtown White Plains rent at a premium to the County, and rents have grown at a faster rate.

Source: CoStar
Existing Conditions
EMPLOYMENT GROWTH

Employment Growth

Downtown White Plains

-4%

31,200
2002
30,100
2013

Westchester County

+2%

391,400
2002
399,700
2013

Between 2002 and 2013, Downtown White Plains lost jobs despite an overall expansion in the County.

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics; ESRI
Existing Conditions
REGIONAL EMPLOYMENT

White Plains is a major regional employment center. Nine percent of people who work in White Plains also live there.
Existing Conditions

OFFICE SPACE ASKING RENTS

Class A office space in Downtown White Plains commands higher rents than the I-287 corridor or Westchester County.

Source: CoStar, Cushman & Wakefield
Vacancy remains high throughout the county, but Class A space in Downtown White Plains has lower vacancy rates than space located on I-287 or the County.
Existing Conditions
TRANSPORTATION TRENDS

• Daily Bus Boarding
  › Shuttle Bus
  › Bee-Line Bus
  › Regional Bus

• Metro-North Daily Rail Boardings
  › Traditional commute patterns v. reverse commute patterns
  › Peak v. off-peak patterns

• Metro-North Passenger Survey
KEY POINTS
- PRIME REDEVELOPMENT SITES IN TRANSITION ZONE
- BRAND
  WESTCHESTER / HUDSON VALLEY CENTRAL
  "REGIONALITY"
- ARTS & CULTURE FOCUS
- TRANSIT DISTRICT
  SHOULD PROVIDE DIFFERENT TREE OF USE THAN MAIN AVE
Stakeholder Task Force Meeting #4  
Meeting Report  
Mayor’s Conference Room  
April 14, 2016  
9:30 a.m. - 11:30 a.m.

Attendance - Task Force Members:

Present

Mayor Roach    Peter Mosbacher  
Ed Buroughs    Richard Payne  
Justin Brasch  Robert Weisz  
Larry Salley   Susan Fox  
Mary Cavallero Tim Jones  
Michael Shiffer Todd Westhius  
Patty Cantu    Bill Cuddy

Not Present

Staff present: Karen Pasquale, Senior Advisor to the Mayor; Chris Gomez, Commissioner of Planning; Linda Puoplo, Deputy Commissioner of Planning; Jonathan Kirschenbaum, Planner II; Tom Soyk, Deputy Commissioner of Parking

Others present: Dan Baer, Senior Vice President, Parsons Brinckerhoff; David Spillane, President Principal, Goody Clancy; Nora Madonick, President Arch Street Communications; Beth Zall, Senior Transportation Planner, Parsons Brinckerhoff; Mark Walker, Senior Supervising Planner, Parsons Brinckerhoff; Patrick Higgins, Public Relations/Outreach Associate, Arch Street Communications

Meeting Agenda:

1. Welcome/Overview

2. Current Status

3. Evaluation of Near/Mid-term Opportunities
   A. Near-term Opportunities
   B. Mid-term Opportunities
      a. Transition Zone
   C. Traffic and Parking
   D. Urban Design

4. Next Steps
Meeting Summary

The meeting commenced with an introduction by Mayor Roach, highlighting public outreach to date and public enthusiasm for the study.

Commissioner Gomez spoke briefly about the progress made thus far on Baseline Analyses and strategies for near/mid-term strategies for interventions in the Transit District.

Member of the WSP Parsons Brinckerhoff team led a PowerPoint presentation discussing the following topics (see attached):

- Current Status
- Evaluation of Near/Mid-Term Opportunities
- The Transition Zone
- Zoning Analysis
- Evaluation of Mid-Term Opportunities
- Urban Design Concepts

Following the WSP Parsons Brinckerhoff Team’s presentation the meeting opened up to the Stakeholder Task Force for discussion. Topics of discussion were:

1. Signage
   - Agreement within the room on the need to simplify signage
   - Confusing signs include “Arrivals” and “Departures” – Unsure whether they refer to the trains or the people picking up
2. Way-finding
   - New signage should direct pedestrians and motorists throughout the area
   - Particular attention should be paid to directing people who arrived on the train to the Downtown area – Mamaroneck Avenue
3. Bikes
   - Protected bike lanes
   - Chicken or egg situation – how many bicyclists are there in White Plains? If you build it will they come?
   - Bike share
4. Station Area Improvements
   - Station should have a grand entrance
   - Re-direct travelers to southern end of the platform
   - There was discussion of the role of a developer in providing access to the Metro-North Station.
5. Traffic Strategies
   - Strategies must be sensitive to the critical artery that Main and Hamilton serve as the entrance and exit points for the City of White Plains
   - Less cars—need to get people on to the street
   - Careful balance
6. Parking Strategies
   - Debate over maintaining existing parking levels and decreasing the number of spaces
• Mayor – A parking spot is a privilege and people don’t want to give up a privilege
• Parking in front of the station limits the potential for TOD
• The City must utilize its existing capacity

7. Pedestrian Strategies
• Better connection for Battle Hill emphasized
• Walkway to the station from Battle Hill?
• Wide sidewalks have capacity to expand pedestrian programming
• Crosswalk improvements and public art will enhance the connection between the Transit District and CBD

8. Transition Zone/Zoning
• What is going to happen to the firehouse? One solution is that it may be integrated into a new development. Question raised – who wants to live above a firehouse?
• Traffic Concerns
• Zoning can be utilized to control heights, design, and enhance the potential for value capture

9. Heights/Density
• Any development must consider the surrounding inner neighborhood context
• WSP PB Team – This is an issue that can handled by balancing neighborhood concerns and development potential through innovative zoning methods.

Meeting Conclusion
DOWNTOWN WHITE PLAINS TRANSIT DISTRICT
Agenda

• Current Status

• Evaluation of Near/Mid-term Opportunities
  › Near-term Opportunities
  › Mid-term Opportunities
    › Transition Zone
  › Traffic and Parking
  › Urban Design

• Next Steps
Current Status

Meetings and Workshops:
- Team Workshop: 12/4/15
- Stakeholder Workshop: 1/14/16
- Public Meeting and Engagement: 2/11/16, 4/11/16

- Development of Vision and goals
- Public Engagement, Including Question of the Week
- Gap Analysis and Existing Conditions Reports

- Website up and current
- Baseline Studies Completed
- Funding Strategies Discussion
- Identification of Potential Early Actions and Long-term strategies
Current Status

PROJECT OVERVIEW

Existing Conditions Evaluation
Goals and Objectives/Guiding Principles
Baseline Studies/Issues + Opportunities
Overall Vision
Early Action Strategies
Mid-Term & Long-Term Strategies
Implementation Plan
Draft and Final Strategic Plan

WE ARE HERE

SEPT 2015
OCT 2016
Evaluation of Near/Mid-term Opportunities

- Near-term Opportunities
  - Signage Orientation
  - Way finding
  - Bike lanes and facilities
  - Station Area improvement
  - Traffic/parking/pedestrian strategies
Evaluation of Near/Mid-term Opportunities

• Near-term Opportunities: Signage Orientation
  › Sign Clutter
  › Design Consistency
  › Orientation/Coordination
Evaluation of Near/Mid-term Opportunities

- Near-term Opportunities: Wayfinding
  - Lack of information and pattern recognition
  - Little orientation/information at Transit Center and station area
  - Little information along paths to the downtown
  - Perceived lack of downtown orientation
Evaluation of Near/Mid-term Opportunities

• Near-term Opportunities: Bike lanes and facilities
  › Build upon formal and informal paths
  › Identify opportunities to strengthen east/west connections
  › Extend lanes into and from residential area into the transit center and downtown
  › Utilize excess roadway capacity to calm traffic
  › Establish a formal network and facility program (bike share)
Evaluation of Near/Mid-term Opportunities

- Near-term Opportunities: Station area improvements
  - Improve signage at access points
  - Provide kiosks/ticket machines/information stations at key access points
  - Improve/rationalize pedestrian and bike circulation
  - Rationalize vehicular circulation to eliminate and address conflicts
  - Provide “intelligent” technology for parking facilities

Real-time parking availability signage (top)
Transit information kiosk (bottom)
Evaluation of Near/Mid-term Opportunities

- Mode of Access to the Station

**AM Peak Period**
- Walk: 16%
- Bus: 14%
- Taxi: 7%
- Dropped off: 14%
- Drive: 48%

**PM Peak Period**
- Bike: 1%
- Bus: 39%
- Drive: 11%
- Dropped off: 10%
- Taxi: 8%
- Walk: 32%

---

*Image details:*
- 11% of passengers use the bus.
- 39% of passengers drive to the station.
- 11% of passengers take a taxi.
- 10% of passengers are dropped off.
- 32% of passengers walk to the station.
- 8% of passengers use a taxi.
- 14% of passengers are dropped off.
- 16% of passengers walk to the station.
- 48% of passengers drive to the station.
Evaluation of Near/Mid-term Opportunities

Key Findings from Passenger Surveys at the White Plains Metro-North Station

• Surveys were conducted in mid November and received 500 responses from departing passengers waiting for trains.

• In the morning, 15% of passengers waiting at the station transferred from other trains, and 8% in the evening.

• In the morning, 62% of passengers drive or are dropped off, representing influence of trips from home to the station in AM.

• In the evening, 39% of passengers arrive by bus or shuttle and 32% walk into the station, representing dominance of trips from employment in the PM.

• Only one person indicated arrival by bicycle in the AM and none in the PM. More cyclists are expected during warmer months based on use of bike racks.

• Vehicle occupancy averaged 1.26 / 1.44 in cars and 1.07 / 1.26 in taxis in AM/PM.

• In AM, 94% came from home. PM origins are more diverse with 65% from work, 16 percent from schools, 12 percent from home, and only 2% from shopping.
Evaluation of Near/Mid-term Opportunities

• Near-term Opportunities: Traffic strategies

  › Explore traffic calming measures and removal of highway-style signage
    Discourages drivers from using the downtown area as a thoroughfare and improves safety for all road users

  › Explore the creation of alternative routes to/from the Transit Center area
    Distributes vehicular volumes evenly throughout study area

  › Broaden transit incentive programs while reducing roadway widths/vehicle travel lanes of major corridors and other streets with excess capacity
    Creates additional pedestrian/bicycle/transit opportunities making those modes more attractive to residents, employees, and visitors
Evaluation of Near/Mid-term Opportunities

Baseline Parking Conditions

- Uneven distribution of parking demand
  - Highest demand at facilities closest to MTC (convenience trumps price)
  - Overall utilization rate of 58%
- Lack of real-time information to keep drivers informed of parking availability
- Demand for parking permits exceeds supply
  - Not all permit spaces utilized on a daily basis
- On-Street parking is limited and mainly prohibited during peak hours to accommodate an extra lane of traffic on the major corridors

White Plains Metro-North Station. Surface parking lot and structure provide access to the station.
Evaluation of Near/Mid-term Opportunities

Near-term Parking Strategies

• Pricing scheme not advantageous
  > Adopt graduated pricing scheme so that the highest parking permit fees or daily parking rates are at facilities adjacent to MTC
  *Disperses utilization by encouraging drivers to use slightly less convenient facilities*

• Pedestrian connections for other parking facilities near the MTC are lacking
  > Build paths along desire lines, shorten crosswalks, and add street level services
  *Increases safety and convenience of pedestrian pathways to/from parking facilities, making them more desirable*

• Inefficient use of existing parking
  > Show Real Time Parking Availability Information on parking entrances, websites, smartphone apps, etc.
  *Reduces recirculation of vehicles and ultimately traffic around the MTC*
Evaluation of Near/Mid-term Opportunities

Near-term Pedestrian Strategies

• Narrow streets with parking or other treatments, add “bulb-outs” at corners to shorten crossing distances
  ▶ Increases safety and comfort for pedestrians crossing streets, making them more desirable

• Install stairs down from the side platform down to the south side of Hamilton Avenue and the north side of Main Street
  ▶ Provides additional capacity, encourages use of side platform, provides a more direct path to downtown.

• Improve crosswalk markings along Tarrytown Road and Main Street west of station
  ▶ Improves pedestrian safety and comfort.
Evaluation of Near/Mid-term Opportunities

• Mid-term Opportunities
  › Transition Zone
  › Signature Corridors
  › Station Area
Evaluation of Mid-term Opportunities

- Mid-term Opportunities: Transition Zone
  - Ferris/Water Street
  - Policy and Regulatory tools
    - Form-based zoning (overlay)

View of Water Street between Ferris Ave and Barker Ave: opportunity to zone for redevelopment
Evaluation of Mid-term Opportunities

What issues and goals should drive policy on building use, design, height and massing?

- Expressed concerns include:
  - gateway & place of identity
  - improved pedestrian environment and street character
  - attractive skyline view for Battle Hill residents

The view downtown upon leaving the White Plains Metro-North station is unwelcoming to the pedestrian; it does not convey distinct identity to the station area.

The view to Downtown (skyline) from Tarrytown Rd.
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal

• Nearer-term, taller redevelopment flanking Ferris north of Water
• Longer-term, shorter redevelopment to east, with rationalized streets and blocks
• Nearly 750-950,000 sf (650-900 dwelling units) with 1+ parking space per unit
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Existing

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Phase 1A

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Not a development proposal
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Phase 1B

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Phase 2

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Phase 3

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal

Park & plaza with path connection to Bronx River Reservation
EARLY FOCUSED WORK: TRANSITION ZONE

Ferris/Water Street area development scenario

Phasing Scenario: Longer Term

DRAFT SCENARIO FOR DISCUSSION ONLY
Not a development proposal

Park & plaza with path connection to Bronx River Reservation
EARLY FOCUSED WORK: ZONING ANALYSIS

Existing building form regulation tools

• **Strengths**
  - Flexible use & form
  - Opportunities for open space
  - Setbacks acknowledge smaller scale context

• **Weaknesses**
  - Lack of attention to sidewalk/street level design and use, context
  - Upper levels unnecessarily constrained in form
  - Unnecessary height dependence on parcel area
EARLY FOCUSED WORK: ZONING ANALYSIS

Alternative building from regulation tools

- **Strengths**
  > Flexible use & form
  > Improved façade and massing variation, scale
  > Opportunities for open space
  > Setbacks acknowledge smaller scale context
  > Pedestrian-oriented design & use at sidewalk/street

- **Weaknesses**
  > Increased height concern?
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Signature Corridors
  › Guidelines and zoning
  › Height and Massing
  › Corridor Characteristics
STRATEGIC PLAN CONCEPTS: URBAN DESIGN
Priority guidelines for great walking streets

› Retail/office/hotel
  › 65%+ ground floor transparency
  › No opaque walls longer than 20-25’
  › Pedestrian-scale signage
  › Sidewalks with street trees, seating where possible

› Housing
  › Front doors to ground level units
  › Landscaped sidewalk edge
  › Expression of individual unit scale
  › Stepped transition to taller massing
STRATEGIC PLAN CONCEPTS: URBAN DESIGN

Zoning policy alternatives for consideration

Continuity and distinction of place

- More explicitly state design goals for transitions from station/downtown area to lower density neighborhoods and park corridors?
- Treat mall sites consistently with adjacent areas
- Focus zoning/design policy more around the qualities of signature corridors
- Emphasize qualities of streetwall zone; greater flexibility for height, massing and design above
- Emphasize residential uses more along Water/Barker corridor
Zoning policy alternatives for consideration

Building height and massing

- Decouple height and density thresholds from parcel size
- Continue density and height incentives for housing, but incent other community benefits as well (public parking, transportation infrastructure, public open space, affordable housing etc.)
- Current zoning allows transfer of development rights (TDR) by special permit in CB4 and UR4 – continue this policy

Current potential development envelopes (with mall sites treated as CB-4 zone)
**EARLY FOCUSED WORK: ZONING ANALYSIS**

**Signature Corridors**

Emphasize walkability along all corridors.

- Consistent ped-friendly street wall and ground floor use/design. Taller building form/character more variable.

- Utilize existing/new landscape elements and/or “tactical urban/pop-up” programming where development changes unlikely or immediate impact desired.

- Hamilton, Main and Mamaroneck designed as “signature walking streets”

Potential “signature corridors” providing framework for zoning and street design.
EXISTING CONDITIONS ANALYSIS:
URBAN DESIGN

Redevelopment and retrofits can restore a walkable street network

• Much of street/block network is well scaled for walking. New walking connections are needed in key locations

• Quality of walking environment is generally poor in station area.
  › Redevelopment sites can create transformative improvements where most needed
  › Existing properties vary widely in opportunity for enhancement (design, ownership factors)
  › Focus retail/active use in nodes for impact, feasibility
  › Supplement with streetscape & pop-up program strategies
  › Repurposing vehicle lanes for pedestrian or bike use, where possible, could offer real benefits
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  › Reorientation of front door
  › Enhance access and egress
  › Identify opportunity to reorganize facility
  › Prioritize and rationalize circulation
  › Explore new bypass/underpass between station and Battle Hill
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  › Reorientation of front door
    › Relocate main entrance potentially to the south between Hamilton Avenue and Main Street
    › Improve pedestrian connection under tracks to Bronx River Reserve in conjunction with new entrance
    › Improve pedestrian paths from east to west
    › Integrate new front door and pedestrian access with open space or development on the adjacent site.
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  › Enhance station access and egress
    › New south entrance with stairs / elevators to both center and side platforms
    › Improve or replace existing narrow stairs to center platform
    › Improve visibility and pedestrian access to the Bronx River Reservation at Main St. and Hamilton Ave.
      › Through railroad embankment between streets
      › Improve walkways along Main and Hamilton with lighting, wall art, distinct paving.
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  › Identify opportunity to reorganize facility
    › Relocate parking for new development
    › Evaluate options for redeveloping Fire Department site
    › Explore Ferry and Water Street relocation options

![Fire Station No. 2 at 20 Ferris Avenue](image-url)
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  › Prioritize and rationalize circulation
    › Eliminate vehicular conflicts
    › Separate or rationalize loading/unloading of different vehicles
    › Provide curbside loading for different vehicles without need for pedestrians to cross vehicle lanes
    › Convert one-way streets into two-way
    › Provide a direct Bus Rapid Transit (BRT) link to the Metro-North Transit Center
  › Explore the creation of alternative routes to/from the Transit Center area and Downtown
    › Improves distribution of vehicular volumes throughout study area, diverts some traffic away from the station area.
Evaluation of Mid-term Opportunities

• Mid-term Opportunities: Station Area
  ➢ Explore new bypass/underpass between station and Battle Hill
    ➢ In conjunction with improved pedestrian and bicycle access to Brionx River Reservation
  ➢ Possible new passage under railroad between Hamilton and Main in conjunction with new entrance
  ➢ Improve sidewalks on Main and Hamilton underpasses with lighting, artwork, paving.
  ➢ Improve visibility of crosswalks west of station.
  ➢ Install enhanced signal for crosswalk on ramp to Bronx River Parkway at Main St. / Tarrytown Road.
Stakeholder Task Force Meeting #5
Meeting Report
Mayor’s Conference Room
June 16, 2016
9:30 a.m. - 11:30 a.m.

Attendance - Task Force Members:

Present

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<thead>
<tr>
<th>Task Force Member</th>
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<tr>
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Meeting Agenda:

1. Welcome/Overview

2. Current Status

3. Development of Long-Term Strategies
   - Zoning and Development
   - Value Capture

4. Next Steps
Meeting Summary

Mayor Roach began the meeting with an introduction, discussing the plan’s progress towards long-term development scenarios and the previous day’s public meeting.

Commissioner Gomez spoke briefly, highlighting near term improvements, development of long-term strategies, the April Open Houses held with neighborhood associations, ongoing public outreach, and the previous public meeting.

The WSP Parsons Brinckerhoff Team began a PowerPoint presentation, discussing:

1. Development of Long Term Strategies
   a. Zoning and Development
      i. Water Barker Corridor Opportunities
         1. Focus on walking paths. Right now this corridor is uninviting, but with public investment in the public realm it can transform
         2. Walking routes already heavily utilized – need to invest in them
         3. Opportunities and challenges
      ii. Opportunities for more intense development
         1. City owned parcels the prime target for development
         2. In addition there are several privately owned sites that can serve as catalysts for the area, including the Gateway II site.
         3. Public action on publicly-owned sites and investments in the public-realm will have reverberating effects on privately owned sites and the Transit District as a whole
      iii. Walking and Streetscape Enhancements
         1. Create walking corridors that consider future development sites
         2. Integrate arts programming into these corridors
         3. Wayfinding
         4. Expansion of the existing bike network
      iv. Zoning Overlay
         1. To accommodate value capture and form based design regulations, a zoning overlay is considered
         2. The zoning overlay would encompass the bulk of the Transit District and provide opportunities for form-based regulation and, if decided, expanded development capacity.
   v. Potential Under Current Zoning
      1. The Transit District is not built to its current zoning potential
   vi. Potential Under Overlay
      1. The potential that a zoning overlay would provide would not only increase the pedestrian walkability and access to the area, but provide an opportunity to expand value capture opportunities to further fund future public investments in the Transit District
   vii. Design Qualities for a Vibrant Station Area
      1. Great street edges
      2. Building form/massing/articulation
      3. Limitations of current White Plains zoning
         a. Strengths
            i. Flexible use and form
            ii. Opportunities for open space
            iii. Setbacks acknowledge smaller scale context
b. Weaknesses
   i. Lack of attention to sidewalk/street level design and use, context
   ii. Upper levels unnecessarily constrained in form
   iii. Unnecessary height dependence on parcel area

4. Potential under a new overlay district
   a. Strengths
      i. Flexible use and form
      ii. Improved façade and massing variation, scale
      iii. Opportunities for open space
      iv. Setbacks acknowledge smaller scale context
      v. Pedestrian oriented design & use at sidewalk/street
   b. Weaknesses
      i. Increased height concerns

b. Value Capture
   i. One Time Revenue Sources
      1. Density bonuses
      2. Impact Fees
      3. Negotiated Exactions
      4. Public Land Disposition
      5. Transferrable development rights
   ii. Recurring Revenue Sources
      1. Tax Increment Financing
      2. Synthetic TIF
      3. Joint Development Agreement
      4. Land Value Tax
      5. Special Assessments
   iii. Case Studies
      1. Hudson Yards
      2. East Midtown rezoning
   iv. Next Steps

Open for discussion to Task Force

• Zoning and Development
  o Need for contextual design regulations
  o How do make these regulations work for developers?
  o Parking requirements? Should they be lessened or maintained? The overall feeling is that the overall number of spaces should be maintained, but the requirement should be lessened for future development.
  o How do you encourage development on privately owned sites? The hope would be that development on publicly owned sites would spur future development.
  o How would this development affect views from Battle Hill and other inner neighborhoods? There is concern that Battle Hill would be cut off from the rest of City more than it already is. The response to this is that new zoning could regulate thinner towers that would maintain views.

• Value Capture
  o Need to balance one time funding sources with the interests of the city to ensure that it is actually value capture and not just the city selling off its assets.
  o How property taxes are collected must be considered. Not all property tax returns to the city—it would be divided with the County and the School District.
Where do these funds get collected? Where do they go to? Is there a separate fund or is it collected into the City’s general fund. Response – the City could consider setting up a fund for Transit District improvements to further invest in the District if it sees that as the best way to spend the additional revenue.
Agenda

• Current Status
• Development of Long-Term strategies
  › Zoning and Development
  › Value Capture
• Next Steps
Current Project Status

• Near-term improvements, in process
  › Station site circulation
  › Pedestrian/Bicycle/Wayfinding improvements
  › Open Space

• Development of long-term strategies

• April Community Open Houses
  › Ferris Ave, Battle Hill, Fisher Hill Neighborhoods (4/11)
  › Downtown White Plains and BID (4/18)

• Public Engagement at Community Events (ongoing)

• June Open House – Public Meeting (6/15)
Development of Long-Term Strategies:

Zoning & Development
Station area and Water/Barker corridor: opportunities and challenges
Station area and Water/Barker corridor: opportunities and challenges

- Uninviting walking environment along heavily used walking routes
- Redevelopment opportunities could yield transformative improvements
Station area and Water/Barker corridor: opportunities and challenges
Prime opportunities for more intense development, more walkable streets
Prime opportunities for more intense development, more walkable streets
Walking/streetscape enhancement elements
Existing zoning districts
Potential zoning overlay
Potential development envelopes under current zoning
Station area and Water/Barker corridor: redevelopment possibilities
Station area and Water/Barker corridor: redevelopment possibilities
Design qualities a vibrant station area needs

• Great street edges
  › Active uses/retail
  › Housing

• Building form/massing/articulation
  › 3 to 7 stories
  › 7 to 15 stories
  › 15+ stories

• How well does current zoning promote these qualities?
Existing building form regulation tools (CB-4 zone)

• **Strengths**
  › Flexible use & form
  › Opportunities for open space
  › Setbacks acknowledge smaller scale context

• **Weaknesses**
  › Lack of attention to sidewalk/street level design and use, context
  › Upper levels unnecessarily constrained in form
  › Unnecessary height dependence on parcel area
Alternative building form regulation tools w/ overlay (CB-4, CB-2, CB-1 zones)

• **Strengths**
  - Flexible use & form
  - Improved façade and massing variation, scale
  - Opportunities for open space
  - Setbacks acknowledge smaller scale context
  - Pedestrian-oriented design & use at sidewalk/street

• **Weaknesses**
  - Increased height concern?
Building and street guidelines for walkability
Building and street guidelines for walkability
Building and street guidelines for walkability

Additional floors possible if set back from street edge facade

3 to 7 story street edge facade

20’ ground floor with retail/active use

Parked cars and/or cycle track separating traffic from sidewalk

Space for street trees, planters, poles, bus shelters, bike parking, etc.

Clear walking space

Space for outdoor dining and/or retail
GREAT STREET EDGES: Active uses/retail

• 65%+ ground floor transparency
• No opaque walls longer than 20-25’
• Pedestrian-scale signage
• Sidewalks with street trees, seating where possible
GREAT STREET EDGES: Active uses/retail

- 65%+ ground floor transparency
- No opaque walls longer than 20-25’
- Pedestrian-scale signage
- Sidewalks with street trees, seating where possible
GREAT STREET EDGES: Infill retail

- Shallow-format retail
- Re-orienting existing interior retail to face outward
GREAT STREET EDGES: Housing

• Front doors to ground level units
• Landscaped sidewalk edge
• Expression of individual unit scale
• Stepped transition to taller massing
BUILDING FORM/MASSING/ARTICULATION: 3-7 stories

- Relationships to context
  - Vertical scale
  - Horizontal scale
  - Bays & windows
  - Materials
- Infill above/behind retail or historic buildings
BUILDING FORM/MASSING/ARTICULATION: 7-15 stories

• Multiple scales within ensemble of buildings or single building
BUILDING FORM/MASSING/ARTICULATION: 15+ stories

• Stylistic freedom & freshness
• Vertical emphasis, with space between towers
• Celebrate high visibility from BRR and downtown
• Transition to park, neighborhood, downtown contexts
BUILDING FORM/MASSING/ARTICULATION: Mixed heights

- Building integrates portions of context buildings
- Height set back behind street wall facade
BUILDING FORM/MASSING/ARTICULATION: Sample guideline illustrations

• Rosslyn, Arlington VA

*Building elements demonstrate a hierarchy of scale*

*Prominent lines from shadows, material changes, and plane shifts*
BUILDING FORM/MASSING/ARTICULATION: Sample guideline illustrations

- Rosslyn, Arlington VA
Development of Long-Term Strategy:

Value Capture
Development of Longer-Term Strategy: Value Capture

• Significant public investments are needed to improve the White Plains Transit District and connections into downtown.
Targeted public investment can produce value for the private sector - a proportion of which can be captured to defray capital and ongoing costs.

- Transit and streetscape improvements are often funded by the public, but result in increased property values for private land owners.
- Value capture aims to allocate some of the net new tax revenue generated by this growth to fund capital and operating costs that would otherwise be borne by the public.
## Development of Longer-Term Strategy: Value Capture

Cities and other public agencies in NY State can utilize a broad range of value capture mechanisms to help finance infrastructure projects.

<table>
<thead>
<tr>
<th>Timing</th>
<th>Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Time Revenue Sources</td>
<td>Density Bonuses</td>
</tr>
<tr>
<td></td>
<td>Impact Fees</td>
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<tr>
<td></td>
<td>Negotiated Exactions</td>
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<td>Public Land Disposition</td>
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<td></td>
<td>Transferrable Development Rights</td>
</tr>
<tr>
<td>Recurring Revenue Sources</td>
<td>Tax Increment Financing (TIF)</td>
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<td></td>
<td>Synthetic TIF</td>
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<td></td>
<td>Joint Development Agreement</td>
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<td>Land Value Tax</td>
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<td>Special Assessments</td>
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</tbody>
</table>
Development of Longer-Term Strategies

• One or more of the following value capture mechanisms could be used to fund public improvements in the Downtown White Plains Transit District.

<table>
<thead>
<tr>
<th>Timing</th>
<th>Mechanism</th>
<th>Description</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Time Revenue Sources</td>
<td>Density Bonus</td>
<td>Permission to add density in exchange for public improvements or contribution to District Improvement Fund.</td>
<td>Improvements likely to include upfront public realm improvements and a zoning overlay district that would significantly increase permitted densities within a clearly defined Transit District.</td>
</tr>
<tr>
<td></td>
<td>Public Land Disposition</td>
<td>Sale or ground lease of public land for private development.</td>
<td>City and County control strategic development sites within the Transit District.</td>
</tr>
<tr>
<td>Recurring Revenue Sources</td>
<td>Tax Increment Financing</td>
<td>Net new property tax revenue pledged to fund up-front capital projects and/or operations.</td>
<td>First mover sites are publicly-owned or underutilized, and would generate substantial net new property tax revenue if redeveloped.</td>
</tr>
<tr>
<td></td>
<td>Special Assessments</td>
<td>Charge to property owners who benefit from capital improvements or supplemental services.</td>
<td>Proposed public realm improvements benefit existing and future property owners. Ensures that all commercial property owners contribute to ongoing maintenance and operating expenses.</td>
</tr>
</tbody>
</table>
Legislation
In April, Governor Cuomo approved legislation that encourages the use of value capture mechanisms to finance MTA capital projects. These new powers could help fund improvements to the White Plains Metro-North station.

- Empowers municipalities to create value capture districts around transit stations and share with the MTA all or part of the tax revenue generated as a result of transit improvements to defray upfront capital costs. Previously, local governments could not share revenue with the MTA.
  - Law allows local governments to capture any revenue source that they are permitted to collect under NYS law.
  - Potential value capture mechanisms named include:
    - Tax Increment Financing
    - Special Transportation Assessments
    - Land Value Taxation

- Financing plan must comply with other areas of NYS law.
  - TIF district must include finding of blight and a resolution approved by the school district to include incremental school tax revenue to support the project.
  - Any plans would likely require a memorandum of understandings with MTA.
**Case Study:** Hudson Yards, NYC  
**Method:** Synthetic Tax Increment Financing District, Density Bonus, Local Development Corporation

**DESCRIPTION:** $3B in bonds issued to finance the extension of the 7 subway line to facilitate the redevelopment of the Far West Side of Manhattan

**REVENUE SOURCE:** Combination of one-time and recurring revenue sources, including:

- Density bonuses and sale of air rights
- Payments in lieu of property, sales, mortgage recording taxes for commercial properties
- Tax equivalency payments for residential, hotel buildings built or renovated after district’s creation

**GOVERNANCE:**

- Mayoral-controlled local development corporations created to oversee planning process and issue bonds

**NECESSARY ACTIONS**

- Council pledged to appropriate tax equivalency payments for non-office projects and subsidize interest payments if project revenue fell short of annual debt service obligations
- IDA approved commercial PILOT program with built-in tax incentives
Case Study: East Midtown Rezoning, NYC
Method: Density Bonus, District Improvement Fund

DESCRIPTION: Rezoning to encourage office redevelopment while raising funds for transit improvements at Grand Central and along Vanderbilt Avenue

MECHANISM: Developers receive density bonuses in exchange for directly building or making in-lieu payments to fund transit improvements

REVENUE SOURCE: Projects built by developers through development agreement or contribution to District Improvement Fund

GOVERNANCE: Department of City Planning controls District Improvement Fund and negotiates in-lieu contributions

NECESSARY ACTIONS:
• Rezoning required drafting of zoning text amendment, approval of City Council
• City collaborated with MTA to set price of density bonuses and acted as middleman between MTA and developers to coordinate proposed transit improvements
Value Capture: Next Steps

1a. Draw zoning and financing district boundaries
1b. Confirm proposed public realm improvements, including station improvements, and order of magnitude cost estimates

2a. Identify appropriate governance structures (e.g., Local Development Corporation or District Improvement Fund)
2b. Engage with Metro-North about potential station improvements

3. Develop financing plan for short- and long-term investments and ongoing operational costs based on potential PILOT, property tax increment, assessments and other revenue sources expected to be generated within financing district

4. Advance public land disposition and development as part of a phased development strategy
Strategic Plan – Table of Contents

• Executive Summary
• Introduction
• Purpose and Need, and Methodology
• Existing Conditions and Takeaways
• Near-Term, Mid-Term and Long-Term Opportunities
• Implementation Strategies
• Public Involvement
• Conclusion and Recommendations
Stakeholder Task Force Meeting #6  
Meeting Report  
White Plains Council Chambers  
September 15, 2016  
9:30 a.m. - 11:30 a.m.

Attendance - Task Force Members:

Present

Mayor Roach (via conference call) Tim Jones  
Richard Payne Todd Westhius  
Justin Brasch Bill Cuddy  
Robert Weisz  
Mary Cavallero  
Michael Shiffer  
Susan Fox

Not Present

Peter Mosbacher  
Larry Salley  
Ed Burroughs  
Patty Cantu

Staff present: Karen Pasquale, Senior Advisor to the Mayor; Chris Gomez, Commissioner of Planning; Linda Puoplo, Deputy Commissioner of Planning; Tom Soyk, Deputy Commissioner of Parking; Timothy Douglas, Planner I

Others present: Dan Baer, Senior Vice President, Parsons Brinckerhoff; Ben Carlson, Director of Design Associate Principal, Goody Clancy; David Spillane, Principal, Goody Clancy; Shuprotim Bhaumik, Partner, HR&A Advisors; Beth Zall, Senior Transportation Planner, Parsons Brinckerhoff; Peter Mancuso, Transportation Planner, Parsons Brinckerhoff

Meeting Agenda:

1. Welcome/Overview
2. Planning Assumptions
3. Near-Term improvements
   - Station Area
   - Pedestrian, Streetscape, Bikeway
   - Multimodal and Traffic Circulation Improvements
   - Phasing and Implementation
4. **Next Steps**

**Meeting Summary**

Karen Pasquale introduced Mayor Roach, who was attending the meeting via conference call. The Mayor gave a brief welcome and introduction before passing off to Commissioner Gomez.

Commissioner Gomez began the meeting by outlining the City’s ongoing NYS Transportation Alternatives Program grant application as a means of applying for short term funding, the extension of the project grant from September 30, 2016 to December 30, 2016.

Mike Shiffer spoke briefly about Metro-North cosmetic improvements to the White Plains Station (approximately $3 million)

The WSP Parsons Brinckerhoff Team walked the room through a presentation of where the study is currently highlighting:

1. **Near Term Circulation Improvements to the Station Lot**
   a. Improved circulation pattern
   b. Re-location of taxis
   c. Re-location of shuttle buses
   d. Loss of minimal parking spaces could result in the near-term provision of open space in front of the Metro-North Station
   e. The re-location of the Shuttles is dependent on coordination with the County to use Bronx Street and County Center Parking Lot or the potential use of the Bronx Street Lot.
2. **Pedestrian Improvements along Tarrytown Road**
   a. Move a cross signal and pave desire lines to better meet pedestrian needs
   b. Shorten turn radius onto Battle Avenue to slow vehicles down on their turn
3. **Overall pedestrian and Streetscape Enhancements**
   a. Focus on corridors
   b. Some funding could be provided through TAP grant
4. **Bike Improvements**
   a. Expanded Lanes
   b. Parking
   c. Bike Share
   d. TAP Grant applying for a protected lane on Martine Avenue, green boxes, additional bike parking, and improvements to existing bike lanes.
   e. Future alignment of Hamilton Ave and Martine Ave with Bike lanes
5. **Potential Long-Term Development Scenarios**
   a. Scenario A, B, and C
   b. The City is taking the time to solicit feedback on what the public prefers
   c. The balance that must be struck is between developable space and open space
   d. Traffic circulation varies depending on the intensity of development
6. **Value Capture**
   a. With more development space there is more potential for value capture that would provide funding for future Transit District improvements
b. In order for Value Capture to be maximized there should be a re-negotiation between the City, County, and School District on how the property tax is divided, with the City receiving a larger share than it currently does for these parcels.

c. Expansion of City debt capacity

The conversation was then turned over to the Stakeholder Task Force.

- Need to have an exciting image to draw people in and build excitement about what is to come in the Transit District.
- How far will $3 million in station improvements go? – Response: it will provide a facelift for the station and enhance the user experience
- The need to emphasize the experience of a first-time visitor to White Plains – the White Plains Station is unattractive and does not provide an image that the STF wants
- When is the TAP Grant expected to come to a decision – Answer: Winter 2017
SCENARIOS FOR THE WHITE PLAINS TRANSIT DISTRICT

Stakeholder Task Force Meeting

September 15, 2016
Agenda

- Planning Assumptions
- Near-Term Improvements
  - Station Area
  - Pedestrian, Streetscape, Bikeway
  - Multimodal Traffic and Circulation
- Vision Scenarios
  - Station Area Development
  - Multimodal and Traffic Circulation Improvements
  - Phasing and Implementation
- Discussion
Planning Assumptions

• Incremental approach to improvements, such that near-term changes set the stage for long term investments.

• Priority station site improvements include:
  › Improved station access point(s) south of Hamilton Ave
  › Retail and/or public open space amenity at/near station
  › Improved connections to bus/BRT, taxis, shuttles, private cars

• Mix of new development, public open space/amenities and station improvements desirable on city-controlled sites along Metro-North right of way (ROW)

• High value new development and rehab welcomed on private sites

• New development should observe height and massing limits defined by zoning, but additional density possible if designed to enhance public spaces and fit well with context
Planning Assumptions

- Walkability improvements via mix of redevelopment, street redesign and tactical programming of sidewalks and parks
- Current amount of commuter parking near station should be maintained
- Additional parking will be needed, but at reduced ratios appropriate to transit-oriented development, using a district parking approach
- Changes to existing roadways desirable to accommodate additional bike facilities and bi-directional traffic patterns
  - May require further coordination with Westchester County, DOT, etc.
- Key implementation tools include:
  - RFP for redevelopment of city land
  - Station-area zoning overlay
  - Value capture mechanisms enabling high-value new development to help fund infrastructure improvements and/or other public benefits
Near-Term Circulation Improvements: Changes to Station Lot
Near-Term Circulation Improvements: Changes to Station Lot

Proposed Open space: 1/3 acre
Could feature planters, seating, grass, and walkway
Near-Term Circulation Improvements: Changes to Station Lot

Proposed Open space: 1/3 acre
Could feature planters, seating, grass, and walkway
Near-Term Circulation Improvements: Bronx Street Lot
Station Area Changes

• Changes to parking lot and shuttle removal result in an improved pedestrian environment
  > Fewer vehicles (shuttles and taxis) in front of the main station entrance
  > Defined location for taxis behind trans-center garage allows for protected/covered queuing area
  > Increased pedestrian open space along Hamilton sets the tone for longer-term open space at the station.

• Potential opportunity for near- to mid-term: staircase on the north side of Hamilton Ave near BRT station (to northbound platform)

• Near term opportunities set the stage for longer-term efforts to move vehicular traffic from the immediate Station /front door
Existing Station Plaza view
Potential Near-Term Station Plaza view

- Programmable park space at existing grade:
  - Exercise/Yoga
  - Music
  - Markets
  - Rotating art
  - Seating

- New BRT shelter + paved sidewalk

- New stairs down to existing lower elevation; new walk toward station

- Retain existing trees

- Wider, more prominent crosswalks

- Reconfigured vehicular circulation + parking

- Accessible route via existing sidewalk

- User friendly context:
  - Goody Clancy 8.3.16

- Station improvements

**Downtown White Plains Transit District**
Pedestrian Improvements along Tarrytown Road

Existing

**Main St / Tarrytown Rd**

**Hamilton Ave & Tarrytown Rd**

Proposed

**Main St / Tarrytown Rd**

**Hamilton Ave & Tarrytown Rd**
Pedestrian/streetscape enhancement elements
Bikeway enhancement elements
Multimodal Traffic and Circulation: Bank Street (Hamilton to Main)

• Existing alignment
Multimodal Traffic and Circulation: Bank Street (Hamilton to Main)

• Proposed changes: existing 13’ bus lane converted to shared bus/bikelane
Multimodal Traffic and Circulation: Hamilton Ave (east of Ferris Ave)

• Existing alignment
Multimodal Traffic and Circulation: Hamilton Ave (east of Ferris Ave)

- Proposed changes: narrow travel lanes to 11’, new 8’ parking lane, new planted strip and new bike lane
Vision Scenarios

- All scenarios include:
  - Station access/function/identity improvements
  - High-value development (primarily housing, plus office space on lower floors + ground level retail)
  - Signature public space

- Placement of these elements on different blocks varies across the scenarios
Scenario A

- Residential
- Office/commercial
- New parking structures
- Firehouse
- Public green space (new/expanded/activated)
- Private green space existing
Scenario B

- Residential
- Office/commercial
- New parking structures
- Firehouse
- Public green space (new/expanded/activated)
- Private green space existing
Scenario C

- Residential
- Office/commercial
- New parking structures
- Firehouse
- Public green space (new/expanded/activated)
- Private green space existing
## Vision scenarios

<table>
<thead>
<tr>
<th></th>
<th>Comparative advantages</th>
<th>Comparative disadvantages</th>
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</thead>
</table>
| A | • Existing station site retains more capacity/options for development & station functions  
   • Largest contiguous redevelopment site  
   • Near term park opportunity | • Station Square separated from activity other than station  
   • Enhances fewer new development sites  
   • Less connected to BRR |
| B | • Largest public square opportunity  
   • Enhances more new development sites  
   • Near/mid-term development opportunity  
   • Better connected to BRR | • Fewer new building locations available  
   • Station Square separated from activity other than station |
| C | • Station square activated by retail, housing/office and station  
   • Enhances more new development sites  
   • Straightforward near-term development opportunity  
   • Better connected to BRR | • Smaller public square area (but mitigated by high levels of visibility, activity) |
Existing Station Plaza view
Potential Near-Term Station Plaza view
Potential Long-Term Station Plaza view
Potential Long-Term Station Plaza Plan
Existing view looking west from Hamilton Ave/Ferris Ave
Potential future view looking west from Hamilton Ave/Ferris Ave (Scenario A)
Existing View looking Northwest from Main Street/Bank Street
Potential Future View looking Northwest from Main Street/Bank Street (Scenario B)
Potential Future View looking Northwest from Main Street/Bank Street (Scenario C)
Public square precedents
Approx. 28,000-32,000sf (3/4 acre) plus street space

Grand Army Plaza
(5th Av/59th St)

Rockefeller Center

Jacob K. Javits
Federal Building
and Plaza

Plaza space at
Lincoln Center
Long-Term Multimodal Traffic and Circulation

- Existing Station Area Conditions
Long-Term Multimodal Traffic and Circulation Improvements: Scenarios A and C

Pedestrian Access across and to train platforms
  › New Station Entrance under tracks between Main and Hamilton
  › Extend Pedestrian Connection through Station at New Street
  › Construct a signature canopy over station platforms to replace existing ones
  › Enlarge narrow platform access “tunnels” at Mott Street Tunnel

• Changes to Vehicular Circulation
  › Extend Bronx Street through County parking lot to facilitate shuttle relocation
  › Maintain one-way driveway around garage for taxis
  › Include curb-side pick up/drop off along Ferris Ave (west side) and along New Street (north side)
Long-Term Multimodal Traffic and Circulation Improvements: Scenario B

Pedestrian Access across and to train platforms (all Scenarios)
  > New Station Entrance under tracks between Main and Hamilton
  > Extend Pedestrian Connection through Station at New Street
  > Construct a signature canopy over station platforms to replace existing ones
  > Enlarge narrow platform access “tunnels” at Mott Street Tunnel

• Changes to Vehicular Circulation
  > Demolition of existing garage would allow for Water and New Streets to be extended to full width; larger roadway would allow for taxi and shuttle opportunities on the east side of the station.
  > Include curb-side pick up/drop off along Ferris Ave (west side) and along New Street (north side)
  > Extend Bronx Street through County parking lot to facilitate shuttle relocation
Phasing (existing)
Phasing (1) Alternative C

- Urban Renewal Site (Bronx Street lot) sold to Developer.
- Developer contributes to new vertical station entrance (elevators and stairs) near southern end of existing platform.
Phasing (2) Alternative C

- Construction of a new Fire Station located north of the existing location on Ferris Ave.
- Existing Fire Station No. 2 is demolished and reconstructed as multi-level parking and mixed-use development, including open space at the NW corner of Ferris Ave and Water Street.
Phasing (3) Alternative C

- Parking is relocated from the existing surface parking lot in front of the station to create new Station Square Plaza
- Platform enhancements completed to create statement entrance to the White Plains MNR station
- Slender building to be constructed framing the new plaza.
Phasing (4) Alternative C

- Replacement of existing station parking deck with parking and development of two additional mixed-use buildings.
- Opportunity to remove a portion of the White Plains Trans-Center parking deck which extends over New Street.
Potential Future Buildout: Scenario C
Implementation Considerations

- Development Process and next steps

Finalize and publicize Transit District Plan (September/October 2016)

City solicits Request for Expression of Interest (RFEI) or RFI (in tandem)

City develops and approves Transit District Zoning Overlay

City issues an RFP with intent to select a developer for the Phase I site(s) from the respondents
Discussion
Value Capture Opportunities

Capital projects in the Downtown White Plains Transit District can be financed using variety of mechanisms, including tax increment financing and density bonuses.

1. Density Bonuses
   Developers can add density to a project through a special permit in exchange for directly building public improvements or contributing to a district-wide improvement fund.
   • For both city-owned sites and privately-owned sites, the recommended zoning overlay assumes that projects can be built to 12.0 FAR, with the existing 5.0 FAR allowed as-of-right.

2. Tax Increment Financing
   Net new property tax revenue from redevelopment is pledged to fund upfront capital projects.
   • Analysis considers scenarios in which only City tax revenue can be captured for debt service, plus an alternative in which a PILOT would include a portion of County and School taxes.
1. **Density Bonus**

- As part of a zoning action to increase density, cities can require developers to purchase additional development rights above what is permitted as-of-right in exchange for public benefits or an in-lieu contribution.
- Value of bonus is a percentage of the appraised value of development rights.
- Increasingly common in New York State:
  - Port Chester
  - New Rochelle
  - New York City

---

**Example of Density Bonus**

- **Base**
  - 5.0 FAR
  - As-of-Right

- **Bonus**
  - Up to 7.0 FAR
  - through Special Permit

**Total Zoning Envelope**
**Example: East Midtown Rezoning, New York City**

- **DESCRIPTION:** Rezoning to encourage office redevelopment while raising funds for transit improvements at Grand Central and along Vanderbilt Avenue

- **MECHANISM:** Developers receive density bonuses in exchange for directly building or making in-lieu payments to fund transit improvements

- **REVENUE SOURCE:** Projects built by developers through development agreement or contribution to District Improvement Fund

- **GOVERNANCE:** Dept. of City Planning controls District Improvement Fund and negotiates in-lieu contributions
## Bonusable Floor Area for City-Owned Sites (Excluding Civic Facilities)

**Site A: Fire Station (6.3 FAR)**
- As of Right: 401,500
- Above 5.0 FAR: 79,500
- **Total**: 481,000

**Site B: Rail Station Parking Structure (6.8 FAR)**
- As of Right: 240,000
- Above 5.0 FAR: 309,100
- **Total**: 549,100

**Site C: Rail Station Drive (6.4 FAR)**
- As of Right: 188,000
- Above 5.0 FAR: 71,400
- **Total**: 259,400

**Site D: Urban Renewal Lot (10.0 FAR)**
- As of Right: 202,500
- Above 5.0 FAR: 340,900
- **Total**: 543,400
Bonusable Floor Area for Representative Privately-Owned Site

<table>
<thead>
<tr>
<th></th>
<th>As of Right</th>
<th>Above 5.0 FAR</th>
<th>Total</th>
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<tbody>
<tr>
<td>81 Main St (10.2 FAR)</td>
<td>181,000</td>
<td>265,500</td>
<td>446,500</td>
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</tbody>
</table>

- Residential
- Office/commercial
- Green “new/expanded/activated”
- New parking structures
- Firehouse

As of Right 181,000
Above 5.0 FAR 265,500
Total 446,500
Introduction

The Public Outreach Plan ("POP") guides public outreach and engagement for the Multimodal Transportation Center Redevelopment Project. It describes which stakeholder groups and community populations will be consulted for public outreach activities, which venues and materials will be used for public engagement meetings, and how public input will be received and incorporated into the project. The POP was created in collaboration with members of the Stakeholder Task Force and City of White Plains staff.

Stakeholder Groups and Community Populations

The City of White Plains will reach out to a diverse set of stakeholder groups and community populations who will be impacted by redevelopment of the Downtown White Plains Transit District. Please refer to page five for a list of stakeholder groups and community populations who have been identified for inclusion in public outreach activities.

The City will actively reach out to the above stakeholder groups and community populations approximately one month in advance of a public engagement meeting. Stakeholder groups and community populations will be given sufficient notice for additional in-person public engagement activities (if planned) and will be notified as soon as possible upon the release of materials from public engagement meetings on the project’s website (if planned).

The City, in conjunction with Parsons Brinckerhoff, will create a public engagement contact database for stakeholder groups and community groups. Specially designed software will be used to send out email blasts announcing public engagement events. Further, the City’s and project’s homepages will be used to also announce public engagement events. Community groups and organizations that provide support and services to vulnerable populations will serve as a conduit to disseminate information for public engagement meetings.

Meeting Format, Materials, Venue, Communication, Public Comment

Public engagement meetings will be used to help raise public interest and bolster public support for the project. The project will consist of three public engagement meetings tentatively scheduled for:

1. Thursday, February 11, 2016, 6:30 pm – 8:30 pm
2. Wednesday, June 15, 2016, 6:30 pm – 8:30 pm
3. Wednesday, September 28, 2016, 6:30 pm – 8:30 pm

All public engagement meetings will be tentatively held at the White Plains Public Library located at 100 Martine Avenue, White Plains, New York, 10601. The second floor auditorium,
gallery, and meeting rooms will be used for all three public engagement meetings. This location was chosen for its central location in the Downtown Core of White Plains, which provides convenient walking, parking, and public transportation access. The library is also fully accessible.

Public Engagement Meeting #1 will tentatively present and discuss the following topics with the public:

- Project background
- Project study area
- Preliminary findings of baseline studies and existing conditions

Public Engagement Meeting #2 will tentatively present and discuss the following topics with the public:

- Existing Conditions Report
- Final results of the baseline studies
- Potential land uses in and around the study area
- Overview and discussion of preliminary infrastructure options and redevelopment schemes to help inform the final Strategic Plan

Public Engagement Meeting #3 will tentatively present and discuss the following topics with the public:

- Final Strategic Plan
- Final Performance Based Metrics Report

Each public engagement meeting will potentially have a community open house, a project presentation, and small break-out discussion groups. The open house will utilize multiple interactive project boards and/or iPads distributed throughout the library gallery detailing different data findings, visuals, and project facts. Members from the project team will be available to describe the boards and or iPads, and informally answer questions about the project.

The project presentation portion will provide information to the public about the study, data findings, and recommendations. Certain presentations may utilize clickers provided to attendees as a way to conduct real-time polling during the presentation. A facilitated question & answer/comment period will follow the conclusion of the presentation, with a project team member recording public input.

Small breakout discussion groups will discuss predetermined topics about the project in a roundtable format with attendees. The goal is to help identify community concerns and build consensus around potentially sensitive topics. A flip chart will be used to record comments provided by attendees.

All materials, including the presentation, polling results, flip chart notes, pictures of project boards, etc., will be posted on the project’s webpage for the public to view. Members of the public unable to attend a public engagement meeting will have the opportunity to answer questions posed during a public engagement meeting via an electronic form on the project’s
website. Alternatively, the public will also be invited to submit comments and questions to the project’s dedicated email address, transitdistrict@whiteplainsny.gov

In addition to the three public engagement meeting described above, the City may elect to hold roundtable discussion meetings with selected stakeholders and or community groups. Predetermined topics for discussion at these meetings will be tailored to specific issues and concerns of respective stakeholders and community groups. Flip charts will be used to record this information.

**Project Website**

The project website has been established to both introduce and provide up-to-date information about the project. All public engagement materials will be uploaded to the site in a timely fashion on the Public Engagement page. This page also provides information about upcoming public engagement meetings and dates. The website will serve as a vital resource for members of the public who cannot attend a public engagement meeting and who would like to view meeting materials.

The website includes an Overview page with a brief description of the project and a downloadable study area map of the project. A Background and Vision page provides an in-depth explanation about the project and provides pictures of proposed redevelopment sites. The Media page provides a slide show of pictures of the study area, project videos, and press releases. A Get Involved! page will provide an electronic form where the public can submit questions, ideas, and concerns to be answered by the project team.

**Anticipated Community Concerns**

The following list of community concerns was developed by City staff and members of the Task Force:

- Balancing the needs of non-resident commuters who may have different needs than resident commuters or residents who do not use the station
- Concern about more development and higher density development in downtown White Plains
- Fear of gentrification and displacement, especially for residents of the Ferris-Church neighborhood
- Concern from the Business Improvement District (“BID”) that new development around the station will economically depress the downtown core
- Increase in property taxes
- Negative impacts during construction
- Loss of parking spaces during construction and after construction

In order to build consensus and create public support for the Multimodal Transportation Center Redevelopment Project, the City will engage with residents, property owners, business owners, resident commuters, non-resident commuters, elected officials, appointed officials, neighborhood associations, and community organizations.
Vulnerable Populations

The Department of Planning administers the City’s Community Development Block Grant Program, which provides funding and services to many vulnerable populations. The City will capitalize on these relationships with the following community organizations in order to encourage residents and stakeholders to take part in public engagement activities:

- El Centro Hispano (serves the following populations: low income; Spanish speaking; people of color)
- Slater Center (serves the following populations: low income; Creole speaking; people of color)
- Westchester Independent Living Center (serves the following populations: low income; persons with disabilities)
- White Plains Housing Authority (serves the following populations: low income; people of color)
- Westchester Community Opportunity Program (serves the following populations: low income; people of color)

The City will directly reach out to the organizations listed above and request that they distribute information about public engagement meetings to their respective populations. The organizations will be notified using the same timeframe as detailed in the Stakeholder Groups and Community Populations section.

The City will have a Spanish speaking interpreter at all three public engagement meetings and the White Plains Public Library is fully accessible. Further, the White Plains Public Library is centrally located next to multiple public transportation options and offers indoor parking.
Stakeholder Groups and Community Populations

- Aging in Place in White Plains
- American Lung Association
- ArtsWestchester
- Battle Hill neighborhood residents
- Bee Line Bus riders
- Bicycle organizations
- Bronx River Parkway Reservation Conservancy
- Business Council of Westchester
- Churches and Synagogues
- City-wide programming and events
- Community Development Citizens Advisory Committee (CDCAC) Members
- Community Development Non-Profits
- Con Edison
- Council of Neighborhood Associations
- CT Transit riders
- Downtown Neighborhood residents
- El Centro Hispano
- Elected/Appointed Officials (City, County, State)
- Emergency and Police services
- Farmers Market
- Ferris-Church neighborhood residents
- Gilda’s Club White Plains
- July 4th Celebration
- League of Women Voters of White Plains
- Lifting Up Westchester
- Mass Transit Task Force (MTTF)
- Meals on Wheels of White Plains
- Metro-North Railroad Commuter Council
- New York Metropolitan Council (NYMTC)
- New York Power Authority
- North Broadway neighborhood residents
- Private and religious schools, and private colleges
- Private property owners
- Public Schools/PTAs
- Realtors
- Rotary Club
- Salvation Army of White Plains
- Section 8 Project-Based residents
- Shuttle bus/business parks
- Sustainable Communities
- Taxis
- Tenant Associations
- The Women’s Club of White Plains
- Thomas H. Slater Center, Inc.
- Tilley Electric Company
- Tri-State Transportation Campaign
- United Jewish Association Federation of Westchester
- Westchester County Association
- Westchester County Department of Planning
- Westchester County DOT
- Westchester Cycle Club
• Westchester Hispanic Coalition
• Westchester Independent Living Center
• WestFair Rides
• White Plains Affordable Rental/Ownership Housing Program residents
• White Plains Beautification Foundation
• White Plains Boards and Commissions
• White Plains Bus Company
• White Plains Business Improvement District
• White Plains Departments
• White Plains Historical Society
• White Plains Hospital
• White Plains Housing Authority residents and tenants’ association
• White Plains School District
• Women's Enterprise Development Center
• YMCA
• YWCA
• YWCA of White Plains Residence
1 ABOUT THE PUBLIC OUTREACH ACTIVITY TRACKING REPORT

This report describes the public outreach activities completed during the Downtown White Plains Transit District Project. The report is divided into sections representing each segment of the Public Involvement Plan (PIP), which guided public outreach and engagement for the Project. In addition to these activities, the PIP describes the stakeholder groups and community populations central to the outreach effort, the venues and materials that would best support the engagement effort, and the approach to incorporating public input into the Study Team’s activities. The PIP was created by the City of White Plains in collaboration with members of the Project’s Stakeholder Task Force and the Project Team.

2 STAKEHOLDER TASK FORCE

To ensure representation of key community groups and stakeholders, the City of White Plains established a Stakeholder Task Force that met six times during the Project in two-hour meetings to review Project progress and share input with the Project Team. Additionally, Stakeholder Task Force members were actively involved in public meetings and during community open houses, leading discussions and reporting results of community participation to audiences at outreach meetings.

The 13-member Task Force comprised representatives shown on Figure 1.

STAKEHOLDER TASK FORCE MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Role</th>
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<tbody>
<tr>
<td>Mayor Thomas Roach</td>
<td>Chair</td>
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<tr>
<td>Ed Buroughs</td>
<td>Commissioner of Planning, Westchester County</td>
</tr>
<tr>
<td>Justin Brasch</td>
<td>Partner, Brasch Legal; Metro-North Commuter, Highlands Resident</td>
</tr>
<tr>
<td>Larry Salley</td>
<td>Chair, White Plains Housing Authority; Former Commissioner, Westchester County Department of Transportation; Fisher Hill Resident</td>
</tr>
<tr>
<td>Mary Cavallero</td>
<td>Former Chair, White Plains Planning Board; North Broadway Resident</td>
</tr>
<tr>
<td>Michael Shiffer</td>
<td>VP Planning, MTA Metro-North Railroad</td>
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<tr>
<td>Patty Cantu</td>
<td>Co-President, Battle Hill Neighborhood Association</td>
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<tr>
<td>Peter Mosbacher</td>
<td>Senior VP Community Development, Webster Bank</td>
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<tr>
<td>Richard Payne</td>
<td>North Broadway Resident; Cycling Advocate</td>
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<tr>
<td>Robert Weisz</td>
<td>CEO, RPW Group</td>
</tr>
<tr>
<td>Susan Fox</td>
<td>President &amp; CEO, White Plains Hospital</td>
</tr>
<tr>
<td>Tim Jones</td>
<td>Managing Member, Robert Martin Company, LLC</td>
</tr>
<tr>
<td>Todd Westhuis</td>
<td>Acting Regional Director, Hudson Valley/Catskill Region, NYS DOT</td>
</tr>
<tr>
<td>William V. Cuddy, Jr.</td>
<td>Executive VP CBRE Brokerage Services</td>
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</table>

FIGURE 1: Stakeholder Task Force Members
Source: The White Plains Transit District Strategic Plan

December 2016 | White Plains Transit District Strategic Plan | APPENDIX B | ABOUT THE OUTREACH ACTIVITY TRACKING REPORT
3 PUBLIC OUTREACH MEETINGS

The Public Involvement Plan specified a requirement for three public meetings; however, the City and Project Team expanded the number of public meetings to four. The meetings were held in three different locations to capture different audiences (Figure 2). All locations were central and fully accessible, and all could be reached via transit services. The locations were the White Plains Library, the New York Power Authority, and the ArtsWestchester Gallery.

3.1 MEETING THEMES

Each meeting included participatory activities to solicit and collect public input as the Project advanced through milestones. The four Project themes were:

1. Imagine a New Transit District – Project Introduction
2. Project Update – Existing Conditions Report
4. We Did It! – Presentation of the Final Study to the Public Engagement Tactics

All meetings featured a combination of a presentation and an interactive session. Tactics used to solicit input at meetings included:

» Digital polling using “Poll Everywhere” software to collect audience feedback. (Figure 3)
» “Solution Stations” where attendees commented on aspects of the Project.
» Open Houses with boards attended by Project Team and Stakeholder Task Force members to support one-on-one discussion.

3.2 MEETING PROMOTION

The Public Involvement Plan called for promotional support of the meetings and provision of meeting materials on the Project website. Promotion of each meeting included a layered effort to reach a wide number of stakeholders, including:

» Print posters (Figure 4)
» Eblasts (Figure 5)
» Digital signs (Figure 6)
» Press releases
» Promotional material supplied to the Stakeholder Task Force in an easy to use toolkit for distribution to their constituents.
» Meeting materials posted on the Project website following each meeting

3.3 MEETING STATISTICS

Public meetings were well attended -- averaging approximately one hundred people, including residents, commuters, and other stakeholder groups with a vested interest in the Downtown White Plains Transit District.

Attendees were eager to share their opinions. The first public meeting, generated a total of 120 responses.
In one word, what is the most important improvement you would make to the Downtown White Plains Transit District?

Poll locked. Responses not accepted.

Figure 3: Stakeholder Task Force Digital "Poll Everywhere" Result Posters for Public Meetings
Source: WSP | Parsons Brinckerhoff

Figure 4: Posters for Public Meetings
Source: WSP | Parsons Brinckerhoff

Figure 5: Advertisements for Public Meetings
Source: WSP | Parsons Brinckerhoff

Figure 6: Advertisements for Public Meetings
Source: WSP | Parsons Brinckerhoff
4 PUBLIC COMMENT TOPICS

Meeting One: Imagine a New Transit District – Project Introduction

The initial public meeting for the Downtown White Plains Multimodal Transportation Center Redevelopment Project was designed to engage the White Plains community, collect input, and build interest in the Project. Feedback and audience participation was collected in three ways: information was solicited while attendees viewed project boards and posted stickers (Figure 7) with their comments on each board; comment cards were distributed and collected (Figure 8); and attendees’ responses to topics using an online polling system (Figure 9).

Questions asked during the open house 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)?

Questions asked during the project presentation included:

» What is the best thing about living in, working in, or visiting the City of White Plains?
» What one improvement would you like to see in and around the train station?

Meeting Two: Project Update – Existing Conditions Report

The second public meeting for the Downtown White Plains Transit District Project presented takeaways from the baseline studies, discussed potential short-term and long-term solutions in and around the study area, and displayed preliminary infrastructure options and redevelopment schemes to inform the final Strategic Plan. During this meeting, attendees provided inputs about potential solutions to challenges identified in the study area, such as parking, pedestrian access, and connections to the downtown area.

Question prompts included:

» My ideas & insights about this potential solution:
  » Strongly Agree
  » Agree
  » Neutral
  » Disagree
  » Strongly Disagree

» Why I think this idea works

» Here’s how this idea could be better

» Other thoughts on the topic

Meeting Three: Guide the Future – Near- and Long-Term Solutions Presentation

At the third public meeting, the Project Team presented a series of near- and long-term solutions to an audience of approximately 80 attendees. Project team members stationed at boards displaying various scenarios as well as bicycle/pedestrian improvements, provided attendees with an opportunity to view the scenarios up-close and discuss the options in depth with the project team. Robust and in-depth discussions took place at each of the board displays, and comments were collected during the meeting, as well as online at the project website.
5 COMMUNITY OPEN HOUSES

To ensure the Project considered the needs of neighborhoods adjacent to the train station and the downtown White Plains Business Improvement District (BID), the City of White Plains scheduled two community open houses that were each attended by approximately 40 people. Open to the public, these two open houses focused on topics of specific interests associated with each designated location (Posters on Figure 11). Each included a brief presentation by the City and a feedback activity to identify the needs, interests, and concerns of stakeholders in these two areas (Comment cards in Figure 12). The two Community Open Houses were focused on:

- Battle Hill, Fisher Avenue and Ferris Avenue (Figure 10)
- Downtown and White Plains BID

Neighborhood-specific comments were collected based on the following discussion prompts:

- Today, how (what mode) do you travel to/from the downtown and transit station areas?
- What are the issues and impediments to your travel?
- If you walk, is your path safe? Interesting and active?
- Is signage and information available and appropriately located?
- If you had the opportunity to make one improvement today, what would it be?
- How do you typically travel through the downtown?
- Are pedestrian paths safe and secure? Interesting?
- Are street patterns and direction appropriate for a downtown setting?
- Is signage appropriate and informative?
- Is there enough off-street parking? On-street parking?
- If you had the opportunity to make one big change, what would it be?
- Are the transit facilities easy to access by your primary mode of transportation?
- Do the roadways/sidewalks provide safe and direct access? If not, what are the issues?
- Are the circulation patterns along the streets in the downtown Transit District easy to navigate? What issues exist?
- Is access to the rail station appropriate? What are the issues? What could be improved?
- If you drive, is access an issue? Parking availability? Location of parking an issue?
- What other types of uses would be desirable at the station (bicycle, sidewalks, recreation access)?
- What would be the first thing you would do to improve the station area?
6 TRAIN STATION OUTREACH

The City also conducted outreach at the Metro-North train station to collect input from non-resident commuters who may have different needs from resident commuters or residents who do not use the train station daily. Train station outreach included:

- Counts of commuters using the train station at different times
- Promotion of public meetings at the train station (Figure 13)
- Informal survey of commuters to identify their unique needs and concerns

7 PROJECT WEBSITE & SOCIAL MEDIA

The City developed and leveraged a Project website and social media campaign to further expand outreach. It provided timely and up-to-date information about the Project, how to get involved, and how to contribute feedback to the Project.

The website included:

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

Question of the Week

The City developed and implemented an innovative outreach technique that leveraged online technology to collect input on a variety of topics. The “Question of the Week” campaign featured questions related to the project that website visitors were encouraged to answer. Question of the Week was promoted via posters (Figure 14) and business cards (Figure 15) that were distributed at public events and meetings.
Question of the Week generated more than 1,250 responses. Questions included:

1. Which of these improvements would most impact your transit experience?
   - Better pedestrian access
   - Cleaner station
   - Separate areas for taxi and passenger drop off
   - Food service
   - Increased lighting
   - Better signage
   - Other

2. What one change would make an immediate improvement to the Transit District (includes Metro-North Station, Westchester County Bee-Line Bus Station, regional bus station, and the surrounding area)?

3. Which of these streets providing access to the Downtown White Plains Transit District are the most pedestrian friendly?
   - Battle Avenue
   - Tarrytown Road
   - Ferris Avenue
   - Lexington Avenue
   - Main Street
   - Hamilton Avenue
   - New Street
   - Bank Street
   - Hillside Terrace
   - Water Streets

4. What would make it easier to walk to/from the Metro-North Station/Bee-Line Station?

5. What one improvement would you make to parking at the train station?
   - Electric car plug-ins
   - Less parking
   - More parking
   - Easier access in and out of parking
   - Better signage to the parking lots
   - Information technology utilized to tell people the lot is full

6. Which of the following green space initiatives would you most like to see in the Downtown White Plains Transit District?
   - Dog park
   - Community garden
   - Park
   - Performance area/stage
   - Better access to Bronx River Parkway trails

7. What new service, store or amenity would make the Downtown White Plains Transit District more appealing to you?
   - Casual food options
   - Local service stores
   - Coffee shop
   - Improved or increased parking
   - Shuttle
   - Pedestrian amenities
   - Bar/restaurant
   - Park/public gathering space
   - Bicycle amenities
   - Community facilities
   - Farmer’s market
   - Public information office
   - Other

8. What traffic issues related to the Downtown White Plains Transit District are you most concerned with? (Shown on Figure 16)
   - Pedestrian safety
   - Confusing entry to the Downtown White Plains Transit District
   - Confusing exit from the Downtown White Plains Transit District
   - Difficulty accessing retail and services in the downtown area
   - Lack of clear signage
9. What technology upgrade is most needed at the train station?

- Free wifi service
- Newsfeed
- Real time transit info
- Charging stations
- Other
8 COMMUNITY EVENTS

Information about the Project was promoted during community events to generate interest and awareness (Example on Figure 17). The City and the Project Team distributed Project information, including upcoming meetings, news, and website updates, at a series of well-attended festivals and events in White Plains to engage with members of the public. Material prepared for the events included a flyer, brochure (Figure 18), and business cards to promote the Question of the Week.

Events included:

» Truck Day
» Cherry Blossom Festival
» Juneteenth Celebration
» Farmers Market
9 MEDIA RELATIONS

The City of White Plains distributed press releases in advance of each public meeting and outreach activity (Figure 23). Media coverage was secured in publications and Twitter feeds including:

» The Journal News (LoHud) (Figure 19)
» The Examiner News (Figure 20 and Figure 21)
» The White Plains Daily Voice (Figure 22)
» Westfair Communications
» White Plains Patch
10 MATERIALS

To promote awareness and interest, the Project Team developed a logo, and a branded series of materials to make the project information easily identifiable. The materials were used for all public engagement efforts, and are provided throughout this appendix to record the full suite of materials created to support and facilitate public awareness and engagement.

FIGURE 24: Downtown White Plains Transit District Logo

Source: WSP | Parsons Brinckerhoff
TASK 4.1A – REVIEW OF EXISTING STUDIES AND REPORTS

DRAFT
December 22, 2015
Version 1.0

Prepared for:
The City of White Plains

Prepared by:
WSP | PARSONS BRINCKERHOFF
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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the Metro-North White Plains station and Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principals that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the County of Westchester Bee-Line Bus Station. 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 1).
1.3 REPORT PURPOSE

The purpose of this report is to document the studies, reports and data collected, and summarize the information contained in these documents. The review will inform the team’s understanding of historic and existing conditions, assist in the identification of data gaps and the development of baseline study scopes required for future phases of the project.
# 2 LIST OF RELEVANT STUDIES AND DATA

The following table includes the list of all reports, studies and data collected. Data was collected through coordination with the City of White Plains and Stakeholder Task Force Members. A summary of the review of these documents is contained in Section 3 of this report.

**TABLE 1: EXISTING STUDIES AND REPORTS**

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<tr>
<th>Report/Study</th>
<th>Year Published and Sponsor</th>
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<td>Transportation Engineering and Management Professional Services for the City of White Plains: Phase 1 Final Report</td>
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<td>Metro-North White Plains Station Architecture Files</td>
<td>1999, Metro-North</td>
</tr>
<tr>
<td>Mass Transit Task Force Member Presentation Update</td>
<td>2015, New York State Department of Transportation</td>
</tr>
<tr>
<td>Central Avenue Bus Rapid Transit Assessment Study</td>
<td>2009, Westchester County Department of Transportation</td>
</tr>
<tr>
<td>New NY Bridge Mass Transit Task Force</td>
<td>2014, NYS Thruway Authority / NYS Department of Transportation</td>
</tr>
<tr>
<td>New NY Bridge Mass Transit Task Force Final Transit Recommendations</td>
<td>2014, NYS Thruway Authority / NYS Department of Transportation</td>
</tr>
<tr>
<td>NYSDOT Public Transportation Bureau: FTA 5310 Program - Enhanced Mobility of Seniors &amp; Individuals with Disabilities 2015 Application</td>
<td>2015, New York State Department of Transportation</td>
</tr>
<tr>
<td>2014 White Plains TransCenter Bus Ridership</td>
<td>2015, Westchester County</td>
</tr>
</tbody>
</table>
3 SUMMARY OF EXISTING STUDIES AND DATA REVIEWED

3.1 LAND USE/ZONING, DEVELOPMENT AND POLICY

Zoning Ordinance of the City of White Plains (1981, with updates) - City zoning ordinance addressing building regulations in the multimodal study area, including land use and dimensional requirements. Most prevalent zoning district in portions of study area with redevelopment potential is CB-4. The White Plains and Galleria malls have their own unique zoning districts, B-2 and B-6, respectively.

CB-4 zone permits downtown-related mixed use development (generally including office, multifamily housing, recreation, medical, automotive, retail and hospitality), has a density limit of FAR 5 generally and FAR 5.5 if at least half of developed area is housing, and accommodates significant height subject to parcel size minima and floor area limitations. B-2 zone permits downtown-related mixed use development (generally including office, multifamily housing, recreation, automotive, medical, retail and hospitality), has a density limit of FAR .80. B-6 zone permits limited uses (generally including enclosed retail, recreation, and medical), has a density limit of FAR 6 within the Central Parking Area.

City staff has indicated this planning effort may recommend appropriate revisions of zoning policies in the study area.

City of White Plains Consolidated Plan 2015-2019 (Annual Action Plan 2015-2016) - Five-year plan for prioritized city investment in housing and neighborhoods, as requirement for receiving HUD Community Development Block Grant (CDBG) funding. Plan identifies priorities based on community input, analysis of housing affordability across resident demographic groups, and market conditions. Plan outlines a strategic response to priority needs with annual action steps allocating CDBG funds. The document includes a great deal of census and real estate data, primarily to support housing development.

City of White Plains Comprehensive Plan (2006 Revisions of the 1997 Plan) - The Comprehensive Plan outlines the city’s land use priorities for public and private land. This 2006 update of a 1997 document assesses current conditions in terms of land use, physical context demographics, market conditions and major trends. Most relevant to Multimodal Transportation Center planning, the plan outlines specific goals for distinct parts of the study area including the Central Redevelopment Area and other parts of the Core Area (downtown and environs), major corridors (i.e. Tarrytown Avenue), and adjacent neighborhoods. In a notable change of policy, the 2006 plan advocates more significant presence of housing in the Core Area than did the 1997 plan.
3.2 REAL ESTATE AND MARKET CONDITIONS


Multimodal Project Area Property Ownership - Orthophoto of core of Multimodal Project Study Area with property line overlay. Legal ownership entity is labeled for parcels east of the MTA right of way within approximately ¼ mile of rail station. Data is current as of mid-2015.


White Plains Disposition Status - List of parcels in Central Renewal Project area indicating ownership/designated developer, use, parcel and developed floor area, parking space count, land cost and estimated development value as of April 3, 2000.

White Plains Urban Renewal Photos - Annotated photos taken between 1967 and 1983 showing various conditions prior to, during and after redevelopment of certain parcels in the Central Redevelopment Project area.

White Plains Urban Renewal Projects - Table of all White Plains urban renewal projects as of March 2, 2015. Principal relevant project listed is item A, Central Renewal Project, established 1964, most recently extended through 7/7/2019. Freight Yard Renewal Project and Battle Hill Renewal Project are expired projects within study area.

Redevelopment of City and Urban Renewal Agency Property Adjacent to Metro-North Railroad Station City of White Plains - Request for Qualifications for developer teams for three parcels designated as follows: Bronx Street Municipal Parking Lot (bounded by Hamilton, Bank, Main and MTA; owned by Urban Renewal Agency); Train station lot and TransCenter Garage (owned by City); and Fire Station #2 and DPW facility (owned by City). RFQ submission deadline was 9/30/07; city did not proceed with designating developer.
3.3 TRANSPORTATION

3.3.1 TRAFFIC

Based on discussions with the City of White Plains Parking & Traffic Department (Traffic Division) and a comprehensive review of the data received, the following is understood of existing traffic conditions in and around the White Plains Multimodal Transportation Center (MTC).

Main Street and Hamilton Avenue are the main entry/exit routes to and from downtown White Plains, and specifically the MTC itself. Main Street and Hamilton Avenue operate as a one-way pair, with Main Street operating in the eastbound direction and Hamilton Avenue operating in the westbound direction between Tarrytown Road and Dr. Martin Luther King Jr. (MLK) Boulevard. West of MLK Boulevard, Hamilton Avenue widens and becomes a two-way roadway. Most of the streets within the study area operate in one direction, with exceptions made for buses along Bank Street adjacent to the MTC. Figure 2 shows the existing street network around the MTC.

Past studies focused on the extension of the roadway network to provide additional vehicular access to and from the downtown area via a connector from the Tarrytown Road/Central Avenue intersection to today’s MLK Boulevard. Plans for this connector were abandoned, though the right-of-way required for the connector appears to be intact.

The City of White Plains Traffic Division has a central signal control system for over 130 signalized intersections in and around the city. This program provides real time information regarding traffic volumes/conditions, can be used to manipulate traffic patterns to accommodate emergency response vehicles, and can assist in incident management. According to the official signal timings received for all intersections within the study area, the vast majority of signals in White Plains are fully actuated, with detection carried out by underground loop detectors. Due to staff limitations, some detectors that malfunction regularly or are damaged due to construction remain out of service for unspecified periods of time.

Based on the 2005 Turning Movement Count Surveys and 2015 Detector Count Sheets provided from the City of White Plains, it is unclear whether volumes or traffic patterns have significantly changed over the last 10 years. Discussions with the Traffic Division yielded the assumption that overall volume has not changed drastically in that time period. The City of White Plains Traffic Division has the ability to conduct its own counts on a small-scale with in-house equipment. A number of video cameras are also used to keep track of real time traffic conditions and can be manipulated in some cases to pan to various locations from one vantage point, especially around the MTC.

The 2005 Existing Conditions Synchro from Westchester County Signal Re-Timing Project for the most part includes the entire study area proposed for the MTC Redevelopment study. It was noted through...
discussions with the City of White Plains that some street intersection geometry has changed since the Signal Re-Timing Project was completed.
Figure 2: Study Area Existing Street Network
3.3.2 PEDESTRIANS

Metro-North Railroad 2014 station boarding data indicates 11,060 total daily weekday boardings, with 9,800 daily weekday boardings inbound toward Grand Central Terminal and 1,260 outbound boardings to the north at White Plains station (both including some train-to-train transfers). By contrast, there were 4,800 inbound boardings on Saturday and 3,600 on Sunday in 2014, again including train-to-train transfers. In the outbound direction, there were 750 boardings on Saturday and 630 on Sunday. These volumes make White Plains station the third-busiest in the Metro-North system, after Grand Central Terminal and Stamford.

Some people remain on the platform at White Plains to transfer between local and express trains in order to travel between an intermediate station south of White Plains and a station north of White Plains.

Passengers access the White Plains station on foot, by bicycle, bus, shuttle, taxi, park-and-ride, or are picked-up/dropped off. Even if they don’t walk all the way to their destination, all of these passengers are pedestrians for at least the distance of their transfer, and contribute to activity on station area stairs, escalators, and walkways.

In the City of White Plains Comprehensive Plan (with 2006 Revisions), the first stated vision is to “facilitate the safe and efficient pedestrian movement in the CBD.” The revised plan notes pedestrian improvements in the downtown core to the east of the station, especially in conjunction with the 221 Main Street project. The plan references ongoing work with Metro-North to improve the physical appearance of the station and pedestrian circulation patterns around it.

In regard to pedestrian circulation in the downtown core, the Comprehensive plan indicates that pedestrian traffic should be treated as a critical element in the review of development plans. It also notes that the City should encourage and use land-use regulations to promote attractive streetscapes to make the core area more attractive to pedestrians.

As represented on the City’s bike maps, bike lanes serving the station area are located on Water Street (both directions), Lexington Avenue (southbound), and Martin Luther King Jr. Boulevard (northbound). It is generally easy for bicyclists to navigate north and south through the study area, but there are few opportunities to travel in the east-west direction. Bike racks are available at the MTC and are usually at capacity. Other bike parking locations include the Library and sporadic points along Mamaroneck Avenue. While these lanes best connect to and from the south, the fact that Water Street connects with the north end of the station means that most cyclists connecting to the station are likely to leave the paths and use New Street or Hamilton Avenue, instead of Water Street. The Bronx River Pathway passes just west of the station, connecting White Plains south to Hartsdale and north to North White Plains and Kensico Dam Plaza County Park.
The City of White Plains 2015-2019 Consolidated Plan does not address pedestrian circulation, nor 
does it focus on the station area or downtown.

3.3.3 PARKING

Based on discussions with the City of White Plains Parking & Traffic Department (Parking Division) and a 
comprehensive review of the data received, the following is understood of existing parking conditions 
in and around the MTC.

There are approximately six public parking facilities owned and operated by the City of White Plains 
around the MTC. In addition, there are four privately owned and operated facilities and one 
Westchester-County owned and operated facility within walking distance to the MTC. The Westchester 
County facility contains three separate lots and is primarily used for visitors to the Westchester County 
Center. However, there are some commuters that park in this facility and utilize the direct pedestrian 
connection to the White Plains train station.

The table below provides the information available for each of the parking facilities within walking 
distance to the MTC (defined as approximately ½ mile or less).

### TABLE 2: PARKING FACILITIES WITHIN STUDY AREA

<table>
<thead>
<tr>
<th>Location Name</th>
<th>Address</th>
<th>Capacity</th>
<th>Permits Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>D Garage – Library</td>
<td>100 Martine Avenue</td>
<td>568</td>
<td>Yes</td>
</tr>
<tr>
<td>E/F Garage – Galleria</td>
<td>100 Main Street</td>
<td>2,788</td>
<td>Yes</td>
</tr>
<tr>
<td>G Garage – Train Station</td>
<td>11 Ferris Avenue</td>
<td>838</td>
<td>Yes</td>
</tr>
<tr>
<td>Lot 5 – Bronx Street</td>
<td>3 Hamilton Avenue</td>
<td>128</td>
<td>Yes</td>
</tr>
<tr>
<td>Lot 21 – School Street</td>
<td>9 School Street</td>
<td>46</td>
<td>Yes</td>
</tr>
<tr>
<td>Lot 31 – Central-Tarrytown</td>
<td>205 Central Avenue</td>
<td>62</td>
<td>Yes</td>
</tr>
<tr>
<td>Standard Parking</td>
<td>3 Ferris Avenue</td>
<td>80</td>
<td>No</td>
</tr>
<tr>
<td>LAZ Financial Center Garage</td>
<td>20 5 Lexington Avenue</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Municipal Garage</td>
<td>98 Court Street</td>
<td>16</td>
<td>No</td>
</tr>
<tr>
<td>Impark Parking</td>
<td>200 Hamilton Avenue</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Westchester County Center Parking Lot</td>
<td>1 Chatterton Avenue</td>
<td>N/A</td>
<td>No</td>
</tr>
</tbody>
</table>

*Source: City of White Plains*

According to the permit sales information received from the Parking Division, the Train Station garage 
is the largest provider of permit parking. The largest amount of paid-parking occurs in the Galleria 
Parking facility.

According to the 2013 Galleria Parking Utilization Study, highest parking demand occurs from 1:00 PM 
to 2:00 PM on a typical Friday and from 3:00 PM to 4:00 PM on a typical Saturday. The Galleria Parking 
facility, which had a capacity of 2,837 vehicles at the time of this study, appears to fully accommodate
the parking demand during these time periods. However, it was noted that there is no information regarding the utilization of permit spaces versus non-permit spaces.

3.3.4 TRANSIT

3.3.4.1 RAIL

2007 O-D Study Final Report - This report summarizes the results of the 2007 MTA Metro-North Railroad (MNR) Origin-Destination (O-D) Survey. The survey results include passenger counts and MNR customer travel patterns. These results help the agency more closely match service with the travel needs of its customers. The survey also provides MNR with a better understanding of the operational and planning needs in order to meet the current and future demand of the MNR. The results of the report reveal that White Plains is a significant intermediate destination with considerable ridership. White Plains station is responsible for nearly a quarter (23%) of ridership boardings on the Harlem line. 2015 O-D Study results are expected in Spring 2016.

2014 Total Weekday Boardings by Station - The MNR 2014 Weekday Station Boardings data presents the total inbound/outbound weekday boardings by line and station. The data shows that the top 3 most traveled MNR lines during the weekday is the New Haven Line, Harlem Line and the Hudson Line respectively. Additionally, White Plains station ranks third overall in weekday boardings by station with 11,060 total boardings. Only Grand Central Terminal (104,845) and Stamford (14,730) rank ahead of White Plains station.

2014 Total Weekend Boardings by Station - The MNR 2014 Weekend Station Boardings data presents the total inbound/outbound weekend boardings by line and station. Similar to the MNR 2014 Weekday Station Boardings, the weekend boardings tell us a very similar story. The top 3 most traveled MNR lines during the weekend is the New Haven Line, Harlem Line and the Hudson Line respectively. The White Plains station ranks third overall in weekend boardings by station with 9,770 total boardings (Saturday & Sunday). Only Grand Central Terminal (80,680) and Stamford (12,030) rank ahead of White Plains station.

2015 White Plains Survey Data - The results of the 2015 White Plains Survey data provide information as to where passengers come from, how they got to the station and the zip code of their final destination during the weekday and AM Peak period. Approximately 140 passengers were surveyed onboard trains in 2015. The survey results illustrate that 96% of weekday MNR passengers who use White Plains station are from Westchester County. Of the 96% of the Westchester County residents who use the station, two-thirds are from White Plains. As expected, the majority of passengers who use the station are heading to Manhattan (79%). The primary mode of passengers getting to the White Plains station on any given weekday is by driving and parking (53%), followed by walking (30%), and getting dropped off (22%).
Historical AM Ridership to White Plains - The Historical Metro-North Railroad AM Ridership to White Plains provides the total number of daily passenger AM ridership (between 7 AM and 10AM) from the year 1985 to 2014. Between 1985 and 2014, passengers coming from points south ("reverse commute") have nearly quadrupled from 813 passengers to 3,012 passengers. Although the number of passengers coming from points north is significantly smaller, between 1985 and 2014, a similar trend can be applied. During this 30 year period, the number of passengers increased from 87 to 367.

Historical AM Ridership to Stamford - The Historical MNR AM Ridership to Stamford provides the total number of daily passenger AM ridership (between 7 AM and 10AM) from the year 1985 to 2014. Between 1985 and 2014, passengers coming from points south ("reverse commute") have more than tripled from 688 passengers to 2,395 passengers. Inbound passengers (passengers coming from points north and east) have more than quadrupled over the same time period. In 1985, 684 inbound passengers arrived in Stamford versus the 3,291 passengers that arrived in 2014.

3.3.4.2 BUS

The County of Westchester Bee-Line Bus Station in White Plains Ridership data (2014) provides the total number of Westchester County bus passengers that get on and off each bus route/shuttle on a typical weekday, Saturday and Sunday. On a typical weekday, approximately 3,350 passengers are boarding a bus at the bus station and 3,300 are getting off (excludes shuttles). Most notably, bus routes 40, 60 and 13 are among the top 3 busiest bus routes in regards to the total number of passengers getting on and off at the bus station. Table 3 shows all of the Westchester Bee-Line routes serving the White Plains bus station.

There are a total of 6 weekday shuttle routes which operate through the bus station. The shuttle routes drop off a total of 215 passengers and pick up 310 passengers on a typical weekday. Although both Saturday and Sunday have limited service, there are still a total of approximately 1,200 passengers boarding and 1,200 alighting at the bus station on Saturdays and approximately 600 boarding and 600 alighting on Sundays.

<table>
<thead>
<tr>
<th>Bus Route</th>
<th>Principle Area Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1W</td>
<td>White Plains / Yonkers / Bronx</td>
</tr>
<tr>
<td>Route 3</td>
<td>Purchase / White Plains / Yonkers / Bronx</td>
</tr>
<tr>
<td>Route 5</td>
<td>Yonkers / White Plains / Harrison</td>
</tr>
<tr>
<td>Route 6</td>
<td>Pleasantville / White Plains / Yonkers</td>
</tr>
<tr>
<td>Route 11</td>
<td>Croton / White Plains</td>
</tr>
<tr>
<td>Route 12</td>
<td>Armonk / Purchase / White Plains</td>
</tr>
<tr>
<td>Route 13</td>
<td>Ossining / Tarrytown / White Plains / Portchester / Rye</td>
</tr>
<tr>
<td>Route 14</td>
<td>Peekskill / Ossining / White Plains</td>
</tr>
<tr>
<td>Route 15</td>
<td>Peekskill / Yorktown / Pleasantville / White Plains</td>
</tr>
</tbody>
</table>
### Bus Route

<table>
<thead>
<tr>
<th>Bus Route</th>
<th>Principle Area Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 17</td>
<td>Peekskill / Ossining / White Plains</td>
</tr>
<tr>
<td>Route 20</td>
<td>White Plains / Hartsdale / Yonkers / Bronx</td>
</tr>
<tr>
<td>Route 21</td>
<td>White Plains / Hartsdale / Yonkers / Bronx</td>
</tr>
<tr>
<td>Route 27</td>
<td>Hawthorne / Elmsford / White Plains</td>
</tr>
<tr>
<td>Route 40</td>
<td>Valhalla / White Plains / Mount Vernon / Bronx</td>
</tr>
<tr>
<td>Route 41</td>
<td>Valhalla / White Plains / Mount Vernon / Bronx</td>
</tr>
<tr>
<td>Route 60</td>
<td>White Plains / Mamaroneck / Larchmont / New Rochelle / Bronx</td>
</tr>
<tr>
<td>Route 62</td>
<td>White Plains / Mamaroneck / Larchmont / New Rochelle / Bronx</td>
</tr>
<tr>
<td>Route 63</td>
<td>White Plains / Scarsdale</td>
</tr>
<tr>
<td>Route 77</td>
<td>Carmel / Yorktown / White Plains</td>
</tr>
</tbody>
</table>

*Source: Westchester County*

The Westchester County Department of Public Works and Transportation was recently awarded a State Grant for $392,000 for improvements to the County-owned bus station in downtown White Plains ($313,600 from the State with a Local Match of $78,400). This facility is the most important transfer location in the Bee Line system and keeping the facility viable is critical to keeping ridership strong and growing. The improvements that are programmed are described as going beyond ADA requirements to improve the utility of the bus station for seniors and the Disabled thereby potentially reducing county expenditures for paratransit. The types of improvements that are planned include:

- New Shelters which will allow more clearance for wheelchairs;
- New benches;
- Tactile Strips at the curb;
- Miscellaneous pavement repairs to reduce trip/fall hazards;
- Installation of high-visibility reflective crosswalks;
- Improved curb cuts; and
- A charging station for motorized wheelchairs.

These improvements will improve the utility of the bus station for all users, however, pedestrian access between the Railroad Station and the bus station will not be materially enhanced. Likewise, bus circulation in and out of the facility will not change.

It will be necessary to coordinate with Westchester County to ensure that the projects initiated through this grant are consistent with the recommendations of the Multimodal Transportation Center Redevelopment Project.

#### 3.3.4.3 BUS RAPID TRANSIT (BRT)

The New York State Thruway Authority (NYSTA)/ New York State Department of Transportation (NYSDOT) New NY Bridge Mass Transit Task Force Report outlines the State’s Mass Transit Task Force
(MTTF) proposed BRT System. The BRT system is a regional network of seven BRT routes, five of which radiate from downtown White Plains. The plan incorporates Westchester County’s Central Avenue BRT study. The BRT plan calls for a Red Route between Suffern and White Plains and a Gold Route between the subway in the Bronx and White Plains. In addition, radial routes are proposed from White Plains to Tarrytown (Navy), Valhalla (Purple) and Port Chester (Platinum). The proposed Regional BRT system is shown in Figure 2.

The Gold route would operate every 10 minutes peak/every 20 minutes off-peak. The Red route would operate every 15 minutes peak/30 minutes off-peak. The Navy, Purple, and Platinum routes would operate every 15 minutes peak/20 minutes off-peak. The estimated average weekday ridership of 11,300 for the Gold route (Central Avenue) is equal to the estimated ridership for the other four proposed routes combined. The ridership for the others varies between 2,100 for the Platinum Route to 3,700 for the Purple.

FIGURE 3: PROPOSED REGIONAL BRT SYSTEM

Source: NYSDOT Mass Transit Task Force Member Update

There were very specific routing recommendations for the Red route between I-287 exit 5 and the MNR White Plains Station/TransCenter. For the area east of the TransCenter the routing recommendations are less well-defined.
There is an alternative to build a one-way (EB) center median transitway between the Eastbound I-287 Exit 5 off-ramp and Central Avenue. A second alternative for this segment is a two-way center median transitway. The two-way transitway would involve significant cost and would require a special signal to allow the BRT to cross from the median across to the I-287 WB entrance ramp. The report concluded that to continue the transitway from Central Avenue to the MNR right-of-way is not feasible from a traffic and cost perspective.

The report presents two options that would cross under the MNR right-of-way in new tunnels. One option immediately to the north of the station, the other slightly farther to the north and would be part of a proposed extension of Lexington Avenue and MLK Boulevard. For the segment to the east of the Station, the report offers two options, one using Hamilton Street the other, Martine Street.
IDENTIFICATION AND ASSESSMENT OF REGULATORY REQUIREMENTS

The following is an initial assessment of regulatory requirements that may be required for Strategic Plan initiatives, understanding that at this early stage of the process there are elements that are unknown, and input from the public and stakeholders is required. There is a general expectation that implementation will likely require some evaluation of the local ordinances that govern development and that ultimately there would be some physical change to the environment.

- **City of White Plains Zoning Code** – Zoning districts being evaluated including discussion of rezoning certain portions of the study area and or creation of a new overlay district. Specific zoning language being evaluated relative to bulk and density requirements. Redevelopment projects would be required to go through site plan review process.

- **Urban Renewal Plans** – The City has an Urban Renewal Agency that is tasked with participating in redevelopment projects. A portion of the Study Area is in a former urban renewal area, NY-R-37

- **State Environmental Quality Review Act (SEQRA)** – The SEQRA process would be utilized as part of the project development phase and could be initiated by either the City for municipal projects or the private development community as part of a redevelopment project.

- **Westchester County Department of Health** – Approval of Plans for Public Water Supply Improvement associated with a development project.

- **Westchester County Department of Environmental Facilities** - Approval of plans for a Wastewater Disposal System for Sanitary Sewer Extension with a flow rate greater than 2,500 gallons per day, which would be associated with a development project.

- **Westchester County Department of Public Works** - Permit for roadway improvements on State maintained roadways.

- **Westchester County Department of Parks, Recreation and Conservation** – Approval of plans for any temporary or permanent changes to county parkland.

- **White Plains Department of Recreation and Parks** - Approval of plans for any temporary or permanent changes to city parkland.

- **New York State Department of Environmental Conservation** – Stormwater pollution prevention plan (SWPPP) review and approval associated with physical disturbance.

- **New York State Historic Preservation Office** – Cultural Resource Review conducted as part of project implementation, needed as part of the review process for a SWPPP.

- **New York State Department of Transportation** - Permit for roadway improvements on State maintained roadways.
5 NEXT STEPS

Following the review of existing studies and reports, priority baseline study gaps and needs will be identified and summarized in an Existing Conditions Gap Analysis report. Field reconnaissance and the identification of data gaps will inform the development of baseline study scopes.
TASK 4.1B –EXISTING CONDITIONS GAP ANALYSIS

DRAFT
December 23, 2015

Version 1.0

Prepared for:
The City of White Plains

Prepared by:
WSP | PARSONS BRINCKERHOFF
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FIGURES

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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the Metro-North White Plains station and Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principals that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the County of Westchester Bee-Line Bus Station. 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 1).
FIGURE 1: STUDY AREA
1.3 REPORT PURPOSE

The Task 4.1A report summarizes existing studies, plans and reports, and provides an understanding of the existing conditions in the study area. The 4.1A report and data review assisted in the identification of data gaps, which are documented in this 4.1B report. The 4.1B gap analysis provides the information for the development of baseline studies, which focus on filling the data gaps, and advancing the development of Strategic Plan elements. The baseline study scopes of work are also presented in this report.
2 GAP IDENTIFICATION ANALYSIS

2.1 LAND USE/ZONING, DEVELOPMENT, POLICY AND URBAN DESIGN/NEIGHBORHOOD CHARACTER

White Plains Urban Renewal Projects - The potential for Urban Renewal Zone status extension beyond 2019 is unclear. The Team will contact City to verify criteria for potential Urban Renewal Zone status extension, to inform plan implementation strategy and options.

City of White Plains Comprehensive Plan (2006 Revisions of the 1997 Plan) – Verification of whether current City leadership and/or community see areas of difference between 2006 policy and current goals.

Additional identified and use/urban design gaps/questions:

- Likelihood of change for real estate parcels - Need better understanding of likelihood of change on already-developed privately-owned parcels.
- Parking supply, demand and management characteristics - Need to quantify supply and demand, and verify ownership/management, to inform effective parking needs under current and potential future development conditions.
- Development capacity – Need understanding of development possibility in terms of quantity and range of practical major land uses on parcels with definite or likely redevelopment potential.
- Full building retrofit opportunity - Potential for change of primary land use in existing buildings.
- Ground level land use - Actual ground level land use in buildings with other primary uses.
- Ground level walking condition - Qualities of walkability along study area streets.
- Identity of study area places - Extent of clear place identity in various portions of the study area.

2.2 MARKET CONDITIONS

The provided data sources lacked the current demographic and real estate market data required to complete existing conditions review and market overview. The data gaps can be supplemented using information from public and private sources, including CoStar, REIS, ESRI Business Analyst, STR, the US Census Bureau's Longitudinal Employer-Household Dynamics, as well as external market reports prepared by Jones Lang LaSalle and Cushman & Wakefield.
2.3 TRANSPORTATION

2.3.1 TRAFFIC
Upon initial review, it was immediately clear that much of the available traffic data is more than 10 years old. A comparison of 2005 to 2015 data points yielded differences of varying degrees, and did not validate assumptions that volumes are approximately the same as they were when last counted for the 2005 Signal Re-timing project. According to the detector status map provided by the City of White Plains, many locations are not fully operational and unable to provide real time traffic data reliably.

2.3.2 PEDESTRIANS
While there is a general consensus that conditions around the White Plains MTC are not optimal for pedestrians, available studies provide little data or analysis of the specific conditions or issues. There is a general lack of up-to-date data on pedestrian flows in and around the White Plains Multimodal Transportation Center or details of the pedestrian facilities. To better understand the existing circulation patterns, both volume count data at strategic points in and around the station and data on mode of access to the station will be updated. The key physical characteristics of the pedestrian environment, especially identifying inadequacies, will be assessed through field investigations.

2.3.3 PARKING
To perform a detailed analysis of parking conditions, 24 hour data is required for entries/exits from each parking facility within the study area. The permit sales and meter-paid parking hours information provided is not sufficient to perform this level of analysis. In addition, no information is available for the privately owned and operated parking facilities in the vicinity of the MTC.

2.3.4 TRANSIT (RAIL AND BUS)
The review of New York State Thruway Authority/New York State Department of Transportation New NY Bridge Mass Transit Task Force Report revealed several gaps. The Mass Transit Task Force (MTTF), did not develop ridership using a modeling approach. Demand was estimated using an elasticity-based approach. Therefore, there are no BRT station-to-station ridership flows. Likewise there are no estimates for how many customers will be transferring between the RED line BRT and Metro-North, nor the origins of Metro-North customers transferring. Also, there is no information on how many RED Line customers will be transferring to Bee Line buses in White Plains. The MTTF report has no cost estimates for Transit Priority improvements in the vicinity of the station and downtown White Plains. There is only preliminary information on proposed BRT routings in the vicinity of the Metro-North Station, Bus-Line Bus Station and in Downtown White Plains.
3 BASELINE STUDY WORK PROPOSED

The gap analysis identified data needs required to develop the technical elements of the White Plains Multimodal Transportation Center Redevelopment Strategic Plan. The following is a summary of the five studies that will be conducted:

Existing Traffic Conditions Study

Collect traffic volumes at 14 locations and turning movement counts at nine intersections proximate to the Metro-North station and Downtown White Plains. Existing condition capacity analysis will be conducted for the AM and PM peak periods to generate existing peak hour Level of Service (LOS), volume-to-capacity (v/c) ratios, and delay for intersection approach movements. An analysis of motor vehicle accidents in the study area will be conducted including the identification of pedestrian and bicycle safety hot spots. This analysis will allow the team to establish an understanding of baseline traffic conditions in the study area which will be used as a platform for testing short- and long-term improvements.

Existing Pedestrian Conditions Study

Collect pedestrian counts at eight key station locations and conduct a rider survey to understand existing passenger flows and volumes to and from the White Plains Metro-North station. This analysis will allow the team to establish an understanding of baseline pedestrian conditions in the study area which will be used as a platform for testing short- and long-term improvements.

Existing Parking Utilization Study

Collect and review readily available parking data to determine existing parking supply, temporal characteristics, and analyze on-street and parking lot existing utilization. Eleven public parking facilities will analyzed and approximately 25 locations have been identified for ATR counts which would track entry and exit movements at the access points to these facilities.

Market Conditions Assessment

Review existing market conditions for market rate residential, office/flex space, and hotel sectors in White Plains and Westchester County. Key metrics for each product type, including: 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. Identification of current and future potential opportunities for land development that can serve to stimulate economic growth.
Land Use, Urban Design, and Development Capacity Study

Create study area development opportunity diagrams and conduct existing zoning audit and diagnostic. Assess potential development capacity under existing regulations and beyond existing regulations. Develop massing and density alternatives, ground level walking conditions diagrams and sense of place diagrams.
4 NEXT STEPS

The baseline studies will be conducted and results/findings will be incorporated into the Task 4.1 Existing Conditions Report. The review of existing studies and reports (Task 4.1A), the gap analysis (Task 4.1B) and the initial baseline study findings (Task 4.1C) will be the subject of the third Stakeholder Task Force meeting on January 14, 2016 and the first public meeting on February 11, 2016.
TASK 4.1 – FINAL
EXISTING CONDITIONS
REPORT

FINAL
June 30, 2016

Version 1.1

Prepared for:
The City of White Plains

Prepared by:

WSP PARSONS BRINCKERHOFF
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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the White Plains Metro-North station and Westchester County Bee-Line Bus Station into a gateway connected to the downtown core. The Plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principles that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stamford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the Westchester Bee-Line Bus Station. 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 1).

1.3 REPORT PURPOSE

Task 4.1 – Final Existing Conditions Report, summarizes the conclusions of the baseline studies and existing conditions analysis. This summary report will inform the development of the range of near- and long-term opportunities presented in the Final Strategic Plan.
FIGURE 1: STUDY AREA
2 KEY FINDINGS OF THE BASELINE STUDIES

The findings of each respective Existing Conditions Baseline study as completed in Task 4.1C are presented in this chapter. The full reports, identified below and contained in Appendixes A-D describe the scope, methodology, and analysis used to derive each set of findings:

Appendix A: Existing Pedestrian Conditions Baseline Study
Appendix B: Traffic and Parking Baseline Studies
Appendix C: Land Use, Urban Design & Development Baseline Study
Appendix D: Market Conditions Assessment Baseline Study

2.1 PEDESTRIAN CONDITIONS KEY FINDINGS

The Pedestrian Conditions Baseline Study’s scope includes 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. After the completion of these observations and surveys, numerous analyses of travel patterns in and around the station area were developed.

A sample of the data analysis shown in Table 1, and on Figure 2 and Figure 3, indicates that most passengers enter and exit the White Plains Metro-North station from the main entrance at the foot of New Street. 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.
TABLE 1: PEAK HOUR STATION PEDESTRIAN VOLUMES (ARRIVAL/DEPARTURE)

<table>
<thead>
<tr>
<th>Location</th>
<th>AM In/Up</th>
<th>AM Out/Down</th>
<th>AM Total</th>
<th>PM In/Up</th>
<th>PM Out/Down</th>
<th>PM Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stair from Center Platform to Mott Street Tunnel</td>
<td>17</td>
<td>345</td>
<td>362</td>
<td>144</td>
<td>30</td>
<td>174</td>
</tr>
<tr>
<td>North Bridge, Side Platform to Garage</td>
<td>17</td>
<td>0</td>
<td>17</td>
<td>142</td>
<td>1</td>
<td>143</td>
</tr>
<tr>
<td>Main Entrance, Ground Level to Center Platform</td>
<td>836</td>
<td>220</td>
<td>1,056</td>
<td>681</td>
<td>165</td>
<td>846</td>
</tr>
<tr>
<td>Bridge from Center Platform to South End of Garage</td>
<td>1</td>
<td>153</td>
<td>154</td>
<td>76</td>
<td>2</td>
<td>78</td>
</tr>
<tr>
<td>Bridge from Side Platform to South end of Garage</td>
<td>76</td>
<td>2</td>
<td>78</td>
<td>147</td>
<td>4</td>
<td>151</td>
</tr>
<tr>
<td>Stair from Side Platform to Surface</td>
<td>2</td>
<td>640</td>
<td>642</td>
<td>8</td>
<td>676</td>
<td>684</td>
</tr>
<tr>
<td>Stair from Center Platform to South Side of Hamilton Ave.</td>
<td>137</td>
<td>226</td>
<td>363</td>
<td>127</td>
<td>116</td>
<td>243</td>
</tr>
<tr>
<td>Stair from Center Platform to South Side of Main Street</td>
<td>177</td>
<td>319</td>
<td>496</td>
<td>200</td>
<td>128</td>
<td>328</td>
</tr>
</tbody>
</table>

Source: WSP | Parsons Brinckerhoff Counts Nov. 2015
FIGURE 2: AM PEAK-HOUR TOTAL VOLUMES IN & OUT AT STATION ACCESS POINTS

FIGURE 3: PM PEAK-HOUR TOTAL VOLUMES IN & OUT AT STATION ACCESS POINTS
Interview surveys conducted on the White Plains Metro-North station platforms during the Pedestrian Conditions Baseline Study effort focused on assessing the mode of access to the station, vehicle occupancies, and the origins of trips to the station. Access modes are shown in Figure 4.
Following are the key findings related to pedestrian circulation in the study area.

- Stairways, escalators, and pedestrian bridges in the White Plains Metro-North station are constrained and 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.

- 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 and constrain their capacity to handle increased volumes in the future, especially when people are moving in both directions on these stairs.

- Sidewalks and crosswalks provide ample capacity for existing pedestrian volumes with excess capacity to accommodate growth in pedestrian activity.

- Pedestrians cross at non formalized locations mainly because breaks in vehicular traffic allow them to do so, and the placement of the main access point to the station encourages a diagonal movement across the street grid.

- Streets in the Study Area are designed for efficient movement of vehicles, with many lanes, broad lane widths, and signal timings that favor movement of vehicles, but are not as amenable to pedestrians.

- Broad streets are less favorable to pedestrians due to increased walking distances and crossing times at crosswalks.

- While pedestrian volumes west of the White Plains Metro-North station are relatively low, the layout of the roadways and intersections is unpleasant 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 features such as long blank walls and lacking retail opportunities creates an interface between the Ferris Avenue neighborhood and the station area that is not inviting for pedestrians.

• Sidewalks and walking paths in the Study Area are generally adequate. However, the adjacent land uses and lack of engaging facades create an environment that is uninviting to pedestrians and contributes to an unsafe feeling for pedestrians during evening hours when the area is less active.

• The volume of traffic turning left from Bank Street to Hamilton Avenue, associated need for three left turn lanes, and the general volume of traffic on Hamilton Avenue and Main Street as they cross Bank Street, negatively impacts the pedestrian character 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.

2.2 TRAFFIC AND PARKING KEY FINDINGS

The Traffic Baseline Study will lead to forming a fully effective, multimodal set of transportation improvements through analysis of the specific and detailed information about the condition and performance of the corridors leading to and from the current White Plains Metro-North station. Information on traffic includes an inventory of the physical layout of the corridor, data on travel volumes and times, and crash data. The typical weekday AM and PM peak periods represent the worst case scenario for baseline conditions, therefore the baseline traffic study focused on these time periods so that future improvement strategies will address the majority of the capacity constraints.

Traffic conditions around the station vary on a day-to-day basis, but for the most part are consistently worse during typical weekday commuting peak hours. Current traffic congestion is primarily a result of spikes in vehicular volumes attracted to downtown White Plains’ office buildings and commercial retail destinations. During these peak hours of highest demand, capacity is maximized through the use of parking prohibitions, dedicated turning lanes, and actuated signal timings.

The Parking Baseline Study includes a parking utilization study of on-street and of the eleven off-street parking facilities’ availability and utilization to understand current constraints on resources (See Figure 5 and Table 2). This information will inform the recommendations for the Strategic Plan. On-street parking is limited for daily parkers, primarily due to the prohibition of parking along most streets to accommodate an extra lane for vehicular traffic or deliveries/drop-offs. When available, most motorists use on-street parking for making quick stops at retail establishments during the midday and
evening time periods. Observations also indicated that metered on-street parking is used heavily by contractor vehicles and delivery vans servicing nearby office buildings.

**FIGURE 5: PARKING UTILIZATION AT OFF-STREET PARKING FACILITIES WITHIN THE TRANSIT DISTRICT**

**TABLE 2: CRITICAL OFF-STREET PARKING FACILITY SURVEY – 2015 BASELINE CONDITION**

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Address</th>
<th>Licensed Capacity</th>
<th>Permit Sales (As of 12/2015)</th>
<th>Weekday Midday</th>
<th>Utilization Rate</th>
<th>Demand</th>
<th>Available Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lot 31 (Central-Tarrytown)</td>
<td>Municipal Lot</td>
<td>205 Central Ave</td>
<td>62</td>
<td>43</td>
<td>31%</td>
<td>19</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Westchester County Parking Lot - East</td>
<td>County Lot</td>
<td>1 Chatterton Ave</td>
<td>600</td>
<td>N/A</td>
<td>75%</td>
<td>450</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Westchester County Parking Lot - West</td>
<td>County Lot</td>
<td>1 Chatterton Ave</td>
<td>200</td>
<td>N/A</td>
<td>40%</td>
<td>80</td>
<td>120</td>
<td></td>
</tr>
</tbody>
</table>
The highest demand for off-street parking is closest to the station itself, which can be attributed to the desire for most rail commuters to park as close as possible to the train. The largest off-street parking facility is located at the Galleria Mall. Although very close to the station and heavily used 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.

Following are the key findings related to traffic and parking in the study area:

- Traffic conditions around the station are variable, but are generally consistently worse during typical weekday commuting peak hours.
- Tarrytown Road and Hamilton Avenue/Main Street corridors are heavily used during the AM peak hour and sometimes see sizeable queues stretching back 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.
• The highest demand for parking in the Study Area is closest to the MTC itself.
• The Westchester County owned parking lots, though located just west of the MTC, are extremely 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 due to the prohibition of parking along most streets to accommodate an extra lane for vehicular traffic or deliveries/drop-offs.

2.3 LAND USE, URBAN DESIGN, AND DEVELOPMENT KEY FINDINGS

The Land Use, Urban Design, and Development Study focused primarily on the physical design aspects of development and public streets and open spaces in the Study Area, and related qualities and policies. Major study questions were explored, and those answers will play an important role in shaping the ultimate plan for the area around an integrated White Plains Metro-North station. These questions explored topics such as understanding preferences and concerns about walking conditions and uses for ground-levels of buildings, as well as the amount of development allowed by current zoning policy on sites in the study area. A number of key findings were presented in the Baseline Study (See Appendix C). Some of the major emergent themes are as follows:

PLACEMAKING (addressing study area identity)

• Portions of the study area around the MTC notably lack sense of place. Street improvements and new mixed-use development that creates stronger relationships between streets and buildings, and establishes public spaces that invite social interaction, can effectively introduce sense of place in ways that build social community as well as real estate market potential (See Figure 6).
• 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; topography that introduces unique views within and beyond the area; and strong cultural life.
STREETS DESIGNED FOR PEOPLE (addressing ground level walking conditions and land use)

- 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.
- 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.

DEVELOPMENT CAPACITY ESTIMATE (including attention to full building retrofit opportunity)

- Development scenarios for the study area indicate potential for roughly 4.75 million square feet or more of new development. This includes approximately 1.15 million square feet on four city-controlled parcels at or near the MTC, and 3.6 million square feet on 14 additional parcels owned by others.
- Several office buildings dating from the 1970’s and 1980’s are physically suited for conversion to housing or other use, if economically feasible. Convertible floor area in these buildings totals roughly 480,000 square feet.

ZONING POLICY REVIEW (addressing capacity and design considerations)
The study area’s predominant zoning district, CB-4, offers density, land use mix and dimensional characteristics that are generally consistent with goals and opportunities for transit-oriented development. However, certain development standards should be added or leveraged further to maximize the benefit of development in the MTC area.

These include design standards that promote pedestrian-friendly streets and attractive building forms suited to the scale of nearby buildings and public spaces.

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, and can also incent developer investment in infrastructure or other community benefits in return for additional development opportunity.

Overall, the physical form and typical activities of an environment strongly contribute to sense of place, conveying distinct identity. The Study Area, centered around the White Plains Multimodal Transportation Center, further exemplifies the importance of quality pedestrian access to transportation facilities, downtown destinations, neighborhoods and parkland means that a welcoming environment for people is particularly important to sense of place. Achieving a distinctive and memorable identity for the area that distinguishes it as a great place for people will enhance its market position for real estate development and enhance the appeal of downtown and its environs as a whole as a place to live, work and visit.

2.4 MARKET CONDITIONS KEY FINDINGS

The Market Conditions Assessment Baseline Study includes a review of existing market conditions for market rate residential, office/flex space, and hotel sectors in White Plains and Westchester County. Key metrics for each product type to be evaluated included: 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. The study includes the identification of current and future potential opportunities for land development that can serve to stimulate economic growth.

According to data from CoStar, rents for residential properties in Downtown have increased by 43 percent since 2000, as compared to 31 percent for the County as a whole.
Average asking rents Downtown also reached $3.00 per square foot per month in 2015, more than 40 percent higher than the multifamily buildings elsewhere in the County, as shown in Figure 7.

**FIGURE 7: HISTORICAL GROWTH IN PER SQUARE FOOT ASKING RATES, DOWNTOWN WHITE PLAINS AND WESTCHESTER COUNTY RESIDENTIAL RENTAL PROPERTIES, 2000-2015**

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 has seen significant residential growth and boasts an increasingly vibrant retail and dining district. As demand for this type of environment continues to grow and New York City real estate prices continue to rise, Downtown White Plains has emerged as a more affordable option for young professionals and empty nesters who want an urban lifestyle but cannot afford New York City prices.
- Given its accessibility and proximity to major hospitals, Downtown is also well positioned to capture some of the increasing demand for medical office space and health care facilities.

The Downtown Study Area faces several challenges that has prevented it from realizing its full potential.
• Much of its office stock dates to the 1970s and 1980s and is increasingly obsolete. As a result, Downtown struggled to capture new office users who do not need to be close to the county seat, the court system or the hospitals.

• The blocks immediately surrounding the White Plains Metro-North station are perceived as uninviting. Many buildings in the western half of Downtown lack street retail or present imposing blank walls that discourage pedestrian activity.

• 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 or Jersey City. However, some stakeholders suggested that the addition of additional residential units could help create a critical mass of residents that would increase the viability of new street-level uses.
3 SUMMARY

The baseline reports provide an analysis of the multitude of considerations and existing issues facing the White Plains Transit District. Based on the findings of these studies, conversations with stakeholders, politicians, City staff, and members of the public, a series of near- and longer-term recommendations will be developed within the following broad categories, to integrate the topics as covered in these baseline studies in an effective and productive manner:

- Station Site Circulation
- Zoning and Development
- Pedestrian/Bicycle/Wayfinding Improvements

Following completions of Task 4.1, the study progresses to Task 5 – Strategic Plan. Continued coordination with the Stakeholder Task Force and the public through meetings and website/social media feedback will inform the final recommendations to be presented in the Strategic Plan.
Appendix A:

TASK 4.1C – EXISTING PEDESTRIAN CONDITIONS BASELINE STUDY

FINAL
June 30, 2016

Version 1.2

Prepared for:
The City of White Plains

Prepared by:
WSP PARSONS BRINCKERHOFF
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4 INTRODUCTION

4.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the White Plains Metro-North station and Westchester County Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principles that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

4.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the Westchester Bee-Line TransCenter bus station. 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 1).

4.3 REPORT PURPOSE

Task 4.1A - Review of Existing Studies and Reports and Task 4.1B - Existing Conditions Gap Analysis led to identification of data gaps and the development of baseline study scopes. The purpose of this report is to present the analysis and results of the Existing Pedestrian Conditions Baseline Study, which will inform the development of the Strategic Plan.
5 BASELINE STUDY SCOPE

The scope for the Existing Pedestrian Conditions Baseline Study includes 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.

5.1 FIELD OBSERVATIONS OF PEDESTRIAN CIRCULATION

From the standpoint of pedestrian circulation, the study area can be divided into four sub-areas: the downtown core south and east of the station, the Bronx River Parkway Reservation area just west of the train tracks, the Battle Hill neighborhood west of the Bronx River, and the Ferris-Church neighborhood to the north of the station. The downtown core is characterized by a (largely) regular street grid providing multiple pedestrian paths between most origins and destinations. This area has much more pedestrian activity than the residential areas to the west and north of the station and is the destination for most people who walk in and out of the train and bus stations. The Metro-North railroad embankment creates a north-south barrier to east-west pedestrian movement through White Plains, passable only at Main Street, Hamilton Avenue, and the Mott Street Tunnel at the north end of the train station. The Bronx River Park creates a pleasant space for pedestrians during the day, but is quiet in the evening and is crossed by busy roadways with limited pedestrian crosswalks, creating a perceived pedestrian barrier, especially in the evening. The Battle Hill neighborhood, on the west side of the Bronx River is accessed primarily on Battle Avenue or Chatterton Avenue, which both climb steeply into the neighborhood. The Ferris/Church neighborhood is connected to the White Plains Multimodal Transportation Center via Ferris Avenue and Hillside Terrace, which also climb steeply into that neighborhood.

On-site observations of pedestrian circulation were conducted both within the White Plains Metro-North station and throughout the study area during the AM and PM peak periods and during off-peak periods. Observations of pedestrian movements were conducted on November 5, 2015, December 3, 2015 and January 20, 2016. Observations included walking through the White Plains Metro-North station to observe the movement of passengers entering the station, waiting for trains, and departing the station. Observations of pedestrian circulation around the study area included walking within the downtown core and into both the Battle Hill and Ferris Avenue neighborhoods. Broad observations of pedestrian movements in and out of the
station were also made from the roof of the municipal parking garage next to the
station, which provides a panoramic view of the area.

5.2 PEDESTRIAN COUNTS

New pedestrian counts based on observations of existing conditions, were conducted
from 7:00 to 9:30 AM and 4:00 to 7:00 PM on November 18 and December 3, 2015. All
counts conducted were bi-directional. Counts in the White Plains Metro-North station
were recorded in 5 minute increments and sidewalk and crosswalk counts were
recorded in 15 minute increments. Count locations within the station were chosen to
count everyone entering and exiting the station at the points where they enter and exit.
Count locations on sidewalks and crosswalks were chosen to count almost everyone
who walks to and from the station at points that indicate their paths of access to the
station.

All eight of the access points to the White Plains Metro-North station were counted,
including:

- 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

Pedestrian counts on crosswalks were conducted in conjunction with traffic data
collection. The locations elected form a “cordon line” around the east side of the White
Plains Metro-North station. In addition, crosswalk counts at two intersections one block
further east along Lexington Avenue were counted as these represent key points along
the main routes between the White Plains Multimodal Transportation Center and the
downtown core. The following locations were collected by Miovision cameras in
conjunction with intersection turning movement counts:

- Ferris Ave. at Water Street
• Ferris Ave. at New Street
• Ferris Ave./Bank St. at Hamilton Avenue, including all four sides, even where no crosswalk
• Bank Street at Main Street
• N. Lexington Ave. at Hamilton Ave.
• N./S. Lexington Ave. at Main Street

Counts were 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. The following sidewalk counts were collected by specifically placed Miovision cameras specifically placed for this purpose:

• North side of Water Street, between Ferris and Lexington
• South side of Water Street, between Ferris and Lexington
• In and Out of Westchester Bee-Line TransCenter at Ferris and New Streets
• North Side of New Street between Ferris and Lexington
• South side of New Street between Ferris and Lexington
• North Side of Hamilton Ave. between Ferris and Lexington
• South side of Hamilton Ave. between Ferris and Lexington
• North Side of Main Street between Ferris and Lexington
• South side of Main Street between Ferris and Lexington
• West side of Bank Street, between Main and Martine
• East side of Bank Street, between Main and Martine

Count locations in the White Plains Metro-North station, on nearby sidewalks, and at crosswalks are illustrated in Figure 2.
5.3 PASSENGER SURVEYS

In order to assess the transportation modes that people use to access the White Plains Metro-North station, vehicle occupancies, the type of origins for their trips, and the locations where they started, a survey of passengers departing from the station was conducted. The survey results will facilitate a better understanding of who uses the station and how they get there, and facilitate consideration of options to better serve these users. The survey was conducted by two staff people who moved around on both platforms at White Plains Metro-North station on December 3, 2015. The survey was conducted during the morning and evening peak periods (7:00 to 9:00 am and 4:30 to 6:30 pm) interviewing a random sample of as many people as possible while they waited for trains. Passengers getting off trains were not interviewed, but people who arrive in the morning typically depart in the evening, and vice versa, so everyone had an opportunity to be interviewed.

- The surveyors asked people verbal questions and recorded the replies.
- Only departing passengers were surveyed, as they had plenty of time to answer. The access patterns of arriving passengers can be inferred from these survey results.
- Quick introduction: “Hello, we are taking a survey of passengers at the station today.”
- Question 1a: “How did you get to the station today?” ...walk, drove, dropped off, taxi, bus, etc.
- Question 1b: if the answer to question 1 is car or taxi: “How many people were in the vehicle with you (not counting taxi drivers)?”
- Question 2: “Did you come from work, home, shopping, school, etc?”
- Question 3: “Can you tell me the address, building, or nearest intersection where that is?”
- The surveyors recorded the time at the conclusion of each successful interview.
6 BASELINE STUDY ANALYSIS

6.1 PEDESTRIAN OBSERVATIONS

The following observations were noted by viewing and studying the pedestrian environment and pedestrian movement in and around the White Plains Multimodal Transportation Center.

1. Sidewalks in the downtown area generally have ample space and width for the pedestrian volumes that they currently carry and room for significantly more pedestrians, and sidewalk paving and crosswalk markings are generally good. However, many of the sidewalks have an unattractive character as they are fronted by “blank” facades or parking lots with little or no activity or visible connection between the sidewalks and activity within adjacent buildings.

2. Hamilton Avenue and Main Street are the only east-west vehicular crossings of the railroad in the downtown White Plains area. As a result, east-west traffic is particularly concentrated on these two roadways. Signal timings (cycle length and phasing) at intersections along these streets tend to favor the movement of vehicles over pedestrian comfort and convenience.

3. A large volume of traffic turns left from northbound Bank Street to westbound Hamilton Avenue to exit downtown (1457 vehicles in the PM peak hour¹). As a result, three left turn lanes are provided to handle the volume and no crosswalk is provided on the west side of the intersection of Bank Street and Hamilton Avenue. The lack of a crosswalk at this location reduces routing opportunities and flexibility for pedestrians since people who want to walk between destinations on the west side of Bank Street and Ferris Avenue have to cross to the east side of the street and back again, and pedestrians who wish to cross to the opposite corner of the intersection have only one option instead of two, which increases average crossing times as they more often have to wait for a walk signal. As noted in the traffic baseline report, this intersection also has the highest number of crashes in the study area.

4. The intersection of Hamilton Avenue and Bronx Street just west of the White Plains Metro-North station lacks north-south pedestrian crosswalks. However, some pedestrians were observed to cross Hamilton Avenue west of Bronx Street mainly to access the station stair on the south side of Hamilton Avenue. While relatively small in number, most of these people are coming from the permit parking lot on the north side of Hamilton Avenue west of the Bronx River Parkway.

¹ Source: WSP | Parsons Brinckerhoff 2015 counts
5. The crosswalk across Hamilton Avenue just east of Tarrytown Road was never used by people observed to cross in this area—everyone either continued on the north side of Hamilton Avenue or J-walked across Hamilton Avenue near Bronx Street.

6. The main pedestrian access route between Battle Hill and both the White Plains Metro-North station and downtown core is along the south side of Main Street. This route is protected by crosswalks at Bronx Street, the southbound ramp to the Bronx River Parkway, and at Battle Avenue. However, these crosswalk markings were broken and faded. The crosswalk on the ramp to the Bronx River Parkway was observed to be somewhat awkward for pedestrians because traffic does not have to stop at this location unless a pedestrian is present. Due to the curvature of the approach to this ramp, the right side is not as visible to drivers who are more directly facing the left side of the crossing. The sign that says “Turning Traffic Must Yield to Pedestrians” is placed on the right side where it is not as visible to motorists, especially if they are focused on pedestrians at the crossing instead of the signage.

7. Both the Main Street and Hamilton Avenue stairs to the White Plains Metro-North station platform are well used. Both of these stairs are relatively narrow and uninviting as viewed from top or bottom.

8. A significant number of people walking from the White Plains Metro-North station to the downtown core exit via the stair from the side platform, walk south to Hamilton Avenue, then east along the north side of Hamilton Avenue. Many or most of these pedestrians cross Hamilton Avenue by J-walking in the block between Bank Street and N. Lexington Avenue. This is in part due to the lack of a crosswalk on the west side of Bank Street at Hamilton Avenue.

9. Some people walking between the station and the downtown core exit the White Plains Metro-North station via the stair to the south side of Hamilton Avenue, then cross the parking lot east of the station to reach Main Street. While this route requires crossing of Main Street for people continuing south, it is shorter than using the Main Street stair due to the diagonal crossing of the parking lot and most passengers encounter the Hamilton Avenue stair before the Main Street stair due to their positions on the platform.

10. The south end of most trains is in the vicinity of the stair to the south side of Hamilton Avenue, thus exiting passengers reach this stair before the Main Street stair.

11. Most passengers who walk in and out of the White Plains Metro-North station are moving to and from the downtown core to the southeast. Relatively small numbers of pedestrians walk between the station and Battle Hill to the west or the Ferris Avenue neighborhood to the north.

12. Sidewalks throughout the area have adequate capacity for existing pedestrian volumes and appear to have additional capacity to accommodate increases in pedestrian activity.
13. The portion of the parking garage that extends over New Street and the vertical curvature of New Street create poor sight-lines and an environment that is less attractive for pedestrians.

14. Many passengers moving between the White Plains Metro-North station and the Westchester Bee-Line TransCenter or New Street were observed to use the platform-level bridge to the parking garage, then the parking garage stair down to street level, instead of using the stair from the side platform as this route is slightly more direct.

15. The east end of New Street terminates at an office building parking lot without a connection to Dr. Martin Luther King Jr. Boulevard. A pedestrian connection at this location would better connect the pedestrian network in that area.

16. Many of the sidewalks in downtown experience higher winds, especially where medium-height or taller buildings channel wind along streets and where street trees and other wind breaks are limited or not present. The windy conditions make walking less pleasant on windy days.

6.2 PEDESTRIAN VOLUMES

Tables 1-3 and Figures 3 to 6 present summaries of the pedestrian counts conducted. Pedestrian levels of service, or the density of pedestrian flows, were observed to be good on area sidewalks and crosswalks. 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.

As shown in Table 1 and Figures 3 and 4, 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. The AM peak hour at the station was observed to be from 7:45 AM to 8:45 AM. The PM peak hour at the station was from 5:45 PM to 6:45 PM.
## TABLE 3: PEAK HOUR STATION ACCESS VOLUMES

<table>
<thead>
<tr>
<th>Location</th>
<th>AM In/Up</th>
<th>AM Out/Down</th>
<th>AM Total</th>
<th>PM In/Up</th>
<th>PM Out/Down</th>
<th>PM Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stair from Center Platform to Mott Street Tunnel</td>
<td>17</td>
<td>345</td>
<td>362</td>
<td>144</td>
<td>30</td>
<td>174</td>
</tr>
<tr>
<td>North Bridge, Side Platform to Garage</td>
<td>17</td>
<td>0</td>
<td>17</td>
<td>142</td>
<td>1</td>
<td>143</td>
</tr>
<tr>
<td>Main Entrance, Ground Level to Center Platform</td>
<td>836</td>
<td>220</td>
<td>1,056</td>
<td>681</td>
<td>165</td>
<td>846</td>
</tr>
<tr>
<td>Bridge from Center Platform to South End of Garage</td>
<td>1</td>
<td>153</td>
<td>154</td>
<td>76</td>
<td>2</td>
<td>78</td>
</tr>
<tr>
<td>Bridge from Side Platform to South end of Garage</td>
<td>76</td>
<td>2</td>
<td>78</td>
<td>147</td>
<td>4</td>
<td>151</td>
</tr>
<tr>
<td>Stair from Side Platform to Surface</td>
<td>2</td>
<td>640</td>
<td>642</td>
<td>8</td>
<td>676</td>
<td>684</td>
</tr>
<tr>
<td>Stair from Center Platform to South Side of Hamilton Ave.</td>
<td>137</td>
<td>226</td>
<td>363</td>
<td>127</td>
<td>116</td>
<td>243</td>
</tr>
<tr>
<td>Stair from Center Platform to South Side of Main Street</td>
<td>177</td>
<td>319</td>
<td>496</td>
<td>200</td>
<td>128</td>
<td>328</td>
</tr>
</tbody>
</table>

Source: WSP | Parsons Brinckerhoff Counts Nov. 2015
PEDESTRIAN COUNTS - AM PEAK
STATION STAIRS AND BRIDGES
FIGURE 10: AM PEAK-HOUR VOLUMES IN & OUT AT STATION ACCESS POINTS
FIGURE 11: PM PEAK-HOUR VOLUMES IN & OUT AT STATION ACCESS POINTS

Table 2 and Figures 5 and 6 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. The AM peak hour on sidewalks where counts were made matched the peak in the station: 7:45 to 8:45 AM. However, the PM peak hour on the sidewalks, 5:15 to 6:15 PM, was earlier than for the station, reflecting the influence of employees leaving offices in White Plains, most of whom do not commute on the railroad.

TABLE 4: PEAK HOUR SIDEWALK VOLUMES

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

NB = northbound, SB = southbound, EB = eastbound, WB = westbound
Source: WSP | Parsons Brinckerhoff Counts Nov. 2015
FIGURE 12: AM PEAK HOUR BI-DIRECTIONAL VOLUMES ON SIDEWALKS
FIGURE 13: PM PEAK HOUR BI-DIRECTIONAL VOLUMES ON SIDEWALKS

Table 3 summarizes pedestrian volumes measured on each the crosswalks at each intersection along Ferris Avenue and Bank Street and two intersections on Lexington Avenue. The intersection of Hamilton Avenue at Ferris Avenue and Bank Street, does not have a legal crosswalk on the west side in order to facilitate a triple left turn for northbound vehicles to turn west onto Hamilton Avenue. However, a small number of people were observed to make the crossing. While the table shows no one making the crossing during the PM peak hour, a few people did make the crossing during the PM count period, but not during the peak hour.

TABLE 5: PEAK HOUR CROSSWALK VOLUMES

<table>
<thead>
<tr>
<th>Location</th>
<th>North EB / WB</th>
<th>South EB / WB</th>
<th>East NB / SB</th>
<th>West NB / SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water St. at Ferris Ave.</td>
<td>10 / 38</td>
<td>55 / 30</td>
<td>13 / 73</td>
<td>25 / 7</td>
</tr>
<tr>
<td>New St. at Ferris Ave.</td>
<td>8 / 34</td>
<td>17 / 17</td>
<td>25 / 33</td>
<td>11 / 9</td>
</tr>
<tr>
<td>Hamilton Ave. at Ferris/Bank</td>
<td>148 / 69</td>
<td>19 / 107</td>
<td>46 / 78</td>
<td>3 / 8</td>
</tr>
<tr>
<td>Main St. at Bank St.</td>
<td>53 / 27</td>
<td>78 / 127</td>
<td>25 / 10</td>
<td>12 / 11</td>
</tr>
<tr>
<td>Hamilton Ave. at Lexington Ave.</td>
<td>61 / 34</td>
<td>44 / 61</td>
<td>4 / 12</td>
<td>263 / 34</td>
</tr>
<tr>
<td>Main St. at Lexington Ave.</td>
<td>115 / 54</td>
<td>71 / 98</td>
<td>34 / 43</td>
<td>21 / 26</td>
</tr>
<tr>
<td>PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water St. at Ferris Ave.</td>
<td>65 / 11</td>
<td>10 / 19</td>
<td>29 / 14</td>
<td>13 / 20</td>
</tr>
<tr>
<td>New St. at Ferris Ave.</td>
<td>1 / 2</td>
<td>19 / 17</td>
<td>19 / 23</td>
<td>3 / 5</td>
</tr>
<tr>
<td>Hamilton Ave. at Ferris/Bank</td>
<td>92 / 73</td>
<td>76 / 27</td>
<td>43 / 65</td>
<td>0 / 0</td>
</tr>
<tr>
<td>Main St. at Bank St.</td>
<td>25 / 68</td>
<td>119 / 141</td>
<td>27 / 22</td>
<td>15 / 8</td>
</tr>
<tr>
<td>Hamilton Ave. at Lexington Ave.</td>
<td>53 / 45</td>
<td>58 / 32</td>
<td>13 / 22</td>
<td>26 / 179</td>
</tr>
<tr>
<td>Main St. at Lexington Ave.</td>
<td>94 / 67</td>
<td>104 / 178</td>
<td>50 / 45</td>
<td>37 / 19</td>
</tr>
</tbody>
</table>

NB = northbound, SB = southbound, EB = eastbound, WB = westbound
Source: WSP | Parsons Brinckerhoff Counts Nov. 2015

6.3 SURVEY RESULTS

The interview surveys conducted on the White Plains Metro-North station platforms focused on assessing the mode of access to the station, vehicle occupancies, and the origins of trips to the station. A total of 249 surveys were conducted during the AM peak period and 255 surveys were conducted during the PM peak period. Figures 7 and 8 present the mode of access for passengers waiting for trains in the morning and evening, respectively. Passengers waiting for trains in the morning are generally residents of White Plains and the surrounding areas who are commuting to jobs or appointments in Manhattan. These passengers will generally make the reverse trip in
the evening and take the same modes away from the station when they return. Passengers waiting for trains in the PM peak period include people who work in White Plains and nearby areas and some residents who are taking a train into the city for evening recreation and entertainment.

In the morning, the largest group, 41 percent, travel to the station by car that they park in the area. Combining those that drive, those who are dropped off, and taxis represents 59 percent of the total. Fifteen percent of the passengers waiting on the platform reported arriving by train, representing passengers who transfer between local and express trains at the station in both directions. Fourteen percent of morning passengers walked to the station and 12 percent transferred from buses. Of the passengers who drove, 76 percent drove alone and 22 percent traveled with two people in the car.

![AM Peak Period: Mode of Access to The Station](image)

**FIGURE 14: AM PEAK PERIOD MODE OF ACCESS TO THE STATION**

In the evening, the largest group, 37 percent, travel to the White Plains Metro-North station by bus (including private employment shuttles). The second largest group, 29 percent walk to the station. The first group mainly represents people who take shuttle buses from employment along the I-287 corridor and the second group mainly

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Source: WSP | Parsons Brinckerhoff survey November 2015
represents people who work within downtown White Plains. In addition, 19 percent reported either driving or being dropped off at the station in the evening, and 7 percent arrived by taxi. As in the morning, some passengers, 8 percent in the evening, arrived by train and are transferring to another train at White Plains. Of those who drove to the station in the evening, 68 percent traveled alone, 20 percent traveled with one other person, and 12 percent traveled with three or more people in the car.

FIGURE 15: PM PEAK PERIOD MODE OF ACCESS TO THE STATION

During the AM peak period, 94 percent of respondents started their trip from home, 3 percent had departed from their workplace, and 2 percent indicated other places of origin. During the PM peak period, 65 percent of respondents had come to the station from work, 16 percent from educational facilities, 12 percent from home, 2 percent from shopping, and 4 percent from other places of origin.
7 KEY FINDINGS

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

- Stairways, escalators, and pedestrian bridges in the White Plains Metro-North station are constrained and 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.

- 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 and constrain their capacity to handle increased volumes in the future, especially when people are moving in both directions on these stairs.

- Sidewalks and crosswalks provide ample capacity for existing pedestrian volumes with excess capacity to accommodate growth in pedestrian activity.

- Pedestrians J-walk in specific locations mainly because breaks in vehicular traffic allow them to do so and because the placement of the main access point to the station encourages a diagonal movement across the street grid.

- Streets in the study area are designed for efficient movement of vehicles, with many lanes, broad lane widths, and signal timings that favor movement of vehicles, but are not as amenable to pedestrians.

- Broad streets are less favorable to pedestrians as they increase walking distances and crossing times at crosswalks.

- While pedestrian volumes west of the White Plains Metro-North station are relatively low, the layout of the roadways and intersections is unpleasant 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) creates an interface between the Ferris Avenue neighborhood and the station area that is not inviting for pedestrians.

- Walkways in the area are generally adequate. However, the adjacent land uses and lack of engaging facades create an environment that is uninviting to pedestrians and contributes to an unsafe feeling for pedestrians during evening hours when the area is less active.
The majority of passengers who walk in and out of the White Plains Metro-North station travel to and from the southeast. However, the station’s main entrance is located more northerly at the end of New Street.
Appendix B:

TASK 4.1C – TRAFFIC AND PARKING BASELINE STUDIES

FINAL
June 30, 2016
Version 1.2

Prepared for:
The City of White Plains

Prepared by:
WSP | BRINCKERHOFF

DOWNTOWN WHITE PLAINS TRANSIT DISTRICT
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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the Metro-North White Plains station and Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principles that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the County of Westchester Bee-Line Bus Station. 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 1).
FIGURE 16: STUDY AREA
1.3 REPORT PURPOSE

The Task 4.1A Review of Existing Studies and Reports and Task 4.1B Existing Conditions Gap Analysis led to identification of data gaps and the development of baseline study scopes. The purpose of this report is present the analysis and results of the Traffic and Parking Baseline Studies, which will inform the development of the Strategic plan elements.
2 BASELINE STUDY SCOPE

Understanding the traffic and parking conditions surrounding the existing Multimodal Transportation Center (MTC) in White Plains and along the connections into the downtown area plays a large role in the process of identifying strategic improvements that will enhance ease of access for all modes of transportation. The existing conditions will also have an impact on the feasibility of future development scenarios for the MTC and will serve as the baseline from which future plans for development are evaluated. The following sections present the scope of work for the baseline traffic and parking studies.

2.1 BASELINE TRAFFIC STUDY

To form a fully effective, multimodal set of transportation improvements, specific and detailed information about the condition and performance of the corridors leading to and from the current MTC needed to be identified. As part of this effort, previous studies and data were reviewed and data gathered where there were gaps. Information on traffic includes an inventory of the physical layout of the corridor, data on travel volumes and times, and crash data. The typical weekday AM and PM peak periods represent the worst case scenario for baseline conditions, therefore the baseline traffic study focused on these time periods so that future improvement strategies will address the majority of the capacity constraints.

2.2 BASELINE PARKING STUDY

2.2.1 OFF-STREET PARKING SUPPLY AND UTILIZATION

Readily available parking data was obtained from the City of White Plains and reviewed to assist in the process of identifying those facilities that currently experience capacity constraints and those that may be affected by a redeveloped MTC. Eleven facilities within ¼-mile radius of the existing MTC were identified for detailed study.

2.2.2 ON-STREET PARKING SUPPLY AND UTILIZATION

A qualitative analysis of on-street parking conditions in the study area was performed as part of the baseline analysis. For this task, the following was completed:

- Qualitatively assessed on-street parking utilization levels
- Identified areas where parking regulations are not enforced
- Identified which types of vehicles are parking illegally
- Identified the approximate percentage of time that parking regulations are not enforced
3 BASELINE STUDY ANALYSIS

3.1 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 MTC with the most critical issues and capacity constraints. The study area, illustrated on Figure 17, was defined to include the intersections most likely to be affected by a redeveloped MTC and other proposed developments. The study area is roughly defined as a ¼ to ½ mile radius and includes major roadway corridors to/from highway access points and the MTC, adjacent circulation roadways surrounding the MTC, and any intersections within downtown White Plains that are considered critical to the functionality of the MTC.

3.1.1 ROADWAY NETWORK

Main Street and Hamilton Avenue are the main entry/exit routes to and from downtown White Plains, and specifically the MTC itself. Main Street and Hamilton Avenue operate as a one-way pair, with Main Street operating in the eastbound direction and Hamilton Avenue operating in the westbound direction between Tarrytown Road and Dr. Martin Luther King Jr. (MLK) Boulevard. West of MLK Boulevard, Hamilton Avenue widens and becomes a two-way roadway. Most of the streets within the study area operate in one direction, with exceptions made for buses along Bank Street adjacent to the MTC. Past studies focused on the extension of the roadway network to provide additional vehicular access to and from the downtown area via a connector from the Tarrytown Road/Central Avenue intersection to today’s MLK Boulevard. Plans for this connector were abandoned, though the right-of-way required for the connector appears to be intact. It is clear that the geometry of the streets in downtown White Plains was designed with the automobile in mind. Wide multi-lane vehicular corridors and large plots of land dedicated to parking cater to drivers and create an unfriendly environment towards pedestrians. Recent trends suggest that automobile usage has declined in recent years, however.

3.1.2 TRAFFIC CONDITIONS

The City of White Plains Traffic Division has a central signal control system for over 130 signalized intersections in and around the city. This program provides real time information regarding traffic volumes/conditions, can be used to manipulate traffic patterns to accommodate emergency response vehicles, and can assist in incident management. According to the official signal timings received for all intersections within the study area, the vast majority of signals in White Plains are fully actuated, with detection carried out by underground loop detectors.
FIGURE 17: TRAFFIC STUDY AREA
Based on the 2005 Turning Movement Count Surveys and 2015 Detector Count Sheets provided from the City of White Plains, it was initially unclear whether volumes or traffic patterns had significantly changed over the last 10 years. A comparison of 2005 to 2015 data points yielded differences of varying degrees, and did not validate the assumption that volumes are approximately the same as they were when last counted for the 2005 Signal Re-timing project.

Given the limitations of the available traffic data, new traffic and pedestrian count surveys were conducted using both Automatic Traffic Recorder (ATR) machines and Turning Movement Counts (TMC) via MioVision cameras. A traffic count program was developed that included ATR counts at 14 locations strategically placed around the study area to cover all major approaches to the MTC. Based on this data, it was confirmed that traffic volumes are highest during the traditional commuter peak hours for most roadways within the study area, specifically 8:00 AM – 9:00 AM in the morning and 4:45 PM – 5:45 PM in the evening. TMC counts were conducted at the following nine intersections during the two weekday peak periods:

1. Water Street @ Ferris Avenue
2. New Street @ Ferris Avenue
3. Hamilton Avenue @ Ferris Avenue/Bank Street
4. Hamilton Avenue @ N. Lexington Avenue
5. Hamilton Avenue @ Dr. Martin Luther King Jr. Boulevard
6. Main Street @ Bank Street
7. Main Street @ Lexington Avenue
8. Main Street @ Dr. Martin Luther King Jr. Boulevard
9. Martine Avenue @ Bank Street

Vehicles, pedestrians, and bicycle counts were conducted at these nine locations as they are likely to be influenced by the MTC. Vehicular counts were classified as Car, Truck, or Bus. Bicycle movements and conflicting pedestrians were counted simultaneously. The traffic volumes counted as part of this study were compared with the 2005 Synchro model provided by the City of White Plains and used to flesh out the remaining intersections in the study area described above. This was achieved by interpolating the latest ATR data in relation to the 2005 data and 2015 detector counts received from the City of White Plains.

Additional observations were made to supplement the traffic count data at all study area locations and included the following:

- Intersection layout (lane configuration, lane widths, physical / topographic constraints)
- Speed limits, parking regulations, and signage
- Active driveways or parking facilities affecting traffic flow
• Queue sampling
• Multimodal components (bike lanes, sidewalks, crosswalks, parking lanes / maneuvers)
• Bus stop location and number of stops
• Bicycle pathway pavement width, surface conditions, lighting coverage, illumination levels
• Signage and way-finding to / from major attractors

Travel time data was collected during the two weekday peak periods along the Hamilton Avenue and Main Street corridors around the MTC using the floating car method. In addition, field reconnaissance surveys were conducted along the two corridors to identify major traffic progression issues.

3.1.3 CAPACITY ANALYSIS

The capacity analysis performed for the study area intersections was performed using Trafficware’s Synchro Studio software (version 9). Synchro, the macroscopic analysis software application included in the software package, utilizes the Percentile method for determining intersection capacity. The Percentile method uses five sets of traffic volumes to obtain a weighted average of various traffic conditions. Synchro calculates a volume-to-capacity (v/c) ratio, delay, and queue length for each approach or lane group of a signalized intersection. The v/c ratio represents the ratio of the traffic volume on an approach/lane group to the approach/lane group’s vehicular carrying capacity. A v/c ratio of between 0.95 and 1.0 represents near-capacity conditions and can cause delays that can become substantial. Ratios of greater than 1.05 indicate saturated conditions with vehicular queuing.

For signalized intersections, the 2010 Highway Capacity Manual methodology was used to calculate the quality of traffic flow in terms of level of service (LOS), which, for intersection analysis, is based on the average delay that a driver experiences in traveling through an intersection during the analysis period. The LOS measures for signalized intersections are reported by letter designations and range from LOS A, representing minimal delay (10 seconds or less per vehicle), to LOS F, representing long delays (80 seconds or greater per vehicle).

Table 6 shows the LOS/delay relationship for signalized intersections using the HCM methodology. Levels of service A, B and C generally represent conditions that are extremely favorable for traffic flow; at LOS D, the influence of congestion becomes noticeable; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers.
TABLE 6: INTERSECTION LEVEL OF SERVICE (LOS) CRITERIA

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Average Delay per Vehicle (seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 – 20</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20 – 35</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35 – 55</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55 – 80</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

Source: Highway Capacity Manual, 2010

For the traffic analysis conducted, each intersection's overall intersection delay, approach delay and, where appropriate, lane-group or movement delay (e.g., through, left turn, right turn) were evaluated. Official signal timings obtained from the City of White Plains were used in the analysis for all of the signalized intersections. Table 7 and Table 8 show the results of the baseline conditions capacity analysis at study area intersections for the morning and evening peak hours. The tables identify intersection approaches, lane groups, or movements that currently operate at LOS E or F and/or at a v/c ratio of 0.90 or above (shaded in yellow). The maximum queue length is also provided to illustrate where congestion is most likely to result in vehicle spillback (shaded in red). Figure 18 and Figure 19 illustrate the volumes for each turning movement and overall intersection LOS for each of the analyzed intersections for the morning and evening peak hours, respectively.

As shown in Table 7, seven of the analyzed intersections contain at least one congested movement during the morning peak hour. As shown in Table 8, eight of the analyzed intersections contain at least one congested movement during the evening peak hour. Typically, the most congested intersections are located along Tarrytown Road and Hamilton Avenue close to the MTC.
<table>
<thead>
<tr>
<th>Intersection</th>
<th>Approach</th>
<th>Lane Group</th>
<th>Distance of Streets and Storage Bays (ft)</th>
<th>v/c</th>
<th>Delay (sec.)</th>
<th>LOS</th>
<th>Max Queue (ft)</th>
</tr>
</thead>
<tbody>
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<td>Tarrytown Road (N-S) @ Aqueduct Rd/Old Kensico Road (E-W) [SIGNALIZED]</td>
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<td>101.7</td>
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<td>226</td>
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<td>F</td>
<td>226</td>
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<td>44.2</td>
<td>D</td>
<td>109</td>
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<tr>
<td></td>
<td>SB</td>
<td>TR</td>
<td>720</td>
<td>0.52</td>
<td>33.0</td>
<td>C</td>
<td>348</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LTR</td>
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<td>0.60</td>
<td>62.2</td>
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<td>239</td>
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<td></td>
<td>TR</td>
<td>520</td>
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<td>22.5</td>
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<td>411</td>
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<td>Intersection</td>
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<td></td>
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<td>41.3</td>
<td>D</td>
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<td></td>
<td>32.4</td>
<td>C</td>
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</tr>
<tr>
<td>Tarrytown Road (N-S) @ Chatterton Avenue (E-W) [SIGNALIZED]</td>
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<td>240</td>
<td>0.85</td>
<td>55.8</td>
<td>E</td>
<td>116</td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td>L</td>
<td>110</td>
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<td>60.7</td>
<td>E</td>
<td>141</td>
</tr>
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<td>Delay (sec)</td>
<td>LOS</td>
<td>Max Queue (ft)</td>
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### TABLE 2: 2015 BASELINE – AM PEAK HOUR TRAFFIC CONDITIONS (CONTINUED)

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**Notes:**
1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound, L - Left, T - Through, R - Right
2. Source: WSP | Parsons Brinckerhoff, 2016
FIGURE 18: 2015 BASELINE - AM PEAK HOUR TRAFFIC CONDITIONS
### TABLE 8: 2015 BASELINE – PM PEAK HOUR TRAFFIC CONDITIONS

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Multimodal Transportation Center Redevelopment Project
June 30, 2016   |   Version 1.2
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## TABLE 3: 2015 BASELINE – PM PEAK HOUR TRAFFIC CONDITIONS (CONTINUED)

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Notes:
1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound, L - Left, T - Through, R - Right

Source: WSP | Parsons Brinckerhoff, 2016
FIGURE 19: 2015 BASELINE - PM PEAK HOUR TRAFFIC CONDITIONS
3.1.4 CRASH ANALYSIS

Crash data for locations in the study area along the major approaches to and from the MTC were compiled from the most recent available City of White Plains records for the 3-year period from January 2012 to December 2014.

Table 9 summarizes the crash data for these locations. The data quantify the total number of reportable crashes (involving fatality and injury) during the 3-year period, and provide a yearly breakdown of pedestrian- and bicycle-related crashes at each location. For the purposes of this analysis, a high-crash location is considered to be one where there were 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicycle injury crashes in any consecutive 12-month period of the most recent 3-year period for which data are available.

During the 2012–2014 period, 915 reportable and non-reportable crashes (including 44 pedestrian or bicycle-related crashes), 1 fatality, and 195 injuries occurred at the study area locations. Based on the criteria, there is only one intersection that can be identified as a high-crash location in the 2012 to 2014 period. At the intersection of Ferris Avenue/Bank Street and Hamilton Avenue, a total of 48 crashes were reported in 2013. A large number of these crashes were directly related to the northbound left turn movement where driver inattention and improper turning were the most common causes. Based on the accident reports received, it is possible that illegal pedestrian crossing maneuvers at the west side of the intersection were also a contributing factor.
### TABLE 9: SUMMARY OF CRASH DATA

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Study Period</th>
<th>Injury Crashes by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Crashes</td>
<td>Total Fatalities</td>
</tr>
<tr>
<td>Ferris Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hillside Terrace</td>
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<td>0</td>
</tr>
<tr>
<td>Ferris Avenue</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Church Street</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Rockledge Avenue</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ferris Avenue</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Water Street</td>
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<td>5</td>
</tr>
<tr>
<td>Ferris Avenue</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Water Street</td>
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<td>0</td>
</tr>
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<td>Ferris Avenue</td>
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<td>3</td>
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</tr>
<tr>
<td>Ferris Avenue</td>
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<td>N Lexington Avenue</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>New Street</td>
<td>19</td>
<td>23</td>
</tr>
<tr>
<td>Church Street</td>
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<tr>
<td>N Lexington Avenue</td>
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</tr>
<tr>
<td>Dr. Martin Luther King Jr. Boulevard</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>Dr. Martin Luther King Jr. Boulevard</td>
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<td>5</td>
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<td>6</td>
</tr>
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<td>12</td>
</tr>
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</tr>
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<tr>
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<tr>
<td>Court Street</td>
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Multimodal Transportation Center Redevelopment Project
June 30, 2016 | Version 1.2
### TABLE 4: SUMMARY OF CRASH DATA (CONTINUED)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Study Period</th>
<th>Injury Crashes by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>North-South Roadway</td>
<td>All Crashes</td>
<td></td>
</tr>
<tr>
<td>Mamoroneck Avenue</td>
<td>Main Street</td>
<td>18</td>
</tr>
<tr>
<td>Church Street</td>
<td>Main Street</td>
<td>5</td>
</tr>
<tr>
<td>Bank Street</td>
<td>Martine Avenue</td>
<td>7</td>
</tr>
<tr>
<td>S Lexington Avenue</td>
<td>Martine Avenue</td>
<td>2</td>
</tr>
<tr>
<td>Dr. Martin Luther King Jr. Boulevard</td>
<td>Martine Avenue</td>
<td>11</td>
</tr>
<tr>
<td>Court Street</td>
<td>Martine Avenue</td>
<td>3</td>
</tr>
<tr>
<td>Mamoroneck Avenue</td>
<td>Irving Place/Fisher Avenue</td>
<td>8</td>
</tr>
<tr>
<td>Bank Street</td>
<td>Fisher Avenue/Quarropas Street</td>
<td>2</td>
</tr>
<tr>
<td>S Lexington Avenue</td>
<td>Quarropas Street</td>
<td>1</td>
</tr>
<tr>
<td>Dr. Martin Luther King Jr. Boulevard</td>
<td>Quarropas Street</td>
<td>5</td>
</tr>
<tr>
<td>Grand Street</td>
<td>Quarropas Street</td>
<td>0</td>
</tr>
<tr>
<td>Court Street</td>
<td>Quarropas Street</td>
<td>2</td>
</tr>
<tr>
<td>Tarrytown Road</td>
<td>Aqueduct Road</td>
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<td>Tarrytown Road</td>
<td>Russel Street</td>
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<tr>
<td>Tarrytown Road</td>
<td>Central Avenue</td>
<td>26</td>
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<td>Tarrytown Road</td>
<td>Robertson Avenue</td>
<td>0</td>
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<td>Tarrytown Road</td>
<td>Chatterton Avenue</td>
<td>19</td>
</tr>
<tr>
<td>Tarrytown Road</td>
<td>School Street</td>
<td>0</td>
</tr>
<tr>
<td>Tarrytown Road</td>
<td>Hamilton Avenue</td>
<td>3</td>
</tr>
<tr>
<td>Tarrytown Road</td>
<td>Battle Avenue</td>
<td>4</td>
</tr>
<tr>
<td>Tarrytown Road</td>
<td>Bronx River Parkway SB On-Ramp</td>
<td>9</td>
</tr>
</tbody>
</table>

Source: City of White Plains, January 2012 to December 2014 crash data
3.2 PARKING

Readily available parking data from the City of White Plains were obtained and reviewed to assist in the process of identifying the parking facilities around the MTC with the most critical capacity constraints. The study area for the parking study, illustrated in Figure 20, was defined to include the parking facilities most likely to be affected by the redevelopment of the MTC. The study area is roughly defined as a ¼-mile radius centered on the MTC, a distance associated with the typical walking distance most drivers are willing to walk to/from parking locations.

3.2.1 ON-STREET PARKING

On-street parking is extremely limited in downtown White Plains and especially immediately surrounding the MTC. A large amount of on-street parking is prohibited to provide an additional lane of capacity or drop-off areas along many of the roadways surrounding the MTC and along the major Main Street and Hamilton Avenue corridors. Where there is metered parking, most spaces provide a one-hour parking limit during the day and therefore cater to drivers making quick stops at nearby office/retail locations.

Observations of on-street parking within the study area were conducted in fall 2015/winter 2016 during the midday, the time for which parking demand related to the MTC is greatest. Based on these observations, the average overall weekday utilization for on-street parking appeared to be high during both time periods. Parking turnover appeared to be very low, with no more than one or two parking maneuvers occurring per hour.

3.2.2 OFF-STREET PARKING

Within the study area boundaries, there are a large number of off-street parking facilities, primarily located near the western half of the project site. There are approximately six public parking facilities owned and operated by the City of White Plains around the MTC. There is one Westchester-County owned and operated facility within walking distance to the MTC. The Westchester County facility contains three separate lots and is primarily used for visitors to the Westchester County Center.
However, there are some commuters that park in this facility and utilize the direct pedestrian connection to the White Plains train station. In addition, there are a number of privately owned parking facilities within the study area.
FIGURE 20: PARKING STUDY AREA
The size of the off-street parking facilities varies greatly, with the largest having a capacity of approximately 2,788 vehicles. This facility, the E/F Galleria Garage located at 100 Main Street, was the subject of a detailed parking utilization study in 2013. According to the study, peak utilization on the days that expect the highest parking demand occurs from 1:00 PM to 2:00 PM on a typical Friday and from 3:00 PM to 4:00 PM on a typical Saturday. The Galleria Parking facility, which had a capacity of 2,837 vehicles at the time of this study, appears to fully accommodate the parking demand during these time periods.

As shown in Figure 20, there are 11 off-street public parking facilities that were identified as critical. These facilities were identified based on capacity, proximity to the MTC, and potential to cater to any development that could occur in the future. Overall, the average weekday utilization rate during the midday is 58 percent with 2,186 available spaces. The off-street parking utilization rates are provided in Table 2. At the time of this analysis, there was no information regarding the utilization of permit spaces versus non-permit spaces.
### TABLE 10: CRITICAL OFF-STREET PARKING FACILITY SURVEY – 2015 BASELINE CONDITION

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Address</th>
<th>Licensed Capacity</th>
<th>Permit Sales (As of 12/2015)</th>
<th>Weekday Midday</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lot 31 (Central-Tarrytown)</td>
<td>Municipal Lot</td>
<td>205 Central Ave</td>
<td>62</td>
<td>43</td>
<td>31%</td>
<td>19</td>
</tr>
<tr>
<td>2</td>
<td>Westchester County Parking Lot - East</td>
<td>County Lot</td>
<td>1 Chatterton Ave</td>
<td>600</td>
<td>N/A</td>
<td>75%</td>
<td>450</td>
</tr>
<tr>
<td>2</td>
<td>Westchester County Parking Lot - West</td>
<td>County Lot</td>
<td>1 Chatterton Ave</td>
<td>200</td>
<td>N/A</td>
<td>40%</td>
<td>80</td>
</tr>
<tr>
<td>3</td>
<td>Lot 21 (School St.)</td>
<td>Municipal Lot</td>
<td>9 School St</td>
<td>46</td>
<td>0</td>
<td>35%</td>
<td>16</td>
</tr>
<tr>
<td>4</td>
<td>Lot 5 (Bronx. St.)</td>
<td>Municipal Lot</td>
<td>3 Hamilton Ave</td>
<td>128</td>
<td>65</td>
<td>95%</td>
<td>122</td>
</tr>
<tr>
<td>5</td>
<td>TransCenter Garage and associated Park &amp; Ride Lots</td>
<td>Municipal Garage</td>
<td>11 Ferris Ave</td>
<td>838</td>
<td>631</td>
<td>99%</td>
<td>830</td>
</tr>
<tr>
<td>6</td>
<td>Standard Parking</td>
<td>Private Lot</td>
<td>3 Ferris Ave</td>
<td>80</td>
<td>N/A</td>
<td>31%</td>
<td>25</td>
</tr>
<tr>
<td>7</td>
<td>LAZ Financial Center Garage</td>
<td>Private Garage</td>
<td>20 S Lexington Ave</td>
<td>194</td>
<td>N/A</td>
<td>70%</td>
<td>136</td>
</tr>
<tr>
<td>8</td>
<td>Lexington-Grove East &amp; West Garages</td>
<td>Municipal Garage</td>
<td>100 Main St</td>
<td>2,788</td>
<td>801</td>
<td>50%</td>
<td>1394</td>
</tr>
<tr>
<td>9</td>
<td>Library Garage</td>
<td>Municipal Garage</td>
<td>100 Martine Ave</td>
<td>568</td>
<td>85</td>
<td>45%</td>
<td>256</td>
</tr>
<tr>
<td>10</td>
<td>Public Parking</td>
<td>Private Lot</td>
<td>15 Water St</td>
<td>170</td>
<td>N/A</td>
<td>94%</td>
<td>160</td>
</tr>
<tr>
<td>11</td>
<td>Impark Parking</td>
<td>Private Lot</td>
<td>200 Hamilton Ave</td>
<td>350</td>
<td>N/A</td>
<td>N/A</td>
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</tr>
</tbody>
</table>

**Total** | 6,024 | 1,625 | 58% | 3488 | 2,186 |

**Notes:**

2. ID numbers correlate to Figure 5.

Source: WSP | Parsons Brinckerhoff, 2016
4 KEY FINDINGS

4.1 TRAFFIC

Traffic conditions around the MTC can vary on a day-to-day basis, but for the most part are consistently worse during typical weekday commuting peak hours. Traffic congestion experienced today is primarily a result of spikes in vehicular volumes attracted to downtown White Plains’ office buildings and commercial retail destinations. During these peak hours of highest demand, capacity is maximized through the use of parking prohibitions, dedicated turning lanes, and actuated signal timings.

During the AM peak hour, traffic volume is higher traveling Southeast on Tarrytown Road towards the MTC. Signal timings are prioritized to provide sufficient green time to the major Tarrytown movements resulting in backups on the minor street approaches and some dedicated left turn movements. East of the Bronx River Parkway, near the MTC itself, traffic moves reasonably well along the East-West Main Street and Hamilton Avenue corridors, as illustrated in Figure 21. Both of these roadways are heavily used and sometimes see sizeable queues stretching back past upstream signals, though those 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 MTC.

![Figure 21: AM Peak Hour Speed Map](image-url)
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 seen in Figure 22, there is slightly more congestion within downtown White Plains itself during the PM peak hour than in the AM peak hour, primarily due to the presence of more drivers traveling to and from retail destinations overlaying the commuter traffic. Along Hamilton Avenue, the main egress from the area around the MTC, 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.
4.2 PARKING

Based on the parking utilization study conducted, it is clear that parking demand within the study area is not evenly distributed. The highest demand is closest to the MTC itself, which can be attributed to the desire for most rail commuters to park as close to the MTC as possible. Presently, there is no information posted at entrances to MTC garages related to the available capacity there. As a result, non-permit holders must enter the multi-level facilities and circulate, sometimes for long periods of time, before finding an available space.

The Westchester County owned parking lots, though located just west of the MTC, are extremely under-utilized. This can be a result of the poor pedestrian connections leading to and from the lots. According to the City of White Plains, demand for municipal parking permits exceeds supply. However, observations at the facilities closest to the MTC made it clear that permit spaces are not fully utilized on a daily basis.

The largest off-street parking facility is located at the Galleria Mall. Although very close to the MTC and heavily used 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 MTC. 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, it appears parking demand is not as high. Both municipal and privately owned parking facilities are less utilized the further away from the MTC they are located.

On-street parking is limited for daily parkers, primarily due to the prohibition of parking along most streets to accommodate an extra lane for vehicular traffic or deliveries/drop-offs. When available, most motorists use on-street parking for making quick stops at retail establishments during the midday and evening time periods. There is also evidence that metered on-street parking is used heavily by contractor vehicles and delivery vans servicing nearby office buildings.
Appendix C:

TASK 4.1C – LAND USE, URBAN DESIGN & DEVELOPMENT BASELINE STUDY

FINAL
June 30, 2016
Version 1.2

Prepared for:
The City of White Plains

Prepared by:
WSP | PARSONS BRINCKERHOFF

DOWNTOWN
WHITE PLAINS
TRANSIT DISTRICT
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5 INTRODUCTION

5.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the White Plains Metro-North station and Westchester County Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project through the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principles that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stamford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

5.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the County of Westchester Bee-Line Bus Station. 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 1).

5.3 REPORT PURPOSE

The Task 4.1A Review of Existing Studies and Reports and Task 4.1B Existing Conditions Gap Analysis led to identification of data gaps and the development of baseline study scopes. The purpose of this report is present the analysis and results of the Baseline Study of Land Use/Zoning, Development Policies, Urban Design, and Neighborhood Character, which will inform the development of the Strategic plan elements.
6  BASELINE STUDY SCOPE

6.1  KEY STUDY QUESTIONS

This Baseline Study focuses primarily on the physical design aspects of development and public streets and open spaces in the study area, and related qualities and policies. Major study questions, whose answers will play an important role in shaping the ultimate plan for the area around an integrated White Plains Multimodal Transportation Center (MTC), are listed below by category. The table on the next page details gaps in available information on these questions, and proposed analysis work to provide answers.

- Land Use/Zoning and Development Policy
  - Development Capacity: How much development is allowed by current zoning policy on sites in the study area with known or likely redevelopment potential? How does this compare with potential capacity in development scenarios that take into consideration actual site configurations, typical building layout preferences, need to allocate space for parking, and other practical considerations? What building heights and massing may be expected from these scenarios?
  - Full building retrofit opportunity: Is there potential to repurpose underutilized buildings in the study area with new uses that are more appropriate and sustainable? In particular, could older office buildings be repurposed for residential use?

- Urban Design and Neighborhood Character
  - Ground Level Land Use: What land uses occur along principal streets in the study area? To what extent do they support a safe, inviting and active pedestrian environment?
  - Ground Level Walking Conditions: Are sidewalks safe and inviting? How do the use and design of adjacent buildings and landscapes impact walkability along principal streets in the study area?
  - Identity of Study Area Places: What portions of the study area possess a clear sense of place and identity, and which are lacking? How could sense of place and identity be nurtured in the study area to support opportunities for economic and community development?
### TABLE 11: EXISTING CONDITIONS GAP IDENTIFICATION

<table>
<thead>
<tr>
<th>Topics and Identified Gaps</th>
<th>Baseline Analysis Work Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use/Zoning, Development, Policies</strong></td>
<td></td>
</tr>
<tr>
<td>Development capacity: Understanding of development possibility in terms of quantity and range of practical major land uses on parcels with definite or likely redevelopment potential</td>
<td>Model development scenarios for potential market-driven land uses using 3d computer model; track potential development capacity with spreadsheet; assess scenarios both under current and alternative zoning policies. Model implications of major building height/form alternatives on key views to and/or within Core Area.</td>
</tr>
<tr>
<td>Full building retrofit opportunity: Potential for change of primary land use in existing buildings</td>
<td>For properties subject to known interest or market-driven potential for change of use, assess retrofit potential based on floorplate size and dimensions, parking access/capacity, quality of address and/or other relevant factors</td>
</tr>
<tr>
<td><strong>Urban Design, Neighborhood Character</strong></td>
<td></td>
</tr>
<tr>
<td>Ground level land use: Actual ground level land use in buildings with other primary uses</td>
<td>Confirm ground level land use along major study area streets through visual observation</td>
</tr>
<tr>
<td>Ground level walking conditions: Qualities of walkability along study area streets</td>
<td>Map qualities, taking into account adjacent land use, extent and design of development, sidewalk and crosswalk conditions, public and private park/landscape areas, potential opportunities to remedy challenging conditions</td>
</tr>
<tr>
<td>Identity of study area places: Extent of clear place identity in various portions of the study area</td>
<td>Map current physical and land use qualities (including major gateway/transition points) affecting identity. Solicit community opinion on place identity through public engagement process</td>
</tr>
</tbody>
</table>
7 KEY FINDINGS

Key observations and findings are organized under the following themes and sequence:

- PLACEMAKING (addressing study area identity)
- STREETS DESIGNED FOR PEOPLE (addressing ground level walking conditions and land use)
- DEVELOPMENT CAPACITY ESTIMATE (including attention to full building retrofit opportunity)
- ZONING POLICY REVIEW (addressing capacity and design considerations)

7.1 PLACEMAKING

Enhancing “sense of place” in the study area is a principal objective of this study. The physical form and typical activities of an environment strongly contribute to sense of place, conveying distinct identity. In this study area centered around the White Plains Multimodal Transportation Center MTC), the high importance of quality pedestrian access to transportation facilities, downtown destinations, neighborhoods and parkland means that a welcoming environment for people is particularly important to sense of place. Distinct placemaking approaches can cultivate unique assets of the MTC/downtown area. These assets include

- Significant concentrations of people – daytime workers, residents and visitors – who can take part in stronger social communities within the physical places of the study area. Places and activities that encourage social interaction, like parks, active public sidewalks, recreation facilities and eating and drinking establishments, help connect people in ways that build enduring community.
- Varied topography and landmarks that contribute to interest and identity by establishing unique views to and from parts of the study area. The Bronx River Reservation forms a very distinctive green corridor west of the station, with concentrations of natural areas, broad views toward the station area and a recreational path. The high ground near the intersection of Hamilton Avenue creates local vistas. Battle Hill, Fisher Hill and high ground north of the study area are clearly visible along multiple street corridors. Bends in Hamilton Avenue, Main Street and Dr. Martin Luther King, Jr. Boulevard, among other streets, establish memorable views of certain buildings and properties.
- Downtown’s strong arts community and institutions. The focus of arts institutions along Mamaroneck Avenue near Main Street lends distinct sense of place to that area. Arts elements such as signage, public art and regularly scheduled events could be applied to parts of the study area – such as public park space near the
station or the Main Street corridor to the station – in partnership with the arts community, to express cultural life in White Plains.

Achieving a distinctive and memorable identity for the area that distinguishes it as a great place for people will enhance its market position for real estate development and enhance the appeal of downtown and its environs as a whole as a place to live, work and visit.

Today, the core study area extending three to four blocks south, east and north of the MTC lacks any strong sense of place (see Figure 2). Little historic development is present, as the area was substantially razed and prepared for redevelopment in the 1960’s and 1970’s. Buildings are largely developed in a suburban pattern, with the design and use of one parcel typically having little relationship to that of adjacent parcels. Office buildings and two internally-focused malls dominate land use. These commonly lack distinguishing architecture or signage, and present monotonous or opaque walls to adjoining public streets along most or all of a city block. Large, simple volumes respond to the scale of whole blocks and moving traffic, not the smaller scale of pedestrians. Many of these buildings are designed to be entered primarily by car via an internal parking area, not by foot via the sidewalk. This contrasts with the more traditional pattern of development downtown with multiple distinct buildings per block, where frequent doors, windows and signage help make walking safe, convenient and interesting. Blocks near the MTC lack these qualities, even though their sidewalks conduct significant pedestrian traffic to and from the MTC. Some parcels contain only parking lots or parking structures that contribute even less to coherent identity.

Multi-family housing has a strong and growing presence that to some extent contributes to sense of place through its physical form and residential community. Several factors reduce this benefit, however: the dispersion of residential buildings to the north and south of the MTC; abrupt changes in scale to lower adjacent residential zones; and physical separation of residential buildings from adjoining streets. This occurs particularly at
Bank Street and Westage Towers, both designed so residents primarily access the site by car; passing pedestrians see fences, retaining walls and a gatehouse instead of lobby entrances. The more recent Avalon White Plains housing sets a much more successful example of connection to the surrounding neighborhood by providing pedestrian entrances from the sidewalk to the building lobby and individual units.

The major streets are uniformly broad, many with four or more travel lanes and highway-style signage, and feel designed primarily to serve drivers, not pedestrians. This, combined with the disconnection between buildings and streets described above, leaves the streets with little intrinsic connection to the downtown core, the Bronx River Reservation or other adjoining area with more established sense of place. The study area includes several smaller assets that support sense of place, including the buildings and courtyard of St. John’s Evangelist Church, and publicly accessible landscaped spaces at 1 North Lexington Avenue, 50 Main Street, 111 Main Street, 123 Main Street, the Renaissance Plaza fountain and 1 North Lexington Avenue.
Some strong opportunities for enhancing sense of place are present, however, both through connecting to more established places and establishing unique character near the MTC. The Bronx River Reservation, immediately west of the Metro-North right of way, lends a strong park landscape presence that extends north and south for miles (see Figure 3). Although roadways and parking lots for the Westchester County Center partially constrain access and space for park use, the Reservation’s recreational path is well used and the MTC area includes important opportunities to enhance unique landscape and pedestrian facilities. Adjoining the Reservation, the railroad embankment itself, and the twin underpasses at Main Street and Hamilton Avenue that serve as primary entry and exit points from downtown, form a prominent gateway. The Main Street underpass is adorned on its west side (facing drivers approaching downtown) with a handsome but understated mural of historic city buildings, and welcome signage. The other sides of these underpasses have no distinguishing treatment, except the red-roofed station platform canopies that are visible above. MTC functional improvements could well involve investments in platform, embankment, bridge and roadway infrastructure, as well as pedestrian connections into and across the Bronx River Reservation; there is significant potential to enhance sense of place at this prominent gateway through integrated MTC and park design. Further, new real estate development on sites east of the rail embankment will likely be highly visible from points within and west of the Bronx River Reservation, lending it an important role in defining sense of place.
East of the MTC area, downtown possesses a strong sense of place that combines historic buildings and streets with significant amounts of complementary recent development. Mamaroneck Avenue and adjoining blocks of Main Street and Martine Avenue remain downtown’s iconic, active retail district (Figure 4). Large scale office, hotel and housing development are also present and help keep downtown active throughout the day and week. Two large-scale, recent development projects – the Ritz-Carlton/Renaissance Square and Avalon White Plains – contribute to downtown’s character through design that responds thoughtfully to smaller-scale and historic contexts. The Ritz-Carlton/Renaissance Square responds to the historic building at 199-201 Main Street with a street-level building volume in scale with the older building’s three-story base, and with upper story massing that keeps the older building prominently visible (see Figure 27). The Avalon White Plains steps down from 14 stories facing downtown across Barker Avenue, to four- and five-story gable-roofed forms facing single-family residential buildings across Rockledge Avenue (see Figure 28).
The street corridors connecting downtown to the MTC area, however, fail to extend this sense of place. On top of the auto-dominated character of Hamilton Avenue and Martine Avenue, several buildings particularly cause gaps in the quality of the pedestrian environment. The Galleria Mall’s massive scale extends 1,200 feet across two blocks, spanning Martin Luther King, Jr. Blvd. over a dark tunnel. Most of the sidewalk edge of the mall and its associated public parking structure is lined with blank opaque wall or parking. Retail entrances along parts of South Lexington Avenue, Main and Court Streets offer some relief. The Verizon building on Martin Luther King, Jr. Blvd between Hamilton Avenue and Main Street also presents towering blank walls along its major street faces. Water Street’s suburban-style office buildings and car dealership interrupt any sense of place or connection between the MTC and areas of significant residential population to the east along Barker Avenue and to the north in the Ferris-Church neighborhood. These same stretches of Water, Hamilton, Main and Martine,
however, also include many sites with opportunity for redevelopment or retrofit, street and sidewalk area that could be enhanced to improve walking conditions, and periodic green spaces, retail and other amenities that could contribute to a more welcoming and distinctive sense of place. Further east, these corridors lead to Tibbet’s Park along North Broadway, a green corridor forming a counterpart to the Bronx River Reservation’s presence on the west. Thus, enhancements to these east-west corridors through a combination of real estate and street infrastructure investment can offer a promising means to link the core study area with stronger places to east and west.

Finally, the study area itself offers powerful opportunity to include public spaces, new architecture and a greater intensity of activity that together establish strong sense of place (See Figure 29). The significant amount of property available for redevelopment, the opportunity for major complementary transportation facility improvements, and the city’s intent to create a distinctive public space can all work together to transform this area from no place to a place to remember.

![Figure 29: Boston's Dewey Square is activated by programmed events and the many people walking to and from the adjacent South Station transportation center.](image)

More specific placemaking recommendations for the core study area and its connecting corridors are as follows, and are further illustrated in Figure 30. These corridors provide a framework for zoning, street design and sense of place. Broader pink areas around Mamaroneck Avenue represent existing concentrations of retail; additional pink bands along South Lexington, Hamilton, Bank, and Main Streets near the MTC depict suggested concentrations of new retail.
A **signature public space** should be located within a block of the MTC. General suggested criteria for such a space, to be confirmed and detailed further through community outreach, include:

- At least ¾ acre of landscaped public space, combining with adjacent streets and sidewalks to create a perceived public space of 1.5 to 2 acres framed by buildings or other prominent edges.
- Placement adjoining the MTC and/or major walking routes that access the MTC, to leverage and enhance multi-modal transportation center activity.
- Placement amidst a mix of land uses that help keep the space active and safe throughout the day and week.
- Memorable design or other qualities that create a positive identity for the MTC area.

**FIGURE 30: POTENTIAL "SIGNATURE CORRIDORS" (DEPICTED ABOVE AS BLUE AND PURPLE LOOPS)**

Several different locations and configurations for this public space could be possible. Its placement and design should be confirmed in light of a number of factors including site control, preferences and options for placement of enhanced MTC infrastructure, anticipated private sector development initiatives, access to sun, views and/or other desired qualities, and potential to catalyze redevelopment or rehabilitation of other parcels. A preliminary set of alternatives, to be studied and discussed further, includes:
• Urban Renewal Agency-owned block surrounded by Hamilton Avenue, Bank and Main Streets and the railroad embankment. Public space could be integrated with MTC elements such as a new head house, retail or bus platforms.
• Existing White Plains Metro-North Station site at northwest corner of Hamilton and Ferris Avenues. Public space could be integrated with MTC elements such as a new head house, retail or bus platforms.
• Linear park along north side of Hamilton Avenue, occupying frontage of several blocks from the White Plains Metro-North Station to Lexington Avenue, coordinated with development of adjoining new buildings and/or MTC facilities to the north.
• Park space with frontage along Lexington Avenue extending from the corners on the South side of Main Street to the corners on the North side of Hamilton Avenue, augmenting existing public space at 1 North Lexington Street.

The Hamilton Avenue and Main Street corridors and their connecting streets should be considered together as a broader corridor, a “ladder” of premier walking and address streets linking downtown with the MTC area. The variety of walking destinations and routes in the area make the walkability of all streets in the ladder important. Various property redevelopment and enhancement opportunities anywhere in the ladder can and should contribute to walkability, downtown character and economic development. There are many opportunities for improvement today. Parking lots along Hamilton between the railroad and Lexington Avenue present particularly unwelcoming walking conditions, but also the opportunity for dramatic

• FIGURE 31: HAMILTON AVENUE COULD BECOME AN ATTRACTIVE PROMENADE TO THE MTC THROUGH A COMBINATION OF REDEVELOPMENT OF PARKING LOTS ON THE NORTH (RIGHT) SIDE OF THE STREET, AND REDUCED DOMINANCE OF TRAFFIC LANES.

• FIGURE 32: BARKER STREET’S SIGNIFICANT CONCENTRATION OF MULTI-FAMILY HOUSING COULD BE CONNECTED TO THE MTC AND BRONX RIVER RESERVATION BY A GREENER, MORE RESIDENTIAL CHARACTER ALONG BARKER AND WATER STREETS.
improvement through redevelopment (see Figure 31). Long, blank walls along certain buildings detract from walkability and offer little opportunity for improvement, particularly at the Verizon building adjoining Hamilton Avenue, Main Street and Martin Luther King, Jr. Blvd., and portions of the Galleria Mall (see Figure 32).
The Water and Barker Street corridors present a distinct set of redevelopment and walkability improvement opportunities from the Hamilton/Main corridor. This corridor includes some lower-density development that may attract redevelopment; in fact there is known interest in near-term redevelopment of several public and private properties. The area, while zoned the same as the Hamilton/Main corridor, has adjacencies to lower-density residential zoning districts, and existing residential buildings of varied scale, that may merit distinct approaches to height, massing and land use. Multifamily housing development has a strong presence along Barker Avenue, including the recent Avalon housing development, and could very conceivably gain a stronger presence closer to the transportation center along Water Street (see Figure 33). Public land and property configurations originally intended to accommodate an extension of Grove Street (MLK Jr. Blvd.) across Water Street to the Bronx River Parkway prevent efficient, high-value use of land, and limit access to and from adjoining properties to the north. As this road project is not expected to be implemented as originally conceived, the City and property owners could reap mutual benefits by reconfiguring parcels and public access ways in this area.

The Martine Avenue Corridor alternates in character between major high-rise residential districts to either end – complemented by office space around Bank Street and Neighborhood retail around Mamaroneck Avenue – and a stretch of comparatively passive development in between, dominated by the government center to the south and the Galleria Mall parking structure to the north (see Figure 34). Aside from a large planned residential development at Martine and Bank, little if any additional new privately-led development appears likely, except for the more remote possibility of additional development on the mall site or on properties between Court and Mamaroneck. The government center’s large publicly-owned plaza and sidewalk areas, however, offer significant opportunity to be enhanced with destination park and/or events programming.
New buildings developed on publicly owned sites along the Bronx River Parkway greenway and MTA rail corridor would be prominently visible from the parkway and associated parkland, MTC, Tarrytown Road, Battle Hill, and other places to the west (see Figure 35). Significant building height and scale will likely be desirable to make redevelopment feasible and to support significant transportation improvements and economic development in this uniquely valuable area. This contrasts in scale with the one-to two-story residential character of Battle Hill west of Tarrytown Road. The scale, massing and architectural expression of such new buildings at this important western gateway to downtown should be considered carefully to enhance the image of downtown and the MTC district as a whole, while fitting well with the scale and character of the pedestrian environment and broader parkland and neighborhood areas.

Other study area corridors, particularly the remaining north-south streets, offer relatively less opportunity for a pronounced sense of identity. Instead, their character can evolve more organically from the different properties and cross streets along them.
Nearly all street corridors in the study area, however, have important roles to play as part of a larger network of walkable streets. Strategies appropriate for enhancing the appeal and safety of walking on any street include:

- A relatively consistent “street wall” of building facades that shape the space of each street. Building form and character above the street wall can be more variable without detracting from walkability.

- Ground-floor building design and use that enhance street character where possible. Design should emphasize pedestrian-friendly scale.

- Elements that buffer the presence of fast-moving traffic and broad vehicular areas from sidewalks, as recommended in *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* by the Institute of Transportation Engineers. On-street parallel parking, street trees and sidewalk-level planting beds (i.e. raingardens and/or tree lawns) can be very effective for this. Other strategies to consider where possible include replacing one or more vehicular lanes with broader sidewalks, bike lanes, or cycle tracks.

- Existing and/or new landscape elements, and/or “tactical urban” or “pop-up” programming where (re)development is unlikely or an immediate impact is needed.

In distinction to the other streets, Hamilton Avenue, Main Street and Mamaroneck Avenue deserve design and programming that makes them “signature walking streets” in form and function. Bank and Ferris Streets also deserve this treatment where they provide primary access to the transportation center.
7.2 STREETS DESIGNED FOR PEOPLE

Redevelopment and retrofits can restore a walkable street network

- Much of the street and block pattern in the MTC area and downtown is scaled well to suit walkable streets and development. The grid of streets, usually spaced 250 to 500 feet apart, offers convenient pedestrian circulation options and a variety of attractive property addresses. Two major conditions compromise these qualities, however. First, several significant barriers interrupt the block pattern, notably the MTA rail embankment and lengthy blocks exceeding 600 feet like those between Lexington and MLK. Second, the auto-oriented site layout and building design of much of the development of the past 40 years lines sidewalks with blank walls or parking lots, diminishing the appeal and safety of walking. The expanse of travel lanes on many streets further presents an additional obstacle to walking. However, a number of opportunities are present to improve existing walking environments and create new walking routes, making it possible to take advantage of the latent qualities that remain in the street/block pattern. See Figure 36 for new connection opportunities and the comparative walkability of different block edges, and Figure 37 for where real estate development could enhance street conditions.

- Focusing on encouraging strong local nodes or centers of development and retail in one- to two-block areas offers a more promising strategy than attempting continuous enhancements to development along major street corridors. While continuous presence of retail or other ground level uses is desirable, it is highly unlikely in the near term, and would likely be best catalyzed by initial investment in strong centers. Most sites with redevelopment opportunities extend to three or four sides of a block, and edge many of today’s worst existing walking conditions, and thus can have a transformative impact for the better through good urban design. See Figure 37 for suggested retail concentration areas.

- Where redevelopment opportunities and active ground level uses are lacking, walkability improvements should be made in other ways. Strategies could include adding plantings along buildings and separating pedestrians better from traffic, and adding public art, destination green space, and/or temporary retail programming where space allows.
FIGURE 36: ANALYSIS OF WALKING CONDITIONS

- Active ground level use + frequent entry/ storefront
- Passive but attractive landscape or developed edge
- Need and potential for improvement
- Improvement needed, with challenges
- Improvement needed, redevelopment opportunity
- Existing landscape amenities
- Desirable street connections
FIGURE 37: ANALYSIS OF WALKING CONDITIONS, WITH REDEVELOPMENT OPPORTUNITIES

- **Active ground level use + frequent entry/storefront**
- **Passive but attractive landscape or developed edge**
- **Need and potential for improvement**
- **Improvement needed, with challenges**
- **Improvement needed, redevelopment opportunity**
- **Existing landscape amenities**
- **Desirable street connections**

**Redevelopment opportunities**
- Privately owned (speculative potential)
- Publicly owned (known potential)
7.3 DEVELOPMENT CAPACITY ESTIMATE

Development opportunity could total more than 1 million sf on city-controlled properties, and 4-7 million sf on other properties.

The study area contains several city-controlled sites near the MTC where redevelopment is intended, and a variety of other sites that appear to offer redevelopment potential over the coming 10-20 years, if supported by owner interest and economic feasibility. While the second category is highly speculative, it provides some indication of what could ultimately complement, or be spurred by, redevelopment that is already envisioned.

Estimations of development capacity consider several factors, and are not absolute. Estimations are summarized in Table 12. A basic factor is the allowable density under current zoning in the study area. Density is expressed in terms of Floor Area Ratio, or FAR. FAR is calculated by dividing the total gross floor area of all buildings on a parcel by the parcel area. For example, FAR 1.0 is equivalent to a one-story building covering an entire parcel, as well as to a three-story building covering one-third of a parcel. The CB-4 zone, which covers most of the study area, allows a density of up to 5, which increases to 5.5 if at least half the developed floor area is dedicated to residential use. The malls are in distinct zones: the White Plains Mall is in zone B-2, allowing FAR 0.8 and 2 stories or 25 feet in height, and the Galleria Mall is in zone B-6, allowing FAR 6 and 90 feet in height. This analysis has assumed that on the mall sites, some flexibility in these density and/or height limits may be possible in the event of additional development or redevelopment, enabling new development to be more similar to development permitted in adjoining zones. The CB-4 zone has tiered building height limits, allowing 85% of a site’s area to be built up to 90’ high, and lesser areas allowed to reach 180’ and 230.’ Residential buildings may reach greater heights if site area is large enough and floor sizes are small enough.

**TABLE 12: DEVELOPMENT CAPACITY ESTIMATIONS** (square feet of floor area)

<table>
<thead>
<tr>
<th>Number of parcels</th>
<th>Theoretical development capacity at FAR 5.5*</th>
<th>Development area in scenario model</th>
<th>FAR achieved in scenario model</th>
<th>Parking spaces per scenario model, assuming 1 parking space per 1,000sf</th>
</tr>
</thead>
<tbody>
<tr>
<td>City-controlled parcels with redevelopment opportunity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>1,135,000</td>
<td>1,150,000</td>
<td>5.6</td>
<td>1,150</td>
</tr>
<tr>
<td>Other parcels with potential redevelopment opportunity, modeled in scenario</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>5,130,000</td>
<td>3,600,000</td>
<td>3.4</td>
<td>3,600</td>
</tr>
<tr>
<td>Total redevelopment opportunity</td>
<td>6,265,000</td>
<td>4,750,000</td>
<td>3.7</td>
<td>4,750</td>
</tr>
</tbody>
</table>
Parking also affects potential development capacity. While the presence of extensive transit services, walkable streets and opportunity to share parking spaces among uses with different peak demands diminishes the amount of parking spaces needed, it is assumed that with new development will come a market-driven need for more parking. This analysis assumes that parking is located in a mix of above- and below-grade structures, with the volume of above-grade structures minimized (see Figure 38 for potential parking locations).

While some examples of below-grade parking are present, downtown, most development precedents downtown use above grade parking, reflecting the much higher costs and variable soil and water conditions that affect feasibility of below-grade parking. It is also assumed that parallel parking should be provided along streets wherever possible (as is generally the case today). As one sample indication of parking needs, parking demand is indicated below as if an average of one new
parking space were needed for every 1,000 new sf of development. This parking ratio should be verified and adjusted through further estimation of potential transportation mode share, land use mix, market expectations around parking, and potential to increase utilization of existing parking spaces. At a ratio of one parking space per 1,000sf occupied floor area, a development’s overall built volume would consist of about 75% occupied space and 25% structured parking. While above-grade structured parking volume does not count toward FAR calculations under current zoning, it does significantly impact scale, character and site configuration of development.

- **Actual development opportunity could be less than the potential capacity indicated**, if constrained by foreseeable market-supportable development opportunity, suitability of sites for market-driven land uses, need to accommodate parking, and/or property owner interest. Development opportunity could also be greater than capacity if supported by sufficient market potential and alternative development policy accommodating higher-densities.

- To reflect these factors, development capacity was also examined by modeling **three scenarios for development** on four city-controlled sites as well as 14 other sites in the study area (some vacant and some occupied by buildings) that could conceivably attract redevelopment proposals over the next 10-20 years (see Figure 39). These scenarios considered common land-use driven building configurations, parking, physical built and topographic context, and parcel geometry to arrive at building configurations and areas that might reflect actual opportunity. Development area of one scenario is included above in Table 12 as a sample outcome, not intended to limit or promise opportunity. Due to various constraints, these development scenarios usually fell short of zoning’s density allowance, though some sites significantly exceeded it, reaching or exceeding FAR 10. As the downtown has several recent buildings that exceed the statutory FAR, it is assumed that greater densities (and associated heights) may be possible on certain sites if the city agrees that such a scale delivers compelling benefits. As one tool that can help manage this consideration, zoning has a transfer of development rights (TDR) mechanism, which can accommodate increased density on certain sites in return for a decrease in allowable density on another site.
FIGURE 39: MULTIPLE SCENARIOS FOR REDEVELOPMENT IN THE MTC AREA WERE MODELED TO IDENTIFY A RANGE OF POTENTIAL DEVELOPMENT PROGRAM

- Adaptive reuse of certain existing buildings from office to housing or hotel use is a possibility in terms of floorplate characteristics. Further research would be required.
to determine economic feasibility and owner interest for such a change. Buildings examined as potential candidates are the following thirty- to forty-year old office buildings (note: the following data is from LoopNet.com):

- 11 Martine Ave. (former location of Pace University’s Lubin Graduate Center) (180,000sf, 14 stories, $36/sf, built 1987)
- 81 Main St. (125,000sf, 5 stories, built 1984)
- 170 Hamilton Ave. (60,000sf, 3 stories, built 1977)
- 1 Water St. (45,700sf, 4 stories, $30/sf, built 1979)
- 1 Barker Ave. (69,000sf, 6 stories, $30/sf, built 1981)

Apart from 11 Martine Avenue, all of these properties are considered potential redevelopment opportunities for the purpose of the development scenario in Table 2. The buildings on these four properties would typically need to be removed to accommodate redevelopment, which is assumed to occur at significantly higher densities (close to 5.5 or more) than existing buildings on the properties.

The narrowest typical dimension across the building floorplate is a key factor in determining the building’s suitability for housing or other uses that particularly value good access to daylight and views. Floorplate depth in the office buildings listed above typically falls within the 80-100 foot range. While deeper than the more common range of 60-80 feet for residential and hotel buildings, the 80-100 foot range can be suitable, and a number of built examples exist. Because central portions of the floor have limited access to daylight, these areas are often used to accommodate extra bathrooms or storage space, which tends to favor positioning the units as luxury units. Adaptive reuse for housing or hotel use in any of these buildings would require significant investment in plumbing and HVAC systems to accommodate the more intense needs and unitized layout of such buildings. The buildings would also require attention to lending a more residential character to facades and entrances. While this could be fairly straightforward at 11 Martine owing to its greater quality of urban design, façade composition that is compatible with residential scale, and clustering with another existing residential building, the other buildings would require a more significant makeover to transform their strong current identity as suburban office buildings.
7.4 ZONING POLICY REVIEW

Refinements to the current, well-intended zoning policy could produce a more consistent walkable and attractive street environment and improved transitions between neighborhoods and the MTC area.

Revised internal organization of development zone boundaries could better encourage a network of distinct, high-quality streets enlivened by a mixture of land uses. See Figure 40 for a map of study area zoning districts, and Table 13 for a summary of their intended characteristics. Most parcels with redevelopment potential and within a 3-4 block walk of the MTC lie within the CB-4 zone. This zone appropriately allows high-density mixed-use development that can take advantage of the area’s variety of good transportation options and potentially high level of walkability.

FIGURE 40: EXISTING ZONING DISTRICTS
<table>
<thead>
<tr>
<th>DISTRICT NAME</th>
<th>LOCATION</th>
<th>DISTRICT DESCRIPTION IN ZONING ORDINANCE</th>
<th>ZONING ORDINANCE REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-2</td>
<td>White Plains Mall</td>
<td>The B-2 District is a low-density neighborhood retail district containing retail and service business &quot;uses&quot; of a limited nature appropriate to serve the convenience shopping needs of neighboring residential areas.</td>
<td>5.5.1.4</td>
</tr>
<tr>
<td>B-3</td>
<td>Mercedes-Benz dealer, Bank Street</td>
<td>The B-3 District is a general retail district containing a wide variety of retail, office and service business &quot;uses&quot; as well as &quot;multi-family dwellings.&quot; The majority of &quot;uses&quot; in the district are of a service character and the district is located predominantly along the major arterial commercial &quot;streets&quot; of the City.</td>
<td>5.5.1.5</td>
</tr>
<tr>
<td>B-6</td>
<td>Galleria Mall</td>
<td>The B-6 District is designed for super-regional enclosed shopping malls, with accompanying parking and other facilities commonly found accessory to such &quot;uses.&quot;</td>
<td>5.5.1.10</td>
</tr>
<tr>
<td>CB-2</td>
<td>Retail/mixed-use blocks flanking Mamaroneck Ave. between Martine Ave. and East New York Post Rd.</td>
<td>The CB-2 District is a medium to high density residential, major retail, personal services, office and government &quot;use&quot; section of the central business district. It is designed to encourage a compatible and mutually supportive balance of non-residential and residential &quot;uses&quot; in such a way as to increase convenience and decrease reliance on the automobile. High-density hi-rise housing is encouraged to be built on large sites.</td>
<td>5.5.1.8</td>
</tr>
<tr>
<td>CB-3, CB-4, UR-4</td>
<td>CB-4 covers the majority of the MTC area and its redevelopment opportunities. CB-3 flanks Hamilton Ave. east of the White Plains Mall. UR-4 covers downtown blocks between Main St. and Martine Ave. east of Court St.</td>
<td>The CB-3, CB-4, and UR-4 Districts are high-density, mixed-use areas encompassing the core of the City’s central business district. Appropriate to the City’s role as a regional center, these Districts permit a combination of residential, retail, office, government, business, service, cultural and entertainment “uses.” These Districts also encourage high-density hi-rise housing to be built on larger sites.</td>
<td>5.5.1.9</td>
</tr>
<tr>
<td>LI-M</td>
<td>Flanking Westmoreland Street at the southwest corner of the study area; formerly designated an LI zone until January 2016</td>
<td>The LI-M District is a mixed use district located near a public transportation center, which is intended to: encourage vibrant neighborhoods with a mix of uses ranging from residential to light industrial; incentivize adaptive reuse of existing &quot;buildings&quot; for residential use to increase neighborhood vitality and retain existing character; &quot; revitalize vacant and/or underutilized properties; continue to provide areas for light industrial businesses to operate and serve the community; and protect adjoining residential uses from the negative impacts of incompatible manufacturing uses.</td>
<td>5.5.1.12</td>
</tr>
<tr>
<td>DISTRICT NAME</td>
<td>LOCATION</td>
<td>DISTRICT DESCRIPTION IN ZONING ORDINANCE</td>
<td>ZONING ORDINANCE REFERENCE</td>
</tr>
<tr>
<td>---------------</td>
<td>----------</td>
<td>-----------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>RM-2.5</td>
<td>Flanking Battle Ave. near Bronx River Parkway</td>
<td>For the RM-2.5 District, to provide a regulatory framework which encourages the preservation and improvement of existing neighborhoods, at a density closely approximating the existing density of development, and which will prevent the inappropriate conversion to more intensive residential and non-residential &quot;uses&quot; which has previously occurred.</td>
<td>5.4.1.3</td>
</tr>
<tr>
<td>RM-2</td>
<td>Flanking Hillside Terr. North of MTC area</td>
<td>For the RM-2 District, to encourage integrated development of parcels near the center of the City with medium density residential development of a low-rise character, accompanied by appropriate open space and recreational facilities.</td>
<td>5.4.1.4</td>
</tr>
<tr>
<td>RM-1.5</td>
<td>Battle Hill north of Battle Ave.; Ferris Ave. north of Kirby Terr.</td>
<td>For the RM-1.5, RM-1, RM-0.4 and RM-0.35 Districts, to provide for a supply of &quot;dwelling units&quot; suitable for families of all sizes, in locations which are convenient to shopping, transportation and community facilities, and where higher densities will allow for the development of new housing at a more moderate cost. The &quot;height&quot; and density requirements of these districts are such that low-rise &quot;buildings&quot; are permitted in fringe areas near the center of the City, and the mid- and high-rise &quot;buildings&quot; are permitted in the center of the City, all in locations consistent with the &quot;Comprehensive Plan.&quot;</td>
<td>5.4.1.5</td>
</tr>
<tr>
<td>RM-0.35</td>
<td>RM-0.35 flanks Barker Ave. east of Cottage St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RM-0.4</td>
<td>Isolated parcels along Ferris Ave., Rockledge St. and Barker Ave. at north edge of MTC area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RM-0.7</td>
<td>US Post Office, Bank St. at Fisher Ave.</td>
<td>For the RM-0.7 District, to provide low-rise, medium density &quot;dwelling units&quot; in locations convenient to employment, shopping, transportation and community facilities. It is intended to be a predominantly residential transition district between non-residential areas and established neighborhoods.</td>
<td>5.4.1.6</td>
</tr>
<tr>
<td>Additional housing goals for RM-0.35, CB-2, CB-3, CB-4 and UR-4</td>
<td>For the RM-0.35, CB-2, CB-3, CB-4 and UR-4 Districts, in the Central Parking Area, to encourage the construction of additional &quot;multi-family dwellings&quot; serving a variety of income groups for both rental and ownership, and focusing on the needs of young professionals, seniors and others who would benefit from proximity to &quot;restaurants,&quot; shops, employment opportunities, cultural opportunities and transportation, consistent with the &quot;Comprehensive Plan.&quot; A minimum of 6 percent of new &quot;multi-family dwellings&quot; shall be affordable to moderate income families, based on income schedules published annually by the City of White Plains Department of Planning.</td>
<td>5.4.1.5.1</td>
<td></td>
</tr>
</tbody>
</table>

Source: Zoning Ordinance of the City of White Plains
The B-2 and B-6 zones, corresponding respectively to the White Plains Mall and Galleria Mall, permit significantly lower levels of density or height than neighboring CB-3 and CB-4 zones. A consistent policy approach to building massing and street level qualities should be considered to add redevelopment capacity and to promote a pedestrian environment that is more consistent in its quality.

At the same time, portions of the area composed of the CB-4, B-2 and B-6 zones deserve greater differentiation responding to the character of major streets and adjoining areas. Figure 6 illustrates a potential alternative framework for consideration that differentiates development policy according to the study area’s main east-west corridors, which are distinct in their scale, land use mix and sense of place as discussed in Section 7.1: Placemaking: Water and Barker Streets; Hamilton Avenue and Main Street (considered as a single zone); and Martine Avenue. The framework also highlights the overlapping Bank/Ferris Street corridor as one deserving special attention to its relationship to the adjacent Bronx River Parkway. The framework further differentiates certain streets as “signature” walking streets, while highlighting other streets as also playing important roles in a larger network of walkable streets. The transition points along these corridors between the CB-4 zone to the west and the series of zones to the east – RM-0.35, CB-3, UR-4 and CB-2 – generally occur at appropriate locations corresponding to the traditional edge of downtown, but could be reconsidered (whether accentuated, diminished or relocated) in light of the goal to strengthen connections between the MTC area and downtown.

Today’s land use allowances generally promote the mix of residential, employment-related and service/amenity uses that are desirable in a walkable district, to keep public spaces active throughout the day and week, and to accommodate a variety of market-driven development opportunities. The most important change to consider would be to rezone the two large mall site to accommodate a wider range of uses, whether through addition to existing development or through redevelopment. It would also be desirable to encourage aggregation of pedestrian-oriented retail in clusters, without restricting location options.

A variety of smaller zones along the north and south edges of the CB-4 zone, often corresponding to individual development parcels. Adjoining or nearby zones to the north include RM-1, RM-2 and RM2-4 are primarily intended for multifamily housing, up to three stories in height, with six stories possible on larger sites. Adjoining zones to the south and southeast include the new Westmoreland LI-M district which accommodates housing and other mixed uses in a formerly light industrial zone; RM 0.35 and RM 0.7, which accommodate higher-density multifamily housing rising three to approximately 12 stories; B-3, accommodating commercial as well as multifamily buildings up to four
stories tall; and CB-2, which has similar mixed use and density opportunities as CB-4 for large sites, but lower three- or four-story height limits for smaller sites. While these zones have effectively responded to the general need for scale and use transitions along these edges, the transitions of development use, scale, and design from one zone to the next still tend to be abrupt. Development policy that encourages greater consistency or compatibility of character along street corridors, and from parcel to parcel, should be considered.

Development density allowances are appropriate on an average basis across the MTC area, but ought to explicitly offer possibility for local variation. The maximum allowable density of FAR 5 (or 5.5 with over half of development floor area devoted to housing) generally strikes a good balance between on the one hand allowing significant development capacity in this prime economic development area, and on the other hand keeping development to a moderate physical scale that is compatible with the wide variety of existing development scale in the context. If future development will continue to have significant parking needs similar to today's demands, it would be difficult to significantly exceed the FAR 5 range without structured parking posing major design and economic challenges, that parking must be located on-site. If future parking demands will decrease, however, owing to increased use of transit, walking and biking, and/or more shared use of parking spaces and vehicles, development densities could exceed FAR 5 while remaining in scale with current dimensional regulations and existing buildings. The established district parking policy allows a development's parking to be accommodated on another parcel in a privately- or publicly-managed facility. This can help reduce the amount of land and development cost devoted to parking in the future, by facilitating more efficient use of existing and future parking spaces.

Multiple redevelopment scenarios modeled for sites with potential for redevelopment tended to achieved densities in the FAR 2.5 to 5.5 range for “low-rise” buildings up to about 6 stories tall. Where high-rise buildings of 14 to 20 or more stories were included, densities rose as high as FAR 12 or greater, even within the 230-foot height limit. This demonstrates that the currently permitted heights in the CB-4 district could accommodate significantly more density than the FAR 5.5 permitted. This highlights two possibilities that may be appropriate for selected locations: accommodating greater density than currently permitted on sites where it can be appropriately designed, and reducing height limits without sacrificing development potential on sites where lower scale may be desired.

Therefore, while the FAR 5 range may continue to serve well as an average density for the MTC area as a whole, development policy should acknowledge the potential for
greater and lesser density from one parcel to another. Zoning’s established Transfer of Development Rights (TDR) policy, enabling greater densities with Common Council consent, provides one useful tool to accommodate such variation if applied to the transit district area. TDR permits the purchase and sale of development density rights among property owners, adding flexibility that can potentially make development more feasible and better suited to its context. TDR can be leveraged as a means of influencing the location of height and density, if certain parcels are designated as “donating areas” – where sale of development rights is encouraged – and “receiving areas” – where purchase of development rights is encouraged. Donating areas should be designated where reduced development scale is desired, and as a means of protecting historic properties from redevelopment. Receiving areas should be designated where greater densities and development scale are desirable.

Conditional increases in density and/or height may also be granted through means other than TDR. These increases, subject to added design standards, can establish incentive for developers to provide public open space, transit station improvements, pedestrian infrastructure, or other community-defined benefits. Such benefits can be an important catalyst to enhance the overall transit district character.

**Zoning should continue to encourage a “streetwall” at lower elevations, but should offer greater flexibility on form and height of upper floors, combined with more qualitative guidance at transitions between zones.** Current zoning in the CB-3, CB-4, and UR-4 zones appropriately allows floors at elevations up to 90 feet to occupy most of their parcel (85%) – encouraging consistent façade edges that help shape walkable streets by forming a “streetwall” at the lower floor levels most perceived by pedestrians. It also restricts the footprint of building mass above 90 feet to a much smaller percentage of site area, which ranges from 60% at lower elevations down to 20% at upper elevations.

The general intent to reduce building mass above the streetwall is appropriate, encouraging more attractive, slender proportions in taller building masses, and ample space between tall buildings to preserve more views and access to daylight and direct sun both at ground level and on upper floors of buildings. The required setback of upper floors from the streetwall required in zones CB-2 and CB-3 (Zoning Ordinance part 5.5.3.1) appropriately supports this intent. However, the “wedding cake” pattern of diminishing floor area at increased height thresholds is not the only nor necessarily the optimal way to control the form of taller buildings. For instance, a tower that occupies approximately 40% of site area from streetwall elevation up to its top could potentially offer an acceptable alternative.
The current policy of linking greater allowable height to greater parcel size also deserves reconsideration (see zoning ordinance sections 5.5.3.2 and 5.5.3.3). At successive parcel area thresholds of 50,000, 100,000, 200,000 and 300,000 square feet, maximum allowable height increases. The general effect of this policy would be to encourage greater void space around the tallest buildings, and to limit location of the tallest buildings to handful of unusually large multi-block parcels (potential development density remains relatively consistent between larger and smaller parcels). The policy intent of maintaining gaps between tall towers is understandable, but the floorplate area restrictions adequately accomplish this without need to couple allowable height to parcel size. The very largest parcels in the MTC area – the Galleria Mall, White Plains Mall, and the aggregation of city parcels west of Ferris Ave. including the White Plains Metro-North Station and parking – are not necessarily the best, nor the only acceptable, locations for the tallest buildings in the MTC area. Some of the smaller parcels in the area, under 50,000sf, flank Hamilton Avenue in places where added density could be appropriate and help induce desirable reinvestment. Regulating allowable height using considerations other than parcel size could open up other, better possibilities.

The zoning ordinance does not call for specific design attention to building form at transitions to contexts with lower densities and heights, except that it empowers the Design Review Board (DRB) to review these transitions in a very general way. Ordinance sections 9.6.1, 9.6.2 and 9.6.3 require the DRB to consider “excessive dissimilarity ... inappropriateness ... or similarity” between proposed and existing structures, but without qualitative guidance as to what principles should guide these considerations. Clear examples of thoughtfully designed transitions are, however, apparent in recent development projects – such as the transition of the Avalon White Plains to lower heights in the adjacent zoning district along Rockledge Avenue, and the transition of the Ritz Towers to smaller and historic adjacent buildings (see Figure 17, below). Regulations that articulate the scale transition principles evident in these examples could promote more predictable and successful adjacencies in future development.

Proven design guidelines can make walking much more appealing. While the zoning ordinance indirectly encourages development to form a streetwall as described above, it does little else to promote an inviting, safe pedestrian environment. In fact, it facilitates the vehicular-oriented access that many study area properties feature today. In many communities, development regulations and design guidelines successfully support a high quality pedestrian environment by calling for a regular presence of windows and entrances at ground level. Where feasible, retail and other publicly-accessible uses are preferred; at other locations, elements like frequent residential unit
entrances, or highly transparent office and hotel lobbies, make important contributions to walkability. Appropriate and inappropriate locations for vehicular site access can be identified to minimize presence of driveways and curb cuts across sidewalks on priority pedestrian streets. Explicitly including guidelines like these in zoning could help ensure that future development avoid the instances of blank walls, mirror glass, parking lots and other conditions that commonly detract from the appeal of walking in the MTC area today.

**The zoning ordinance includes appropriate means of development review.** The zoning ordinance calls for Common Council review of development projects exceeding 50,000 square feet in floor area. It also gives the Common Council discretion to approve a variety of zoning variances concerning height, density, massing, open space and parking provisions, to various extents in zones throughout the transit station area. The DRB provides advisory comments on these issues. This level of discretionary review and approval is common in other communities and generally allows a desirable level of flexibility to accommodate development proposals and community goals that are not directly addressed in development regulations. The current zoning ordinance’s recommendation that development applicants speak with city development staff early in the proposal process is highly appropriate, promoting common understanding of qualitative goals for development and efficient use of developers’ time and resources.

**Zoning appropriately encourages efficient, flexible use of parking.** High-density structured parking typically entails significant development costs and built volume, and can negatively impact the walkability and appeal of adjacent streets. Walkable, high-density districts thus tend to benefit by using parking as efficiently as possible; they also tend to make this possible by offering transportation options other than driving, and by enabling parking spaces to be shared by uses with different demand peaks. The current zoning policy appropriately encourages parking efficiencies through its district parking policy in the downtown and MTC area, and low parking requirements that can be reduced further if appropriate. This policy could be leveraged further with development and transportation policies that better encourage safe, inviting conditions for walking, biking and use of transit.
7.5 SUMMARY OF KEY URBAN DESIGN FINDINGS

- PLACEMAKING (addressing study area identity)
  - Portions of the study area around the MTC notably lack sense of place. Street improvements and new mixed-use development that creates stronger relationships between streets and buildings, and establishes public spaces that invite social interaction, can effectively introduce sense of place in ways that build social community as well as real estate market potential.
  - 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; topography that introduces unique views within and beyond the area; and strong cultural life.

- STREETS DESIGNED FOR PEOPLE (addressing ground level walking conditions and land use)
  - 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.
  - 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.

- DEVELOPMENT CAPACITY ESTIMATE (including attention to full building retrofit opportunity)
  - Development scenarios for the study area indicate potential for roughly 4.75 million square feet or more of new development. This includes approximately 1.15 million square feet on four city-controlled parcels at or near the MTC, and 3.6 million square feet on 14 additional parcels owned by others.
  - Several office buildings dating from the 1970’s and 1980’s are physically suited for conversion to housing or other use, if economically feasible. Convertible floor area in these buildings totals roughly 480,000 square feet.

- ZONING POLICY REVIEW (addressing capacity and design considerations)
  - The study area’s predominant zoning district, CB-4, offers density, land use mix and dimensional characteristics that are generally consistent with goals and opportunities for transit-oriented development. However, certain development standards should be added or leveraged further to maximize the benefit of development in the MTC area.
These include design standards that promote pedestrian-friendly streets and attractive building forms suited to the scale of nearby buildings and public spaces.

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, and can also incent developer investment in infrastructure or other community benefits in return for additional development opportunity.
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APPENDIX

APPENDIX A: STAKEHOLDER INTERVIEWS
1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the White Plains Metro-North station and Westchester County Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project though the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principles that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project 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 1)

1.3 REPORT PURPOSE

Task 4.1A - Review of Existing Studies and Reports and Task 4.1B - Existing Conditions Gap Analysis led to identification of data gaps and the development of baseline study scopes. The purpose of this report is to present the analysis and results of the Market Conditions Assessment Baseline Study, which will inform the development of the Strategic Plan.
2 BASELINE STUDY SCOPE

The Market Conditions Assessment Baseline Study includes a review of existing market conditions for market rate residential, office/flex space, and hotel sectors in White Plains and Westchester County. Key metrics for each product type to be evaluated included: 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. The study includes the identification of current and future potential opportunities for land development that can serve to stimulate economic growth.
3 BASELINE STUDY ANALYSIS

3.1 REVIEW OF PAST STUDIES AND KEY PLANNING DOCUMENTS

The following reports were reviewed as part of the research on the historical growth and development of Downtown White Plains (Table 14).

TABLE 14: PAST STUDIES AND KEY PLANNING DOCUMENTS

<table>
<thead>
<tr>
<th>Report/Study</th>
<th>Year Published &amp; Sponsor</th>
<th>Document Contents</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Real Estate &amp; Development</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA Ownership Map</td>
<td>N/A</td>
<td>This document is a map from 1917 detailing the Metropolitan Transit Authority’s property ownership around the train station.</td>
</tr>
<tr>
<td>Multimodal Project Area Property Ownership</td>
<td>N/A</td>
<td>This document is a map composed by the City of White Plains detailing property ownership within the project study area.</td>
</tr>
<tr>
<td>Central Renewal Project Housing Projects</td>
<td>N/A</td>
<td>This document is a map displaying the City of White Plains’ Urban Renewal Areas and public housing projects within them.</td>
</tr>
<tr>
<td>White Plains Disposition Status</td>
<td>2000, White Plains Urban Renewal Agency</td>
<td>This document is a map displaying the disposition status of sites within the City of White Plains’ central Urban Renewal Area.</td>
</tr>
<tr>
<td>White Plains Urban Renewal Photos</td>
<td>N/A</td>
<td>This document contains 18 photos documenting urban renewal projects undertaken in White Plains over the last few decades, complete with narrative history.</td>
</tr>
<tr>
<td>White Plains Urban Renewal Projects</td>
<td>N/A</td>
<td>This document contains spreadsheets detailing information about urban renewal projects undertaken over the last few decades, including dates of plan adoption, land area, purpose of the project, etc.</td>
</tr>
<tr>
<td>Redevelopment of City and Urban Renewal Agency Property Adjacent to Metro-North Railroad Station City of White Plains</td>
<td>City of White Plains</td>
<td>This document is an RFQ issued by the City of White Plains in 2007 to redevelop the City’s property holdings adjacent to the Metro-North Railroad Station. The document contains background information on the properties and the city overall, including zoning and built area.</td>
</tr>
<tr>
<td><strong>Land Use/Planning Studies</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of White Plains Comprehensive Plan (2006 Revisions of the 1997 Plan)</td>
<td>2006, City of White Plains</td>
<td>This document is a 2006 update to the City of White Plains’ 1997 Comprehensive Plan. The document describes different areas of the city and contextualizes them within Westchester County. It also includes demographic data and descriptions of physical conditions.</td>
</tr>
</tbody>
</table>
3.2 IDENTIFICATION OF CITY-OWNED AND “SOFT SITES”

The area surrounding the White Plains Metro-North station includes a number of underutilized parcels, including City-owned parcels such as the Fire Station immediately north of the station and several nearby parking lots and garages. These sites are clear development opportunities due to a number of factors, including public control, proximity to the station, and the role they currently play in contributing to the lack of a continuous street-level activity.

As shown in Figure 42, the lots located to east, northeast and southeast of the station represent the most likely “first mover” sites. Labeled as sites 2 and 3 in the study area ownership map below, these properties include the Fire Station at 20 Ferris Avenue, a City-owned parking structure at 16 Ferris Avenue, and an Urban Renewal Agency-owned parking lot at southwest corner of Hamilton Avenue and Bank Street. The County-owned Bee-Line Bus Station, labeled as site 1 immediately across Ferris Avenue from the White Plains Metro-North station, could also accommodate a redevelopment project. Given their public ownership and strategic location next to the Metro-North station, these sites have the potential to accommodate potentially catalytic redevelopment projects.

The blocks to the east of the MTC also include a number of privately-owned sites that could be targeted for redevelopment. These include underbuilt office buildings at 1 Water Street and 12 Water Street, an auto dealership at 15 Water Street, and the White Plains Mall, which covers a full-block site between Water Street and Hamilton Avenue. Since these sites are privately-owned, it is more difficult to project whether they will be available for redevelopment.

The potential redevelopment value of these sites depend on a range of criteria, including physical and regulatory constraints, infrastructure availability and requirements, surrounding development trends and neighborhood context, and other site-specific obstacles to development. The selection of redevelopment sites will also depend on the likelihood that they have the potential to spur further redevelopment.
3.3 MARKET OVERVIEW

The potential redevelopment of the White Plains Multimodal Transit Center and its reconnection to the Downtown presents an opportunity for transforming the surrounding area through market-supportable development and public realm improvements that will usher in an enhanced sense of place, increase the use of robust public transit options, and create positive impacts throughout the area. The MTC has been a critical contributing factor to the growth of Downtown in recent years. Located at the western edge of Downtown White Plains, the MTC connects the city with the rest of the New York region and provides a one seat, 30 minute ride to Grand Central Station. The blocks immediately surrounding the MTC, however, are dominated by parking lots and garages and buildings with no ground floor activity, creating an environment characterized by limited street level activity. Accordingly, the station area offers a poor experience for pedestrians and transit users and is effectively isolated from the vibrant residential neighborhoods and employment centers located in and around Downtown.
Downtown White Plains is a major regional employment center within Westchester County. In addition to hosting the seat of the County government and court system, Downtown is home to over 6.5 million square feet of office space, health care facilities, including White Plains Hospital and New York Presbyterian-Westchester, over 1,100 hotel rooms, a walkable retail and dining scene along Mamaroneck Avenue, and several regional shopping malls, including the Galleria at White Plains, City Center at White Plains, and the Westchester.

While Downtown has experienced some growth in demand for medical office space, its office market has seen almost no new construction since the 1980s. As a result, its occupancy and rental rates have been flat in recent years, and Downtown’s office stock is growing increasingly obsolete from the perspective of both building operations and the needs of tenants. While existing vacancy and asking lease rates do not suggest that there is substantial demand for new construction, conversations with stakeholder task force members representing brokers and real estate developers and news reports suggest that there may be demand from medical office users or start-ups for small office spaces that are integrated into mixed-use projects.

By contrast, Downtown White Plains has experienced significant residential growth in recent years. Property owners have capitalized on the growing demand, particularly among young professionals and empty nesters, for more urban and walkable lifestyles. Downtown’s combination of public transportation, retail and dining options, and affordability relative to other urban centers has made it an attractive residential option within the New York region.

Over the past 15 years, however, this residential growth has disproportionately occurred in the eastern half of Downtown, particularly near the intersection of Main Street and Mamaroneck Avenue. While the area around the MTC offers greater accessibility due to its regional bus and train connections, it has attracted comparatively less development relative to other sections of Downtown. As a result, the blocks surrounding the MTC have yet to achieve a critical mass of residential buildings and street-level retail that help support a vibrant live-work-play community. Given the overall strength of the residential market and the locational advantages offered by the MTC, a combination of strategic public realm improvements and residential development on publicly-owned sites could extend the growth of Downtown White Plains from the Mamaroneck Avenue corridor into the blocks surrounding the MTC.

3.3.1 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. The area captures the most densely developed areas of Downtown and represents those areas that
offer the most potential for a walkable, urban lifestyle. The market study area boundaries of the Downtown Study Area are shown on Figure 43 below. Unless otherwise discussed, all mentions of the study area in the market overview will refer to the shaded area in Figure 43.

FIGURE 43: MARKET STUDY AREA

Home to over 12,000 residents, the population of Downtown White Plains 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, as shown in Table 15.

TABLE 15: POPULATION

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Study Area</td>
<td>9,658</td>
<td>12,289</td>
<td>1.6%</td>
</tr>
<tr>
<td>White Plains</td>
<td>53,077</td>
<td>57,037</td>
<td>0.5%</td>
</tr>
<tr>
<td>Westchester County</td>
<td>923,459</td>
<td>960,997</td>
<td>0.3%</td>
</tr>
<tr>
<td>New York MSA</td>
<td>18,944,519</td>
<td>19,987,071</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

Source: ESRI
Much of the growth in Downtown White Plains has 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, as shown in Table 16 and Figure 44 below. These populations have been attracted to Downtown's growing stock of multifamily housing; walkable retail and restaurants along Mamaroneck Avenue; relative affordability; and access to 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. Westchester County has historically had strong demand for rental apartments from downsizing empty-nesters and young professionals.

Downtown is also more diverse and better educated than Westchester County. Nearly half of Downtown's residents identify as Black, Hispanic or Asian, as compared to one-third of Westchester residents, while more than 60 percent of Downtown residents over the age of 25 hold a Bachelor's degree or higher as compared to less than half of residents elsewhere in the County.

While the average income of Downtown households is lower than elsewhere in Westchester County, 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.

### TABLE 16: DEMOGRAPHIC SUMMARY, 2015

<table>
<thead>
<tr>
<th>Geography</th>
<th>Median Household Income</th>
<th>Average Household Size</th>
<th>Median Age</th>
<th>% Renter</th>
<th>% BA or Higher</th>
<th>% Non-White</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Study Area</td>
<td>$71,006</td>
<td>1.8</td>
<td>39.2</td>
<td>61%</td>
<td>53%</td>
<td>47%</td>
</tr>
<tr>
<td>White Plains</td>
<td>$81,286</td>
<td>2.4</td>
<td>40.0</td>
<td>44%</td>
<td>49%</td>
<td>39%</td>
</tr>
<tr>
<td>Westchester County</td>
<td>$85,410</td>
<td>2.7</td>
<td>40.8</td>
<td>37%</td>
<td>47%</td>
<td>34%</td>
</tr>
<tr>
<td>New York MSA</td>
<td>$65,898</td>
<td>2.7</td>
<td>38.4</td>
<td>46%</td>
<td>38%</td>
<td>42%</td>
</tr>
</tbody>
</table>

Source: ESRI
3.3.2 RESIDENTIAL MARKET OVERVIEW

Eight new residential projects have been built in Downtown White Plains over the past 15 years, totaling over 1,955 units (Figure 45). 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, opened in 2008.

The blocks immediately surrounding the White Plains Multimodal Transit Center have seen little development activity over this period. 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.

Development activity has been robust in recent years, including the opening of the Cambria Hotel and Suites and two mid-rise residential projects in 2014. Three additional projects are currently in the planning or development stages: LCOR is building a 561-unit rental building at 55 Bank Street; Lennar Multifamily Communities has called for replacing the Westchester Pavilion Mall with 707 rental apartments and 95,000 square feet of new retail space; and a third project, known as The Collection, is seeking approval for a development with 261 residential units, a 154 room hotel, 85,000 square feet of retail space, a 34,000 square foot auto dealership and 1,200 parking spaces near the intersection of Westchester Avenue and North Broadway.
Multifamily rental properties in Downtown White Plains have historically achieved a significant rent premium over other properties in Westchester County. Representative stakeholder task force participants attribute the ability to achieve higher rents to Downtown’s combination of regional transportation links, walkability, and value relative to other urban centers. They suggest that these attributes have allowed Downtown White Plains to develop a significant competitive advantage in the regional residential market.

As a result of the continued development of high-rise luxury buildings, this gap has widened over time. According to data from Costar, rents in Downtown have grown 43 percent since 2000 as compared to 31 percent for the County as a whole. Average asking rents Downtown also reached $3.00 per square foot per month in 2015, more than 40 percent higher than the multifamily buildings elsewhere in the County, as shown in Figure 46.
Despite the high per square foot prices relative to other areas of Westchester County, Downtown rental buildings benefit from being significantly less expensive than comparable buildings in New York City. Even though other Westchester cities have begun to attract multifamily development in recent years, none can offer the same opportunities for a live-work-play lifestyle and access to New York City that can be found in Downtown White Plains.

Rental vacancy rates are currently under 5 percent and have remained between 3 and 5 percent since the 2009 recession. This reflects the rapid absorption of rental product built during the 2000s. Between 2004 and 2009, when most of the new residential units were added to the market, Downtown was able to absorb an average of 138 units per year, as shown in Figure 47.
3.3.3 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. Despite its locational advantages, Downtown has seen little new development over the past two decades. Its vacancy rates are high relative to the New York region, though they have remained stable in recent years and have modestly outperformed the office markets elsewhere in Westchester.

Employment Sector

The Downtown Study Area is home to over 30,000 jobs, more than 40 percent of which are in public administration or health care. The next largest category is professional services, which in Downtown is comprised primarily by local-serving industries like law firms, accountants, architects and engineers, and other professions drawn to Downtown by the presence of the
court system and County government. Other office-using sectors like finance, insurance, real estate and information are comparably underrepresented in the Downtown White Plains office market.

Total employment in Downtown White Plains fell by 4 percent between 2002 and 2013, shown in Table 17. Most of the losses were a result of a drop in public sector employment (Figure 48), which were largely the result of cutbacks at the County level. Since the County seat is located within the Downtown Study Area, these cutbacks disproportionately affected the neighborhood. The losses, however, were partially offset gains by in other sectors, including professional services, health care, and accommodation and food services.

While data on Downtown employment is not available after 2013, public officials and other stakeholders interviewed believe that employment rose between 2013 and 2015 due to the expansion of local hospitals, including New York Presbyterian-Westchester and White Plains Hospital, and the impact of new development projects that opened after the 2013 cutoff.

**TABLE 17: CHANGE IN TOTAL EMPLOYMENT, 2002-2013**

<table>
<thead>
<tr>
<th>Geography</th>
<th>Employment 2002</th>
<th>Employment 2013</th>
<th>Total Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Study Area</td>
<td>31,200</td>
<td>30,100</td>
<td>-1,100</td>
<td>-4%</td>
</tr>
<tr>
<td>Westchester County</td>
<td>391,400</td>
<td>399,700</td>
<td>8,300</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap
Real Estate Overview

As of the fourth quarter of 2015, the asking rent for Class A space in Downtown White Plains was the highest of any submarket in Westchester County, as shown in Figure 49.

Based on stakeholder interviews, the gap between Downtown and other areas of the County reflect the higher costs of operating in a central business district, including the need for structured parking and higher building maintenance and operations costs. The higher rents achieved in Downtown may also reflect a premium paid by tenants to locate near courts, hospitals, and/or the White Plains Metro-North Station.
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 50), which is home to the largest share of Westchester’s Class A office space outside of Downtown, and to Westchester County as a whole. The I-287 corridor is home to 3.6 million square feet of office space, nearly all of which is located in suburban office parks.
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 may overestimate the true amount of space available to be leased. The market-wide vacancy rate also obscures differences in performance at the building level. Owners that have reinvested in new lobbies, common space and amenities, such as 360 Bank Street, have been able to achieve higher rents and occupancy than competing properties. However, after a period of overbuilding in the 1980s and slow employment growth, Downtown White Plains has seen little growth or development activity in the office market in recent decades.

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 after rising each year since 2007 (Figures 11-12). 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 53).

The growth in demand from the health care sector, as indicated by the Hospital for Special Surgery’s recent lease of an outpatient surgical center, suggests that Downtown could position itself to capture some of the growth in demand for medical office space, though this could require modification of the zoning code to accommodate some medical uses. The continued conversion of obsolete office stock to residential and other uses may also reduce the vacancy rate and increase asking rents. Conversations with stakeholders, however, suggest that future office development would likely come after additional residential and retail growth.

FIGURE 51: VACANCY RATES BY CLASS BY SUBMARKET, 2015 Q4

![Vacancy Rates by Class by Submarket, 2015 Q4](image)

Source: CoStar
FIGURE 52: VACANCY TRENDS

Source: CoStar

FIGURE 53: DOWNTOWN WHITE PLAINS OFFICE SPACE BY CLASS BY YEAR OF CONSTRUCTION

Source: CoStar
4 KEY FINDINGS

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

- Downtown has seen significant residential growth and boasts an increasingly vibrant retail and dining district. As demand for this type of environment continues to grow and New York City real estate prices continue to rise, Downtown White Plains has emerged as a more affordable option for young professionals and empty nesters who want an urban lifestyle but cannot afford New York City prices.
- Given its accessibility and proximity to major hospitals, Downtown is also well positioned to capture some of the increasing demand for medical office space and health care facilities.

We also found that the Downtown Study Area faces several challenges that has prevented it from realizing its full potential.

- Much of its office stock dates to the 1970s and 1980s and is increasingly obsolete. As a result, Downtown struggled to capture new office users who do not need to be close to the county seat, the court system or the hospitals.
- The blocks immediately surrounding the White Plains Metro-North station are perceived as uninviting. Many buildings in the western half of Downtown lack street retail or present imposing blank walls that discourage pedestrian activity. Similarly, the area lacks an inviting gateway that would draw people from the train station to the eastern half of Downtown, where most recent growth has taken place.
- 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 or Jersey City. However, some stakeholders suggested that the addition of additional residential units could help create a critical mass of residents that would increase the viability of new street-level uses.
Recommendations

- Leveraging the momentum of the strong residential market and robust development activity, the development of new rental product proximate to the MTC is appropriate. City-owned sites like the Fire Station site could offer the opportunity to be a “first mover,” continuing to sustain the growth of the population of young professionals and empty nesters drawn to good transit access, urban amenities, and high quality residential product.

- Any new residential development should set aside at least 10 percent of units for low- to moderate-income households to ensure that Downtown continues to be a vibrant, mixed-income community.

- Residential developments near the MTC should offer ground floor retail uses to serve tenants and transit users and to enhance the street level experience. The value of new and existing residential product would increase and become increasingly attractive if combined with public realm improvements near the MTC, such as programmable civic or open space, traffic calming measures, and streetscape improvements. New retail uses would primarily accommodate MTC users; thus, they would not directly compete with the existing retail/restaurant corridor along Mamaroneck Avenue.

- In addition to residential uses with ground floor retail and restaurant space, there should be consideration for smaller scale office/flex space incorporated into developments. Small office spaces that are integrated into a mixed-use development would not overwhelm the existing office market and could provide attractive flex/swing space for medical office or more mobile workers and start up/growth stage firms that may not be able to find appropriate spaces in the existing Downtown office market.

- The interstitial zone between the MTC and the Downtown core, along both east-west corridors such as Hamilton Avenue and Main Street as well as north-south corridors such as Bank Street and Lexington Avenue, should be considered for development opportunities to provide the needed connection between the two areas. Some existing properties along these corridors may be able to accommodate retail infill projects. Replacing blank walls with more active ground floor uses would energize the streetscape and draw residents and commuters from the MTC into other areas of Downtown and vice versa.
APPENDIX A: STAKEHOLDER INTERVIEWS

Westchester County Planning + Economic Development

Interviews were conducted with Edward Boroughs of the Westchester County Planning Department and William Mooney, Director of Economic Development for Westchester County. Overall, development in Westchester has picked up since exiting the recession, reinvigorating a number of stalled projects. Following national trends, development activity is targeting Millennials and the elderly. Approximately 3,000 housing units are currently in the pipeline, a mixture of multifamily product and assisted living facilities.

Westchester’s office market has shifted in recent years. After a number of corporate headquarters left Westchester, office landlords, particularly along the I-287 corridor, have pursued a number of different redevelopment strategies. Some office parks have been converted to accommodate medical and biotech uses. Lower rents and upgraded space have enticed a number of medical businesses and employees to leave White Plains for the I-278 corridor. Otherwise, White Plains’ office market has experienced a lot of reshuffling of current tenants with few new introductions. Regardless, interviewees still site three significant reasons for businesses to locate in Westchester:

1. Access to talent
2. Transit/transportation accessibility
3. High quality of life

Westchester County tries to actively assist its constituent municipalities via a number of means. The County provides staffing for smaller cities when necessary, and ventures such as the Legacy Program, which aims to preserve open space, is a partnership between the county and local agencies. The County prioritizes focusing on existing city centers and corridors in order to encourage density and transit-oriented development.
Real Estate Development

Interviews were conducted with James Driscoll, Tim Jones, and William Cuddy of LCOR, Robert Martin Companies, and CBRE, respectively, in order to better understand development and market trends in White Plains and Westchester County.

In general, real estate professionals agree that White Plains’ biggest draw is its transit connectivity. White Plains is approximately thirty minutes away from Grand Central Terminal in Manhattan via Metro-North Railroad. Both millennials and the elderly, for somewhat different reasons, seek to live in more urban environments with a manageable cost of living. Should trends continue, there’s near term potential for new residential and retail product in White Plains, followed by office at a later date? Younger residents are demanding “lifestyle” properties, complete with amenities and a mix of uses. However, developers agree that White Plains’ urban realm, in a number of locations, is fragmented. Any new development must reconnect to the city’s core.

Interviewees consistently cite Stamford as a comparable city to White Plains. Stamford embraced transit-oriented development, but its circulation network was handled poorly and it is twice as far of a commute to and from NYC. However, Stamford’s retail and entertainment offerings have an “edge” over White Plains. White Plains has a clear opportunity to reinvent itself, and Stamford, for better or worse, is an example to learn from.

White Plains’ office product is outdated, most of it having been built in the 1980s. The market is slowly regaining its health as buildings are being taken off the market. Downtown rents are still higher than nearby alternatives, and tenants have to pay for parking (adding $2-3 per square foot). Employment in White Plains has shifted away from corporate headquarters to medical uses, which directly impacts leasing activity. Biotech firms such as Regeneron and Acorda have recently leased a great deal of space. Service industries that demand open floor plans and utilize “hoteling” to manage staff seating may be a good match for White Plains’ current office stock.

Westchester is slowly emerging as a place for businesses to locate due to increasing prices in more choice markets such as Lower and Midtown Manhattan. There is some interest from FIRE (finance, insurance, real estate) firms and law firms due to the presence of court houses. Some office properties are being taken off the market and converted to residential, driving down the vacancy rate and establishing White Plains as a more competitive location. Firms want offices in urban, downtown settings close to transit. One developer who recently built a mixed-use property (not in White Plains) that secured a 50% premium on market rents due to the building’s proximity to the White Plains Metro-North station. Walkability, access to retail, and social space are key considerations for future office tenants.
White Plains Business Improvement District

Interviews were conducted with Kevin Nunn, Executive Director of the White Plains Business Improvement District (BID). The BID’s activities 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.

Residential development has driven the success of Downtown White Plains over the last few years. Additional projects in the pipeline will add foot traffic and activity to the Downtown, which will support struggling retailers. However, there are a number of concerns across the city regarding parking, as follows:

- Lack of appropriate wayfinding signage
- Inadequate/inefficient meter timing
- No free parking after 6 PM, during Holidays, or on Small Business Saturday
- Lack of valet parking in certain locations
- Overly aggressive ticketing agents

The White Plains BID suggests that Mamaroneck Avenue should be rezoned for greater density to encourage investment and mixed-use development. Furthermore, the comprehensive plan should be updated in order to create development-ready sites. There is a lot of retail competition across the county, as evidenced by vacancies, which should be addressed.

White Plains’ strengths and weaknesses, from the BID’s perspective, are as follows:

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public safety</td>
<td>A fragmented urban realm; the train station is disconnected from the rest of the city due to poor urban design</td>
</tr>
<tr>
<td>Cleanliness</td>
<td>Retail vacancies</td>
</tr>
<tr>
<td>Proximity to Manhattan</td>
<td>Not enough foot traffic to support existing retail base</td>
</tr>
<tr>
<td>Affordability (when compared to NYC)</td>
<td>Lack of retail variety; significant retail competition</td>
</tr>
<tr>
<td>Amenities, nightlife, entertainment, recreation</td>
<td>Outdated/obsolete office stock; high office vacancy</td>
</tr>
<tr>
<td>Shopping</td>
<td>Lack of a comprehensive plan and zoning regulations that support as-of-right development</td>
</tr>
</tbody>
</table>
The White Plains BID plans to expand its boundaries in the future, but this task will require amending state tax cap legislation. If the BID were expanded, there are plans to investigate a shuttle service from the train station to Downtown, expand the street planting program, and numerous other initiatives.

White Plains Hospital

An interview was conducted with Susan Fox, CEO of White Plains Hospital. First and foremost, hospitals across the board are striving to upgrade their facilities in order to meet patient needs and demands. Similarly, new physicians expect hospitals to provide updated medical office space. These trends have rendered the realm of medical real estate highly competitive.

Hospital visits have increased overall as the health care world today puts greater emphasis on access to care and prevention. Keeping pace with the growing demand for care requires renovation that presents additional challenges as hospitals are required to keep up with code, which often means doubling or tripling space for some uses. Added space requirements create more competition for internal space usage, forcing out certain services. Furthermore, there’s a growing need for medical office space to accommodate ambulatory care and related functions.

While specific expansion plans were not discussed, White Plains Hospital sees its role in the City and County growing, despite nearby competition. White Plains Hospital is the largest employer in the City, but it still faces competition from hospitals in NYC which are preferable places of work due to retail, restaurants, safe streets, and easy access. In order to help White Plains Hospital remain competitive, it was recommended that the transit study focus on the north-south connections between the hospital and train station, and that attention be paid to Post Road, which has the potential to become a vibrant corridor. Expressly laying out a development blueprint that outlines short- and long-term strategies will generate momentum for the plan and establish its legitimacy.
Multimodal Transportation Center Redevelopment Project

TASK 4.2 – GIS DATABASE DOCUMENTATION

DRAFT
January 18, 2016
Version 2.0

Prepared for:
The City of White Plains

Prepared by:
WSP | PARSONS BRINCKERHOFF
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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of White Plains is leading a strategic planning project to redevelop and transform the area around the Metro-North White Plains station and Bee-Line Bus Station into a gateway connected to the downtown core. The plan will address all modes of travel, address opportunities to maximize economic development potential, and identify new and important linkages to downtown. The City received grant funding for the project through the New York State Energy Research and Development Authority (NYSERDA). The project will incorporate sustainable design principals that are protective of the environment and promote energy efficiency.

The project provides an opportunity to address a pressing need for creating an integrated regional transportation hub in White Plains where BRT, commuter rail, local bus, taxis and shuttles riders can make efficient connections to and from White Plains, Yonkers, New Rochelle, Stanford, New York City and other local activity nodes. 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. It is anticipated that the project will drive further investment and redevelopment in the immediate station area and into the downtown core, and increase both commercial and pedestrian activity in the greater Downtown White Plains area and the surrounding street system.

The City of White Plains is committed to engage and work cooperatively with the project area stakeholders and the public to develop a short- and long-term vision for the project. The final Strategic Plan, expected to be complete in Fall 2016, will assess the existing conditions in the study area, establish the need for the project, define goals and objectives, define major plan elements, identify potential funding sources, and identify a plan of implementation.

1.2 STUDY AREA

The Multimodal Transportation Center Redevelopment Project Study Area is centered on the MTA White Plains Metro-North Station and the County of Westchester Bee-Line Bus Station. 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 1).
FIGURE 1: STUDY AREA
1.3 REPORT PURPOSE

The purpose of this report is to document the team’s effort in assembling available and accurate Geographic Information Systems (GIS) data, layers, and base mapping to support its assessment of existing conditions in Downtown White Plains and its geographic context. To assist in the development and analysis of spatial and geographic information, the team is employing Esri ArcGIS for use on this effort. ArcGIS is a state-of-the-art Geographic Information Systems (GIS) software program that provides a sophisticated platform to produce maps and conduct spatial analysis. This report summarizes how the team is cataloging and organizing this information, explains the approach to assembling and managing a GIS database, and how the team will use the data to assist in project analysis, impact assessment of various scenarios, and the development of the Strategic Plan and final recommendations.
2 GIS DATABASE APPROACH, SOURCES & GIS DATA LAYERS

Mapping and digital visualization of existing conditions and future master plan scenarios is essential to the planning process and conveying alternatives and potential improvements to the City of White Plains, the Task Force, and the community. The team is employing the latest version of Esri ArcGIS Desktop Standard for Windows (10.2.2) to produce project maps, develop exhibits, and conduct spatial analysis that will inform decision-making throughout the course of the project. ArcGIS is a Geographic Information Systems (GIS) software that is highly flexible and sophisticated, and will allow the team to compile available geographic layers, and create new geographic layers as needed. All data and maps produced using this software will be compatible with the existing GIS systems of the City of White Plains and its agency partners.

2.1 DATABASE APPROACH

The team has gathered shapefiles from various sources and is developing a comprehensive GIS database. The database, maps, and spatial analysis methods are designed to support all phases of the project, including planning, analysis, public involvement, environmental evaluation, and engineering/architectural design. The team’s GIS database is saved and managed locally on the team’s server. ArcGIS software components, including ArcMap, ArcCatalog, and ArcToolbox, are essential to data management, data organizing, and creating data layers.

The database is facilitating the development of existing conditions base mapping, including Downtown White Plains’ existing figure ground plan, configuration of existing White Plains station platforms, railroad alignment, highway geometry, parcel and lot patterns, zoning districts, and public rights-of-way. As needed, the team may convert the GIS shapefiles to a computer-aided drafting (CAD) software format, such as AutoCAD (.dwg), format. This would provide the team the ability to develop scaled digital drawing base maps to assist urban planning, design, and engineering efforts going forward. The team also has access to advanced GIS analysis and content creation tools, including the Spatial Analyst and 3D Analyst GIS Extensions, and, if appropriate, may employ this software to create visuals that convey the master plan and supporting analysis to stakeholders and public.

The GIS database is comprised of Shapefiles (.shp) and aerial imagery that the team is using to develop base maps in a series of Project Files (.mxd). A useful function of the base maps is that they serve as an underlay to new layers and annotation that the team is creating to visualize current conditions, including the degree of transparency of existing ground floors in Downtown White Plains, potential building massing alternatives under existing zoning regulations, and existing land uses.
2.2 DATA SOURCES

To assist in the development of the GIS database, the team collected GIS Shapefiles (.shp) from the following agencies and organizations:

- City of White Plains
- County of Westchester
- Westchester County GIS Data Warehouse
- New York State GIS Clearinghouse
- OpenStreetMap.org (open source platform)

2.3 LAYERS

The team has collected the following GIS Shapefiles (.shp), and using the data to produce existing conditions maps. This data will also be essential to the creation of project analysis maps and the final master plan:

- Aerial photograph
- Bicycle Infrastructure
- Building footprints
- Curb edges, sidewalks, and plazas
- Land use
- Municipal boundaries
- Parcels
- Railroad centerlines
- Street centerlines
- Study Area boundary
- Topography
- Waterbodies
- Zoning
3 GIS DATABASE SCREENSHOTS

The following figures are “screenshots” of the team’s GIS database saved and managed on a local server. The current catalog of GIS data will evolve over the course of the project. The screenshots below are a current snapshot of the data, as well as existing conditions base mapping developed by the team.

3.1 SCREENSHOT OF GIS SHAPEFILES

The following image is a screenshot of the team’s White Plains GIS database.
FIGURE 2: SCREENSHOT OF GIS DATABASE

FIGURE 3: AERIAL PHOTOGRAPH
FIGURE 4: BICYCLE INFRASTRUCTURE
FIGURE 5: BUILDING FOOTPRINTS
FIGURE 6: CURB EDGES, SIDEWALKS, AND PLAZAS
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FIGURE 16: SCREENSHOT OF WHITE PLAINS ARCGIS WORKSTATION
4  ONGOING GIS ANALYSIS & UPDATES

4.1  ONGOING GIS ANALYSIS

The GIS database will be an important source of revealing baseline physical conditions. From existing dimensional characteristics of the train station and surrounding properties, to conditions of surrounding sidewalks, the team will map and analyze the Study Area’s capacity to support existing pedestrian, bicycle, transit, and vehicular circulation. The GIS Shapefiles (.shp) will assist the team in assessing important Downtown market data, including demographic and socioeconomic information. In addition, the GIS Shapefiles (.shp) and aerial photographs are critical to analyzing existing land use patterns, site development patterns, urban design character, street widths, and distances to major community focal points and facilities.

4.2  GIS UPDATES

As the team progresses its existing conditions analysis and base mapping, it is noting “gaps” in the data, such as inaccurate or incomplete datasets and Shapefiles (.shp), and has addressed or will address those gaps by either retrieving the data from other reputable open sources (such as Openstreetmap.org), or creating the content in-house. Current Shapefiles (.shp) stored in the database may be used in their entirety without modifications. To the extent necessary, the team may augment the Shapefiles (.shp) to improve accuracy of the spatial information and develop new Shapefiles (.shp) following rounds of analysis and alternatives (for example, to produce a future land use map).

The team also anticipates the need to obtain three-dimensional modeling data for Downtown White Plains to develop massing studies and visuals to test alternatives, assist in visual preference assessments, and illustrate improvements envisioned under the final master plan. This 3D modeling data can be developed using the GIS shapefiles already collected by the team. If preferred by the City of White Plains, 3D data already produced may be obtained from other public agencies, including the County of Westchester.
5  ACCESS TO THE GIS DATABASE

All of the GIS shapefiles (.shp) and Project Files (.mxd) are available on Parsons Brinckerhoff’s New York office local server. To allow NYSERDA the opportunity to review the GIS data files, the information has been uploaded to Parsons Brinckerhoff’s public ftp site and is available for download at the following web address: https://ftp.pbworld.com/GetFile.aspx?fn=512096886.zip (link expires on 1/25/2016).
ACKNOWLEDGEMENTS

STUDY SPONSOR

THE CITY OF WHITE PLAINS

Mayor Thomas M. Roach

FUNDING PARTNER

NEW YORK STATE OF OPPORTUNITY. NYSERDA

PROJECT TEAM

WSP PARSONS BRINCKERHOFF

IN ASSOCIATION WITH

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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)
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 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 is that 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.
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.indeetheharlemline.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.

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.

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.](image)

![1976 Late 1960's urban renewal called for larger scale, mixed-use buildings in the 20-block site in downtown.](image)

![1995 The end of urban renewal resulted in large corporate buildings and the creation of a strong economic center.](image)

![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.](image)

**FIGURE 5: The Changing Fabric of Downtown White Plains**

Source: City of White Plains
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.

**Figure 6:** Recent Market Rate Development Activity in Downtown White Plains

Source: WSP | Parsons Brinckerhoff
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

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.
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.
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 make use of transit stations.

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 the 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.

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.
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

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

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.

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.

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.”
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).
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.

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

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

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

![Mode of Access to the White Plains Metro-North Station](image)

### AM PEAK PERIOD

- BIKE: 1%
- BUS: 7%
- DRIVE: 16%
- DROPPED OFF: 14%
- TAXI: 12%
- WALK: 48%

### PM PEAK PERIOD

- BIKE: 39%
- BUS: 32%
- DRIVE: 8%
- DROPPED OFF: 10%
- TAXI: 11%
- WALK: 14%

**Figure 19:** Mode of Access to the White Plains Metro-North Station

*Note: Passengers transferring between trips not shown.*

Source: Passenger Surveys, December 2015

![Pedestrian Count Locations](image)

**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 stairs 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

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>AM IN/UP</th>
<th>AM OUT/DOWN</th>
<th>AM TOTAL</th>
<th>PM IN/UP</th>
<th>PM OUT/DOWN</th>
<th>PM TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stair from Center Platform to Mott Street Tunnel</td>
<td>17</td>
<td>345</td>
<td>362</td>
<td>344</td>
<td>30</td>
<td>374</td>
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<tr>
<td>North Bridge, Side Platform to Garage</td>
<td>17</td>
<td>0</td>
<td>17</td>
<td>142</td>
<td>1</td>
<td>143</td>
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<tr>
<td>Main Entrance, Ground Level to Center Platform</td>
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<td>220</td>
<td>1,056</td>
<td>681</td>
<td>165</td>
<td>846</td>
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<td>Bridge from Center Platform to South End of Garage</td>
<td>76</td>
<td>2</td>
<td>78</td>
<td>147</td>
<td>4</td>
<td>151</td>
</tr>
<tr>
<td>Bridge from Side Platform to South end of Garage</td>
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<td>640</td>
<td>642</td>
<td>8</td>
<td>676</td>
<td>684</td>
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<td>Stair from Side Platform to Surface</td>
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<td>226</td>
<td>363</td>
<td>127</td>
<td>116</td>
<td>243</td>
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<tr>
<td>Stair from Center Platform to South Side of Hamilton Avenue</td>
<td>177</td>
<td>319</td>
<td>506</td>
<td>200</td>
<td>128</td>
<td>628</td>
</tr>
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</table>

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
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.

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

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

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.

**TABLE 4: Peak Hour Crosswalk Pedestrian Volumes**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NORTH EB / WB</th>
<th>SOUTH EB / WB</th>
<th>NORTH NB / SB</th>
<th>SOUTH NB / SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Street at Ferris Avenue</td>
<td>10 / 38</td>
<td>55 / 30</td>
<td>13 / 73</td>
<td>25 / 7</td>
</tr>
<tr>
<td>New Street at Ferris Avenue</td>
<td>8 / 34</td>
<td>17 / 17</td>
<td>25 / 33</td>
<td>11 / 9</td>
</tr>
<tr>
<td>Hamilton Avenue at Ferris/Bank</td>
<td>148 / 69</td>
<td>19 / 107</td>
<td>46 / 78</td>
<td>3 / 8</td>
</tr>
<tr>
<td>Main Street at Bank Street</td>
<td>53 / 27</td>
<td>78 / 127</td>
<td>25 / 10</td>
<td>12 / 11</td>
</tr>
<tr>
<td>Hamilton Avenue at Lexington Avenue</td>
<td>61 / 34</td>
<td>44 / 61</td>
<td>4 / 12</td>
<td>263 / 34</td>
</tr>
<tr>
<td>Main Street at Lexington Avenue</td>
<td>115 / 54</td>
<td>71 / 98</td>
<td>34 / 43</td>
<td>21 / 26</td>
</tr>
<tr>
<td>NB = northbound, SB = southbound, EB = eastbound, WB = westbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
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.

---

**TABLE 5: Critical Off-Street Parking Facility Survey – 2015 Baseline Condition**

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

**TOTAL** | **6,024** | **1,625** | **58%** | **3,488** | **2,186** |
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 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. 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.

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

**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

**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

<table>
<thead>
<tr>
<th>NUMBER OF PARCELS</th>
<th>THEORETICAL DEVELOPMENT CAPACITY *</th>
<th>DEVELOPMENT AREA IN SCENARIO MODEL</th>
<th>FAR ACHIEVED</th>
<th>PARKING SPACES, ASSUMING 1 PARKING SPACE PER 1,000SF GROSS FLOOR AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>2,670,000 sf</td>
<td>3,170,000 sf</td>
<td>5.0</td>
<td>3,170</td>
</tr>
<tr>
<td>Total</td>
<td>3,805,000 sf</td>
<td>4,320,000 sf</td>
<td>5.3</td>
<td>4,320</td>
</tr>
</tbody>
</table>
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.
### 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.

#### Table 7: Population Growth

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Study Area</td>
<td>9,658</td>
<td>12,289</td>
<td>27.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>White Plains</td>
<td>53,077</td>
<td>57,037</td>
<td>7.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Westchester County</td>
<td>923,459</td>
<td>960,997</td>
<td>4.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>New York MSA</td>
<td>18,944,519</td>
<td>19,987,071</td>
<td>5.5%</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

#### Table 8: Demographic Summary, 2015

<table>
<thead>
<tr>
<th>Geography</th>
<th>Median Household Income</th>
<th>Average Household Size</th>
<th>Median Age</th>
<th>% Renter</th>
<th>% BA or Higher</th>
<th>% Non-White</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Study Area</td>
<td>$71,006</td>
<td>1.8</td>
<td>39.2</td>
<td>61%</td>
<td>53%</td>
<td>47%</td>
</tr>
<tr>
<td>White Plains</td>
<td>$81,286</td>
<td>2.4</td>
<td>40.0</td>
<td>44%</td>
<td>49%</td>
<td>39%</td>
</tr>
<tr>
<td>Westchester County</td>
<td>$85,410</td>
<td>2.7</td>
<td>40.8</td>
<td>37%</td>
<td>47%</td>
<td>34%</td>
</tr>
<tr>
<td>New York MSA</td>
<td>$65,808</td>
<td>2.7</td>
<td>39.4</td>
<td>46%</td>
<td>38%</td>
<td>42%</td>
</tr>
</tbody>
</table>
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.

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.
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.
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.
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.raisethehammer.org
Table 10: Near-term Bike Facility Strategies

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint bike lanes</td>
<td>With a color to improve bicyclist visibility and safety</td>
</tr>
<tr>
<td>Additional bike parking</td>
<td>All existing bike lanes, or prioritize locations initially.</td>
</tr>
<tr>
<td>Court Street/Martine Avenue,</td>
<td>Paint bike lanes with a color to improve bicyclist visibility and safety.</td>
</tr>
<tr>
<td>Bank Street/Martine Avenue,</td>
<td>All existing bike lanes, or prioritize locations initially.</td>
</tr>
<tr>
<td>Bronx River Parkway/Hamilton</td>
<td>Add bike lanes, or prioritize locations initially.</td>
</tr>
<tr>
<td>Avenue, Main Street/Martin</td>
<td>New bike signal</td>
</tr>
<tr>
<td>Luther King Jr. Boulevard</td>
<td>Two-way protected bike lane</td>
</tr>
<tr>
<td>Martine Avenue between Bank</td>
<td>Hamilton Avenue between Martin</td>
</tr>
<tr>
<td>Street and Court Street</td>
<td>Luther King Jr. Boulevard and station</td>
</tr>
<tr>
<td>(note: a mid-term opportunity</td>
<td>New bike lane or shared lanes</td>
</tr>
<tr>
<td>could explore extending the</td>
<td>Bank Street extending south from</td>
</tr>
<tr>
<td>lane east to Broadway)</td>
<td>Hamilton Avenue</td>
</tr>
<tr>
<td>Ferris Avenue, north of station</td>
<td>Protected bike lane</td>
</tr>
<tr>
<td>Corinthians Avenue</td>
<td>New bike lane</td>
</tr>
<tr>
<td>Park Avenue/Ferris Avenue</td>
<td>New bike signal</td>
</tr>
<tr>
<td>Court Street/Martine Avenue,</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>Bank Street/Martine Avenue,</td>
<td>New bike lane</td>
</tr>
<tr>
<td>Bronx River Parkway/Hamilton</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>Avenue, Main Street/Martin</td>
<td>New bike lane</td>
</tr>
<tr>
<td>Luther King Jr. Boulevard</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>Two-way protected bike lane</td>
<td>New bike lane</td>
</tr>
<tr>
<td>Martine Avenue between Bank</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>Street and Court Street</td>
<td>New bike lane</td>
</tr>
<tr>
<td>(note: a mid-term opportunity</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>could explore extending the</td>
<td>New bike lane</td>
</tr>
<tr>
<td>lane east to Broadway)</td>
<td>Two-way protected bike lane at station</td>
</tr>
<tr>
<td>New bike lane or shared lanes</td>
<td>New bike lane</td>
</tr>
<tr>
<td>Bank Street extending south</td>
<td>Proposed bike network</td>
</tr>
<tr>
<td>from Hamilton Avenue</td>
<td>Potential futures connections</td>
</tr>
<tr>
<td></td>
<td>Proposed bike share/parking facility</td>
</tr>
</tbody>
</table>

Figure 48: Proposed Bike Routes, Lanes and Paths in White Plains

Figure 48: Proposed Bike Routes, Lanes and Paths in White Plains

Legend

- Existing bike network
- Proposed bike network
- Potential future connection
- Proposed bike share/parking facility

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.

<table>
<thead>
<tr>
<th>STRATEGY DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Kiosks</td>
</tr>
<tr>
<td>These could include a range of signage from maps with directional signage to complex touch-screen information on engagement 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.</td>
</tr>
<tr>
<td>Real-Time Parking Information</td>
</tr>
<tr>
<td>Provide drivers with real-time updates on parking availability in parking structures, particularly for metered parking at the TransCenter Garage.</td>
</tr>
<tr>
<td>Improve walkways under train overpasses</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Streetscape/safety enhancements</td>
</tr>
<tr>
<td>Paint intersections at Ferris Avenue at New Street, Mamaroneck Avenue at Martine Avenue, and Mamaroneck Avenue at Main Street to improve orientation.</td>
</tr>
<tr>
<td>Enhancing crosswalks at Bronx River Parkway Crossings</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Downtown Crossing, Pedestrian Improvements</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Battle Hill Crosswalk Improvements</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

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

Legend
- Pedestrian improvements
- Wayfinding/signage
- Facade and surface improvements
- Focused arts/activity/green

December 2016 | White Plains Transit District Strategic Plan | NEAR-, MID- AND LONG-TERM STRATEGIES
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, columns, 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
TABLE 12: Near-term Open Space Strategies
Source: WSP | Parsons Brinckerhoff, 2016

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

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 impact on passenger experience.
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 at 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 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.
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 or 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 downtown. Highlighting crosswalks and long-term.

» Other pedestrians: Some people walk through the study area who are not users of the train or bus stations, including residents who walk from home 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).

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Improve the quality of pedestrian circulation around the station.</td>
</tr>
<tr>
<td>2</td>
<td>Improve pedestrian connection between westbound Lower Hudson Transit Link (LHTL) and the station.</td>
</tr>
<tr>
<td>3</td>
<td>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.</td>
</tr>
<tr>
<td>4</td>
<td>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.</td>
</tr>
<tr>
<td>5</td>
<td>Improve wayfinding in the Transit District. Signage could also indicate the route to Battle Hill, Ferris Avenue, and Fisher Hill neighborhoods.</td>
</tr>
<tr>
<td>6</td>
<td>Apply artwork to Main Street and Hamilton Avenue railroad underpasses, paint station stairs, and introduce new brighter lighting.</td>
</tr>
<tr>
<td>7</td>
<td>Improve crosswalk visibility at Bronx River Parkway.</td>
</tr>
<tr>
<td>8</td>
<td>Provide an improved connection between the Battle Hill area and downtown or the station via the north side of Hamilton Avenue.</td>
</tr>
<tr>
<td>9</td>
<td>Improve pedestrian crossings between station and downtown.</td>
</tr>
<tr>
<td>10</td>
<td>Create visual gateway to Mamaroneck Avenue and associate the intersection with the adjacent Arts Westchester.</td>
</tr>
</tbody>
</table>
Figure 60: Rendering of Near-Term Station Area Improvements
Source: WSP | Parsons Brinckerhoff and Goody Clancy
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.

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>DESCRIPTION</th>
<th>PRICE</th>
<th>COST*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Create more complete bikeways (Table 10)</td>
<td>$802,000</td>
<td>$1,450,000</td>
</tr>
<tr>
<td></td>
<td>• Paint bike lanes with a color to improve bicyclist visibility and safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Additional bicycle parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New bike lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 2-way protected lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New bike signal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Information Kiosks (Table 11)</td>
<td>$32,000</td>
<td>$58,000</td>
</tr>
<tr>
<td>3</td>
<td>Real-Time information signage for parking structure capacity (Table 11)</td>
<td>$35,000</td>
<td>$64,000</td>
</tr>
<tr>
<td>4</td>
<td>Improve walkways under train overpasses (Table 11)</td>
<td>$36,000</td>
<td>$65,000</td>
</tr>
<tr>
<td></td>
<td>• Install new &quot;medium&quot; lighting under existing bridges at Main Street and Hamilton Avenue overpasses at the rail tracks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Intersection Painting Improvements (Table 11)</td>
<td>$38,000</td>
<td>$69,000</td>
</tr>
<tr>
<td></td>
<td>Paint intersection crosswalks with a solid color paint. Assume 10’ wide crosswalk widths:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ferris Avenue at New Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ferris Avenue at Hamilton Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ferris Avenue/Bank Street at Main Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Mamaroneck Avenue at Martine Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Mamaroneck Avenue at Main Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Bump-outs and Street Calming (Table 11)</td>
<td>$23,000</td>
<td>$42,000</td>
</tr>
<tr>
<td>7</td>
<td>Enhancing Bronx River Parkway Entrance (Table 11)</td>
<td>$4,600</td>
<td>$8,000</td>
</tr>
<tr>
<td></td>
<td>• Paint clear crosswalk markings</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New trailhead signage at Bronx River Trail spur (near Hamilton Avenue and Bronx Street)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Two-way traffic conversion on Ferris Avenue (Table 13)</td>
<td>$12,400</td>
<td>$22,000</td>
</tr>
<tr>
<td></td>
<td>• Re-striping and signage between New Street and Water Street along Ferris Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Crosswalk Improvements to Battle Hill (Table 13)</td>
<td>$40,000</td>
<td>$70,000</td>
</tr>
<tr>
<td></td>
<td>• Restriping of crosswalk markings on Main Street/Tarrytown Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New Crosswalk and walking path at Hamilton Avenue and Tarrytown Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Add one new sign for vehicles at Main Street/Tarrytown Road to yield to pedestrians in crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Reconstruction of existing station access (Table 13/Figure 60)</td>
<td>$147,000</td>
<td>$265,000</td>
</tr>
<tr>
<td></td>
<td>• Removal of existing concrete strips</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Restripe parking lot (Figure 57)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Removal of gates/fences along southern and eastern edge of new park space</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Fill to soften slope from intersection of Ferris Ave/Hamilton Ave into lot</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New curb edge between green space and roadway</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Painting and signage for ADA spaces and passenger drop-off</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| TOTAL ESTIMATED CONSTRUCTION COSTS | $1,170,000 | $2,113,000 |

TABLE 14: Cost Estimate Summary Matrix
*Including Design and Construction
Source: WSP | Parsons Brinckerhoff
5.2 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.

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

TABLE 15: City-Owned Parcels Considered for Development and Existing Uses
Source: WSP | Parsons Brinckerhoff, 2016
Traffic would operate in both directions along Ferris Avenue between Water Street and New Street (currently only north-bound vehicular traffic).

Two-way operation along Bank Street can be extended one block north to Hamilton Ave. for all traffic, improving vehicular circulation.

Taxi operations relocated to the roadway behind the new development, and the current TransCenter garage.

Shuttle Buses and kiss and ride would be relocated to Bronx Street. Secondary option would relocate shuttle buses to the Westchester County Parking lot on the west side of the tracks (further north along Bronx Street).

Convert Lexington Avenue into two-way for two blocks to provide additional circulation and route out of the downtown area.

Legend:
- Proposed On-Street Parking
- Redeveloped Firehouse Site
- Potential Development
- Potential Open Space
- Potential Development Parking
- LHTL Lower Hudson Transit Link

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
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 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
FIGURE 70: Rendering of Scenario B, View from Hamilton Avenue Toward the Station
Source: WSP | Parsons Brinckerhoff, 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
FIGURE 73: Rendering of Scenario C, View from Hamilton Avenue Toward the Station
Source: WSP | Parsons Brinckerhoff, 2016

Existing View from Hamilton Avenue Toward the Station
Source: Google Earth Pro, 2016
S.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.

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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.

Table 16: Assessment of Development Scenarios A, B, and C to Meet Study Goals and Objectives
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.
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.

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

*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.

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
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.

<table>
<thead>
<tr>
<th>GRANT PROGRAM</th>
<th>ELIGIBLE EXPENSES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PLANNING</td>
</tr>
<tr>
<td><strong>FEDERAL</strong></td>
<td></td>
</tr>
<tr>
<td>New and Small Starts</td>
<td>✓</td>
</tr>
<tr>
<td>TIGER</td>
<td>✓</td>
</tr>
<tr>
<td>Bus and Bus Facilities Discretionary*</td>
<td>✓</td>
</tr>
<tr>
<td>Urbanized Area Formula*</td>
<td>✓</td>
</tr>
<tr>
<td>Bus and Bus Facilities Formula*</td>
<td>✓</td>
</tr>
<tr>
<td>State of Good Repair Formula</td>
<td>✓</td>
</tr>
<tr>
<td><strong>STATE</strong></td>
<td></td>
</tr>
<tr>
<td>Transit State Dedicated Fund</td>
<td>✓✓</td>
</tr>
<tr>
<td>State Omnibus and Transit Purpose Program**</td>
<td>✓✓✓</td>
</tr>
</tbody>
</table>

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
7 FULFILLMENT OF NYSEDA REQUIREMENTS

7.1 PROJECT COMFORMANCE WITH NYSEDA 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 (NYSEDA) 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-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.

<table>
<thead>
<tr>
<th>METRIC</th>
<th>DESCRIPTION OF METRIC</th>
<th>BY 5 YEARS</th>
<th>BY 15 YEARS</th>
<th>BY 30 YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent Jobs Created (FTE)</td>
<td>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</td>
<td>1,440 jobs</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>NYSERDA GCC Investment ($)</td>
<td>Agreement executed with NYSERDA and the City of White Plains</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Investment by Others (matching and leveraged)</td>
<td>Agreement executed with NYSERDA and the City of White Plains</td>
<td>$60,000,000</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td>Conventional Energy Savings (MMBtu/year)</td>
<td>The value of Gasoline Savings in MMBtu assumes 0.116 MMBtu per gallon of gasoline.</td>
<td>873,296 MMBtu</td>
<td>4,241,722 MMBtu</td>
<td>10,645,891 MMBtu</td>
</tr>
<tr>
<td>Gasoline Savings (gallons / year)</td>
<td>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.</td>
<td>7,528,412 gal/yr</td>
<td>36,566,572 gal/yr</td>
<td>91,774,926 gal/yr</td>
</tr>
<tr>
<td>GHG Savings (MT CO2e / Year)</td>
<td>Converted gasoline savings (gallons) to Btu and converted Btu into carbon dioxide equivalents (CO2e) saved.</td>
<td>61,540 MT CO2e/yr</td>
<td>298,910 MT CO2e/yr</td>
<td>750,205 MT CO2e/yr</td>
</tr>
<tr>
<td>Vehicle-Miles-Traveled (VMT) reduced per capita (miles/ person/year)</td>
<td>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.</td>
<td>124.92 VMT</td>
<td>606.75 VMT</td>
<td>1,522.82 VMT</td>
</tr>
<tr>
<td>Vehicle-Miles-Traveled (VMT) savings total</td>
<td>Based on reduction in VMT per cap</td>
<td>161,108,014 VMT</td>
<td>782,524,640 VMT</td>
<td>1,963,983,409 VMT</td>
</tr>
</tbody>
</table>

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
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.