



Village/Town of Mount Kisco

Comprehensive Plan



Adopted: February 4, 2019

Village/Town of Mount Kisco Comprehensive Plan

Mount Kisco, NY

Prepared for

The Village/Town of Mount Kisco

Prepared by

The Mount Kisco Comprehensive Plan Steering Committee

With

BFJ Planning

115 Fifth Avenue

New York, NY 10003

and

Barton Partners

MUD Workshop

JMC

January 4, 2019

ACKNOWLEDGMENTS

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John Rhodes, Conservation Advisory Council
Kathy Feeney, Recreation Commission
Jan K. Johannessen, AICP, Consulting Planner

VILLAGE STAFF

Ed Brancati, Village Manager
Joanne Aquilino, Superintendent of Recreation
John A. Brogan, Police Chief
Joe Luppino, Department of Public Works
Harry McCartney, Village Historian

PLANNING CONSULTANTS

BFJ Planning

Frank Fish, FAICP, Principal
Georges Jacquemart, PE, AICP, Principal
Jonathan Martin, PhD, AICP, Senior Associate
Simon Kates, AICP, Associate, Project Manager
Ariana Branchini, AICP, Planner
Lucia de la Mora Colunga, Urban Designer

Barton Partners

Mark Evans, AICP, PP, AIA

MUD Workshop

Shachi Pandey, AICP
Eden McCafferty

JMC

Jim Ryan, RLA
Rich Pearson, PE

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Chapter 1: Introduction

1.1 Introduction

The Village/Town of Mount Kisco (hereafter referred to as the Village or Village of Mount Kisco) is updating its Comprehensive Plan for the first time since 2000 in order to encourage and facilitate sustainable growth, economic development, and natural resource management. The Village's first overall plan was adopted in 1958 and subsequently reviewed in 1966 and 1969, when modifications including zoning changes were made. In 1971 the plan was reviewed with a focus on traffic circulation, the central business district, demographic data and amendments to the zoning ordinance.

A Comprehensive Master Plan states where a community has been, where it is now, and where it wants to go, setting goals and recommended actions to ensure orderly growth in line with the preservation of historic and natural resources. State municipal law provides that the Village Board may prepare a comprehensive plan with the assistance of a special committee. Accordingly, in 2017 the Village Board appointed a steering committee of eleven members to assist with the preparation of the Plan update, working with the consultant team. The committee included representatives from Village government, the Zoning Board of Appeals, the Planning Board, the Conservation Advisory Council, the Recreation Commission, the Economic Development Council, and the community at-large, and met regularly to provide direction in drafting of the Comprehensive Plan. The committee also hosted a series of public workshops and design workshops to collect and incorporate community input.

The Village is undertaking a Comprehensive Plan update today at a key moment in its history in response to local factors and regional stimulus. Local and regional demographic and economic conditions have evolved since the time of the Village's last Comprehensive Plan update in 2000. In 2018, Mount Kisco's Comprehensive Plan is a reflection of the importance of the Village's regional connectivity and opportunity for transit oriented development around its Metro-North train station. The Village intends to conserve natural areas, promote commercial vitality downtown, preserve neighborhoods, and address housing needs. It also intends to generate new opportunities through a zoning overlay downtown.

Process and Public Involvement

The Comprehensive Plan update incorporated a robust public outreach process designed to identify and understand the community's vision for the future development and preservation of Mount Kisco. The public engagement process included three Comprehensive Plan public workshops and two downtown design workshops. Records of these key workshops are included in the appendix to this Plan. In addition, meetings with Trustees, stakeholder interviews, focus groups and a public survey served as a guide for understanding specific issues related to the plan. The goal was to reach as many residents, business owners and other stakeholders as possible, to create a consensus for Mount Kisco's future.

1.2 History and Regional Context

Regional Context

The Village of Mount Kisco is a little more than three square miles in size. It is located in northern Westchester County and is bordered by the towns of Bedford and New Castle. The Village is connected to neighboring communities by highways, and the Metro-North Harlem rail line. The Saw Mill River Parkway runs north south through the western portion of the Village, providing connections to the Sprain Brook Parkway and I-287 to the south and I-684 to the north. Mount Kisco is accessed via Route 172 from I-684 at exit 4. The railroad came to Mount Kisco in 1850, is an important regional resource, and remains one of the most vital connections the Village has to the region and New York City (see Figure 1). The Mount Kisco train station is a one hour ride to Grand Central, with trains running every 15 minutes at peak times and twice an hour during the off peak schedule. Metro-North has experienced record high ridership in recent years, including a new high exceeding 16.6 million riders on the Harlem Line in 2016.

Neighboring Towns

Mount Kisco is located in the middle of two neighboring towns: New Castle to the west and Bedford to the east.

BEDFORD

Bedford's zoning along its border with Mount Kisco is mainly residential (half-acre, one-acre, two-acre, and four-acre as well as housing for the elderly), with a small area of land along South Bedford road at Mount Kisco's southeast corner zoned for office use (Planned Business Office)

The Town of Bedford updated its Comprehensive Plan in 2002. The Plan included ten chapters describing Bedford's existing conditions, identifying challenges and opportunities, and making recommendations for future preservation and development. Bedford's Comprehensive Plan included a Future Land Use Plan and implementation portion, which indicated a need for an access management plan, expansion of the road network, and appearance improvement along arterial commercial uses between Bedford Hills and Mount Kisco, along Route 117. In addition, the Plan recommended creating an inter-municipal agreement among Bedford, Mount Kisco, and North Castle to provide maximum protection for the Byram Lake Watershed wetland. The Plan identified that any new medium or high density development must be located in Bedford's three existing hamlets and along Route 117 between Bedford Hills and Mount Kisco, where roads and infrastructure can accommodate new construction and additional density.

NEW CASTLE

The Town of New Castle is located to the west of Mount Kisco, with land directly adjacent to the Village zoned for residential use, including half-acre, one-acre, and two-acre zoning.

The New Castle Comprehensive Plan was adopted in June 2017, with a focus on residential character, the natural environment, and meeting challenges of the 21st century, including housing needs for seniors, workforce, and young families.



History

Mount Kisco was incorporated as a Village in 1875. The Village was located in both the towns of New Castle and Bedford. However, in 1978 it obtained its independence and became a coterminous Village and Town. The Village boundaries are shown in Figure 2.

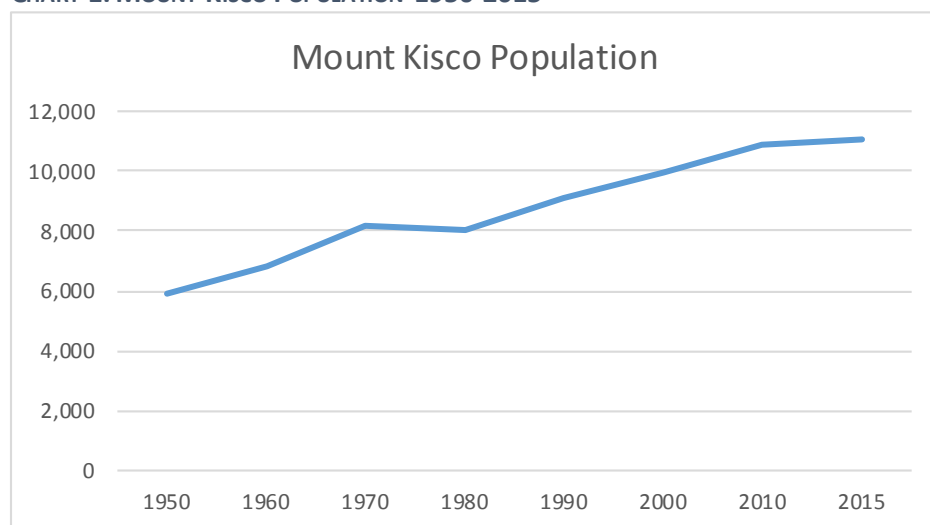
European migrants settled in the community in the 1670s, inhabiting the area around Leonard Park. Mount Kisco played a significant role in the Revolutionary War as a central base for loyalist troops. With the development of the railroad in the mid-19th century, the Village grew around its train station at the base of Captain Merritt's Hill (currently West Main Street). Large estates were built between 1850 and the early 1900s and by 1900 there were 1,400 residents in Mount Kisco. At the beginning of the 20th century, new businesses were established at the center of the Village, roads were paved, and water and sewer systems were installed. Immigrants came to the area as employment opportunities for stone masons were common during the construction of the Kensico and Croton Dams.

Throughout the beginning of the 20th century the population grew steadily. The Saw Mill River Parkway opened in 1949 and a railroad overpass was built on West Main Street in 1955. At that time, the central business district shifted to its current location on South Moger Avenue. Today, the Village is a diverse community with abundant open space resources, a vibrant downtown, and a train station along the Metro-North Harlem Line providing residents and commuters easy access to New York City and the region.

1.3 Growth Patterns and Projections

Mount Kisco has a higher population density than surrounding communities with a little more than 3,500 people per square mile in 2010. According to the 2011-2015 American Community Survey 5-Year Estimate (ACS) Mount Kisco has a population slightly greater than 11,060 residents. Population in Mount Kisco has been on the rise since 1950, with a slight decrease in population between 1970 and 1980 (See Chart 1. Mount Kisco Population 1950-2015). The Village has also become more ethnically diverse with a growing Hispanic population. In 1990 the Hispanic population made up 12.2% of the total and has risen to 45% of residents according to 2015 ACS estimates.

CHART 1. MOUNT KISCO POPULATION 1950-2015



Source: US Decennial Census (1950-2010), American Community Survey (2011-2015 5-year Estimate)

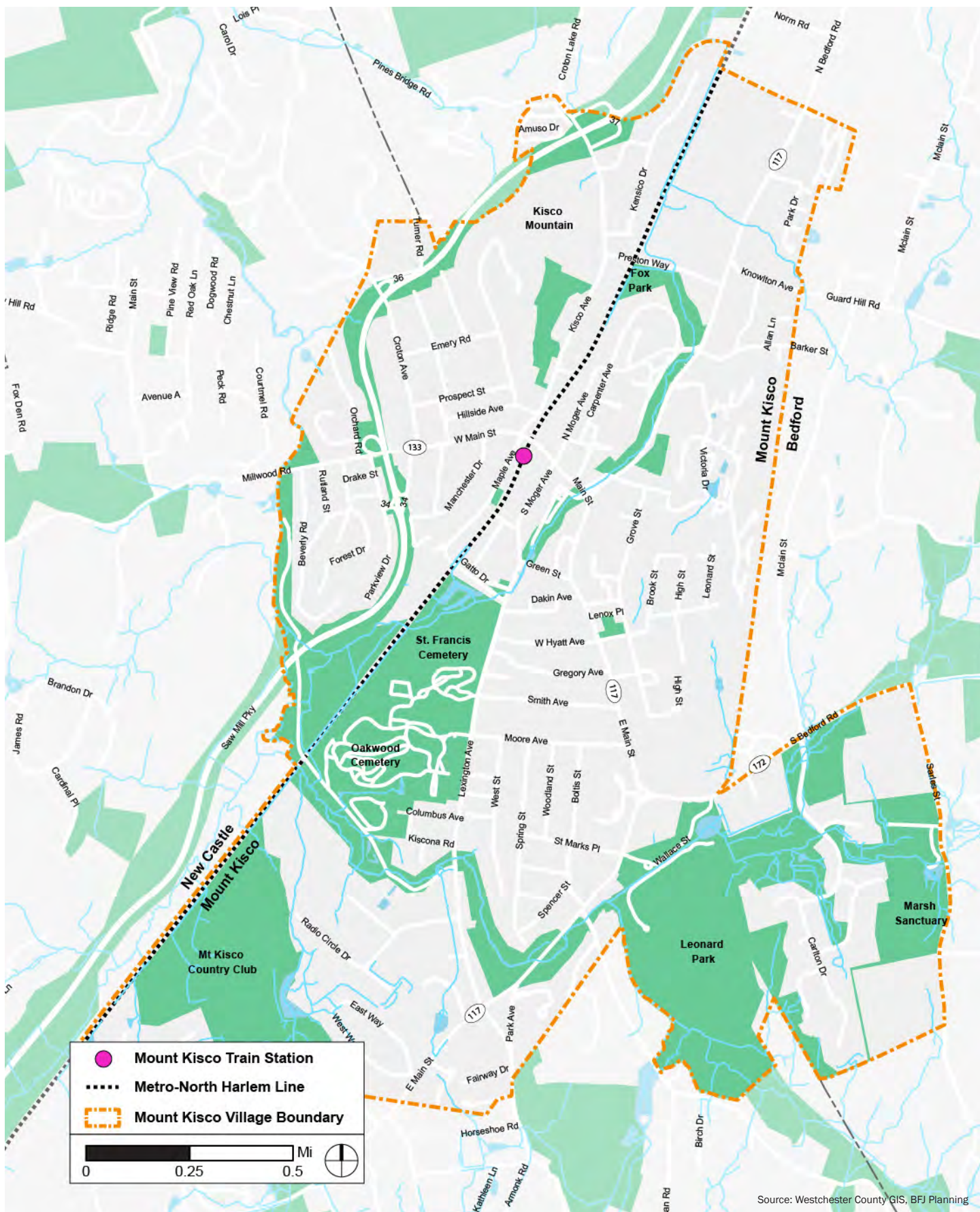


Figure 2: Village of Mount Kisco

Chapter 2: Vision

2.1 Vision Statement

Mount Kisco is a charming and safe Village, whose built environment, regional access, and natural resources make it the ideal home to a diverse group of families, young professionals, and retiring seniors. The Village attracts residents, shoppers, business owners, and visitors with its accessible and vibrant downtown. Mount Kisco is known as a regional destination for its cultural resources, outdoor activities, and active central business district.

Easy transit access, natural beauty, opportunities for employment, amenities for families, and housing at a range of price points make Mount Kisco a desirable place to live and work. Residents of Mount Kisco will benefit from strong partnerships that provide community services, and create a visually attractive Village. The Village will be revitalized by new development and infill where appropriate, while retaining its small town character and preserving the natural environment.

The Village will encourage the use of alternative energy sources and other conservation efforts wherever possible, without disturbance to neighborhoods to facilitate the initiatives to mitigate the impacts of climate change.

2.2 Goals

LAND USE AND ZONING

Promote a balanced pattern of land use while facilitating development that respects the natural environment and responds to evolving needs of residents based on shifts in technology and market demand.

POPULATION AND HOUSING

Ensure that Mount Kisco is a community of safe and accessible neighborhoods, with a variety of housing types appropriate for local workers, young professionals, families, and empty nesters.

DOWNTOWN

Leverage opportunities for new and infill development downtown to create a pedestrian and bike-friendly destination with active streets, easy transportation access, sufficient parking, and civic space to promote a high quality of life for residents and create an attraction for entrepreneurs and visitors.

ECONOMY

Support existing anchor industries and employers and seek to attract new industry, business, and entrepreneurship to stimulate the local economy with a mixed-use downtown.

ENVIRONMENTAL RESOURCES, PARKS, AND OPEN SPACE

Protect and enhance the Village's natural resources and mitigate factors that contribute to flooding. Provide a range of recreational programs, services, and facilities to address the needs and interests of the current and future population of the Village.

COMMUNITY FACILITIES, CULTURAL AND HISTORIC RESOURCES

Enhance Mount Kisco's quality of life by ensuring that educational and community services, cultural programs, and facilities are sufficiently provided to meet the needs of the current and future population.

TRANSPORTATION

Reduce traffic congestion, accommodate parking needs, promote public transit, and improve pedestrian and bicycle connections throughout the Village.

INFRASTRUCTURE

Effectively manage water, utility, and sewer infrastructure to ensure that the Village has the capacity to accommodate projected future growth.

Chapter 3. Land Use and Zoning

3.1 Introduction

The built environment in Mount Kisco—the residential neighborhoods, traditional downtown, parks and other land uses—helps to define the character of the Village. The type, location, and intensity of different kinds of land uses has changed over time in Mount Kisco. To understand how the Village should control or promote future land use changes, it is important to know where and how much land is presently developed for residential, business, recreation, and other uses. Examining these developed areas helps residents visualize desirable and undesirable aspects of land use patterns and provides a foundation for the planning policies guiding future development of vacant or under-developed parcels. A municipality's zoning and subdivision regulations are the major regulatory tools with which it can control land uses and influence future development patterns and practices. Below is a summary of the existing land use, development patterns, and zoning in the Village of Mount Kisco.

3.1 Land Use

Mount Kisco is predominantly characterized by its suburban, single-family residential neighborhoods and transit-oriented commercial downtown with nearby multi-family residential uses. Single-family homes comprise the greatest percentage of the Village's land use, representing 21% of the total land area, and the majority of all residential use (Table 1 and Figure 3. Existing Land Use). Multi-family residences and two-family homes make up 7% of the Village's land area, a relatively high percentage compared to surrounding lower density communities such as Bedford and New Castle. Higher density residential areas are primarily clustered near the Village's Metro-North train station.

The largest total land use in Mount Kisco is parks and open space, consisting of public parks such as Leonard Park and the Marsh Sanctuary, private recreation such as Mt Kisco Country Club and protected areas including water supply lands.

Mixed use and retail development make up nearly 7% of the Village's land area. Commercial uses are generally concentrated in the downtown along Main Street and South Moger Avenue. The northern gateway of the Village features a regional shopping center including Target and Stop & Shop. Commercial uses are located along centrally located north-south streets through the Village, including South Moger Avenue, Lexington Avenue, and Main Street.

Office uses (2.1% of land area) are located throughout commercial areas. Smaller office uses are generally located along Smith Avenue, and a number of larger sites are found in the Village's southern portion. Many of these larger office and research uses provide services related to nearby hospital facilities, including the Care Mount facility on Route 172.

Institutional uses including government buildings, schools, health care facilities, and public buildings such as the library, make up 4.4% of the Village's land area. Health care facilities include the Northern Westchester Hospital Center, a major health care provider for residents throughout the northern portion of Westchester and its surrounding counties, located in the southern portion of the Village. Town Hall, the library and other public uses are located downtown, within walking distance of the train station.

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Industrial uses include manufacturing, warehouse, and distribution facilities account for 5.3% of land area. These uses are concentrated at the northern edge of the Village, along Kisco Avenue, and in the southern section of the Village near Radio Circle.

Vacant land comprises 8.4% of Mount Kisco's land area. Some of the Village's largest vacant parcels are potential development sites, including a five-acre lot near Target and approximately 40 acres of vacant land near Radio Circle. However, some of these parcels are constrained with wetlands.

Transportation, utilities, and rights of way is one of the largest land uses in Mount Kisco (13.3%). Roads contribute approximately 9% of the total land area in Mount Kisco, with the Saw Mill River Parkway covering over 17 acres of the Village.

TABLE 1. EXISTING LAND USE

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Total Land Area</u>
Residential	551.58	28.0%
<i>Single-Family</i>	414.70	21.0%
<i>2 Family*</i>	56.99	2.9%
<i>Condominiums, Apartments and Multi-family</i>	79.89	4.1%
Commercial	145.95	7.4%
<i>General Commercial and Retail</i>	105.25	5.3%
<i>Office and Research</i>	40.70	2.1%
Mixed Use	24.07	1.2%
Institutional and Public Uses	86.28	4.4%
Industrial	104.64	5.3%
Parks and Open Space	619.12	31.4%
<i>Parks, Public Open Space</i>	137.38	7.0%
<i>Private Recreation</i>	103.75	5.3%
<i>Cemetery</i>	72.89	3.7%
<i>Common Homeowners Association Lands</i>	149.06	7.6%
<i>Nature Preserves</i>	52.42	2.7%
<i>Water Supply Lands</i>	103.62	5.3%
Transportation/Utility/Road Rights-of-Way	262.76	13.3%
Vacant/Undeveloped	166.34	8.4%
TOTAL	1,970.19	100%

Source: Westchester County Department of Planning (2016)

*Two Family Land Use also includes some three-family homes according to Westchester County Land Use Data

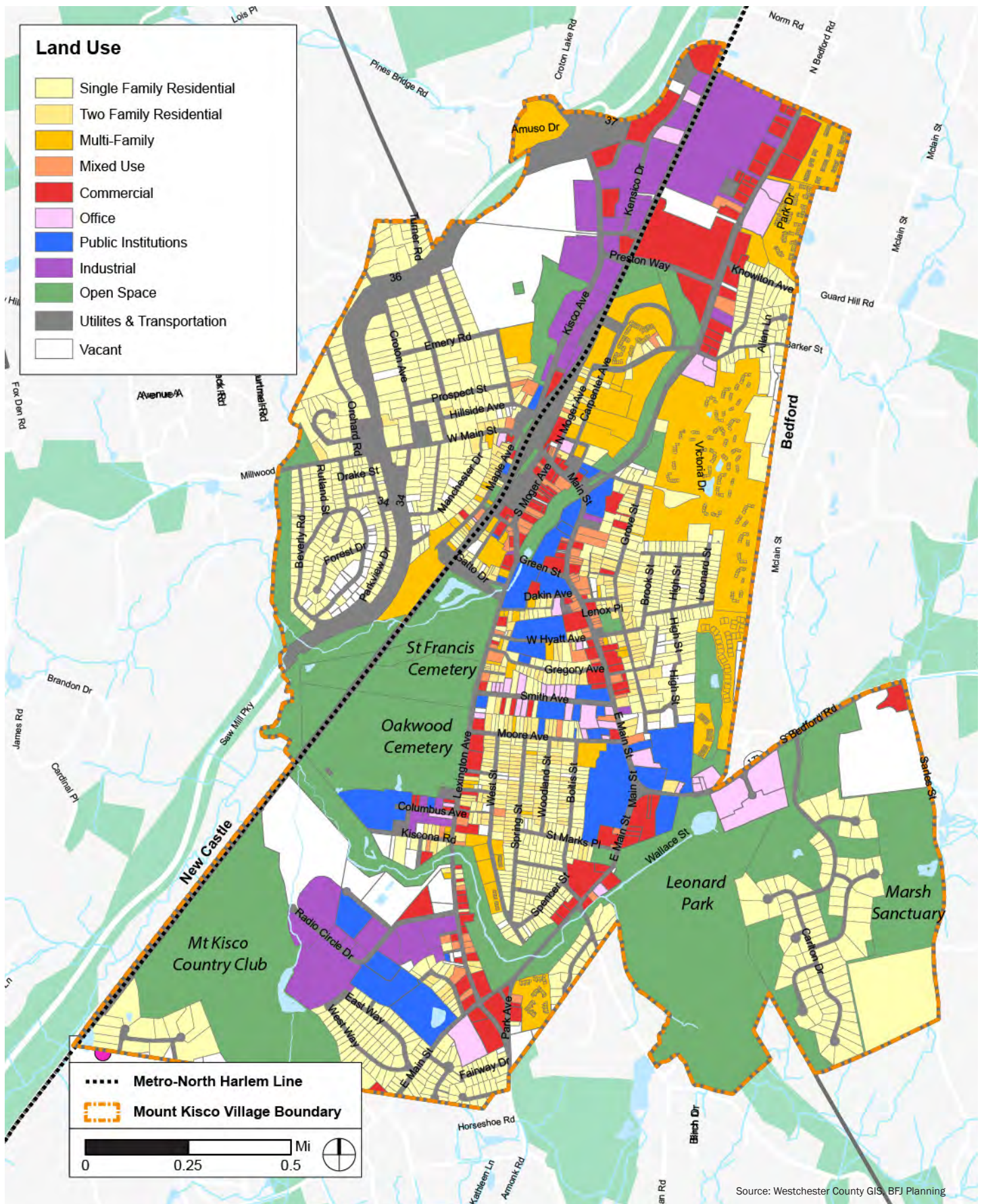


Figure 3: Existing Land Use Map

3.2 Zoning

Zoning powers are the primary control for development and redevelopment of land. The role of the zoning code is to regulate which types of land use are permitted or prevented in specified areas of the Village. Zoning also controls density, scale, and design of buildings. The Mount Kisco zoning code has 25 different zoning classifications. There are four single-family residential districts, a one- and two-family residential district, and three multi-family residential districts. The Village has 10 commercial and office districts, two manufacturing districts, and several specialized, floating, or overlay districts (Table 2, Table 3, Table 4, and Figure 4).

Residential

Mount Kisco has a total of nine residential districts, including four that only allow single-family residences, with minimum lot sizes ranging from three dwelling units per acre (**RS-12**) to six dwelling units per acre (**RS-6**) (Table 2. Summary of Existing Zoning Districts: Residential Table 2). Single family zones are mapped at the Village's eastern, western, and southern boundaries.

The village has three districts for multi-family (**RM-29**, **RM-10**, and **RM-12**), and one for one- and two-family residential (**RT-6**). Multi-family and one- and two- family districts are mapped in the downtown in close proximity to the train station and commercial districts.

The Conservation Development District (**CD**) is the lowest density residential district, and is mapped in two places. The Village also has a Planned Residential Development District (**PRD**), which is mapped in two places throughout the village. The PRD is intended to encourage innovative residential development plans that meet the needs of senior citizens through creative arrangement of land use that preserve and enhance environmental features.

Commercial

Mount Kisco has five commercial districts, totaling 276 acres, or 14% of the Village zoned for commercial use. There are two central business districts: **CB-1** is intended for small- to medium-scale commercial activity located in the downtown area east of the train station, and **CB-2** is mapped along Main Street, allowing for similar character to the CB-1 district, but with moderate intensity in scale and traffic generation.

The General Retail District (**GR**) is mapped in the southern portion of the Village, adjacent to the hospital on Main Street, and on Lexington Avenue, adjacent to the Research and Development district around Radio Circle. The Neighborhood Commercial District (**CN**) allows mixed residential and restricted commercial uses that are compatible with surrounding residential neighborhoods.

There are three districts that combine light industrial and commercial uses: the Limited Commercial (**CL**), General Commercial (**GC**) and Service Commercial (**SC**). The CL is mapped along Lexington Avenue and North Bedford Road in the northern portion of the Village and includes Mount Kisco's regional shopping centers. The GC is mapped in the northern section of the Village west of the railroad tracks, and the SC is mapped in the southern portion, west of Lexington Avenue and south of the St. Francis Cemetery.

Office and Manufacturing

General Office District (**OG**) is mapped in various locations throughout the Village, allowing relatively high intensity of office use for areas with good access to major roads.

The Low-Intensity Office District (**OD**) is mapped at the southern end of Main Street, stretching from the CB-2 district to the hospital. This district allows professional or service uses of low intensity and encourages conversions of residential structures and rehabilitation of existing commercial structures.

The Cottage Office District (**OC**) is mapped along Smith Avenue and is intended for low intensity professional office uses, where conversions of residential structures are encouraged to preserve the district's traditional character.

The Village has two manufacturing districts: the Research and Development District (**RD**) and the Light Manufacturing District (**ML**). The RD is mapped in the area around Radio Circle in the southern portion of the Village, and is intended to provide for a range of research, design, and development activities as well as serve as a buffer between commercial or industrial uses and residential uses. The ML district allows for a range of service, light industrial, and manufacturing or warehousing uses, and is mapped at the northern edge of the Village, east of the railroad tracks.

On July 16, 2018 the Town/Village Board of Trustees adopted Local Law 5-2018 to include zoning changes to the ML and RD zones. Following this decision, the ML district now allows full service grocery and family recreation. The RD now allows family recreation; other uses that could be considered in the future are assisted care housing and continuing care facilities. These changes are consistent with the land use objectives of this plan to provide additional flexibility in the zoning to accommodate what the market can provide. Chapter 9: Transportation includes a recommendation to add connections between commercial driveways and extend the road parallel to Route 117 behind existing commercial properties. These recommendations would be supportive of changes in the ML district by helping to mitigate traffic congestion.

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Table 2. Summary of Existing Zoning Districts: Residential

	District	Minimum Lot Area	Required Yards			Building Height	Maximum Development Coverage	Maximum Building Coverage
			Front	Side (one)	Rear			
Single- and Two-Family	CD Conservation Development	15,000 sf	30 ft	20 ft	50 ft	2.5 stories or 35 ft	35%	20%
	RS-12 Low Density One Family Residence	12,500 sf	25-30 ft	15 ft	30 ft	2.5 stories or 35 ft	40%	25%
	RS-9 Moderate-Density One-Family Residence	9,375 sf	25-30 ft	10 ft	30 ft	2.5 stories or 35 ft	40%	25%
	RS-6 Medium-Density One-Family Residence	6,250	25-30 ft	6-10 ft	30 ft	2.5 stories or 35 ft	40%	25%
	RT-6 One- and Two-Family Residence	6,250	25-30 ft	6-10 ft	30 ft	2.5 stories or 35 ft	40%	25%
Multi-family	RM-10 Moderate Density Multifamily	Minimum gross site area: 10,000 sf; 1,500 sf per DU	25 ft	25 ft	30 ft	2.5 stories or 35 ft	65%	25%
	RM-12 Medium-Density Multifamily	Minimum net lot area: 6,250	25-50 ft	6-10 ft	30 ft	2.5 stories or 35 ft	60%	30%
	RM-29 High-Density Multifamily	Minimum net lot area per DU: 1,500 sf	30 ft	30 ft	30 ft	6 stories or 70 ft	70%	30%

Source: Village of Mount Kisco Code, Chapter 110, Zoning

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Chapter 3. Land Use and Zoning

Table 3. Summary of Existing Zoning Districts: Commercial

District	Principal Uses	Minimum Net Lot Area	Required Yards			Building Height	Maximum Building Coverage
			Front	Side	Rear		
CB-1 Central Business 1	Stores and shops; personal service; restaurants and drinking; administrative, business and professional office; post office; banks; drop-off dry cleaners; laundromats; libraries and museums; village government; parking lots and structures on Village-owned land; education and training; service establishments; gas station; residences above commercial use*; physical training studios	By Use	-	None required, 6 ft if provided	None required, 6 ft if provided	3 stories or 40 ft	90%
CB-2 Central Business 2	"	By Use	-	"	"	3 stories or 40 ft	75%
GR General Retail	"	10,000 sf	20 ft	"	"	2 stories or 30 ft	30%
CN Neighborhood Commercial	Stores and shops; personal service; restaurants and drinking; administrative, business and professional office; post office; banks; drop-off dry cleaners; libraries and museums; education and training; service establishments; general offices; residences above commercial use; physical training studios	7,000 sf	10 ft	"	"	3 stories or 35 ft	35%
CL Limited Commercial	Stores and shops; personal service; restaurants and drinking; administrative, business and professional office; banks; drop-off dry cleaners; laundromats; education and training; funeral homes; service establishments; printing and publishing; retail sale and accessory storage of building, builder and household materials; physical training studios	10,000 sf	20 ft	10 ft (non-residential), 30 ft (residential)	10 ft (non-residential), 30 ft (residential)	2.5 stories or 35 feet	30%
SC Service Commercial	Administrative, business and professional offices; radio or television stations or studios; printing and publishing; storage, warehousing; automotive equipment sales; lumber yards; veterinary clinics; education and training; bulk household items retail sale; service establishments; personal service; Village government; physical training studios	10,000 sf	10 ft	10 ft	10 ft	2.5 stories or 35 ft	45%
GC General Commercial	Administrative, business and professional offices; radio or television stations or studios; printing and publishing; indoor vehicle storage, repair; lumber yards; motor vehicle sale/rental; bulk household item retail sale; service establishments; personal service; hotels and motels; drop-off dry cleaners; laundromats; physical training studios	40,000 sf	10 ft	15 ft	10 ft if provided	3 stories or 40 ft	50%

Source: Village of Mount Kisco Code, Chapter 110, Zoning

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**Provided that such residences were existing as of the effective date of the adopted zoning.*

Table 4: Summary of Existing Zoning Districts: Office and Manufacturing

District	Principal Uses	Minimum Net Lot Area	Required Yards			Building Height	Maximum Building Coverage
OD Low Density Office	Offices or administrative, business or professional use; educational and training facilities; nursery schools; funeral homes	10,000 sf	20 ft	20 ft	15 ft	2.5 stories or 35 ft	25%
OC Cottage Office	Detached one-family; public parks, playgrounds; offices or administrative, business or professional; nursery schools	6,250 sf	25-30 ft	6-10 ft	30 ft	2.5 stories or 35 ft	25%
RD Research and Development	Administrative, business and professional offices; radio or television stations or studios; printing and publishing; physical training studios; family recreation	40,000 sf	30 ft	20 ft	20 ft	3 stories or 40 ft	35%
ML Light Manufacturing	RD uses, automotive and equipment sales; wholesale, storage, warehousing; lumber sales, service, storage; veterinary clinics; education and training facilities; public utilities; laundry or dry cleaning plants; retail sales of bulk household items; limited personal service uses; full-service grocery	10,000 sf	10 ft	10 ft	10 ft	2.5 stories or 35 ft	45%

Source: Village of Mount Kisco Code, Chapter 110, Zoning

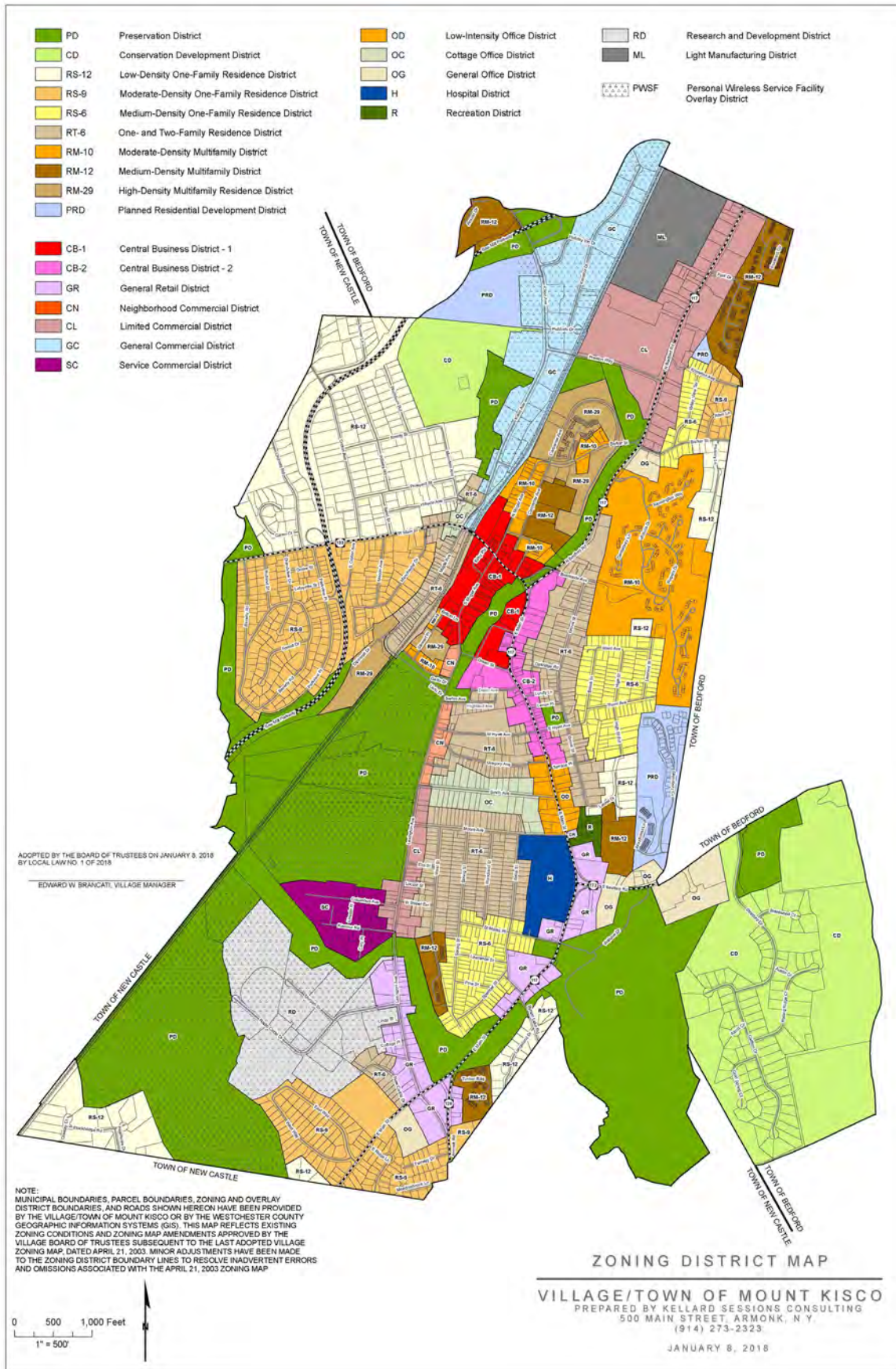


Figure 4: Zoning Map

Preservation, Overlay and Other Districts

The Village has a Preservation District (**PD**) intended to preserve natural resources, scenic beauty, and other land and community resources. The PD covers more than 25% of Mount Kisco, the largest amount of land area in the Village. Large portions of the southern area of Mount Kisco are zoned PD, as well as areas adjacent to water resources. The PD is mapped in areas unsuitable for development, including parks, wetlands, and areas susceptible to flooding.

Mount Kisco has one floating district and one overlay district. The Personal Wireless Service Facilities Overlay District (**PWSF**) provides suitable locations for establishment, construction, and maintenance of personal wireless service facilities. The PWSF district is mapped across the GC and RD districts, as well as two PD districts in the southern portion of the Village.

The Hospital District (**H**) encompasses the campus of the Northern Westchester Hospital Center. The Recreation District (**R**) is mapped across Main Street from the hospital district, and provides for community centers and recreational services and programs of a public and quasi-public nature. This district currently includes the Boys & Girls Club of Northern Westchester.

3.3 Potential and Planned Future Development

Vacant Land and Underutilized Sites

Vacant land makes up 8.4% of Mount Kisco's land area. An overview of these sites include:

- Large undeveloped sites in the northern portion of the Village include multiple Village-owned parcels, west of Kisco Avenue.
- A 5-acre vacant parcel in the northern portion of the Village off of North Bedford Road.
- There is a 24-acre vacant parcel on South Bedford Road adjacent to the Unitarian Universalist Church on the border of Bedford.
- In the southern portion of the Village there are a number of vacant parcels adding up to more than 40-acres in and around Radio Circle. This site is located in a wetland.
- Smaller vacant parcels are located in residential neighborhoods, including along Beverly Road near the Village's western boundary, and a number of vacant smaller vacant parcels located in a residential neighborhood east of Main Street.

There are a number of underutilized sites in the Village, in particular around the downtown. These include:

- The Metro-North station's two parking lots along South and North Moger Avenues are underutilized sites with potential for redevelopment.
- Vacant storefronts in commercial buildings along South Moger Avenue are currently underutilized.

3.4 Strategies

- Identify the appropriate downtown scale and uses to accommodate future growth.
- Review allowable uses in commercial districts to allow businesses to grow and evolve.
- Identify the appropriate future mix of uses on Lexington Avenue.

- Provide flexibility in zoning for Radio Circle so the market can determine appropriate future development.

3.5 Recommendations

1. Create a form based overlay zone for downtown. This overlay zone would incorporate the North and South Moger lots.
2. Rezone Lexington Avenue to allow townhomes. Currently residential development is limited to the second and third floor over a commercial use in the CN, and not allowed in the CL and GR zones. Create a new zone, the “CL-1,” for the area along Lexington Avenue that is currently zoned CL and GR. In this new zone, residential townhomes would be allowed by special permit in addition to all uses allowed in the current CL district. The CN zone will also be amended to allow townhomes. This would expand residential development choices along Lexington Avenue.
3. Create a mixed use district at Radio Circle, “RDX,” in order to expand the permitted uses in the Radio Circle area and allow additional types of development to better accommodate what the market can provide. The zoning should be amended to allow such uses as biotech and pharmaceutical services and offices, hotel and conference centers, hi-tech/start-up incubator, educational institutions, indoor storage, indoor auto storage, and all forms of senior housing, including assisted care housing, and continuing care facilities. In the future, there may also be other types of uses that the Village identifies as appropriate, such as the possibility of a grocery store to serve the southern area of the Village.
4. Current parking standards are based upon older suburban requirements and need review to reflect modern standards. The fee-in-lieu of parking is also unusually high and should be reduced. Off street parking for ground floor uses are currently not required in the CB-1 zone. The CB-2 zone could be treated in a similar manner for parcels that opt into the overlay zone.
5. The Village should work in-house or with a consultant to make additional administrative changes to the zoning code that are outside of the purview of the comprehensive plan.

Chapter 4: Population and Housing

4.1 Introduction

Mount Kisco is a small village, but shares many characteristics of larger communities throughout the New York Metropolitan Region. The Village has a population that is more socioeconomically diverse than many of its neighbors and the demographic makeup of the Village is in a period of transition. While Mount Kisco has experienced steady overall growth since the 1950s, it has also seen slowdowns in growth, notably during the 1970s and more recently since 2010. The Village is getting younger over time, in contrast to broader trends of aging communities around Westchester County.

Perhaps the most notable demographic shift in recent years in Mount Kisco is the growing Hispanic population. In fact, the Hispanic population is trending towards becoming the largest single demographic cohort, as black or African American and the white, non-Hispanic populations both decline as a share of the total population. The Hispanic population is now 45% of the total and the white population is 48%.

Mirroring national trends, household income in Westchester County and Mount Kisco declined after the 2008 recession. However, from 2012 to 2016 household income began to rise again in the County. While it is likely that incomes in the Village have also begun to recover from the recession, data at the Village level is not available.

Although much of the Village's land area is made up of single-family neighborhoods, the majority of housing units are in multi-family buildings. Of the Village's multifamily buildings, several are cooperatives (coops) or condominiums (condos). Larger multi-family residential buildings are primarily outside of the downtown area. Some are walkable to the Metro-North train station, along Carpenter Avenue and Stewart Place, but many are not. Some of the Village's multi-family developments are made up of smaller, owner-occupied, row-house style condos or coops such as Foxwoods on North Bedford Road. Nearly 20% of units in the Village are in smaller buildings with two to four units. Most of the housing units in the Village are owner-occupied (55%), but nearly three-quarters of Hispanic households are renters.

Mount Kisco generally has more affordable housing than Westchester County, with a median home value that is approximately 80% of the County's. The Village also has more housing at a broad range of price points, with about one-third of homes valued at less than \$300,000, one-third of homes valued between \$300,000 and \$500,000, and one-third valued at greater than \$500,000. Property values at the County level are weighted more heavily towards higher-end homes. However, affordability remains a concern, especially for renters in Mount Kisco. Nearly 60% of renters in the Village are classified as housing-cost burdened, meaning they spend more than 35% of their income on housing costs. By contrast, a majority of owners are spending less than 20% of their income on housing costs.

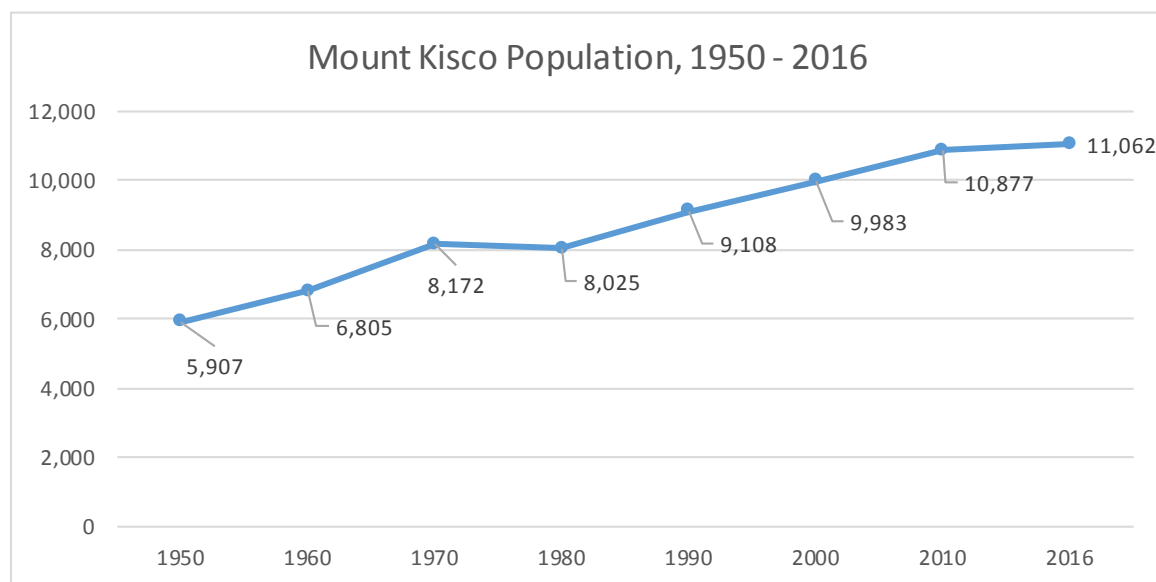
4.2 Key Facts and Trends

The following pages include additional detail, key facts, and trends on Mount Kisco's demographic makeup and housing characteristics.

4.3 Demographics and Growth Trends

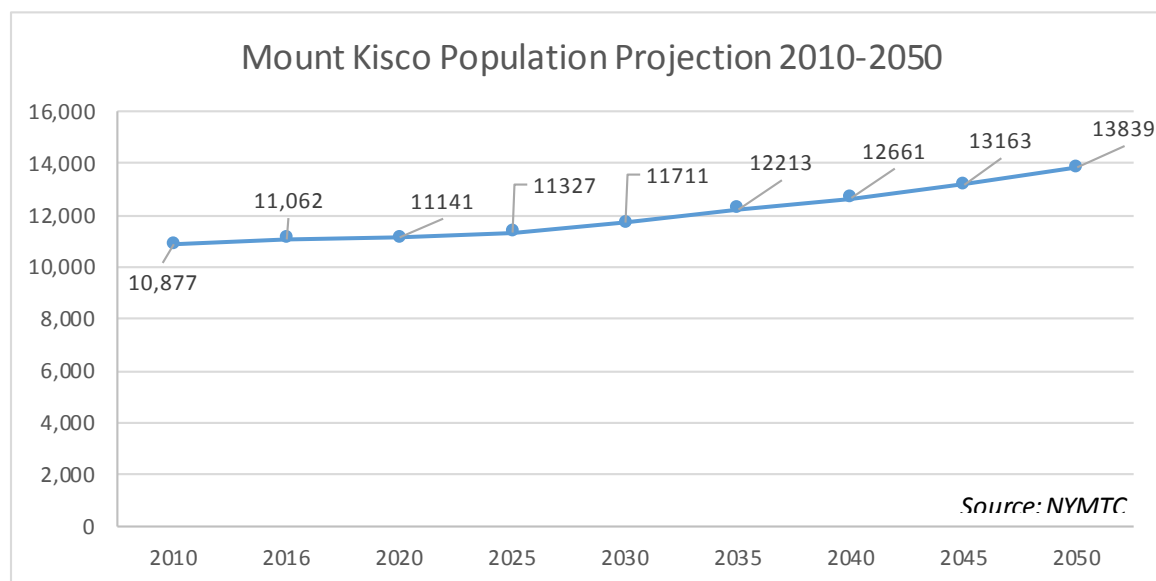
- In 2016, the total population of Mount Kisco was 11,062. Mount Kisco has grown overall since 1950, with the Village experiencing the most rapid period of growth between 1960 and 1970 (20%). Following a period of slight decline (-1.8%) during the recession of the 1970s, the Village's population grew by more than 20% since 1990 (Chart 2).
- Mount Kisco's population is expected to continue growing through 2050 (Chart 3). Population projections anticipate steady growth, with the potential for about 1,000 additional residents by 2030. These projections are made by the New York Metropolitan Transit Council (NYMTC).

CHART 2. MOUNT KISCO POPULATION 1950-2016



Source: U.S. Census

CHART 3. MOUNT KISCO POPULATION PROJECTION 2010-2050



Age Distribution

- While Westchester County has consistently aged from 2000 to 2016, Mount Kisco's median age has declined from 40 in 2010 to 37 in 2016 (Chart 4). The Hispanic population has a significantly lower median age in Mount Kisco than the Village as a whole. The growth of the Hispanic population could have contributed to the decrease in median age in the Village.
- Mount Kisco and Westchester County's age distributions have remained steady between 2010 and 2016. The Village had a higher population of people ages 25-34 and 35-44 in 2010 and 2016 than the County. The Village has also shown a decrease in the share of population between 60 and 84 from 2010-2016, while the County's population in those cohorts has slightly increased (Chart 5).

CHART 4. MEDIAN AGE (2000-2016)

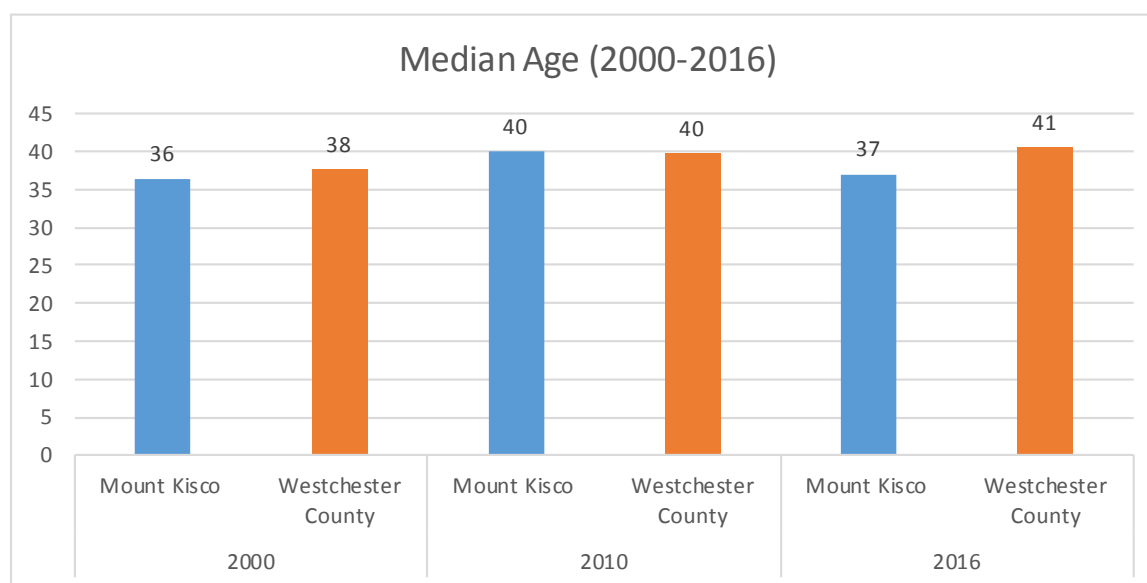
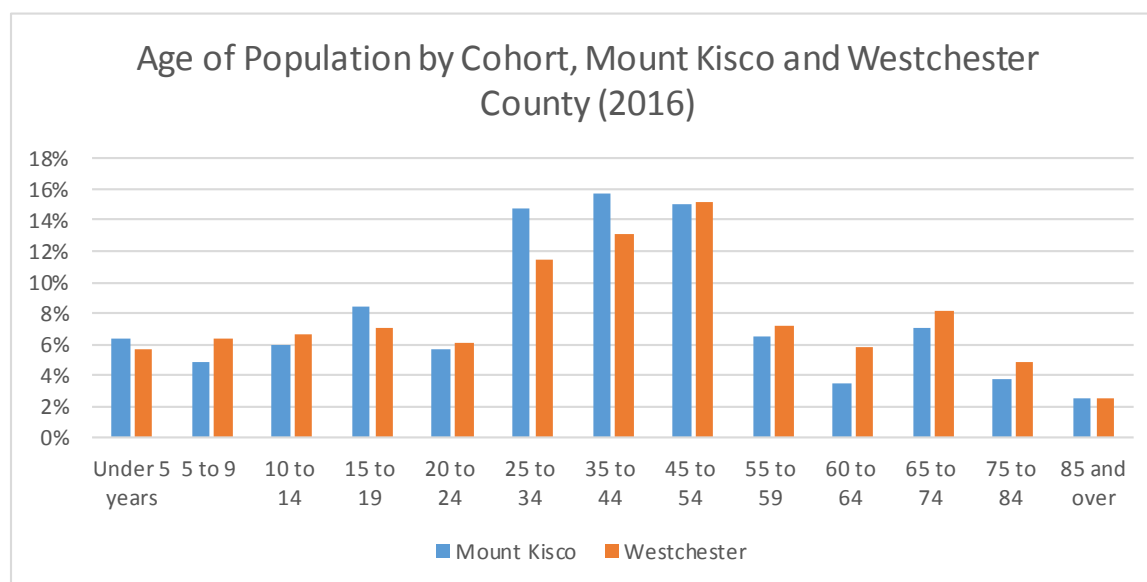


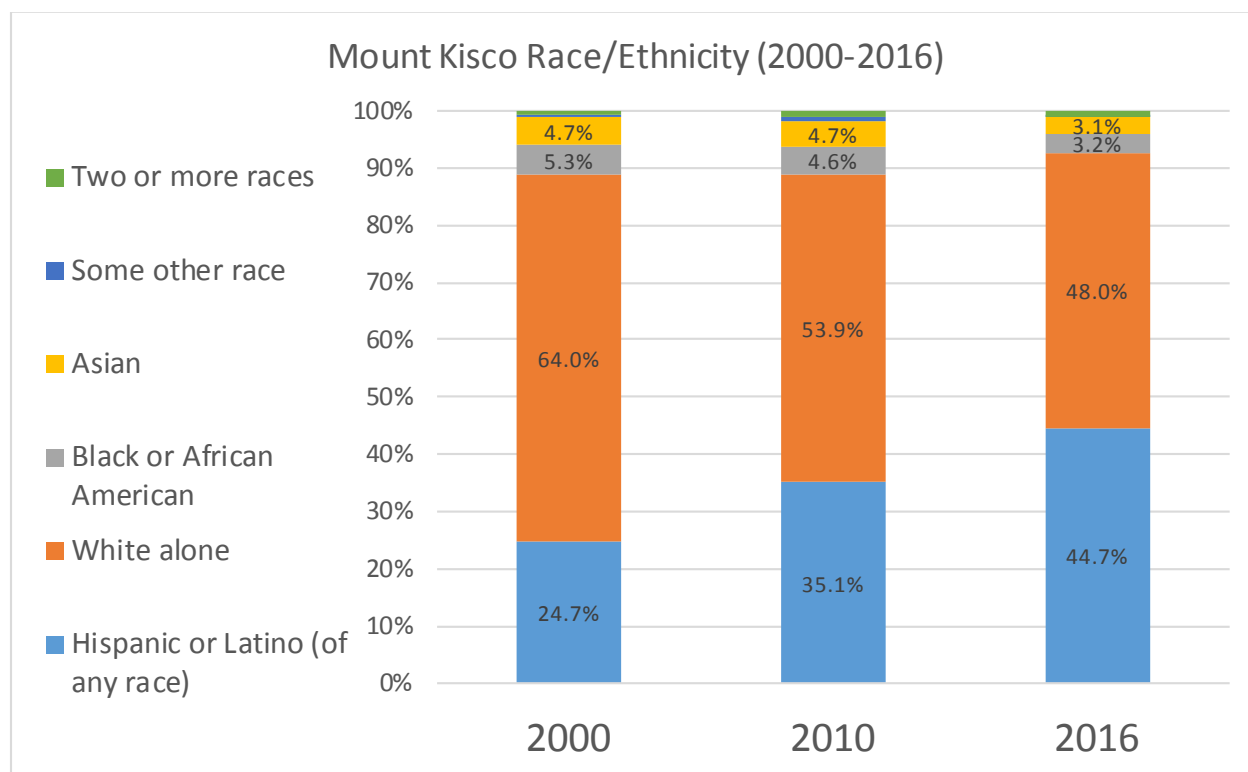
CHART 5. AGE OF POPULATION BY COHORT



Racial/Ethnic Composition

- In 2016, nearly 45% of Mount Kisco's population was Hispanic. The Hispanic population has increased as a share of the total population by approximately 20 percentage points since 2000.
- Chart 6 shows that with the growth of the Hispanic population, the percentage of all other races has declined. The black or African American population has declined from 5.3% of the population to 3.2% and the white population has decreased as a percent of the total by 16% from 2000 to 2016. As the overall population increases, other populations are declining in number. For example the white, non-Hispanic population has decreased by 1,079 people while the Hispanic population has doubled from 2,469 to 4,949 people between 2000 and 2016.
- Comparatively, Westchester's Hispanic population is smaller and has grown at a slower rate. From 2000 to 2016, the county's Hispanic population increased from 15.6% to 23.6%.

CHART 6. MOUNT KISCO RACE/ETHNICITY (2000-2016)



Mount Kisco's Hispanic Population:

As the local Hispanic population continues to grow, it is possible that this could become the largest demographic group in the near future. Anecdotally, many families in Mount Kisco's Hispanic community are long-time residents, including both property owners and business owners. Even as this segment of the Village's population grows, it is also made up of long-established members of the community. Below are some defining characteristics of Mount Kisco's fastest-growing population.

- **Origin:** The majority of the Hispanic population in Mount Kisco is from Central America (71%), compared to only 12.3% of Westchester's Hispanic population. 65% of the Hispanic or Latino Population in Mount Kisco is from Guatemala.
- **Age:** Mount Kisco's Hispanic population is younger than the population as a whole, with a median age of 29, compared to 37 for the Village as a whole. The growth in the Hispanic population may contribute to the decrease in the overall median age in Mount Kisco between 2010 and 2016.
- **Income:** Median household income in Mount Kisco was 42% lower for the Hispanic population than the white population in 2016. Westchester County showed a similar trend, with median household income for the white population nearly double that of the Hispanic households.
- **Households:** While 44.7% of the population in Mount Kisco identifies as Hispanic, this group represents only 34% of households, suggesting household sizes are larger among the Hispanic population.
- **Tenure:** Nearly three-quarters of Hispanic householders in Mount Kisco were renters in 2016, a higher percentage than Hispanic households in Westchester County (67.3%).

Educational Attainment

- The portion of the population that is 18 years of age and older in Mount Kisco has a lower level of educational attainment than Westchester County as a whole. In 2016 79% of the population had earned a high school degree or higher, nearly 9% lower than at the County level of 88%.
- Similarly, 47% of the County had earned a bachelor's degree or higher, while only 37% of the Village had earned a bachelor's degree or higher.
- The level of educational attainment among the Hispanic population is lower in Mount Kisco than it is for the rest of the population. While 95% of the white population has a high school degree or higher, only 53.9% of the Hispanic population has received a high school degree. Similarly, only 15.3% of the Hispanic population has a Bachelor's degree or higher, compared to 53.2% of the white population and 41.63% of other races (Table 2).

CHART 7. EDUCATIONAL ATTAINMENT IN MOUNT KISCO AND WESTCHESTER COUNTY, 2016

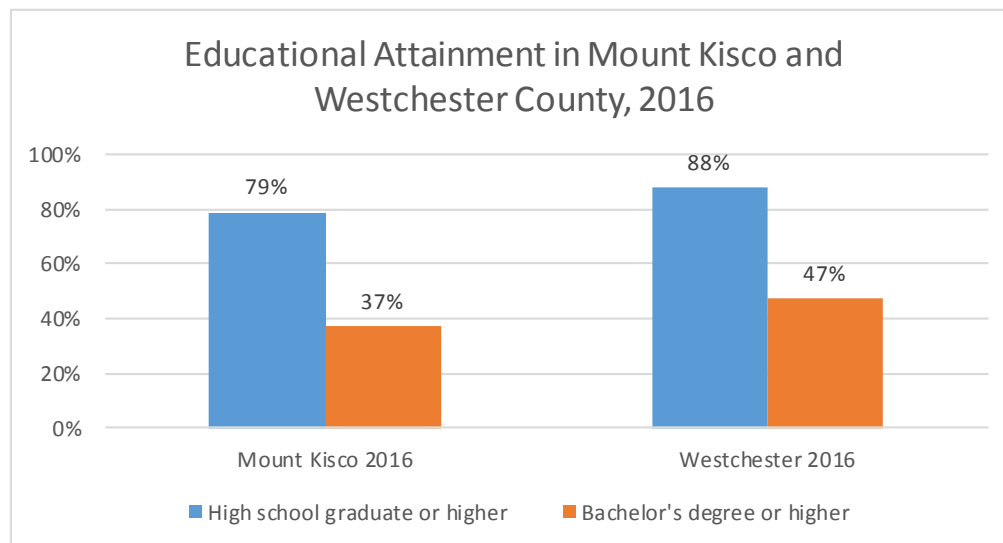


TABLE 5. EDUCATIONAL ATTAINMENT BY RACE/ETHNICITY IN MOUNT KISCO AND WESTCHESTER COUNTY (2016)

	Mount Kisco	Westchester County
Total Population (18 and Over)	9,292	864,552
High school graduate or higher	78.90%	87.60%
Bachelor's degree or higher	37.10%	47.30%
Hispanic or Latino Origin	2,965	136,766
High school graduate or higher	53.90%	68.40%
Bachelor's degree or higher	15.30%	22.00%
White alone, not Hispanic or Latino	4,046	386,939
High school graduate or higher	95.00%	94.20%
Bachelor's degree or higher	53.20%	57.90%
Other Races Combined	2,495	207,743
High school graduate or higher	86.05%	79.77%
Bachelor's degree or higher	41.63%	40.02%

Source: 2012-2016 American Community Survey

4.4 Households

- There were 3,991 households in Mount Kisco in 2016, a decrease of 280 from 2010. In 2000, there were 3,993 households, only two more than the number of households in 2016. The number of households recorded in Mount Kisco has declined since 2010 (Chart 8 and Chart 9)

CHART 8. NUMBER OF HOUSEHOLDS IN MOUNT KISCO 2000-2016

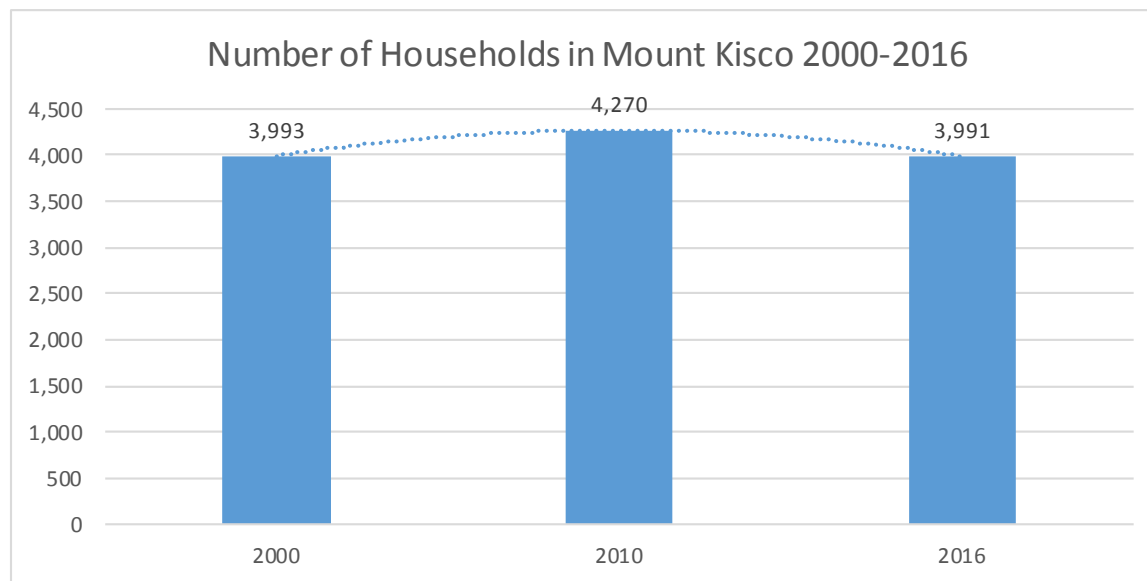
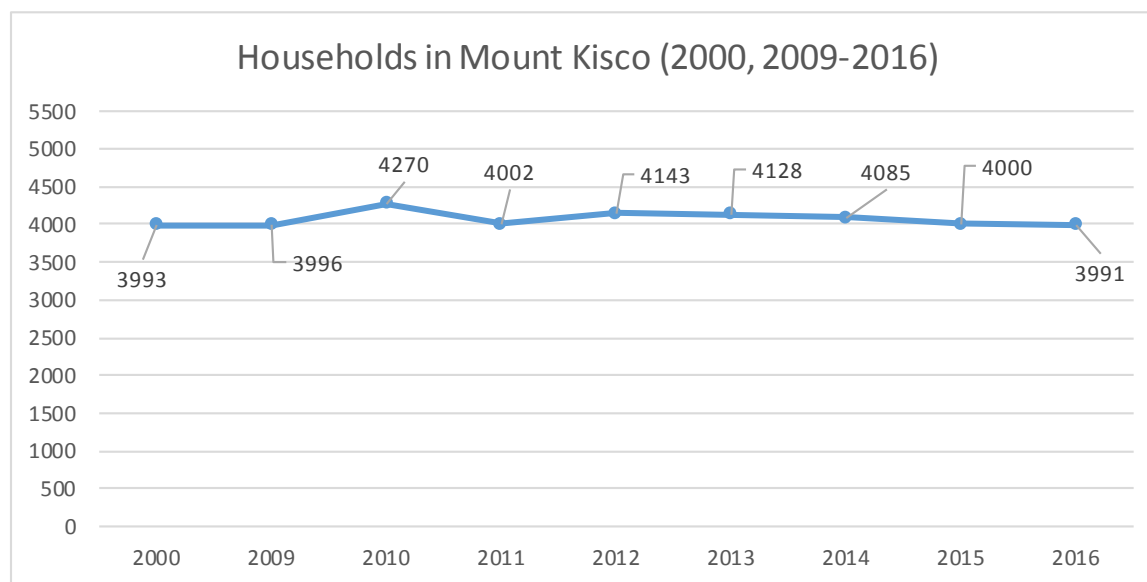


CHART 9. HOUSEHOLD IN MOUNT KISCO (2000, 2009, 2016)



Household Size

- The average household size in Mount Kisco hovered slightly less than 2.5 persons per household in 2000 and 2010. In 2016, the average household size jumped to 2.75 (Table 3).
- Overall, household size in the Village and the County is roughly equivalent, but the makeup of these households differs between Mount Kisco and Westchester. In the County, owner-occupied households tend to be larger in size than renter-occupied households, but it is the opposite in the Village where the size of renter-occupied households is larger (Chart 10).
- The decrease in households from 2010 to 2016, coupled with a growing population may contribute to the larger household size in Mount Kisco, indicating that the majority of population growth is occurring in rental units (Chart 11). The 2016 data is from the American Community Survey, which uses a smaller sample size than the decennial census and has a larger margin of error than the 2010 data. Confirmation of this trend will have to be confirmed by the 2020 decennial census.

TABLE 6. MOUNT KISCO AVERAGE HOUSEHOLD SIZE 2000-2016

Mount Kisco Average Household Size 2000-2016			
Year	Total Housing Units	Total Households	Average Household Size
2000	4,103	3,995	2.49
2010	4,289	4,270	2.48
2016	4,178	3,991	2.75

Source: 2000 Decennial Census; 2006-2010 ACS; 2012-2016 ACS

CHART 10. AVERAGE HOUSEHOLD SIZE BY TENURE (2016)

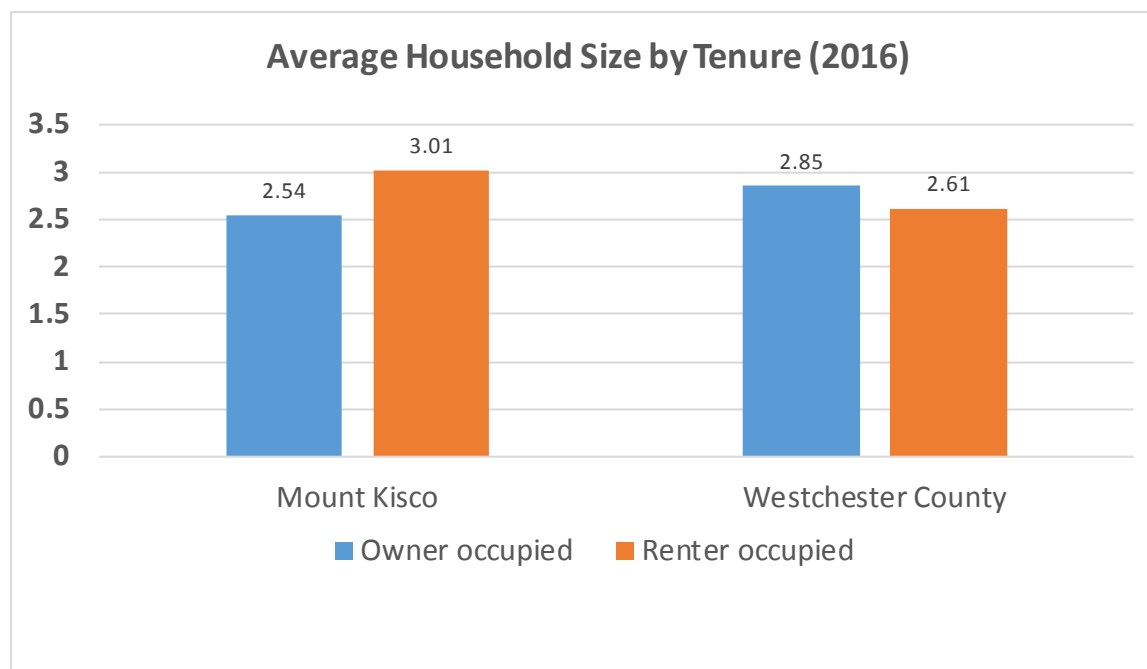
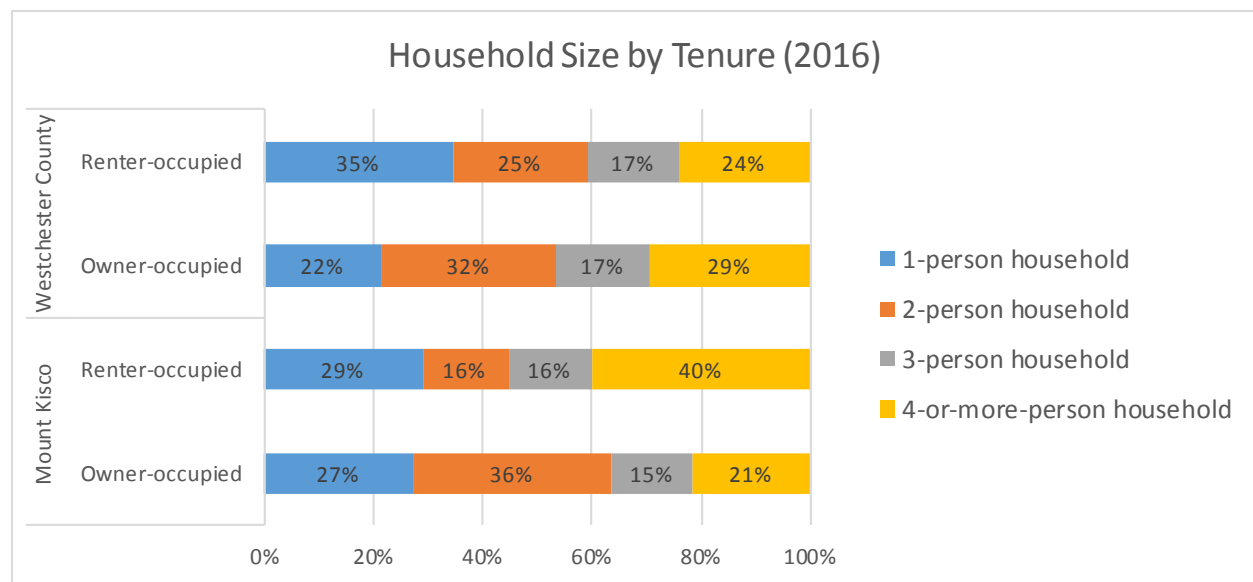


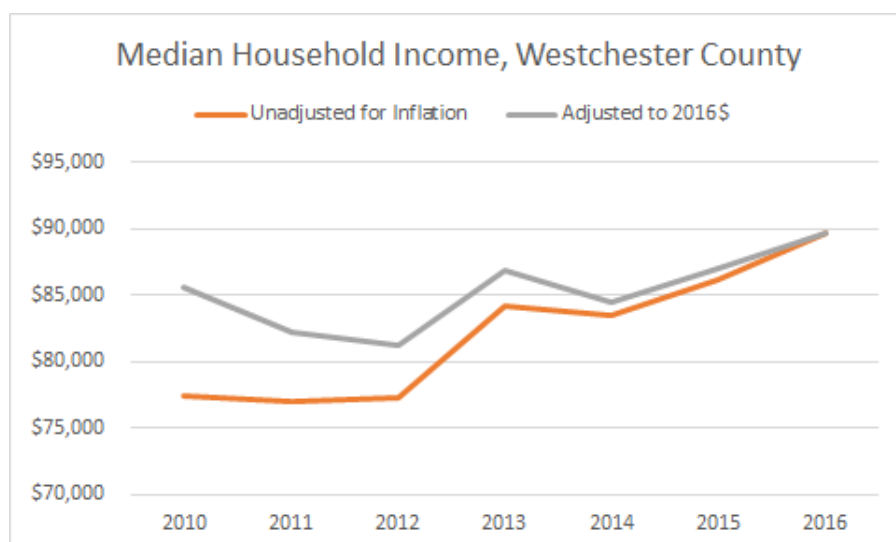
CHART 11. HOUSEHOLD SIZE BY TENURE (2016)



Household Income

- In 2016, median household income in Mount Kisco was \$66,265.
- After the recession in 2008, household income in Westchester County declined. It took four years for incomes to recover and from 2012 to 2016 the median income in Westchester increased to approximately \$90,000 (Chart 12).
- Median household income in Mount Kisco had a similar drop as Westchester after the 2008 recession. Comparable Census data from the American Community Survey is not available at the Village level. However, it is reasonable to assume that incomes in Mount Kisco have begun to stabilize, if not increase (Table 3).

CHART 12. MEDIAN HOUSEHOLD INCOME, WESTCHESTER COUNTY



Source: US Census Bureau, ACS 2010-2016 1 Year Estimates

TABLE 3. INCOME BY RACE/ETHNICITY (IN 2016 DOLLARS)

Race/Ethnicity	Mount Kisco		Westchester	
	% of Population	Median income	% of Population	Median income
2010 (in 2016 Dollars)				
Hispanic or Latino origin (of any race)	19.20%	\$47,389	16.30%	\$53,519
White alone, not Hispanic or Latino	68.20%	\$81,174	64.20%	\$97,765
2016				
Hispanic or Latino origin (of any race)	34.00%	\$52,711	18.60%	\$54,731
White alone, not Hispanic or Latino	58.50%	\$91,250	61.30%	\$107,484

Source: 2012-2016 American Community Survey

4.5 Housing

Housing units

- There were a total of 4,178 units in Mount Kisco in 2016.
- Despite the single-family character of much of the Village, just 40% of housing units are in single-family homes. Units in multi-family buildings make up the remaining units, and 28% of housing units are in buildings with 20 or more units (Chart 13).
- A high percentage of housing stock in Mount Kisco was built before 1939 (21%). The growth in population mirrors the age of housing stock as a large percentage of housing was built between 1960 and 1990 (54%). The housing stock in Mount Kisco is not as old as the county as a whole, but relatively few units have been built in the Village since 1990 (Chart 14).

CHART 13. UNITS IN STRUCTURE

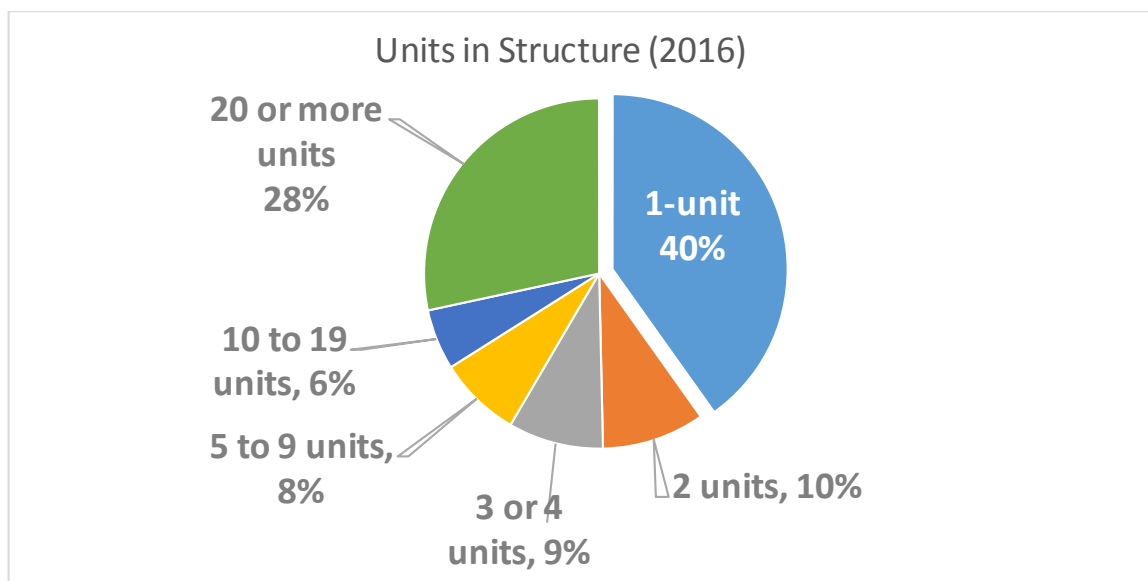
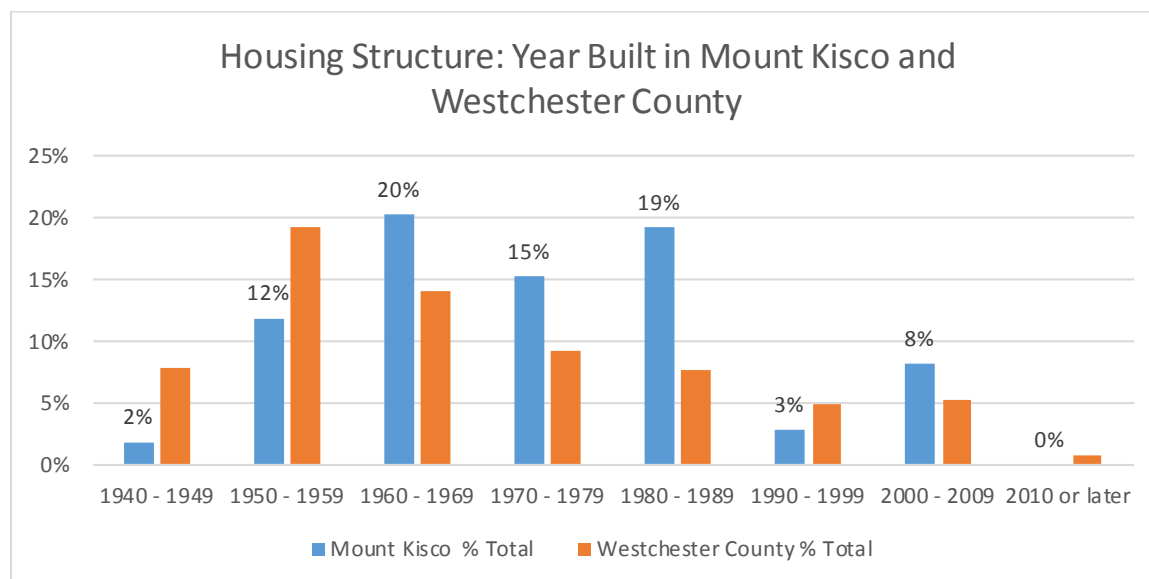


CHART 14. HOUSING STRUCTURE: YEAR BUILT IN MOUNT KISCO AND WESTCHESTER COUNTY



Homeownership and Vacancy

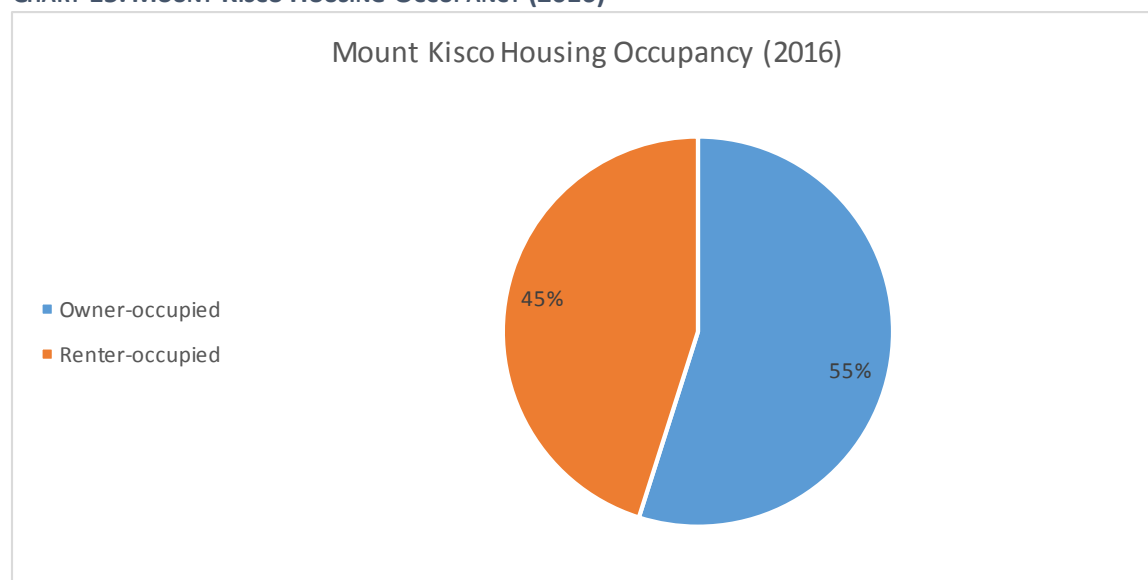
- A slight majority of housing units (55%) in Mount Kisco were owner-occupied in 2016. Among those which were owner-occupied, the majority were occupied by mortgage-holding owners comprising 58.3% of owner occupied units, and 32% of total housing units. The 2016 vacancy rate in Mount Kisco was 4.5% (Chart 15).
- The majority of Hispanic householders (73.5%) are renters.

TABLE 7. HOUSING OCCUPANCY IN MOUNT KISCO (2016)

Mount Kisco Housing Occupancy (2016)		
	Estimate	%
<i>TOTAL HOUSING UNITS</i>	4,178	
Occupied housing units	3,991	95.50%
Vacant housing units	187	4.50%
HOUSING TENURE		
<i>Occupied housing units</i>	3,991	3,991
Owner-occupied	2,192	54.90%
Owner Occupied with a Mortgage	1,266	32%
Owner Occupied without a Mortgage	903	23%
Renter-occupied	1,799	45.10%
HOUSEHOLD SIZE		
Average household size of owner-occupied unit	2.54	
Average household size of renter-occupied unit	3.01	

Source: U.S. Census Bureau 2012-2016 ACS

CHART 15. MOUNT KISCO HOUSING OCCUPANCY (2016)



Home Value

- The median home value in Mount Kisco (\$405,000) was lower than Westchester County (\$507,000) as a whole in 2016 (Chart 16).
- Mount Kisco has housing at a variety of price points, including a higher percentage of housing units valued at low-moderate price points than the county. There is a higher percentage of homes valued under \$300,000 in Mount Kisco (36.7%) than at the County level (21.2%). Similarly, housing priced between \$300,000 and \$500,000 makes up 32.2% of the total in Mount Kisco, whereas only 28.1% of homes are valued at this price in the County (Chart 17).

CHART 16. HOME VALUE IN MOUNT KISCO AND WESTCHESTER COUNTY (2016)

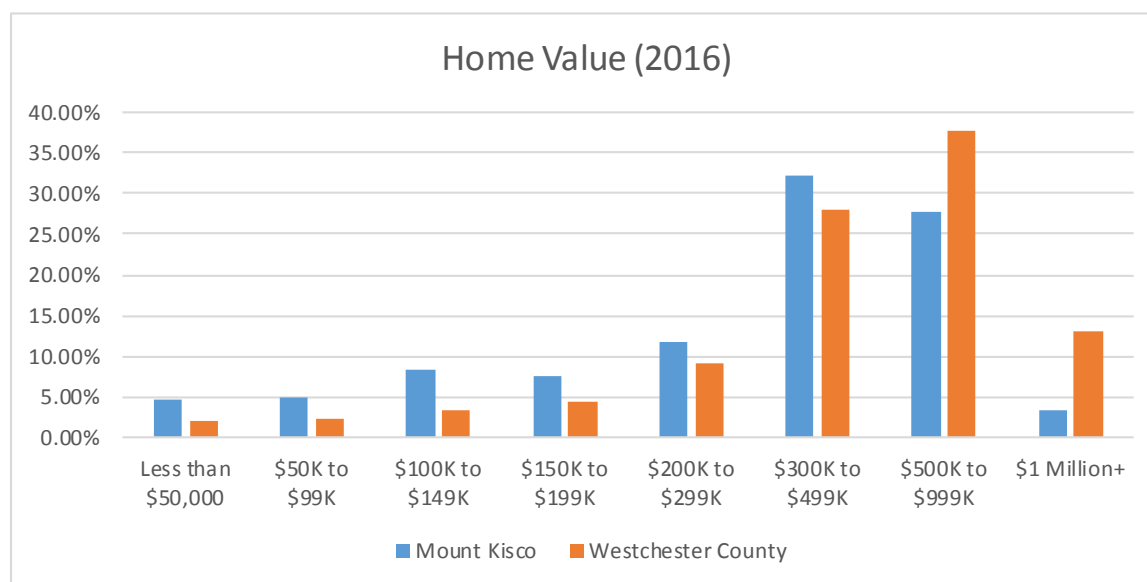
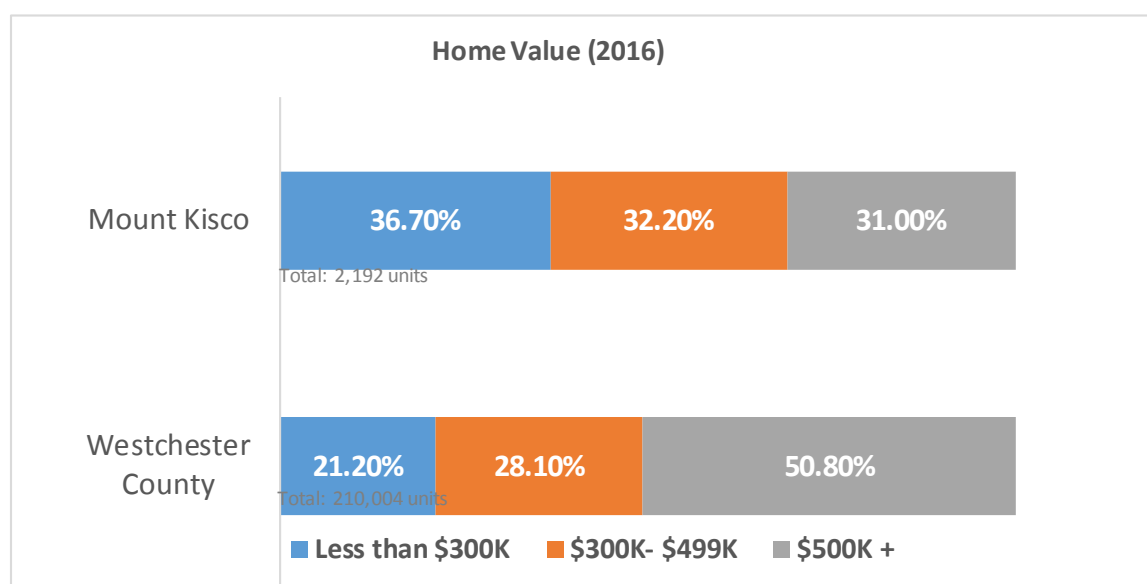


CHART 17. HOME VALUE (2016)

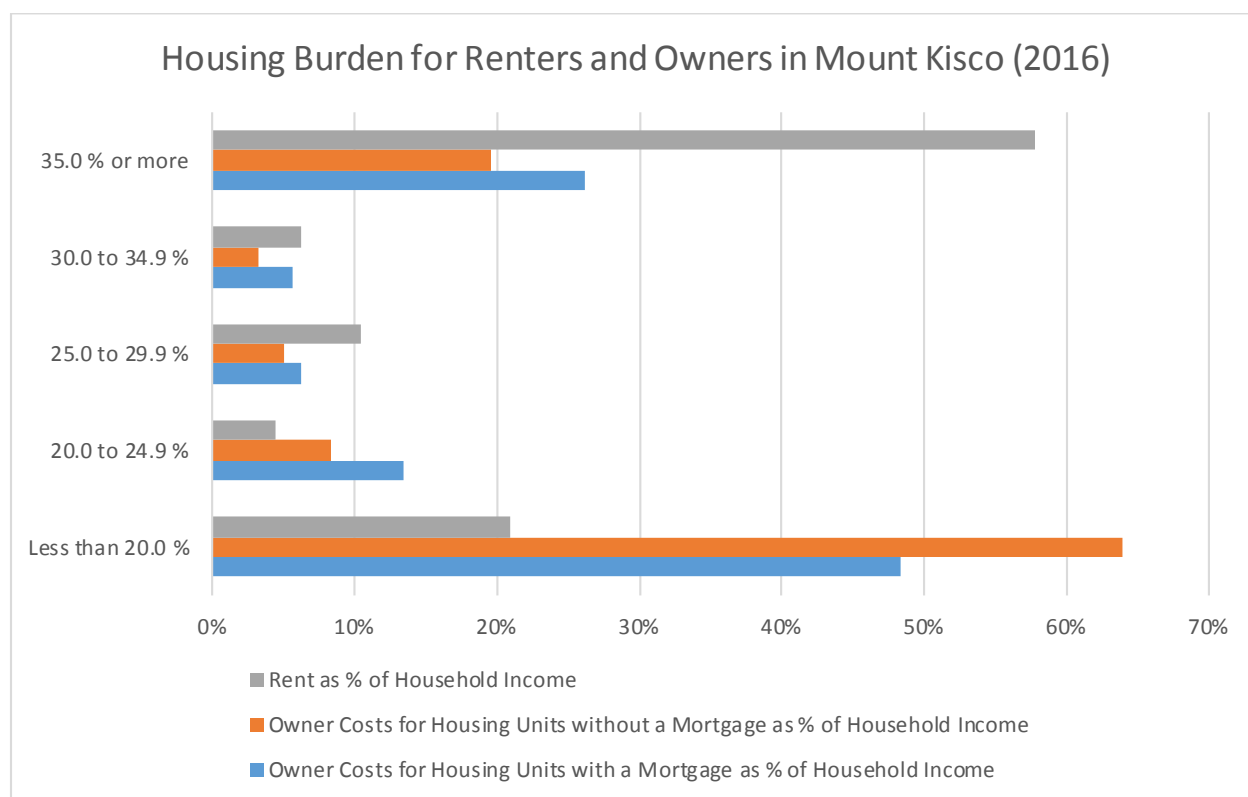


Affordability

RENT/OWNER COSTS

- In 2016 median gross rent in Mount Kisco was \$1,370.
- Monthly owner costs (\$1,488) for owner occupied units in 2016 were slightly higher than rental costs in Mount Kisco.
- Westchester County had a larger difference between monthly renter costs and owner costs. Owner costs in Mount Kisco were lower than they were in Westchester County by nearly 70%.
- A majority of renters (58%) are classified as housing cost burdened, meaning they spend more than 35% of their income on housing costs. Owners have a lower housing cost burden than renters in Mount Kisco. The majority of owners spend less than 20% of household income on housing costs (Chart 18).

CHART 18. HOUSING BURDEN FOR RENTERS AND OWNERS IN MOUNT KISCO (2016)



4.6 Strategies

- Preserve the character of existing residential neighborhoods.
- Buffer all existing residential areas from new commercial development.
- Continue to address issues related to code-compliance and safety of existing low-income housing as well as the continued affordability of moderately priced housing.
- Encourage new housing and housing rehabilitation for young professionals, empty nesters, and local workers.

4.7 Recommendations

1. Maintain the existing zoning of residential neighborhoods.
2. Consider incentives for property improvements and upkeep.
3. Site plan approval for new commercial development or redevelopment should ensure a landscaped buffer area to any surrounding residential development and the maximum reasonable mitigation of impacts.
4. Enforce building and zoning codes to ensure safe housing conditions.
5. Where feasible, encourage new mixed-use residential development targeted at segments of the population that are projected to grow in the future, especially in the downtown. Demographic data show that demand for housing is growing among older residents. Members of the community also noted that there is limited housing for young professionals near the train station. Both of these segments of the population could be served by mixed-use or multi-family residential developments near the train station.
6. The Village will seek grant funding for a housing study to identify the best way to identify the resources needed to meet the needs of low income and rent burdened residents.

Chapter 5: Downtown

5.1 Introduction

This chapter examines existing conditions and opportunities in downtown Mount Kisco and presents recommendations to improve the character and sense of place in downtown. Observed conditions are discussed in the following section, and recommendations are presented at the end of the chapter.

5.2 Urban Form and Structure

From an urban design perspective, Mount Kisco has two downtowns separated physically by the Branch Brook Greenway (see Figure 5). To the west of the Branch Brook Greenway are shops along South Moger Avenue, the Village-owned parking lots that flank the train tracks, and Kirby Plaza, where the train station is located. One-, two-, and three-story buildings address Main Street and South Moger Avenue in this area, providing storefronts and local restaurants along the pedestrian right-of-way with some office and existing non-conforming residential uses above. Downtown's primary corner is located at the intersection of South/North Moger Avenue and Main Street, a corner that is anchored by architecturally significant buildings, including the Chase Bank building (1922) on the southwest corner and the Continents Building on the northwest corner. Active frontages continue east along both sides of Main Street to North Bedford Road and along portions of South Moger Avenue (both sides north of the South Moger Lot and on the east side only south thereof). Interestingly and positively this area is also characterized by the shops on the rear of the buildings that face on to Kirby Plaza. Frontages in this portion of downtown are comprised of a mix of older and newer building stock. The newer buildings reflect tasteful although less traditional styling, and many provide active downtown uses at the street level, including stores and restaurants. There are presently, however, a number of vacancies among these frontages. Building heights in this area vary from one- to three-stories with the exception of the Bell Telephone building (also known as the Verizon Building) which rises to five stories at the corner of Main Street and Carpenter Avenue.

To the east of the Branch Brook Greenway, downtown assumes a different character defined predominantly by the buildings and development along Main Street. The northern end of Main Street, near North Bedford Road, serves as a Village civic center with several municipal and institutional uses, including Village Hall, a fire station (Mutual Engine and Hose Company), the Mount Kisco Public Library and its adjoining Fountain Plaza, and Saint Mark's Episcopal Church. The grouping of community oriented buildings and the plaza serve as a gateway to the Village for those arriving from the north on North Bedford Road. Heading south along Main Street to about Green Street, the buildings are predominantly mixed-use, with one- to two-story buildings and a few three story buildings and their associated surface parking lots and access driveways to rear parking areas. There are also numerous parcels throughout the downtown that do not currently have and cannot provide off-street parking. While a combination of multiple parking lots and access points, fast moving traffic, and relatively few pedestrian crosswalks make this area less conducive for pedestrians, the combination of street trees, parked cars, good signage, careful renovations, awnings, and plantings all help to add comfort to the pedestrian environment. Also visible is evidence of genuine effort by property owners and proprietors to renovate buildings and storefronts and improve how they address the public realm. These practices should be replicated elsewhere in the downtown.



Figure 5: Mount Kisco has two downtowns separated by the Branch Brook Greenway

5.3 Downtown Definition

Downtown Mount Kisco is defined by the character of its built environment, its shops and civic institutions, and its parks and walkable public realm. For the purposes of this analysis and potential considerations for modernizing the zoning in downtown, this chapter follows the existing zoning and subdivides the downtown into two areas: (1) the general downtown core and (2) the supporting areas around the core (see Figure 6). These approximate a five and ten-minute walk from the entry to Shoppers' Park (also known as the Village Center Lot) on South Moger Avenue and generally follow boundaries of the existing zoning districts, which help define where higher and lower intensity uses are permitted.

The core includes the North and South Moger Lots, the frontages along Main Street from the Metro North tracks to East Hyatt Avenue, and those along Green Street, South Moger Avenue, and Kirby Plaza. This includes the more densely developed areas in the downtown, represented by zoning districts CB-1 and CB-2, and approximates a five-minute walking distance from the gazebo near the entrance to the Shoppers' Park on South Moger Avenue. The downtown core is supported by areas immediately adjacent that allow for higher density residential development than is permitted in areas further out, and are mapped by zoning districts RM-10, -12, -29, and OD. The downtown core and zoning districts are shown in Figure 7.

Distinguishing between a core and surrounding supportive areas in downtown is useful for several reasons:

- The perimeters reflect how the built environment currently exists, and how downtown has developed over time: there is a higher intensity core supported by lower intensity related and complementary uses further out; and
- This hierarchy is in turn reflected by the current zoning, which regulates a similar general pattern of allowable development intensity (types of uses) and to some degree bulk (allowable building height); and
- Finally, it helps inform how we might begin to rethink the future of downtown: having a higher density core as a center with supportive and complementary uses and building heights on the periphery makes good sense if the objective is to create a stronger, more vibrant Village center. This thinking is further reflected later in the recommendations section of this chapter, which discusses the application of form-based zoning overlay in downtown to guide development towards creating a more livable and walkable downtown.

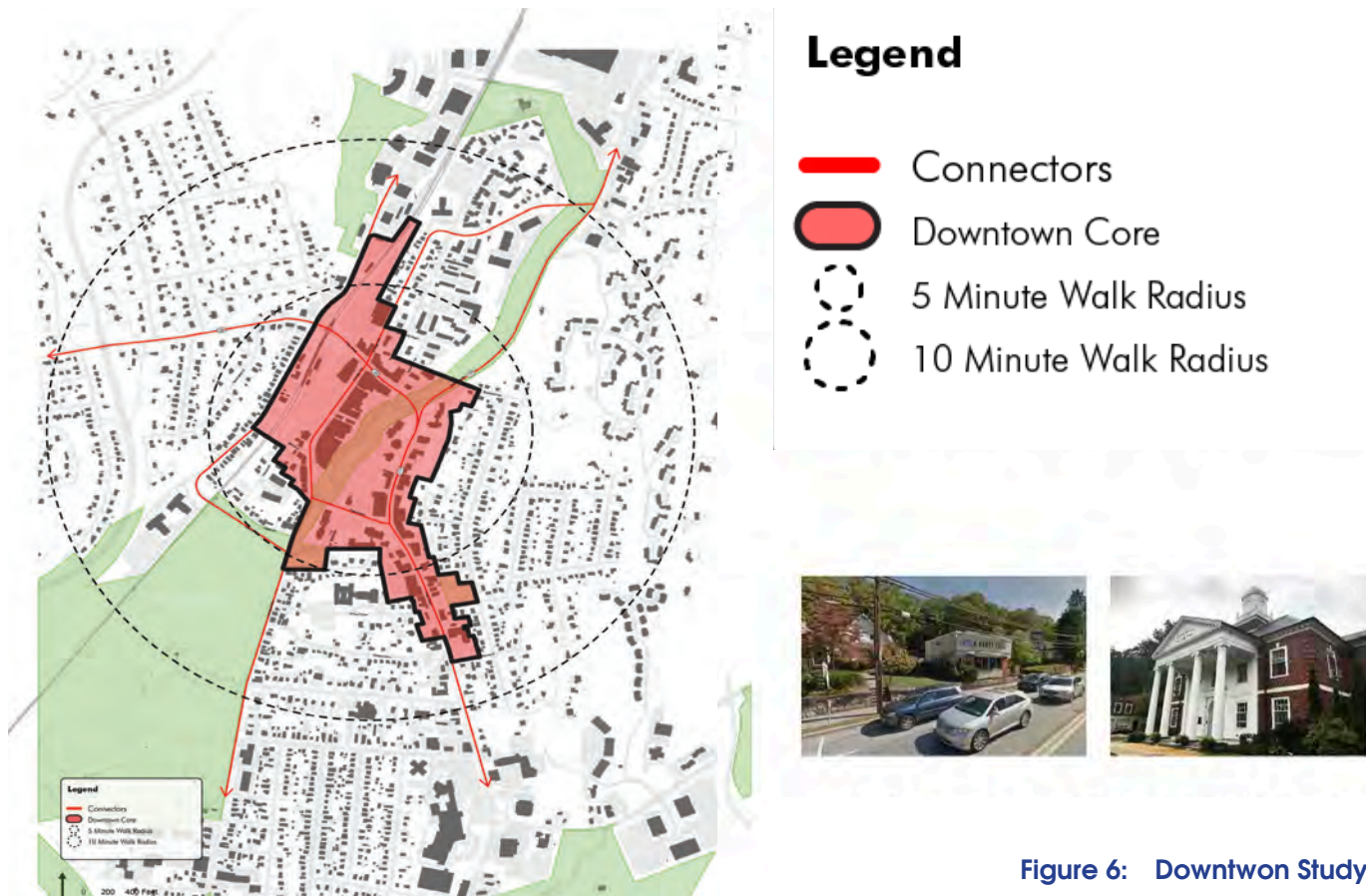


Figure 6: Downtown Study Area

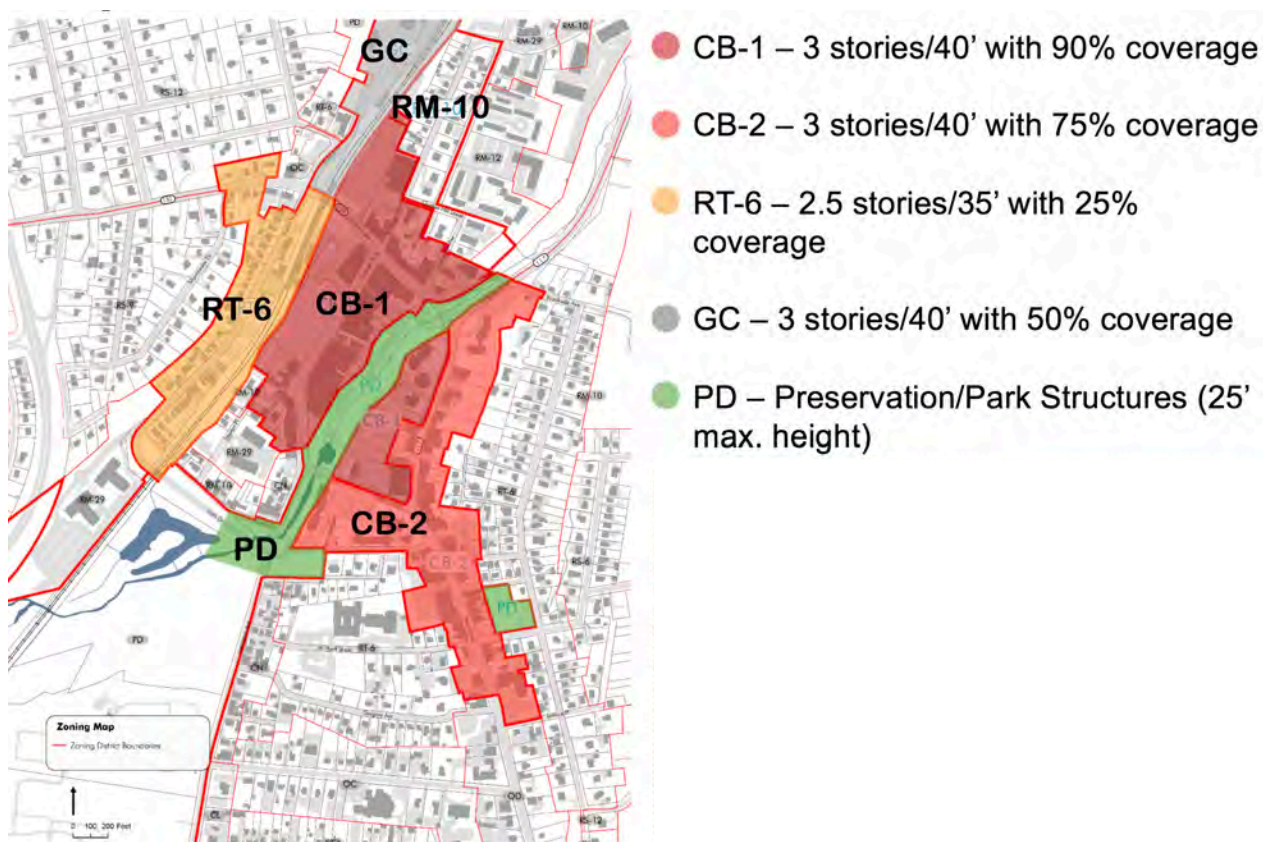


Figure 7: Existing Downtown Zoning and Study Area

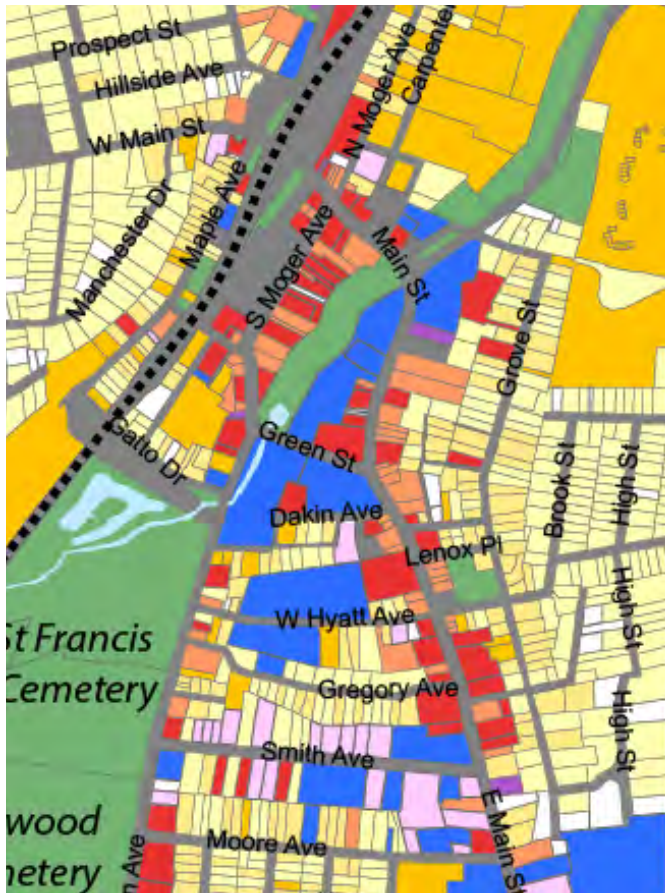
Land Use

Land uses in the downtown include commercial, mixed-use, single-family, two-family, multi-family, office, open space, public institutional, utilities and transportation, and parking (see Figure 8). There are few vacant parcels in the downtown, and where these occur they tend to be small and irregularly-shaped residential lots towards the periphery. There are two easily observable and related features regarding land use in the downtown. First, is the significant amount of publicly-owned land as shown in Figure 9. These lands represent an incredible opportunity for the Village to encourage, direct, and control new growth and development to revitalize the downtown. Of note in this regard is a deed restriction on part of the North Moger Lot limiting its use “...for highway, parking and beautification purposes...” It is unclear how this might impact redevelopment, and further investigation by the Village is recommended. A second observable condition is the significant amount of land dedicated to parking along public frontages. These occur along the west side of South Moger Avenue, the north side of Main Street west of North Moger Avenue, Green Street west of Main Street, and along both frontages of the Branch Brook Greenway between Main Street to the north and Green Street to the south. From a pedestrian perspective, these become zones of inactivity and diminished interest in the downtown’s built environment.

Zoning

Zoning in the downtown consists of five districts: Central Business District 1 (CB-1), Central Business District 2 (CB-2), One-and Two-Family Residential District (RT-6), General Commercial District (GC), and Conservation Development District (CD) (see Figure 7). As shown in Table 2 and Table 3 in Chapter 3 of this plan, these districts vary by the types of allowable uses and required lot area, building coverage, setbacks, and parking. Of note, however, is that the two primary zoning districts in the downtown, CB-1 and CB-2, both permit building heights of three stories or 40 feet. Additionally, neither district permits residential uses except for those that pre-existed the adoption of the zoning ordinance. Together, these standards hinder efforts to re-activate the downtown by effectively prohibiting new residential development, especially around the train station, and preventing the creation of a more pleasing built form for downtown with a strong and active, slightly higher density, center.

Parking standards for the downtown appear to be excessive and should be updated. The amount of parking specified in the code varies by use, but generally standards for residential development range between 1.25 spaces and 3.0 spaces per unit, 1 space per 50 square feet for restaurants, and 1 space per 150 square feet for general retail (see Table 3. Summary of Existing Zoning Districts: Commercial). Today’s standards for residential transit-oriented development in Westchester County require significantly fewer spaces in the range of 1.25 spaces per unit with an additional quarter of a space per bedroom. These parking standards have proven effective in transit-oriented, walkable downtowns.



Existing Downtown Land Use



Figure 8: Existing Land Use Downtown Mount Kisco

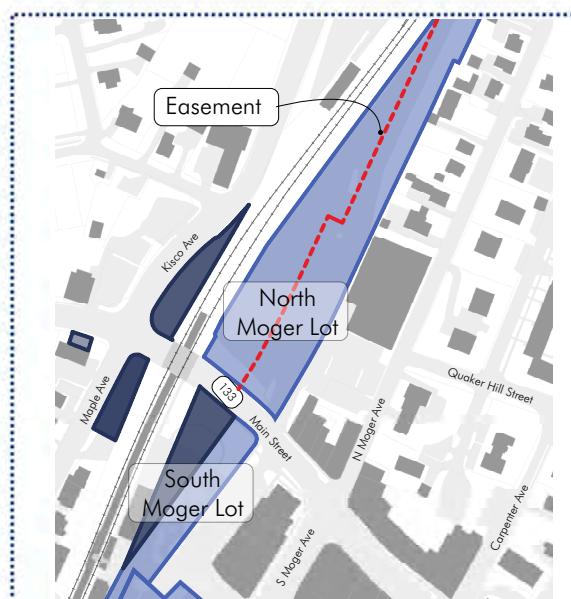
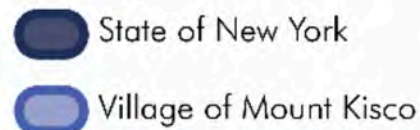
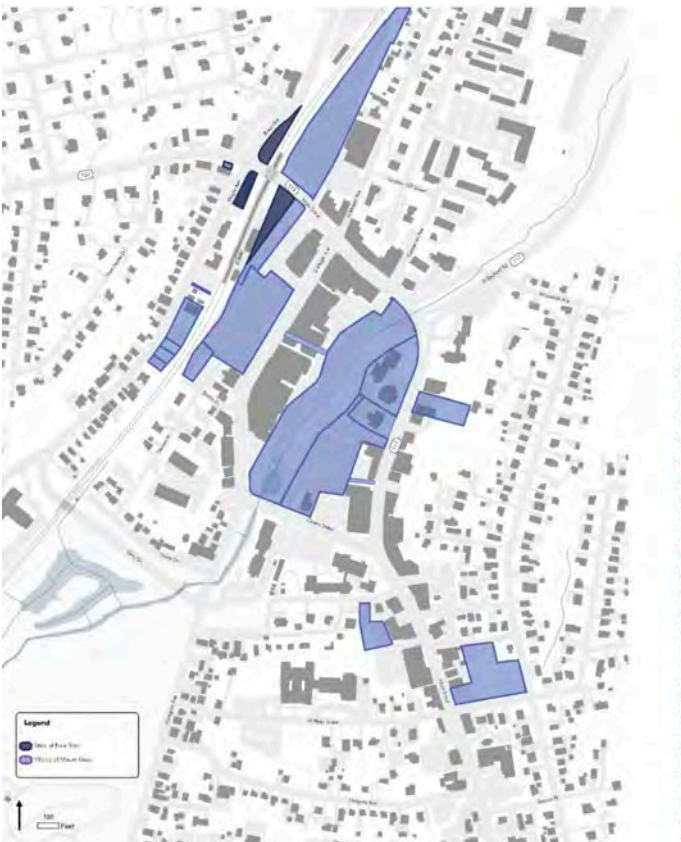


Figure 9: Publicly -owned land in downtown

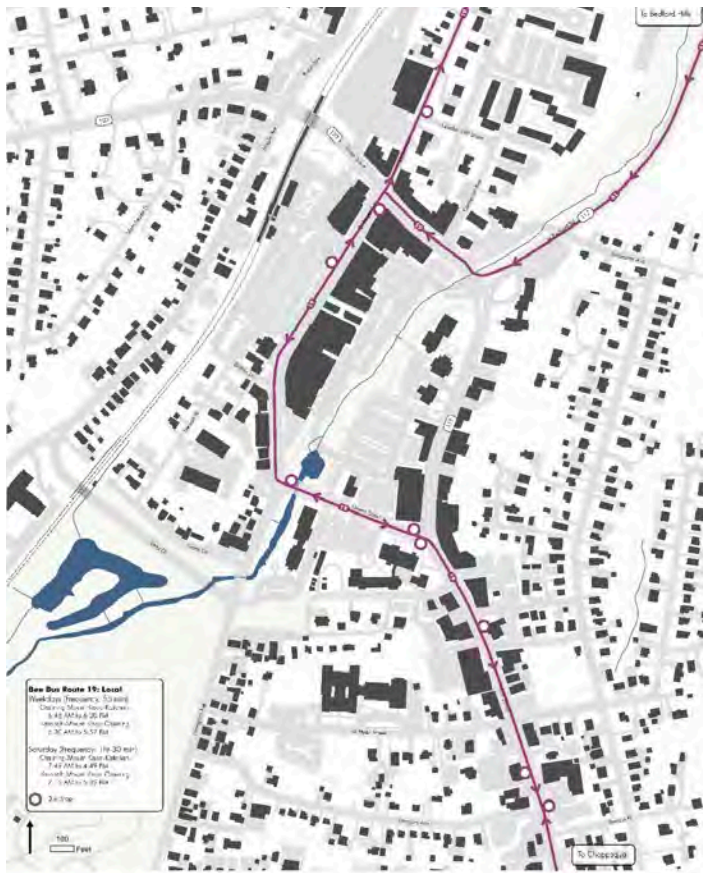
5.4 Traffic and Access

Discussions about transportation often revolve solely around improving vehicular mobility by relieving congestion and improving the speed at which vehicles can travel. These are important conditions to improve in any downtown, but equally important is the idea of accessibility, which considers the variety of ways one can arrive or move around, including walking, biking, riding transit, and driving.

Vehicular access to downtown Mount Kisco is provided through three primary roads: Main Street (Route 117 and Route 133) from the south and east/west (Route 133 connects to the Saw Mill River Parkway just west of downtown and connecting into Route 117 from the south is Route 172, which in turn provides a direct connection to I-684), Kisco Avenue enters downtown from the north and also connects to the Saw Mill River Parkway, and North Bedford Road (Route 117) from the northeast. Vehicular traffic can be heavy, especially during the rush hour times of day, and traffic congestion was mentioned as one of the key challenges facing downtown in the public planning process.

Thinking more broadly about accessibility, downtown is well served by train but less so by bus service. The Metro North Railroad Harlem Line provides train service to Mount Kisco on a frequent basis, serving commuters traveling to White Plains, New York City and points between and to the north of Mount Kisco. On weekdays, there are approximately 42 southbound and 39 northbound trains daily running on intervals of approximately 30-40 minutes, with peak-hour trains operating more frequently. On the weekends, train service is provided on an approximately hourly basis. Weekday, peak hour travel time to Grand Central Terminal is approximately one hour.

The Westchester County Bee Line bus service, Bus Route 19, runs on a 55-minute frequency on weekdays with service from Ossining to Mount Kisco and Katonah from 6:30 AM to 6:20 PM. On Saturdays, the frequency drops to 90-minutes and begins at 7:49 AM and ends at 5:39 PM. This is not a sufficient frequency to attract a robust ridership. Frequencies of 20- to 30-minutes are more desirable. The downtown bus stops are well distributed, spaced approximately one-quarter of a mile apart, with service provided along Main Street at Gregory Avenue, Green Street, South Moger Avenue and North Moger Avenue (see Figure 10). Bus stops, however, are minimally appointed. With the exception of one bus stop located on South Moger Avenue, none provide shelter or seating (see Figure 11). Adding such amenities would make waiting more pleasant and contribute positively to the downtown environment.



Weekdays (Frequency: 55 min)
 Ossining-Mount Kisco-Katonah
 6:48 AM to 6:20 PM
 Katonah-Mount Kisco-Ossining
 6:30 AM to 5:57 PM

Saturday (Frequency: 1 hr 30 min)
 Ossining-Mount Kisco-Katonah
 7:49 AM to 4:49 PM
 Katonah-Mount Kisco-Ossining
 7:15 AM to 5:39 PM

Bus Stop



V. Bee-line Bus Routes/Transit

Figure 10: Bus Service in Downtown Mount Kisco



Figure 11: Bus Stops in downtown Mount Kisco

5.5 Parking

Sufficient and convenient parking is important for any successful downtown. Presently, parking in the downtown is provided on-street on most right-of-ways and among the various private and municipally-owned parking lots. There are approximately 598 parking spaces provided for commuters and shoppers on the Village-owned North and South Moger Lots (see Figure 12). In addition to the publicly-owned and on-street parking in downtown, the Village Center Lot with 220 spaces and the Blackeby Lot with 222 spaces, provide 442 off-street parking spaces for patrons. These spaces allow for a variety of long-term and short-term parking periods, with roughly 45% of spaces for short-term parking of four hours or less, approximately 45% of spaces that are by permit only (mostly to commuters), and 10% of spaces for long-term daily parking to accommodate less frequent commuters.

The variety of options for short-term parking in the downtown can be confusing to visitors, especially on the South and North Moger Lots. This could be simplified and paying for parking could be improved. Signage for parking could also be improved to direct visitors to other parking options in the downtown, including the smaller municipally-owned peripheral downtown lots.

5.6 Public Realm

The public realm consists of a variety of elements, including civic spaces such as plazas, parks, and open space, the network of sidewalks that facilitates enjoyable pedestrian movement, and building frontages and edges that contribute to creating and maintaining an active pedestrian environment. These elements work in unison to create a successful downtown, where people want to shop, work, and play. Downtown Mount Kisco has a strong public realm supported by a network of sidewalks and a significant inventory of public open space resources (see Figure 13). Together these, along with the buildings and economic offerings, provide a strong framework for attracting people to visit, shop, and “stay” (spend time) in the downtown. Existing conditions of the public realm in downtown are discussed in the following sections, including areas where opportunities exist to improve on what already exists (see Figure 14).



Figure 12: Parking Lots and Approximate Spaces in downtown Mount Kisco

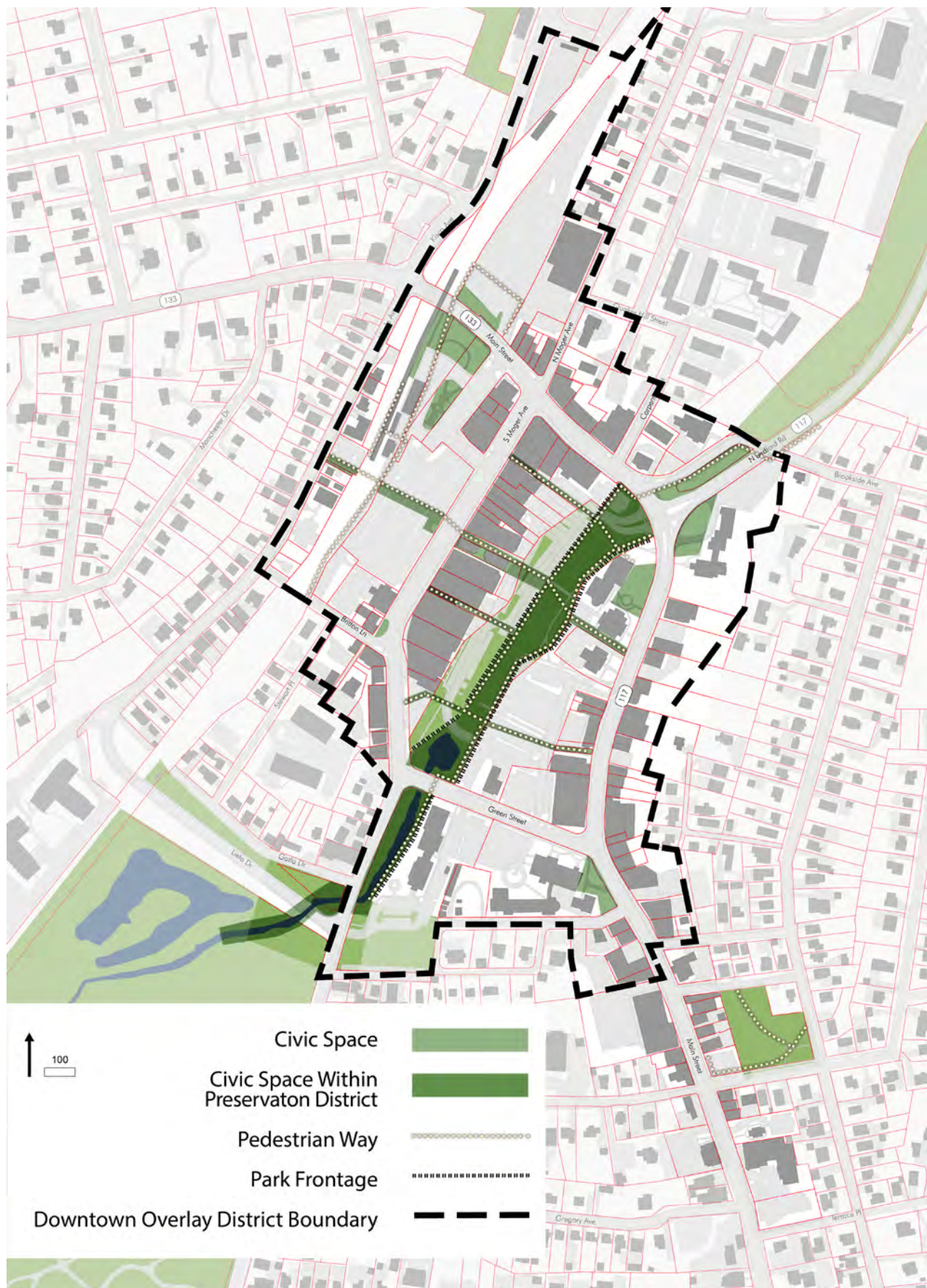


Figure 13: Mount Kisco Downtown Network of Civic and Open Spaces

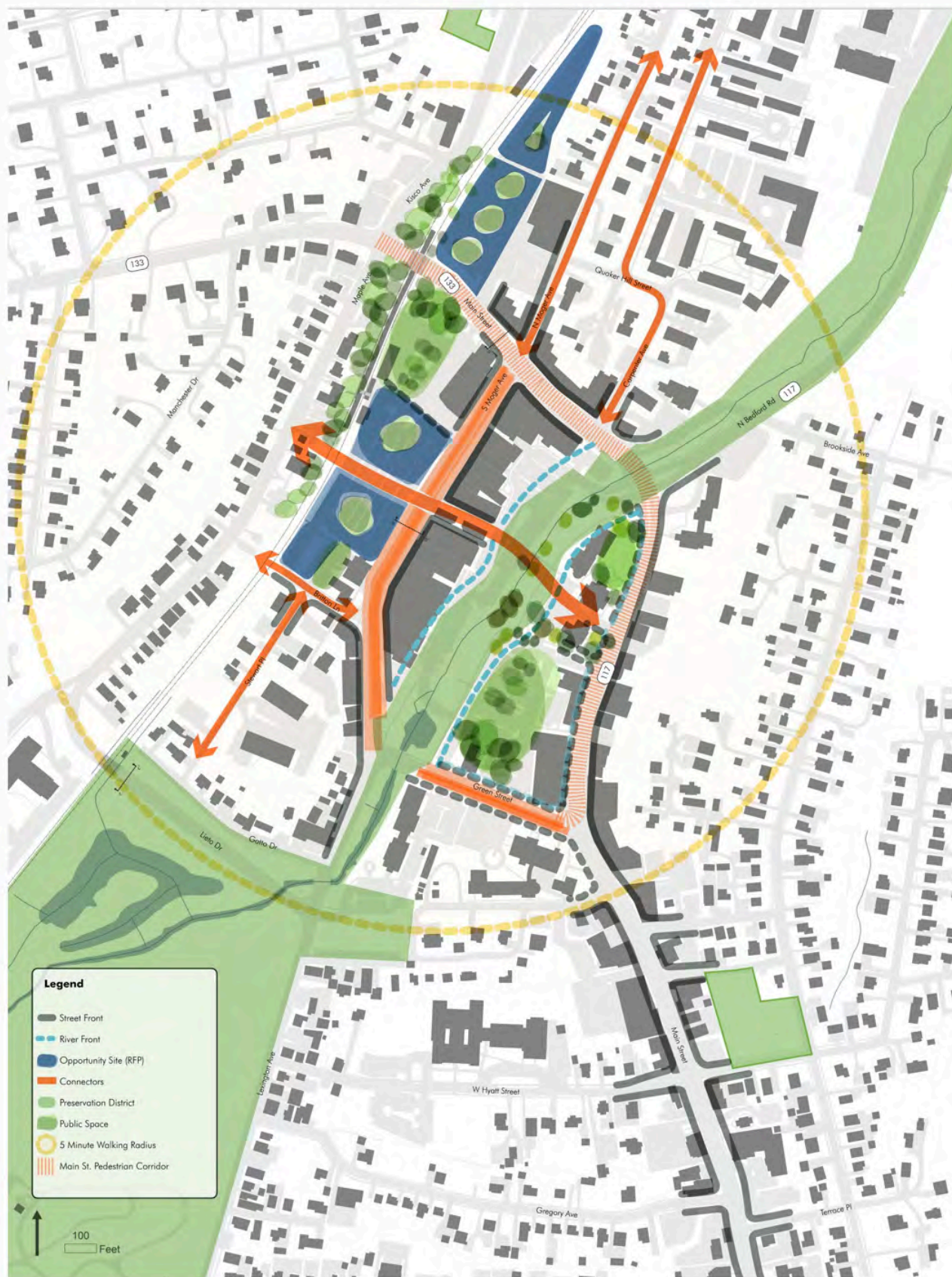


Figure 14: Urban Design observations and Opportunities in Downtown Mount Kisco

Civic Space: Parks and open spaces in the downtown include the Branch Brook Greenway, Kirby Plaza, Fountain Park, and Flewellyn Park (at East Hyatt Avenue, Grove Street and Lenox Place). Included in this discussion is the south lawn of the justice complex, which while not a formal park, serves informally as green space for nearby residents. All of these spaces play an important role in defining place and encourage people to stay in the downtown, but lack basic amenities, including street furniture and lighting.

The Branch Brook Greenway is downtown's most valuable and important open space. It serves functionally as a flood plain, but provides ample green area in an otherwise built up environment. As such, it is a rarity not commonly seen in small downtowns in the region. In terms of its contribution to the public realm and network of open spaces in the downtown, the Greenway could be improved as it remains an underutilized resource in the downtown's public realm network. The area offers few public amenities such as places to sit and stay (see Figure 15). Adding benches and tables, improved lighting and programming, such as a playground or a dog park, would attract more people to use it. Understanding that this is a floodplain, such elements will have to be flood resistant, but these could be provided to allow people to sit, enjoy the day or eat lunch, and the like. Improving the Greenway would also allow it to serve more formally as a Village green, a place where festivals and events could be planned and programmed. While farmer's markets are very common, more creative and locally focused programming could be developed around the local arts and music scene. Other places have successfully used this kind of programming to attract people to visit and stay (shop and eat) in their downtowns.

Connections across and through the Greenway could also be improved to encourage greater use and activity. Presently, there is a north-south sidewalk that connects Main and Green Streets. This is a fairly narrow sidewalk and much of it runs adjacent to the parking lots that line the open space instead of the brook, where people would most likely find walking more pleasurable (see Figure 16). Subject to approvals by the NYCDEC/NYCDEP, the sidewalk could be widened to allow for pedestrians and bicycles each on their own path. More attention could also be given to strengthen east-west connections through the green space. Presently, there are two: one from Village Hall to Shoppers' Park and another from the Mount Kisco Theater to southern end of Shoppers' Park. Thinking more broadly, these connections should be viewed in the role they play in the larger downtown pedestrian network.

Kirby Plaza provides an important point of departure and arrival for commuters in the downtown. Presently, that sequence is decidedly designed for those arriving and departing by automobile. The plaza is provided with some informal seating and a beautiful landmark clock, but it is surrounded by roadway and no crosswalks making pedestrian access somewhat difficult (see Figure 17). More importantly, the plaza remains disconnected to the larger pedestrian network in downtown. Improving pedestrian access to Kirby Plaza would improve the overall arrival/departure experience for commuters, and elevate the plaza's importance as a node, or resting place, in the larger downtown pedestrian network. This suggests facilitating safer pedestrian movement through the South Moger Lot and the downtown by making stronger formal pedestrian connections between the station and other destinations in the downtown. From an urban design standpoint, this would help Kirby Plaza serve the larger goals of improving accessibility in the downtown for those who walk and bike and connecting the station to shopping and restaurants on South Moger Avenue and Main Street. In addition, better management of the taxi services that stage in this area should be considered, while taxis should remain at Kirby Plaza.



Figure 15: Branch Brook Greenway



Figure 16: Pathway in the Branch Brook Greenway



Figure 17: Kirby Plaza

The lawn to the south of the Justice Center serves as an informal greenspace and is actively used by residents of the surrounding neighborhood. Presently, the lawn is edged with parking limiting pedestrian access due to a vehicular guiderail along the southern frontage along Sarles Avenue (see Figure 18). Crosswalks at Lexington Avenue and Lieto Drive should be examined to ensure they provide the safest locations for pedestrian crossings. The western edge of the lawn abuts Lexington Avenue at a location that could provide a safe and obvious crossing for a multi-use path through the Branch Brook Greenway to Village-owned land on the west side of Lexington Avenue. While adding amenities requiring maintenance is not recommended, treating the edges of this lawn more sensitively, recognizing that they are important green edges in the downtown, possibly with some plantings, a pathway and access points would allow it to serve a more vital role in the downtown's open space network, and become a more valuable neighborhood amenity.

Fountain Plaza anchors the north end of Main Street, just as the road begins to curve to the west. It is addressed by Village Hall and the public library, the two most civic buildings in the downtown, and its location serves as a gateway to the Village for those arriving from the north on North Bedford Road. The park's location is important in another dimension: considering an east-west pedestrian transect through the downtown, Fountain Park is the east anchor to Kirby Plaza's west. Presently, the plaza is appointed with a fountain surrounded by concrete benches (see Figure 19), but could be updated with more comfortable and moveable seating, improved lighting, and more intentional civic programming and artwork.

Frontages and Edges: Active building frontages along the sidewalk are vital to creating a successful and walkable downtown. In a small downtown such as Mount Kisco, active frontages usually take the form of shops and restaurants along the sidewalk. But a varied environment also makes downtowns interesting, and so entrances to offices or residences can provide acceptable activity if designed with forethought and care.

As the discussion above recognizes, downtown Mount Kisco possesses many positive design attributes. There are, however, several stretches where missing frontages and vacant storefronts could be improved. As shown in Figure 20, these gaps occur along the frontage of the North and South Moger Parking Lots and in other locations, including along Green Street between South Moger Avenue and Main Street. While collectively these represent only a small part of the overall downtown, they are fairly long and happen in key locations, and therefore should be addressed.

Sidewalks and Pedestrian Network: Downtown Mount Kisco is served by an intact network of sidewalks and crosswalks. The condition of the sidewalks is generally very good, but there are areas where sidewalks are in need of improvement (see Figure 21). Additionally, there are areas where sidewalks are missing entirely. These occur on streets that serve as important connectors to nearby residential neighborhoods, including both sides of Stewart Place, the north side of Sarles Avenue, along the south lawn of the justice complex, and the streets forming the block bounded by Highland Avenue and Dakin Avenue. The Village is currently working on streetscape plans for the entire downtown, which will include a combination of new curbs, sidewalks, and pavers in various locations. Though some sidewalks are currently in better condition than others, the feeling in general is that the area as a whole needs attention.

Buildings: In keeping with the need to reduce the impacts of climate change, encouragement should be given to finishing rooftops, on existing buildings and new buildings, with 'green' roofs and or solar panel arrays. 'Green' roofs mitigate the 'heat island effect' and solar panels help reduce the use of fossil fuels.

New buildings in the floodplain of the downtown area should be raised sufficiently above ground level or otherwise designed to mitigate the effects of future flooding.



Figure 18: Pedestrian access to the Justice Complex is hindered due to a vehicular guardrail along Sarles Ave



Figure 19: Fountain Plaza

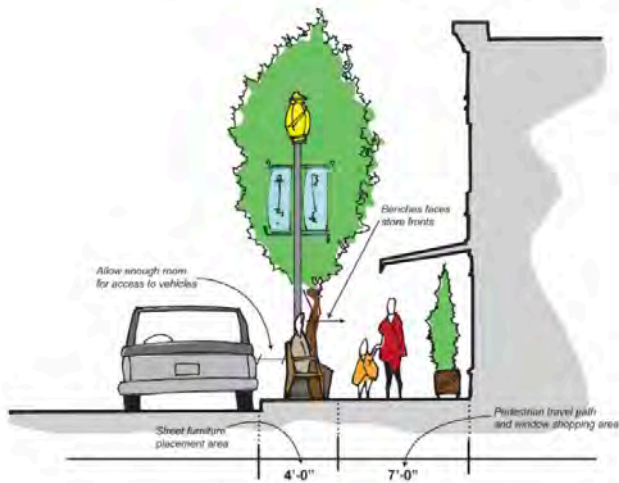


Figure 20: Active and Missing Frontages in Downtown Mount Kisco



Figure 21: Sidewalk Conditions in Downtown Mount Kisco

Narrow Sidewalk Condition



Wide Sidewalk Condition

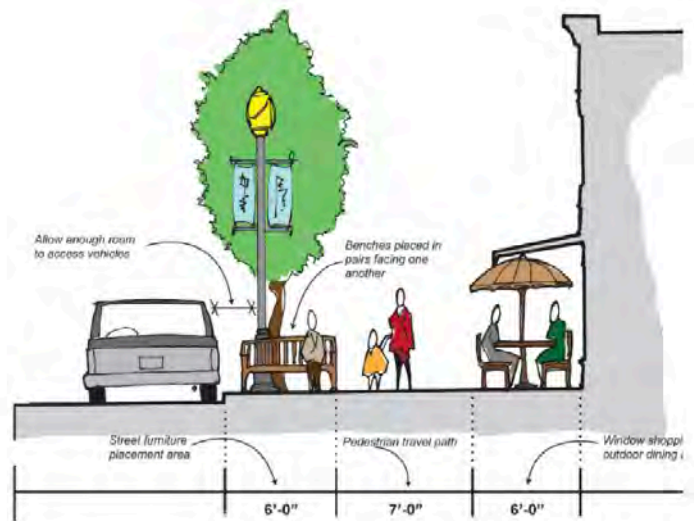


Figure 22: Pedestrian enclosure and active building frontage help create a strong pedestrian environment

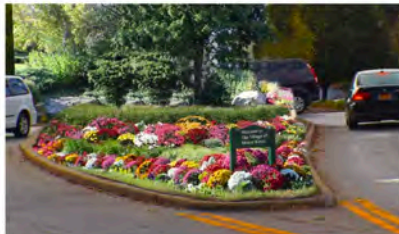
Sidewalk width and pedestrian enclosure are two other considerations for improving pedestrian connectivity and encouraging staying in the downtown. Pedestrian enclosure involves the intentional use of design elements such as street trees and furniture to provide a physical separation between the street and the sidewalk, and building details such as cornices and awnings to provide overhead canopy (see Figure 23). In short, these elements paired with active frontages help people feel comfortable when walking along busy roads like Main Street or South Moger Avenue, and are an important part of creating a successful pedestrian environment. A good example of this in the downtown is the row of shops and the small, well-appointed, pedestrian way on Main Street to the north of the Mount Kisco Theater. The small pedestrian way provides not just access to the parking to the rear, but also an enjoyable place to wait. Following suite, the row of shops to the north of the Theater have also contributed positively to an active traditional frontage with inset entrances and thoughtful placed greenery along the sidewalk. Together with the trees and other street furniture this row of shops provides excellent pedestrian enclosure along the street, thus building a framework for a stronger pedestrian environment.

Generally, the downtown has sidewalks of an appropriate width, but opportunities should be taken to widen sidewalks in key places to improve access, promote pedestrian enclosure, and allow for placement of comfortable street furniture and active use of the public realm such as alfresco dining and seating. The most prominent opportunity in this regard would be along the west side of South Moger Avenue, should future development occur on the South Moger parking lot.

5.7 Strategy 1: Activate Downtown

Recommendations:

- **Create civic spaces and opportunities for programming (e.g. live music, markets).**
 - o There was a lot of support expressed throughout the planning process for the creation of more active, intentionally programmed civic space in downtown. While a variety of types of active spaces were shown and discussed, people expressed strong preference for more intimate civic spaces, such as pocket parks, pedestrian ways, and public plazas where activities such as music and arts can happen (see Figure 24). Downtown Mount Kisco already has a large civic green with the Branch Brook Greenway. This should be outfitted with improved street furniture such as benches, lighting, and improved multi-use pathways set away from the parking edge. Additionally, this space could be re-fashioned and programmed as a place for larger festivals and civic activities, as long as this can be done without significantly reducing green space, increasing impermeable surface cover, or adversely impacting drainage. For example, Lititz Pennsylvania has a similar greenway with a small waterway that is similar in scale to the Branch Brook Greenway. Lititz has developed a positive reputation for the variety of events it programs on its greenway (see Figure 25). On the Fourth of July, the main events include a parade and the Queen of Candles Pageant, both of which attract hundreds of visitors from the surrounding area and points beyond.



Village Green

Village Green



Pedestrian Way

Plaza

Figure 23: Types of Civic Spaces appropriate for Downtown Mount Kisco



Figure 24: An example of an active use of a greenway in Lillitz, PA

- **Encourage new residential development downtown.**
 - o Presently, the current zoning prohibits residential development in the CB-1 and CB-2 districts in the downtown. Allowing for new residential development as infill, redevelopment, or adaptive reuse would bring more people to downtown and help create a more active and vibrant environment.
- **Activate storefronts with improved sidewalk conditions and attractive shop and wayfinding signage.**
 - o Active storefront in appropriate places can help attract visitors to shop and eat in the downtown. Paired with an appropriate network of civic spaces and plentiful street furniture, people tend to stay longer to enjoy the pleasant and active environment. While Mount Kisco's downtown has many of the ingredients of a successful small downtown, attention should be given to improving sidewalk conditions and providing a more attractive visual environment by improving storefront facades.

A well-considered and fresh wayfinding and signage program could contribute to easier navigation for residents and visitors and create a distinct identity for Mount Kisco. Among many benefits, such a program will also support local businesses, attract new shoppers and tourists, and support economic growth. A program of coordinated informational signage should call attention to Village Hall and the Mount Kisco Public Library, Branch Brook Greenway and trails system, the shopping districts on Main Street and South Moger Avenue, parking options in the downtown, and other points of interest. A uniform signage program for all public signage, including street signs, should be created (see Figure 26 for an example). This could be done in partnership with a local artist working with a professional graphic design firm.

This wayfinding system should be planned to coordinate with an online or virtual Village Map and Wayfinding Application or website. Physical signage could have QR codes and other mobile interactive codes/tags to help visitors and residents access up to date directions and information about facilities, events, shopping and other Village experiences.

5.8 Strategy 2: Keep Contextual Scale

Recommendations:

Create a downtown overlay district to incentivize contextual mixed-use development according to form based standards.

The existing zoning in downtown does not reflect the Village's current vision as expressed by residents to create a vibrant and walkable Mount Kisco, while maintaining the downtown's scale and feel. Permitting a modest amount of residential development and creating a more pleasing built form for downtown with a slightly higher density center development could help transform the downtown into a more active destination. A more active and vibrant downtown would be an amenity for Mount Kisco residents and would also encourage people to visit from out-of-town. There are a variety of approaches that the Village could take to regulate land uses in downtown, including rezoning or simply adjusting the existing zoning parameters. This plan recommends, however, that the Village create a downtown overlay district to incentivize contextual mixed-use development according to form based standards. This approach is preferred because it would encourage and tailor transformation of the area while not directly affecting property rights.

Form-based zoning operates differently than regular zoning in that it is concerned more with building form (i.e. the shape of the building and most importantly a building's relationship to the public realm) than with use. Form-based zoning begins with a regulating plan, which regulates the kinds of building frontages usually by street type or location. Therefore, where a more active frontage is desired to activate a street or a civic space to complete a connection, form-based zoning includes location specific regulations to ensure that future development meets these expectations. The overall effect would be development that would be contextual to the existing downtown environment and harmonious with the vision articulated by the public process for this plan. Figure 27 provides a basic overview of form-based zoning.

This recommendation primarily applies to the CB-1 and CB-2 districts in downtown, which currently limit building heights to 40 feet and do not allow for residential development, thus preventing property owners from repositioning their properties without applying for a zoning change or variance. Property in an overlay zone continues to be subject to all of the regulations, responsibilities, and controls associated with the underlying zone (in this case the CB-1 and CB-2 districts) unless the property owner applies for a variance, or "opts in" to the overlay zoning, which would allow additional uses of the property and building heights not normally allowed in the underlying zone. A concept for a downtown overlay district for Mount Kisco is shown in Figure 28.



Establishes the importance of the public realm - sidewalks, storefronts, street trees & on-street parking

FORM-BASED ZONING:

- Is guided by community input and visual preference survey results
- Focuses on building forms, storefronts, scale, streets and civic spaces
- Creates a predictable environment for private investment
- Promotes economic development and flexibility for changing tenants in downtown



Incentivizes continuity of buildings along the street



A regulating plan to guide development



Promotes creation of active civic spaces

Figure 26: Basics of form-based zoning

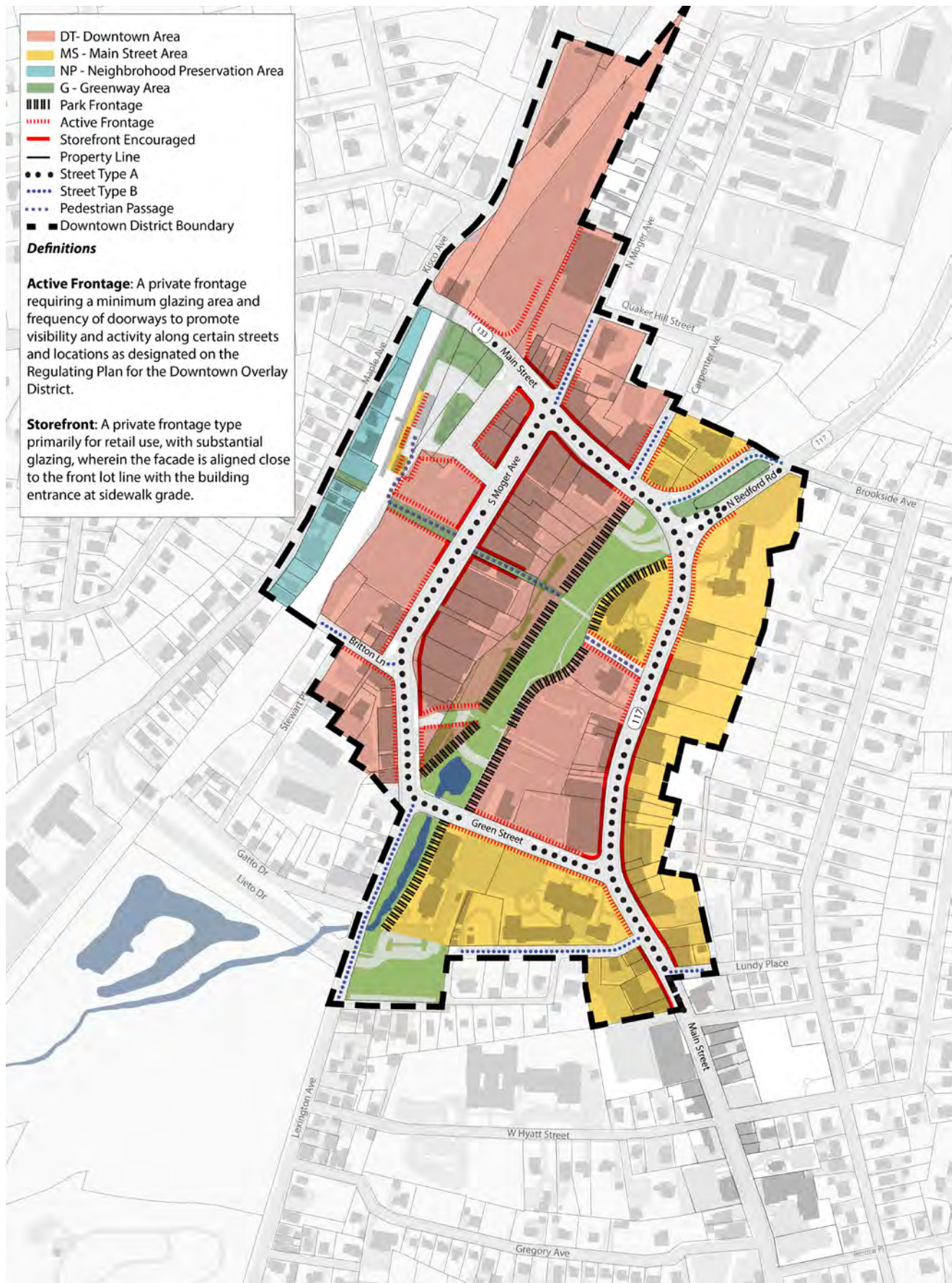


Figure 27: Proposed Downtown Form-Based Overlay District

In the proposed overlay zones, property owners are free to opt-in or not. If an owner opts in, they would be allowed additional uses, such as residential, as well as a bonus in building height from 3-stories/40 feet to 4-stories/50 feet, with the fourth story set back ten feet. In order to gain these privileges, the proposed development would have to comply with the overlay zone's bulk and height regulations and form-based design guidelines for frontages and building design. Additional requirements may apply, such as green building standards, streetscape standards, floodplain considerations, creation of public open space, and protection of viewsheds. The intent of these requirements is to make it less problematic for property owners to reinvest in their properties. In this way, the Village can capitalize on potential development opportunity in the downtown and return the tangible, meaningful benefits for residents and the downtown as expressed in this plan.

Potential considerations for development on the South Moger Lot:

Sensitive and contextually scaled infill development on the South Moger Avenue Parking Lot presents the most compelling opportunity to reinvigorate downtown with new residents, commercial activity, and civic amenity, all of which will contribute positively to the public realm in downtown Mount Kisco. From an urban design and placemaking perspective, the 700 feet of frontage along South Moger Avenue, while tree lined, is the most significant missing link in streetscape frontages of downtown. Should this parcel be developed, the following recommendations developed through public visioning process for this plan should be considered.

Civic space: Future development on the South Moger lot should contribute positively to downtown's public realm by providing active civic space. Ideally, this would be located at the terminus of the east-west pathway that links Village Hall and Shoppers' Park. Depending upon how a building is designed, this key civic space could serve as an important node in a re-imagined pedestrian network linking Fountain Park/Main Street to Kirby Plaza and the Train Station. Figure 29 shows a sketch concept of how such a pedestrian plaza might be envisioned on the South Moger Lot.



Figure 28: Sketch concept for a civic plaza on South Moger Avenue at terminus of axis from Shoppers Park

There are numerous approaches to developing sensitively on the South Moger site. Figure 29 through-Figure 32 show several ideas that were explored through the planning process. Diagram 1 (Figure 29) shows how parking could be layered into a four-story, mixed-use development, with residential units above a retail liner along the east and north elevations to address Kirby Plaza to the north and South Moger Avenue to the east. Diagram 2 (Figure 30) shows how the parking element could be separated from the retail/residential mixed-use element, and linear civic space could be placed at South Moger Avenue to create a clear and attractive pathway along the street before turning north to connect to the train station. Diagram 3 (Figure 31) also shows the parking element separated, but with an open-air pedestrian passage through the site at an angle to align directly with the stair entrance to the train platform.

Design concepts common to all three diagrams include:

- (a) creation of a four-story, mixed use program on the South Moger lot with parking provided for residential and retail uses, and some parking to accommodate commuters, residents, and shoppers. This would be consistent with the development that currently exists along Main Street in that area and provide some balance to existing development on the east side of South Moger Avenue. It is also hoped that such development would enable or encourage improved development or redevelopment on the east side of South Moger Avenue where some buildings are only one story in height. All three exploratory configurations assume that the South Moger Lot could accommodate approximately 125 to 140 residential units and associated parking, with some surplus parking for shoppers and commuters. Understanding that there will be a Request for Proposals (RFP) to the development community for both the South and North Moger Lots, a precise number of units and parking would be determined through that process; and
- (b) setting the fourth story back along South Moger Avenue to reduce the scale of the buildings along the pedestrian environment. This would allow for an economically viable development to occur while maintaining the appearance of a three story building along the street. A sketch concept showing how this might appear is presented in Figure 33. This concept sketch received very positive feedback during the second downtown design workshop; and
- (c) providing an active frontage and streetscape along the east and north elevations to address Kirby Plaza to the north and South Moger Avenue to the east to provide an active, pedestrian friendly environment along these frontages and also screen decked parking from view; and
- (d) providing new civic space in the downtown. In the diagrams, this is shown as shop- and restaurant-lined plaza at the terminus of the pedestrian path and axis through Shoppers' Park and the Branch Brook Greenway to Village Hall. This public plaza would serve as a new civic space in the downtown and as a node through which stronger pedestrian connections should be made from the train station and South Moger Avenue. In addition, relating to concept (c), the frontage along this connection should be lined with active uses (e.g. retail-oriented). Less active frontages (e.g. residential with stoop or forecourt frontages) could be provided elsewhere on the site; and
- (e) a potential pedestrian access to Maple Avenue across the train tracks. Redevelopment of the South Moger Lot should also consider a potential pedestrian access to Maple Avenue over the train tracks. It may also be possible to provide access directly to the train platform from this bridge. From

an urban design perspective, such a connection should be considered in relation to the larger pedestrian network linking Village Hall/Library, Shoppers' Park, the train station, and a new future civic space as part of the redevelopment of the South Moger lot, as discussed in concept (d) above.

One of the challenges associated with making a connection to Maple Avenue is how best to get people up from street level to the height necessary to cross the tracks. Generally, Metro North requires 23 feet of clearance above the tracks. Several ideas were discussed to address this challenge, including providing a vertical circulation core with stairs and an elevator on the west side of the South Moger Lot, about mid-point of the site and in line with Village-owned property on Maple Avenue. This would connect people to a pedestrian bridge across the tracks. As shown in Diagram 3, this could be accommodated as part of the retail/residential liner on the north elevation of the parking garage. Alternatively, the vertical circulation core could be placed in the new civic plaza on South Moger Avenue (as discussed above) providing access to a green roof, similar to High Line Park in Manhattan, on the roof of a parking garage. This would provide an excellent opportunity to increase greenspace, and enable greater recreational, cultural, and community opportunities. Thinking environmentally, the entire Village/Town of Mount Kisco lies within the New York City Watershed and placing a green roof over parking areas would greatly improve water quality by allowing stormwater to travel through the green roof and into the Village's stormwater system rather than running across the current paved impervious parking lots. The same could be done in the North Moger lot as well.



Figure 29: South Moger Lot - Diagram 1

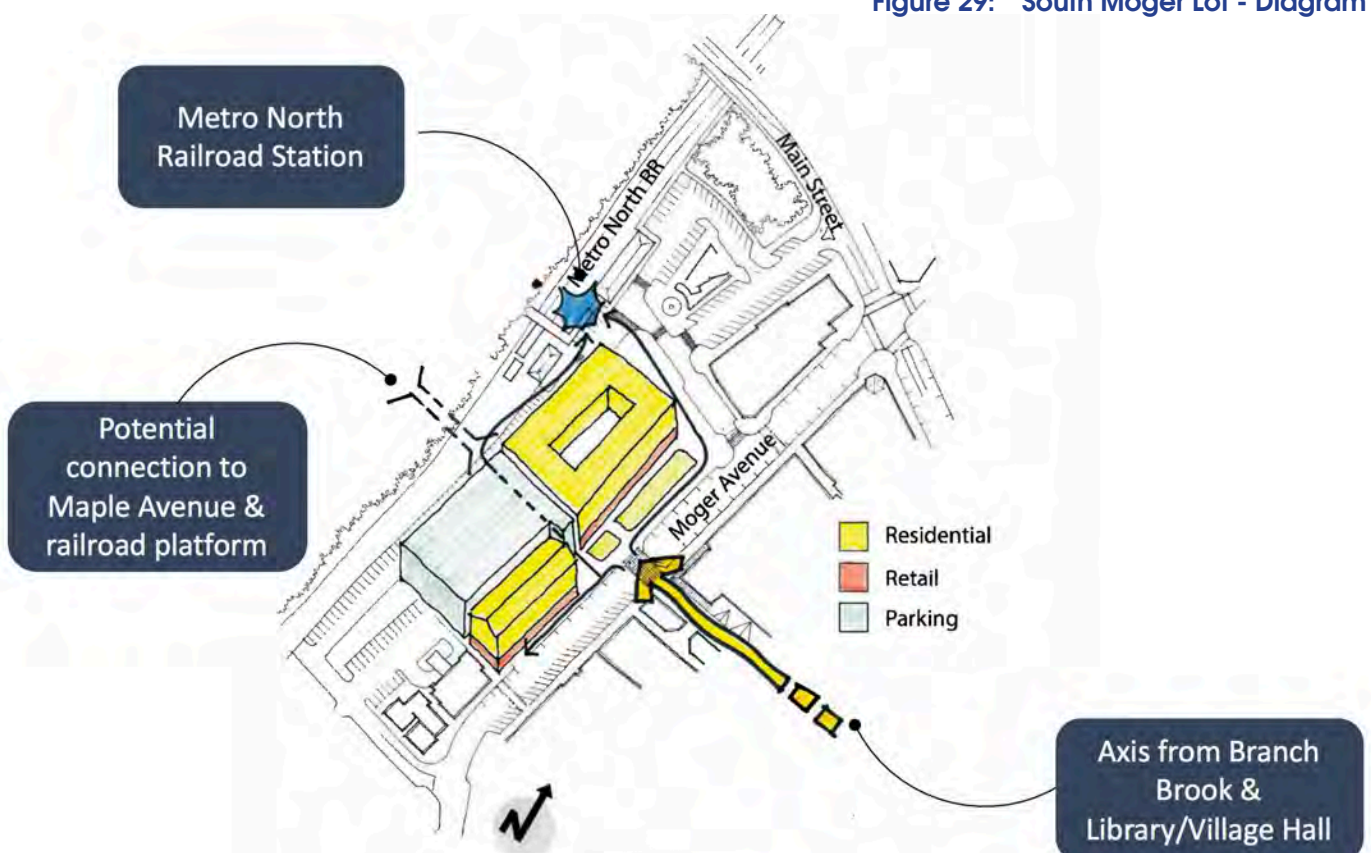


Figure 30: South Moger Lot - Diagram 2



Figure 31: South Moger Lot - Diagram 3



Figure 32: Concept sketch of street frontage along South Moger Avenue with fourth story setback

Potential considerations for development on the North Moger Lot:

Rethinking and promoting sensitive infill development on the North Moger Lot would contribute positively to downtown Mount Kisco for many of the same reasons discussed above for the South Moger Lot. The site's 235 feet of empty frontage along Main Street represents a sizable gap in the downtown frontage, and its location as an arrival point for both commuters by train and gateway for those arriving by automobile is significant. The site's topography is advantageous to possible development such that it would allow for parking to be tucked underneath while still maintaining an active frontage along Main Street and making potential connections across the railroad tracks. A final point of consideration regarding redevelopment of the North Moger Lot is how each might help the other to maximize its potential in making significant and meaningful contributions to the downtown environment. This would most likely occur in how parking could be accommodated to satisfy existing and future commuter, shopping, and residential parking needs. Should this parcel be developed, the following recommendations developed through the public visioning process for this plan should be considered.

As with the South Moger Lot, there are numerous approaches to developing sensitively on the North Moger site. Figure 33-Figure 36 show several concepts explored through the planning process of how the North Moger Lot could be developed.

Diagram 1 (Figure 33) shows how parking could be integrated into a four-story, mixed-use development on top of a podium of parking, with a residential forecourt frontage along Main Street. Due to the site's topography, the residential frontage could be at street level, while a potential retail or commercial service use could be tucked underneath. While not an especially active location for retail, this lower level location could be ideal for a service use such as a gym or yoga studio. Placing residential uses on top of the parking podium would allow for placement of amenities to serve residents (e.g. courtyards, green spaces, pool, etc.).

Diagram 2 (Figure 34) suggests a similar building configuration as the first, but adds a residential liner of row house townhomes along the east and north facades of the parking podium. This would screen the parking entirely (except for the entrances), and raise the importance of the entry drive, allowing it to be designed and operate as a formal street frontage along the site's western edge. Here, a sidewalk and green frontage with lighting and trees could be provided to enhance the residential streetscape.

Diagram 3 (Figure 35) shows the parking element separated from the residential uses. This building configuration would maintain a forecourt entrance to the residential building along Main Street, but suggests placement of a retail liner along the street. Commuter parking would be accommodated in a parking structure set behind (to the north) of the residential building. Parking for residents could also be accommodated in a portion of that structure, but also potentially in the lower levels of the residential building, again taking advantage of the site's topography.

Diagram 4 (Figure 36) shows a parking only format for the North Moger Lot. The parking structure is shown setback from Main Street, allowing for placement of a small forecourt and to accommodate access to the parking through a vertical circulation core (stairs and elevator).

Thinking broadly about maximizing future economic opportunities and improving the downtown built environment (including walkability), for all the development approaches discussed above, it makes sense that a greater proportion of parking should be accommodated on the North Moger Lot to replace any spots lost due to redevelopment of the South Moger Lot.



Figure 33: North Moger Lot - Diagram 1



Figure 34: North Moger Lot - Diagram 2

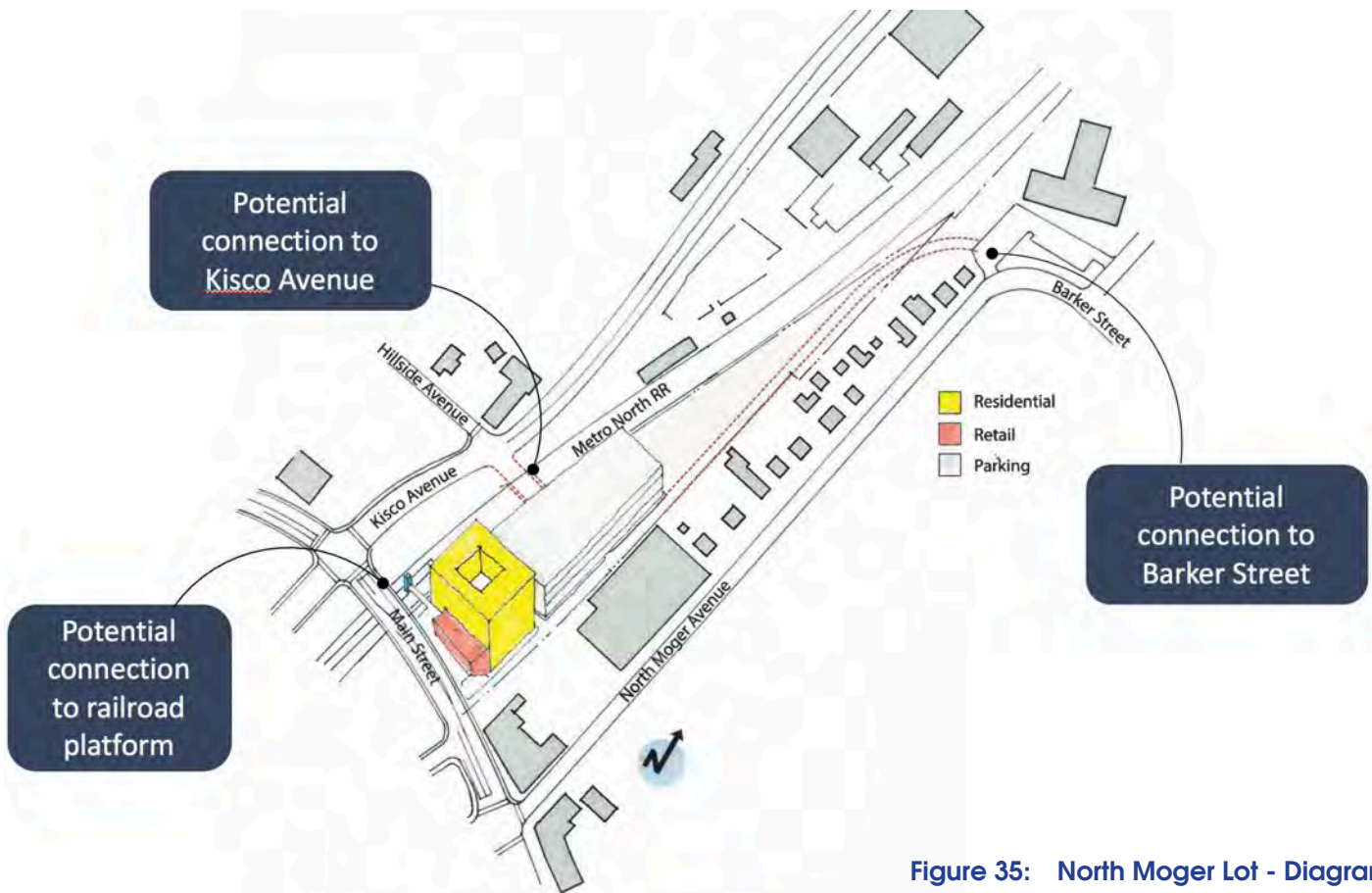


Figure 35: North Moger Lot - Diagram 3



Figure 36: North Moger Lot - Diagram 4

Design concepts common to the four diagrams discussed above include (a) allowing a four-story, mixed use building program on the North Moger Lot with structured parking for residents and commuters. Additional surface commuter parking could be provided on the northern portion of the site. Due to site topography, it may be possible to accommodate slightly more building height, a story or two more, towards the southern portion of the site. The first three configurations assume approximately 90 to 110 residential units and associated parking, plus parking for commuters. Diagram 4, the parking only configuration, would accommodate a higher number of parking spaces for commuters. Understanding that there will be a Request for Proposals (RFP) to the development community for both the South and North Moger Lots, precise number of units and parking would be determined through that process.

All four configurations offer the opportunity to make potential vehicular and pedestrian connections across the railroad tracks or to the street network to the north of the site. These include a pedestrian connection from the site to the train platform; a vehicular connection from the site to Kisco Avenue at Hillside Avenue; and a vehicular/pedestrian connection from the site to Barker Street. These are discussed in detail below.

1) A pedestrian connection could be provided to the railroad platform with a bridge from the southwestern corner of the site. As shown in the diagrams, this could be accommodated by providing a small forecourt at street level on the southern portion of the site. Main Street increases in elevation as it crosses the tracks, and a pedestrian bridge would be at approximately the right elevation to cross the tracks and connect into a vertical circulation core (stairs and elevator) to take people down directly to the train platform. The forecourt would serve as both a landscaped civic space for a potential residential or mixed-use building on the site and also as a node through which connections would be made between the train platform, Main Street, residential units and commuter parking.

2) A second potential connection across the tracks could be made to connect the site to Kisco Avenue at Hillside Avenue. This connection would primarily accommodate ingress and egress of commuter traffic, and by taking advantage of site topography, could link into an upper story of a parking structure on the site. Kisco Avenue is approximately 30 feet higher in elevation than the North Moger Lot, suggesting that a bridge here could link into the third story of a parking garage on the site. This could help alleviate traffic congestion on Main Street as commuters arriving from the north via the Saw Mill River Parkway would be able to access parking prior to reaching the Main Street/Kisco Avenue intersection. This connection, however, is fairly close to the traffic light at Main Street (Route 133) and it could lead to drivers taking shortcuts through the neighborhood to the west via Prospect Street. A second option for crossing the Metro-North tracks to connect to Kisco Avenue is to the north where there is Village property on the west side of the tracks.

3) A third potential connection could be made from the northern end of the site to Barker Street. While there is an elevation change between the North Moger site and Barker Street, the site may be long enough to accommodate a gently sloping driveway, allowing for a connection into the existing street network. Making this connection would require coordinating access through a parking lot for an existing multi-family development. Conveniently, the connection could be made with almost no

loss of parking for that development, and use an existing vehicular entrance for the parking lot where North Moger Avenue turns into Barker Street (see Figure 37).

While such projects are often costly, not only in money, but also in time associated with approvals and permitting, they could help alleviate traffic congestion at key intersections serving the North Moger Lot, thus improving pedestrian connectivity and safety in the downtown.

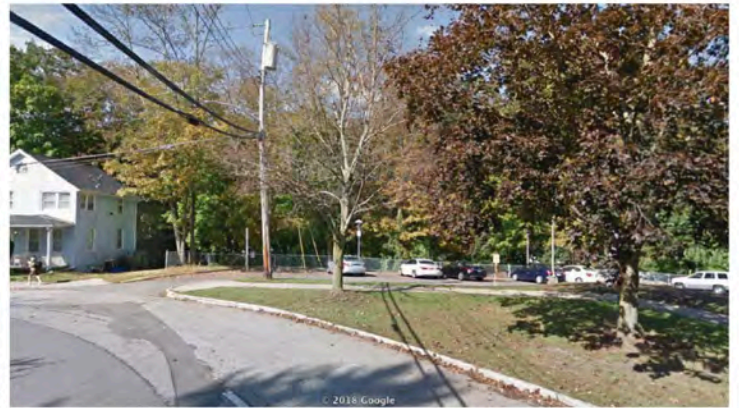
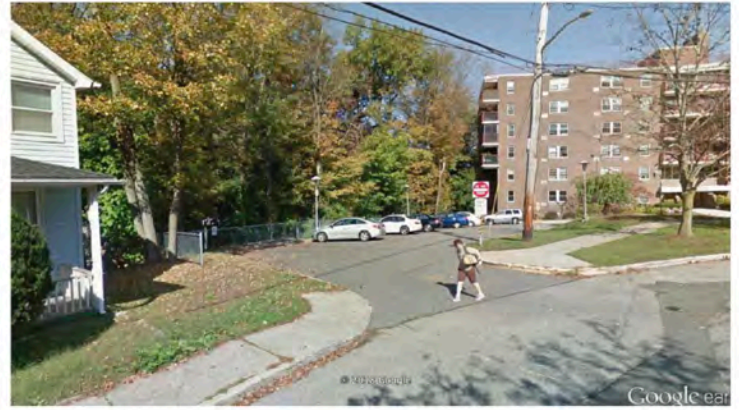


Figure 37: Proposed Connection from North Moger Lot to Barker Street - Existing Conditions

5.9 Strategy 3: Improve Transportation and Access

Recommendations:

- **Replace pedestrian only light phasing with pedestrian activated “leading pedestrian interval” (LPI) signals.**
 - Presently, vehicular traffic is often impeded by pedestrian only phases on some traffic signals. These are on timers stopping all traffic, regardless of whether anyone is trying to cross the street, and should be eliminated. A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles. After the pedestrian head start, through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk (see Figure 38).
- **Add left turn lane at Green Street and Main Street intersection to relieve bottleneck.**
 - At Main and Green Streets, northbound traffic is impeded by people wishing to make a left turn from Main Street onto Green Street. While an informal left turn lane exists and the roadway provides enough room on the right to bypass the queue, on-street parking and commercial loading can restrict passage at various times of the day. Adding a left hand turn here would require removing several on street parking spaces but would significantly improve intersection efficiency (see Figure 39).
- **Streamline the flow of traffic at Main Street and Kirby Plaza.**
 - The circulation pattern for ingress and egress to the South Moger parking lot could be improved. Presently, traffic backs up westbound on Main Street with people queuing to make a left to access Kirby Plaza. A new circulation pattern that eliminates this left turn from Main Street would help ease traffic flow on Main Street. As shown in Figure 40, this recommendation includes (1) no left turn into Kirby Plaza from Main Street; and (2) improve the exit from Kirby Plaza onto South Moger Avenue by reconfiguring as a two-lane exit and one lane entry. Presently, this has one lane entry and exit.
- **Improve pedestrian connections at Main Street and North Bedford Road (i.e. new crosswalk or a possible roundabout if funding is available).**
 - The intersection of North Bedford Road and Main Street creates a difficult condition for pedestrians crossing from the north side to the south side of Main Street. Presently, crosswalks are placed in such a way that pedestrians at this intersection must cross three roadways and four travel lanes to reach the south side of Main Street. Two options were discussed through the planning process to address these conditions (see Figure 41). The first proposes a new pedestrian crosswalk at the vehicular entrance to Shoppers’ Park. The second proposes a roundabout for the intersection. The crosswalk would be relatively simple and affordable to implement, while the roundabout would be more involved and cost three to four times as much.

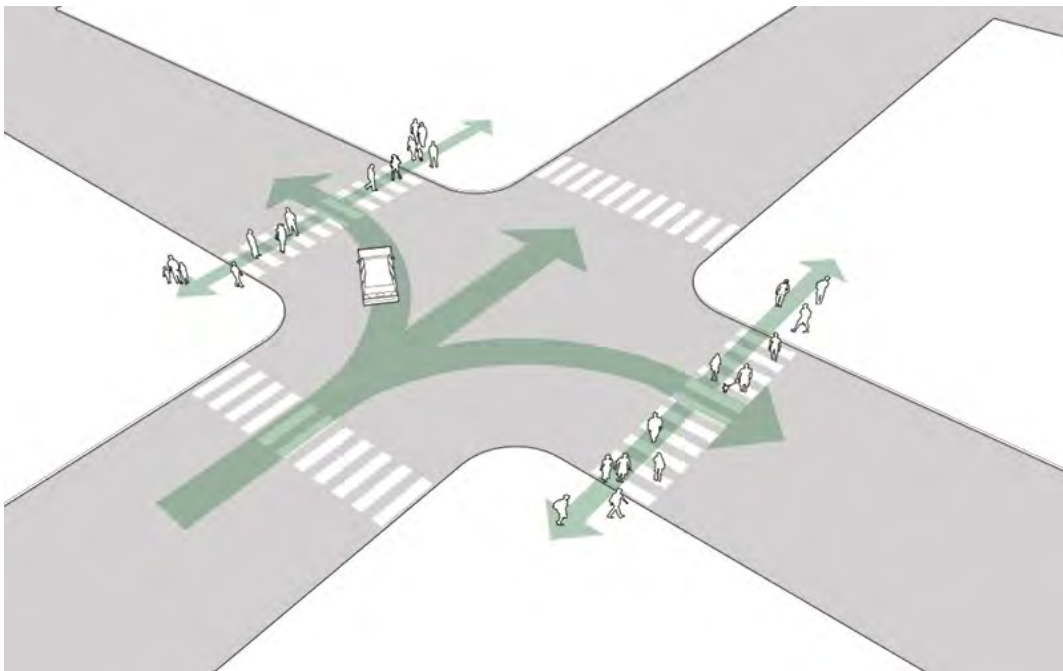
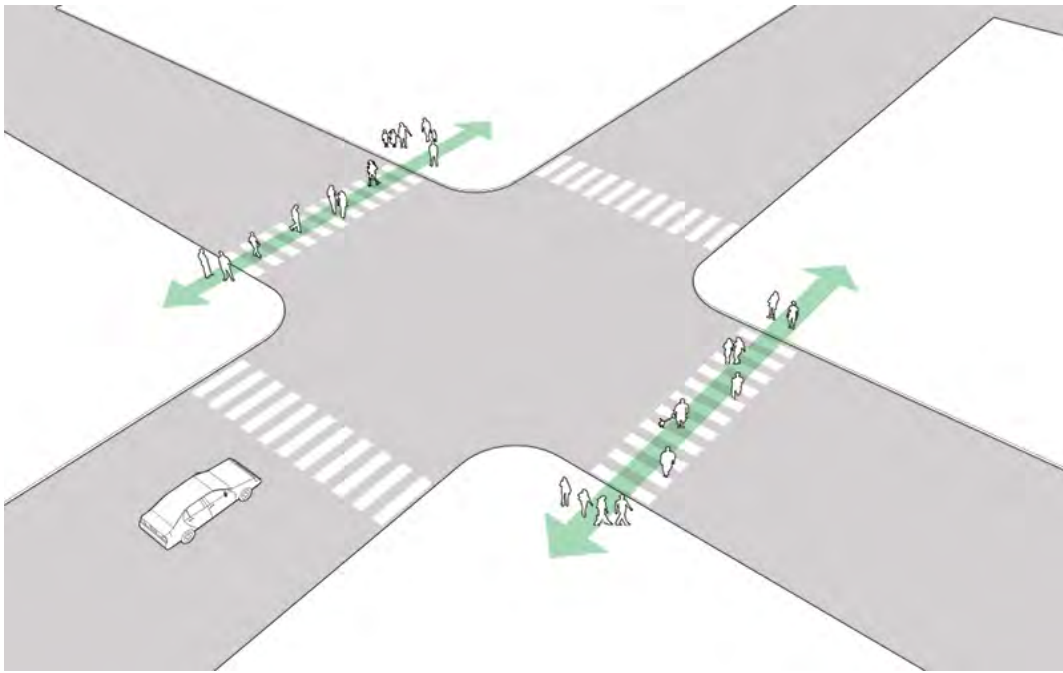
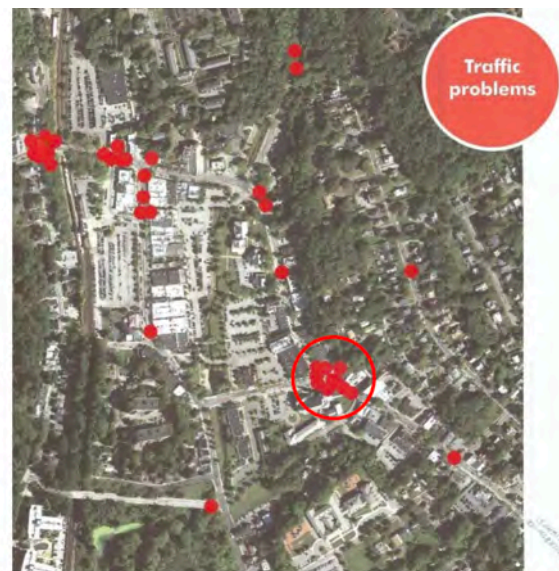
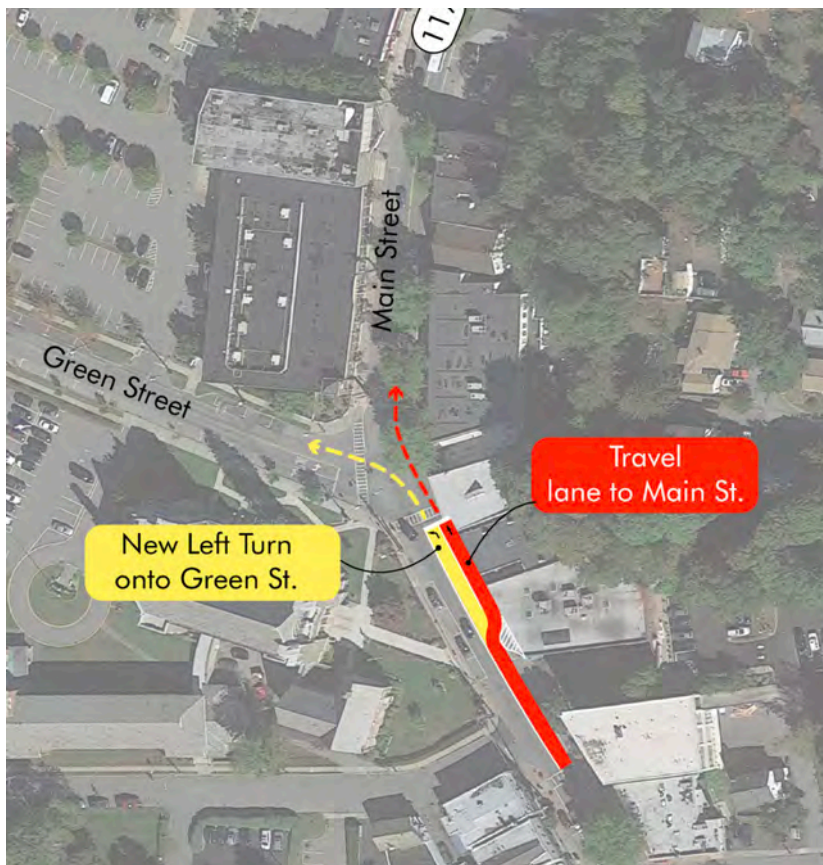


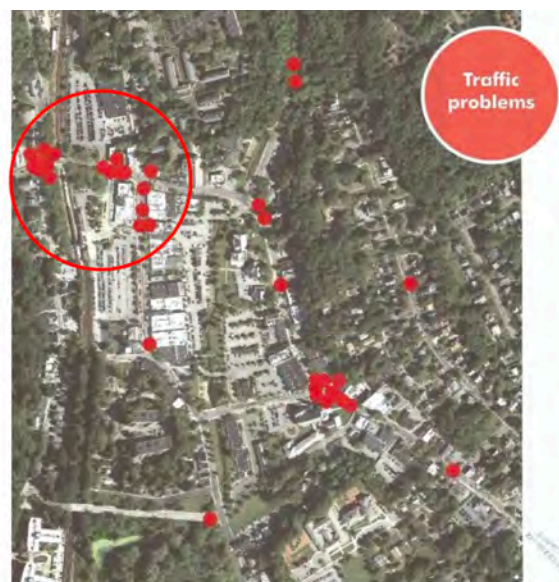
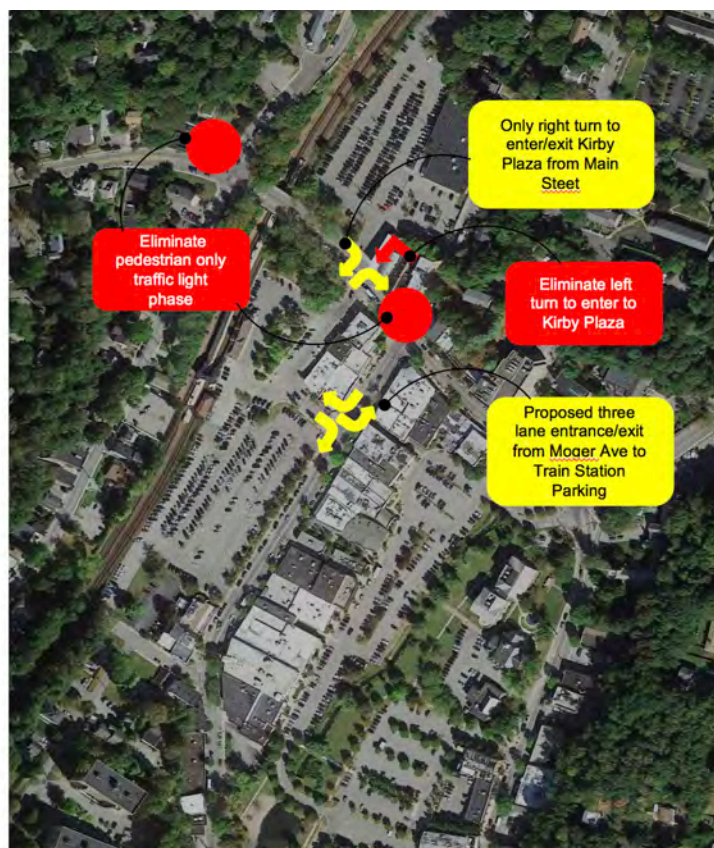
Figure 38: Diagrams of Leading Pedestrian Interval



Main Street and Green Street



Figure 39: Add left turn lane at Green Street and Main Street intersection to relieve bottleneck



Main Street and Kirby Plaza



Figure 40: Streamline the flow of traffic at Main Street and Kirby Plaza

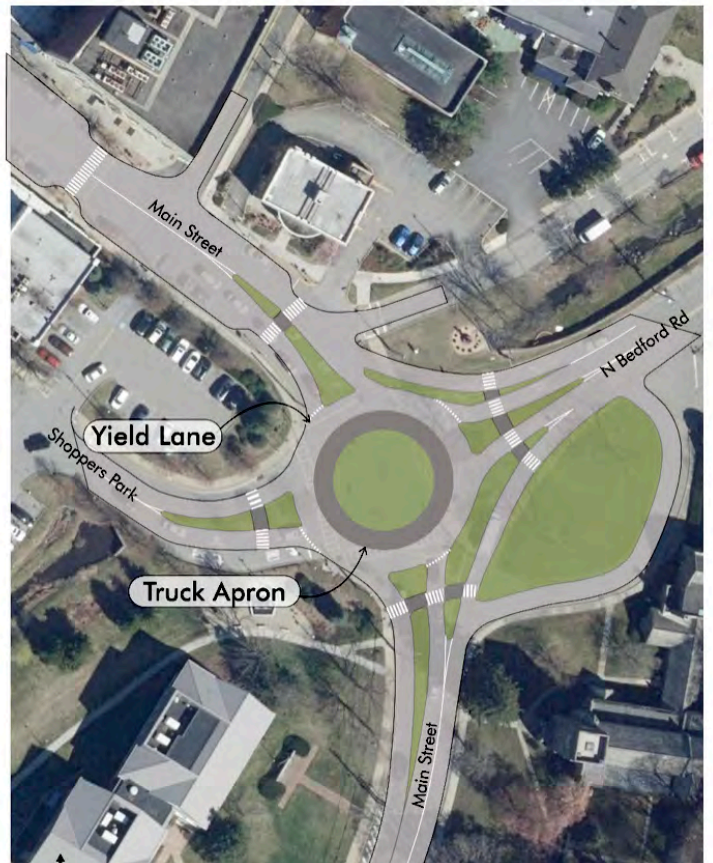


Figure 41: Options to Improve Pedestrian Travel at Main Street and New Bedford Road

- **Improve pedestrian experience on South Moger Avenue (i.e. widen sidewalk on west side of the street, move the crosswalk in line with the Shopper's Park breezeway, and add a crosswalk near Britton Lane intersection.)**
 - Two conditions were identified on South Moger Avenue. First, the midblock crosswalk aligns with the gazebo in the South Moger Parking Lot, but not with the main walkway through Shoppers' Park and the path to Village Hall. This could be realigned to reinforce connections between the station and the shops on South Moger Avenue, and ultimately the Branch Brook Greenway and Main Street. This crosswalk could be configured as a roadway pedestrian table (as shown in Figure 42). The second condition identified on South Moger was the need for a new crosswalk at Britton Lane (at the north side of street).
- **Create pedestrian/bicycle connections.**
 - Figure 43 shows a potential route for a bicycle lane/shared path connecting Leonard Park and the train station, with connection to the hospital. The route would utilize an improved shared pathway through the Branch Brook Greenway from Main Street to Sarles Avenue. At the Justice Center, it would cross Lexington Avenue and continue south as an off road bike path on the west side of Lexington Avenue to Moore Street. On Moore Avenue bicycles would share the roadway with vehicles, to connect to the hospital or continue south on Boltis Street and St. Mark's Place to connect to Leonard Park. To make connections to the north of downtown, it may be possible to create an off street bicycle path on the east side of North Bedford Road (Rt. 117) following the alignment of the existing sidewalk. The sidewalk on the west side of the street would remain. These bicycle connections will require further study.

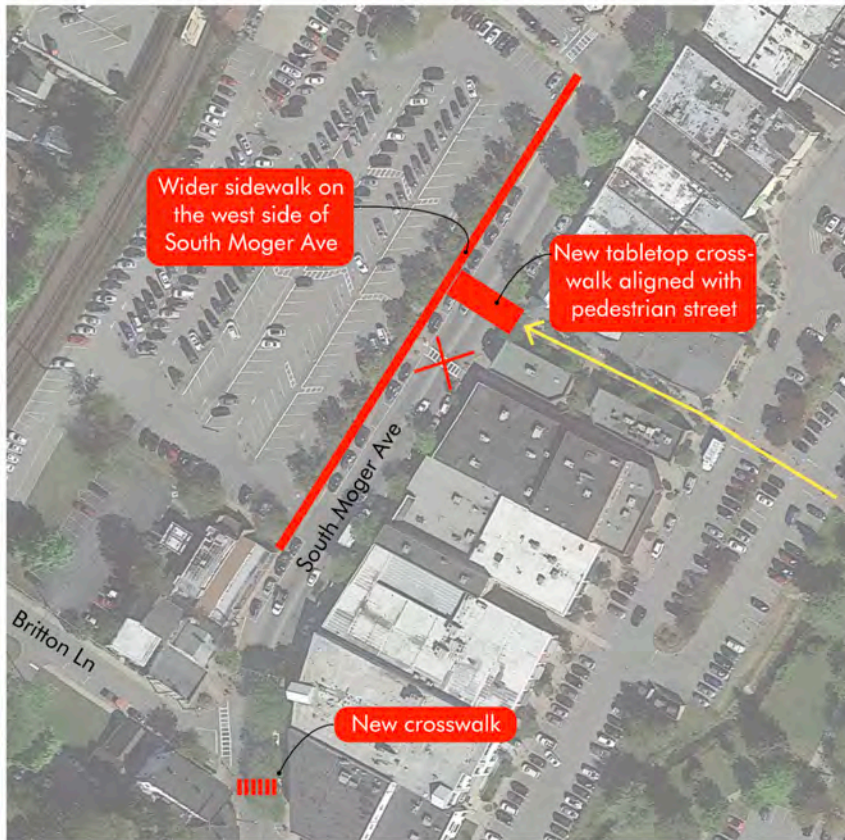


Figure 42: Improve pedestrian experience on South Moger Avenue



- Potential Bike Lane
- Preservation District



Figure 43: Create a pedestrian/bicycle connection from the train station to the hospital and Leonard Park

5.10 Strategy 4: Maintain Sufficient Parking

Recommendations:

- **Proposed angled parking along the east side of South Moger Avenue.**
 - o As shown in Figure 45, given the very wide, 87' right of way on South Moger Avenue, the street could be reconfigured to include angled-parking on the east side of the street. This would allow room to make sidewalk improvements, making the street more pedestrian friendly, while expanding the supply of on-street parking that is important for shoppers and retailers.
- **Use the North Moger Lot to replace existing and accommodate additional parking.**
 - o As discussed in the section above regarding the North Moger Lot, it makes sense that a greater proportion of parking should be accommodated on the North Moger Lot to replace any spots lost due to redevelopment of the South Moger Lot. This would allow each potential development site to maximize its potential in order to make significant and meaningful contributions to the downtown environment.
- **Make parking more user-friendly (i.e. locating and paying for parking).**
 - o The variety of options for short-term parking in the downtown can be confusing to visitors, especially on the North and South Moger Lots. Presently, short-term parking in downtown uses a pay-at-the-station system, which can confuse visitors given the wide variety of parking options available. Meter and pay stations could be made more visible and designated pedestrian pathways could be provided to improve convenience and safety. Many municipalities these days are doing away entirely with pay station technology and opting instead for smart meters paired with a virtual parking app to make finding and paying for parking easy and simple. Signage for parking could also be improved to direct visitors to other parking options in the downtown, including the smaller municipally-owned peripheral downtown lots.
- **Create parking standards for residential development:**
 - o As discussed above, parking standards for the downtown appear to be excessive and should be updated. Today's standards for residential transit-oriented development in Westchester County require significantly fewer spaces. For downtown Mount Kisco, this plan recommends 1 space per unit plus ¼ space per bedroom. These parking standards have proven effective in transit-oriented, walkable downtowns.

5.11 Strategy 5: Upgrade the Public Realm

Recommendations:

- **Focus on the importance of sidewalks, storefronts, street trees and on-street parking in order to generate an appealing and active public realm between buildings.**
 - o As discussed throughout this chapter, improving the public realm should be of paramount importance in downtown. A first step is to focus on improving the conditions of the sidewalks, storefronts, and street furniture. Placement of consistent materials and designs for benches, lighting, and other street furniture can help strengthen local identity and sense of place. As shown in Figure 46, there are places that would be

improved with the provision of additional street furniture, and other places where benches and the like are in need of repair or replacement.

- **Create continuity of buildings along the street with active frontages along sidewalks.**
 - o Completing the network of active frontage in downtown would make walking more enjoyable and create a more active and attractive environment. The main areas of opportunity occur along the west side of South Moger Avenue, the north side of Main Street west of North Moger Avenue, and Green Street west of Main Street. From a pedestrian perspective, these become zones of inactivity and diminished interest in the downtown's built environment. Specifying the degree of activity that each frontage might attain can be accommodated in the form-based zoning overlay. It is important to remember, that active frontage doesn't always require retail uses: active frontage can range from residential to retail, but should have entrances to create activity on the street.
- **Create a regulating plan to guide development.**
 - o Form-based zoning begins with a regulating plan, which regulates the kinds of building frontages usually by street type or location. Therefore, where a more active frontage is desired to activate a street or a civic space to complete a connection, form-based zoning includes location specific regulations to ensure that future development meets these expectations.
- **Promote creation of active civic spaces, including squares, pocket parks, greenways, and pedestrian ways.**
 - o Sensitive and contextually scaled infill development on the South Moger Avenue Parking Lot presents the most compelling opportunity to reinvigorate downtown with new residents, commercial activity, and civic amenities, all of which will contribute positively to the public realm in downtown Mount Kisco. Any redevelopment on these lots should include active civic spaces.
- **Activate the greenway to tie together the downtown and provide greater amenities.**
 - o The Branch Brook Greenway should operate in a way so as to unify downtown Mount Kisco. Activating the Greenway with new amenities, pathways, and programming (e.g. a playground or dog park) as discussed above, and sensitively treating the edges where the Greenway meets the parking areas, would help improve the vital role the Greenway could be playing in creating a sense of place and identity for the downtown.
- **Create parking placement standards, including encouraging on street parking, and promoting the construction of economically viable parking structures.**
 - o The redevelopment of the North and South Moger Lots would provide the Village the opportunity to evaluate and "reset" its parking program to improve access to the downtown for residents, commuters, and visitors alike. Parking in the downtown should include economically viable parking structures.

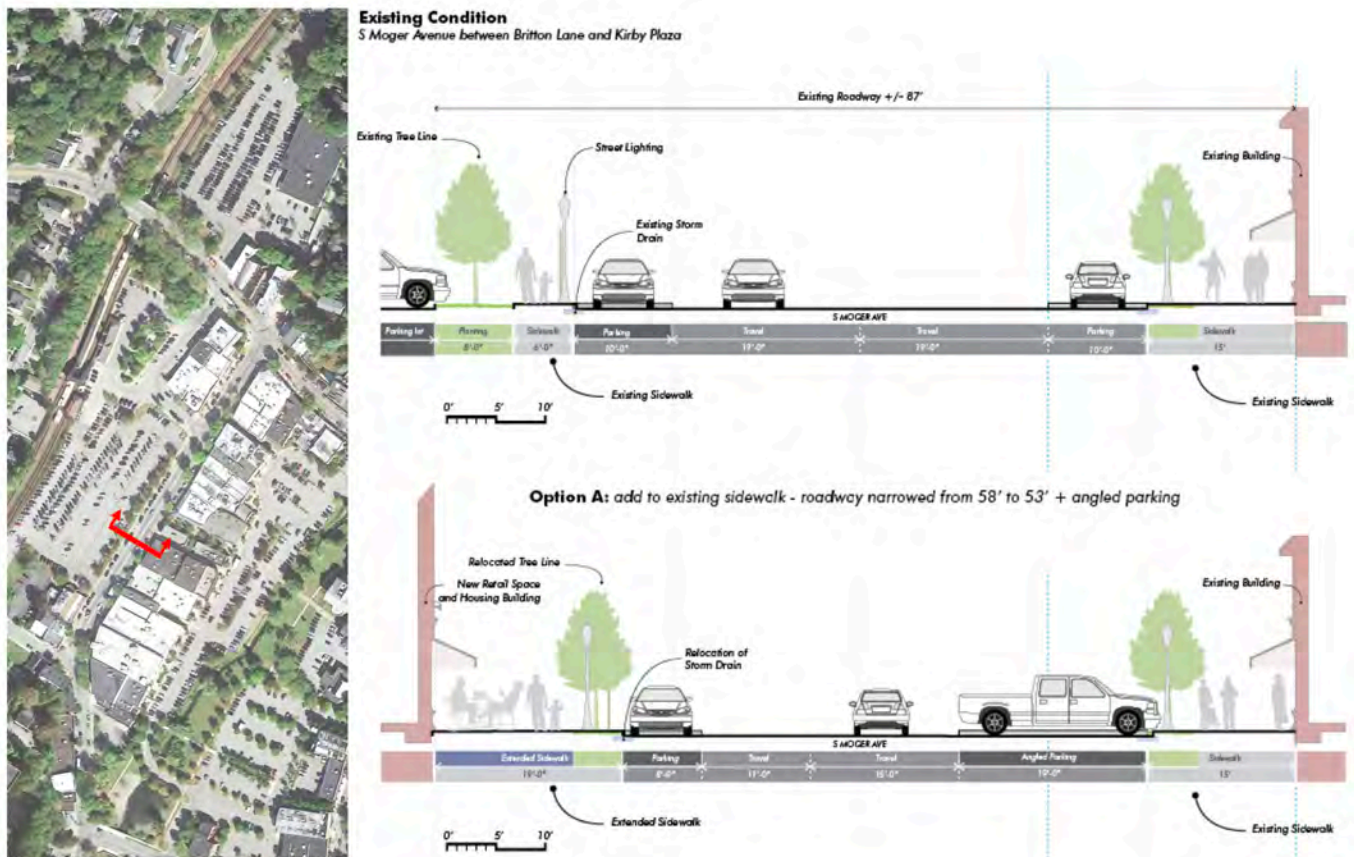


Figure 44: Diagram showing reconfigured South Moger Avenue with angled-parking on the east side of street



Figure 45: Make parking more user-friendly (i.e. locating and paying for parking)



Figure 46: Some areas are lacking basic street furniture, while some existing furniture needs replacement

Chapter 6: Economy

6.1 Introduction

Mount Kisco's economy is characterized by factors such as its current employment base and labor force, major employers, business establishments, and wages. Similar to the region, the Village's economy has become increasingly dominated by service industries, including healthcare and social services, education, and government. The industry composition of the Village's top employers has changed accordingly, with a larger share of top employers in these industries, and fewer top employers in manufacturing. Although large retail establishments have increased in number, retail jobs have decreased in recent years. The aging of the local labor force may present challenges and opportunities for the future.

Mount Kisco has a historically strong healthcare sector that continues to thrive, employing more people than any other industry in the Village. Healthcare also presents opportunities for continued success, as it could provide opportunities for additional complementary businesses and supporting services, such as research and development space, accommodations for patient families, visiting physicians, and seniors. In addition, the Village's compact downtown area with regional train access presents an important opportunity for lasting economic viability. More companies are seeking locations within walking distance of downtown amenities and commuter hubs in an effort to attract younger workers. Development of underutilized land in Mount Kisco could provide housing options for young and retiring workers, and additional support for downtown businesses.

In order to ensure sustainable economic health, Mount Kisco must account for a number of issues including projected high demand for housing, an aging workforce, and the relatively high cost of living for employees in the Village. Many of those who work in Mount Kisco cannot afford to live in the Village, as annual wages average roughly \$10,900 less in Mount Kisco than in Westchester County across most industry sectors. Currently, Mount Kisco does not have enough housing to meet forecasted demand. Both retiring seniors and the younger labor force seek apartments and downtown living with easy access to amenities. New residential development in the downtown could help address the issue of forecasted demand, and reinvigorate retail health in the Village.

6.2 Employment

Overall Trends

- Over the long-term, Mount Kisco has continued to add jobs despite there being losses in the short-term. A large number of jobs have been lost since 2005 in the construction, manufacturing, and retail industries as health care and social assistance as well as arts, entertainment, and recreation industries have seen consistent growth.
- Changes in employment reflect the region's aging population in the demand for health care services as well as the nation's consumption patterns with increased spending on cultural and recreational pursuits and a growing reliance on e-commerce retailers rather than brick-and-mortar retailers.
- From 2005 to 2016, Mount Kisco added 794 private sector workers (+10.7%) as Westchester County added 15,211 workers (+4.4%). While longer term growth exceeded the County's, Mount Kisco's recovery from the recession lagged. From 2010 to 2016, private sector employment in

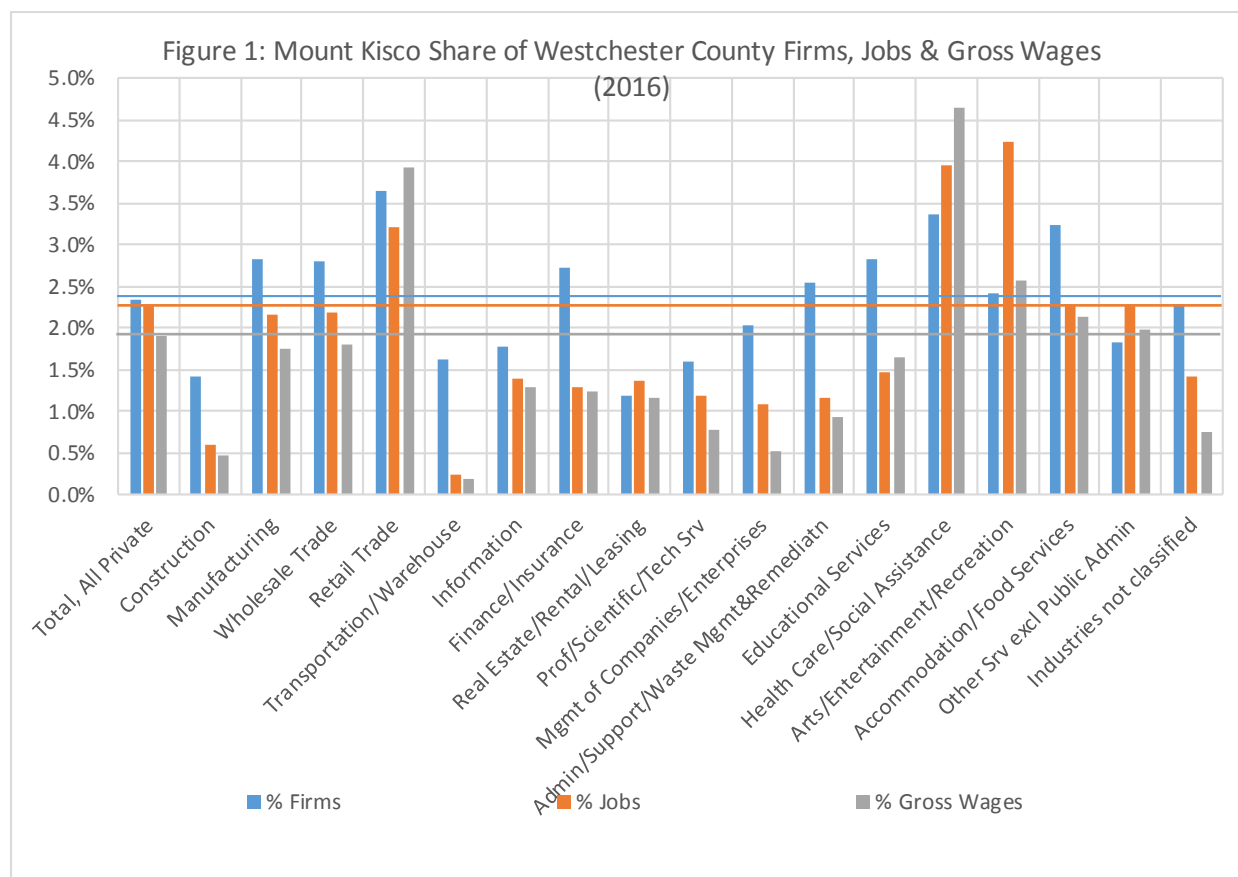
Mount Kisco decreased from 8,538 to 8,217 or 3.8 percent, while in Westchester County, private sector employment increased over this period by 8.1 percent or 27,329 workers.

- Job growth since 2005 in Mount Kisco has been led by the services super-sector (+1,306) while other super-sectors have lost jobs including goods-production (-415) and trade (-122). The most significant losses occurred in the retail (-203), construction (-279), and manufacturing (-136) industry sectors.
- Mount Kisco is home to roughly 2.3% of Westchester County's businesses and employment, but only 1.9% of total wages. Industries which have a locational advantage are Healthcare/Social Assistance, Retail, and to a lesser extent, Arts, Entertainment, and Recreation. Industries that are lagging include several of the emerging sectors including Professional, Scientific, Technical Services; Information; and Unclassified Services. The latter often encompasses businesses for which there is not yet an official classification.

TABLE 8. MOUNT KISCO PRIVATE SECTOR EMPLOYMENT, 2005-2016

	Annual Average Employment			2005-2016, Change		2010-2016, Change	
	2005	2010	2016	Absolute	Percent	Absolute	Percent
Total Private Sector Employment	7,423	8,538	8,217	+794	+10.7%	-321	-3.8%
Construction	436	228	157	-279	-64.0%	-71	-31.1%
Manufacturing	426	302	290	-136	-31.9%	-12	-4.0%
Wholesale Trade	212	276	293	+81	+38.2%	+17	+6.2%
Retail Trade	1,826	2,396	1,623	-203	-11.1%	-773	-32.3%
Transportation and Warehousing	N/A	42	25	N/A	N/A	-17	-40.5%
Information	163	150	110	-53	-32.5%	-40	-26.7%
Finance and Insurance	238	211	232	-6	-2.5%	+21	+10.0%
Real Estate and Rental and Leasing	111	152	136	+25	+22.5%	-16	-10.5%
Professional and Technical Services	343	314	312	-31	-9.0%	-2	-0.6%
Management of Companies and Enterprises	N/A	N/A	95	N/A	N/A	N/A	N/A
Administrative and Waste Services	163	221	262	+99	+60.7%	+41	+18.6%
Educational Services	298	253	231	-67	-22.5%	-22	-8.7%
Health Care and Social Assistance	1,897	2,527	2,807	+910	+48.0%	+280	+11.1%
Arts, Entertainment, and Recreation	241	302	442	+201	+83.4%	+140	+46.4%
Accommodation and Food Services	564	703	687	+123	+21.8%	-16	-2.3%
Other Services, Ex. Public Admin	466	421	474	+8	+1.7%	+53	+12.6%
Unclassified	39	40	41	+2	+5.1%	+1	+2.5%

Source: NYSDOL, QCEW, 2005-2016.

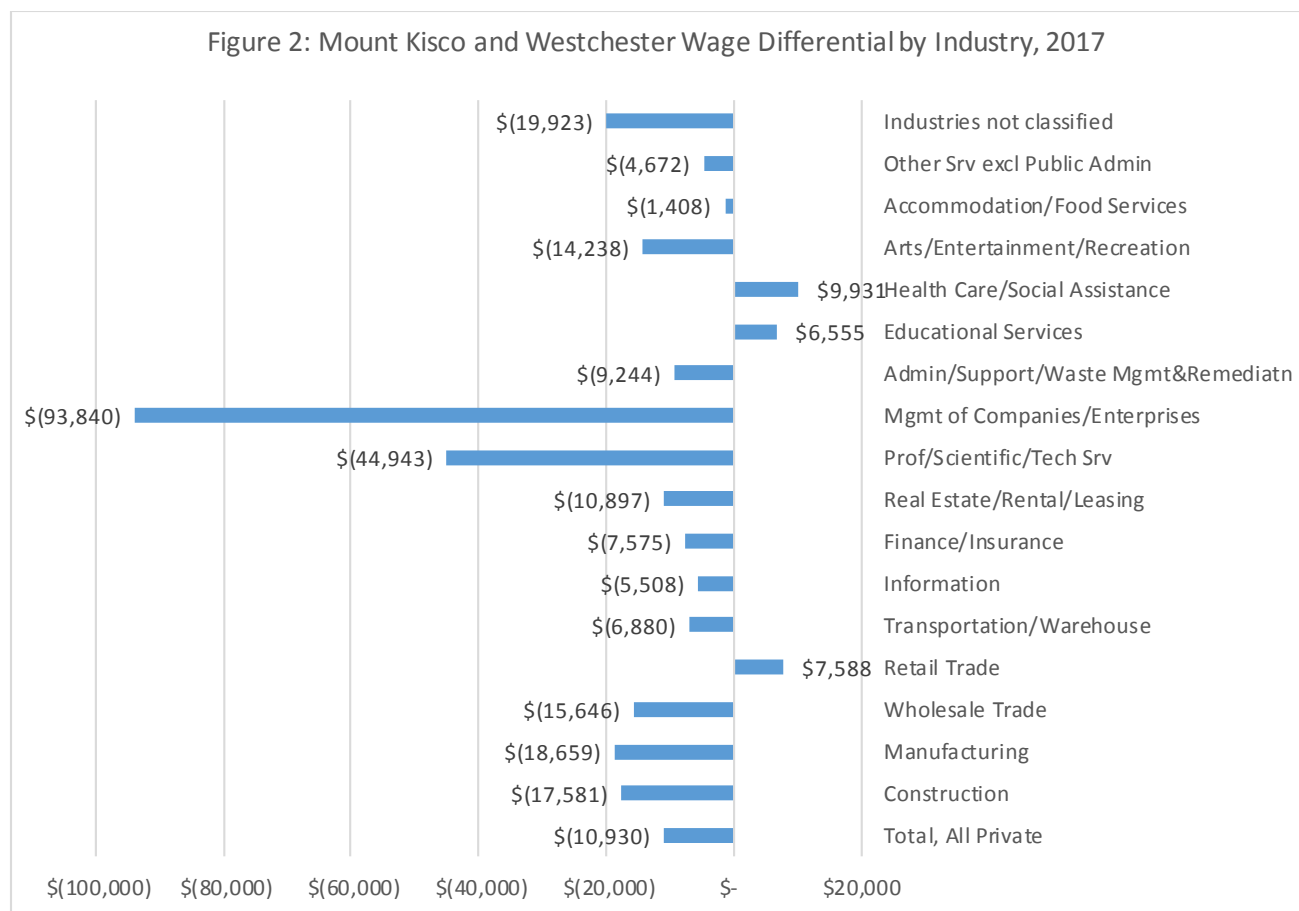


Source: NYSDOL, QCEW

Wages

Wage Trends

- Average wages were generally lower in Mount Kisco than in Westchester County. Mount Kisco wages lagged well behind those in the County in the goods-production super-sector while those in trade and the services super-sector were paid slightly more than County workers. Among private sector workers, annual wages were \$56,941 in Mount Kisco in 2016, which is up from \$49,720 in 2010. Compared to Westchester County, Mount Kisco wages were \$1,367 lower in 2016.
- In 2016, wages for workers in the goods production super-sector (construction and manufacturing) were considerably lower in Mount Kisco (\$73,013) than Westchester County (\$87,140). Among specific industry sectors, 2016 annual wages in Mount Kisco were highest in finance and insurance (\$158,802), followed by management of companies and enterprises (\$87,782), information (\$85,565), and professional and technical services (\$81,382). Collectively these high wage industries accounted for just 9.1 percent of Mount Kisco's workers.



Source: NYSDOL, QCEW

Largest Employers

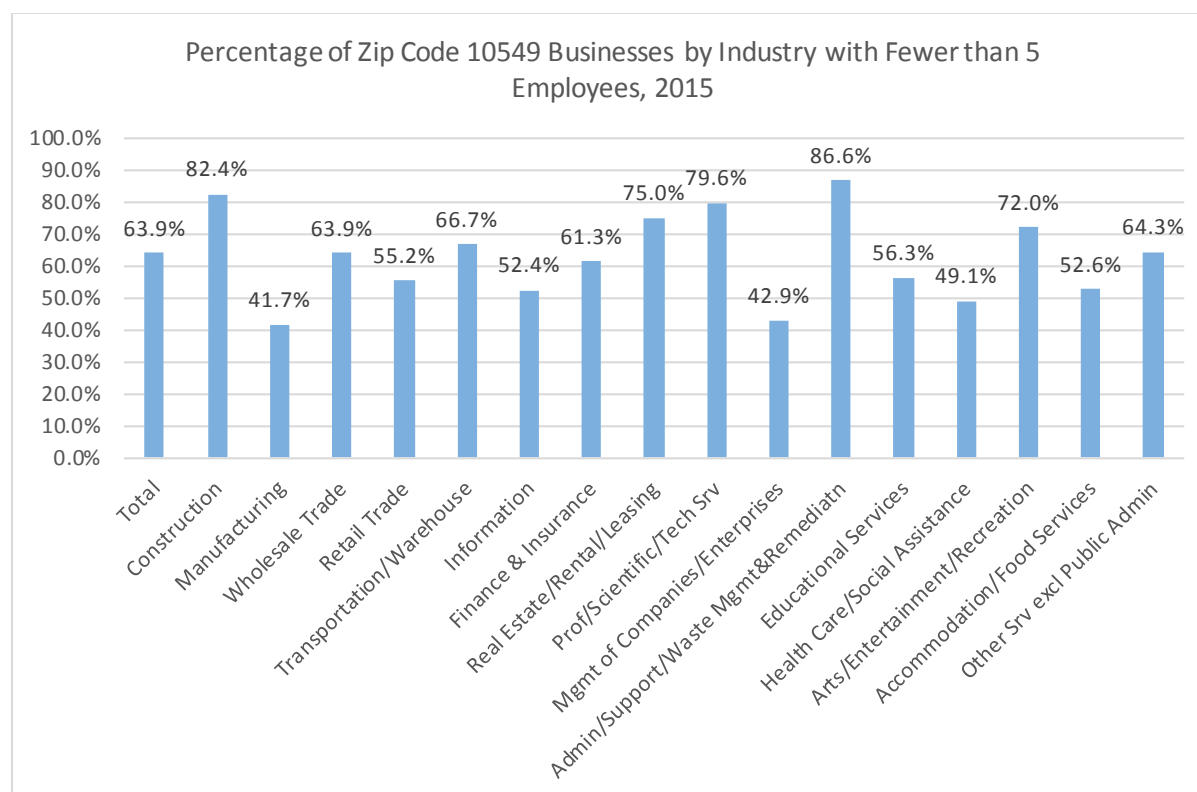
- As of 2017, Mount Kisco's 16 largest employers account for 2,980 workers, which is roughly one third of all local jobs. Northern Westchester Hospital remains the largest employer in Mount Kisco by a large margin with 1,310 staff followed by CareMount Medical's Mount Kisco locations, the Saw Mill Club, and Curtis Instruments, each with 165 workers.
- Northern Westchester Hospital is likely the third largest employer in the County after Westchester Medical Center and Regeneron Pharmaceuticals.
- The majority (63.9%) of the businesses in zip code 10549 are small employers. These small employers contribute to the character of the community, are indicators of entrepreneurial spirit of Mount Kisco, and should be taken in to consideration in the Comprehensive Plan.

TABLE 9: LARGEST MOUNT KISCO EMPLOYERS, 2017

Business Name	Employment	Activity
Northern Westchester Hospital	1,310	Health Care
CareMount Medical -Mount Kisco	165	Health Care
Saw Mill Club	165	Recreational Sports Center
Curtis Instruments Inc	165	Manufacturing
Boys and Girls Club of Northern Westchester	135	Civic Organization
Mount Kisco Municipal Building	130	Local Government
Professional Indemnity	110	Insurance Services
Westchester County Health Department	110	Local Government
Mount Kisco Elementary School	110	Education
Zierick Manufacturing Corp	90	Manufacturing
Stop & Shop Supermarket	90	Retail
Photo File Inc	90	Manufacturing
Casa Di Lisio Products Inc	85	Manufacturing
Lexus of Mount Kisco	75	Retail
Arroway Chevrolet Cadillac	75	Retail

Source: ESRI, Infogroup & A to Z Databases, 2017.

CHART 19: PERCENTAGE OF ZIP CODE 10549 BUSINESSES BY INDUSTRY WITH FEWER THAN 5 EMPLOYEES, 2015



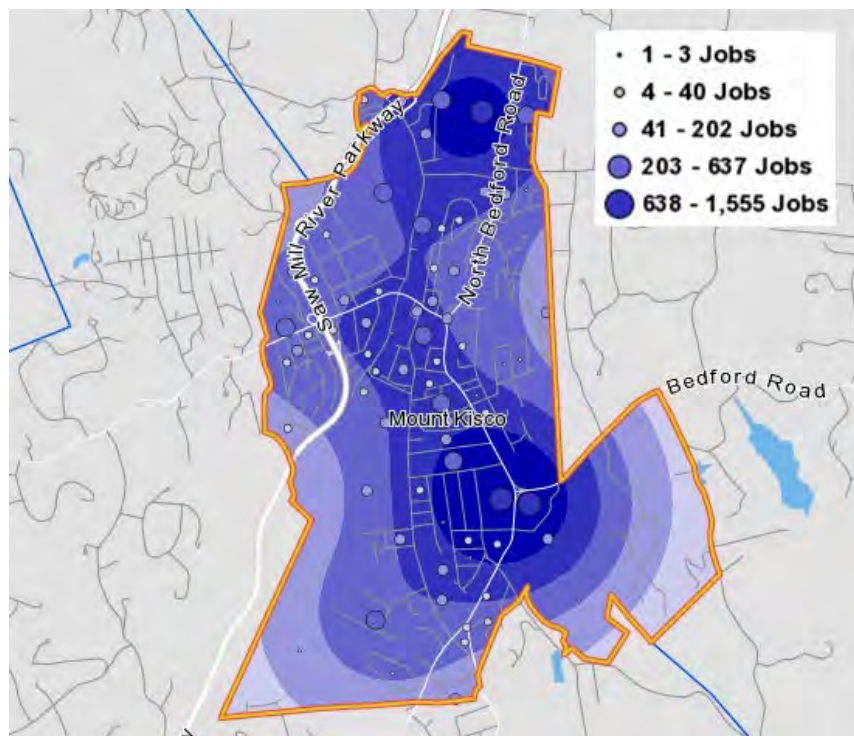
Source: US Economic Census, Zip Code Business Patterns.

Labor Force

Local Job Holders

- Mount Kisco's cluster of retail services jobs north of Main Street at Northern Westchester Hospital and other medical office locations along South Bedford Road are the primary locations of local employment. These and other industries attract a sizeable number of both high-wage professional workers and moderate wage service workers largely from surrounding communities within a short driving distance of Mount Kisco and to a lesser extent from transit-accessible towns and cities located along Metro-North's Harlem Line.
- A total of 8,913 people are employed in Mount Kisco. 778 local job holders also live in the Village. Places of residence of Mount Kisco workers in 2015 included: elsewhere in Westchester County (40.6%), Putnam County (10.9%), New York City (10.1%) including 3.9% from the Bronx, Village of Mount Kisco, NY (8.7%). Within Westchester County, the other most common places of residence are Bedford (4.2%), and Yorktown (4.1%). Within Putnam County the most common place of residence is Carmel (4.1%).
- Despite the central location of the Metro-North train station in Mount Kisco's downtown, relatively few workers are employed within close proximity to the station. Larger clusters of employment are located within a 20+ minute walking distance from the downtown.
- Following overall demographic trends, local job holders are aging. The share of workers age 55 and older has increased by more than 10 percentage points in only 13 years, while the share of new workers, under the age of 30 has declined slightly. While this may reflect the trend of people remaining in the labor force longer, it also indicates that the supply of new workers will not be able to keep up with the demand for replacement.

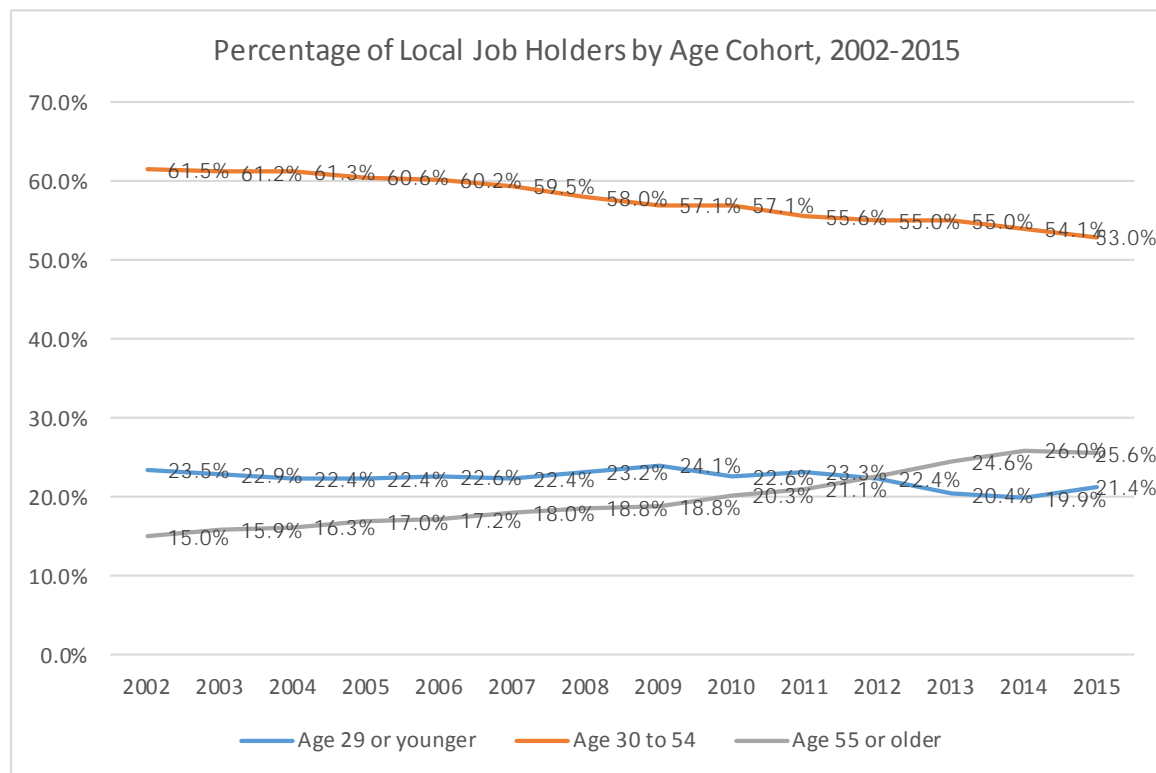
CHART 20: JOB LOCATIONS OF WORKERS EMPLOYED IN MOUNT KISCO, 2015



NOTE: DATA COVERS ALL WORKERS EMPLOYED DURING THE FIRST AND SECOND QUARTERS OF THE REFERENCE YEAR AND PROVIDES A SNAPSHOT OF ALL JOBS HELD ON APRIL 1ST. AS A RESULT, THE MAJORITY OF JOBS CAPTURED ARE NON-SEASONAL.

SOURCE: US CENSUS BUREAU, LEHD PROGRAM, 2015.

CHART 21: PERCENTAGE OF LOCAL JOB HOLDERS BY AGE COHORT, 2002-2015

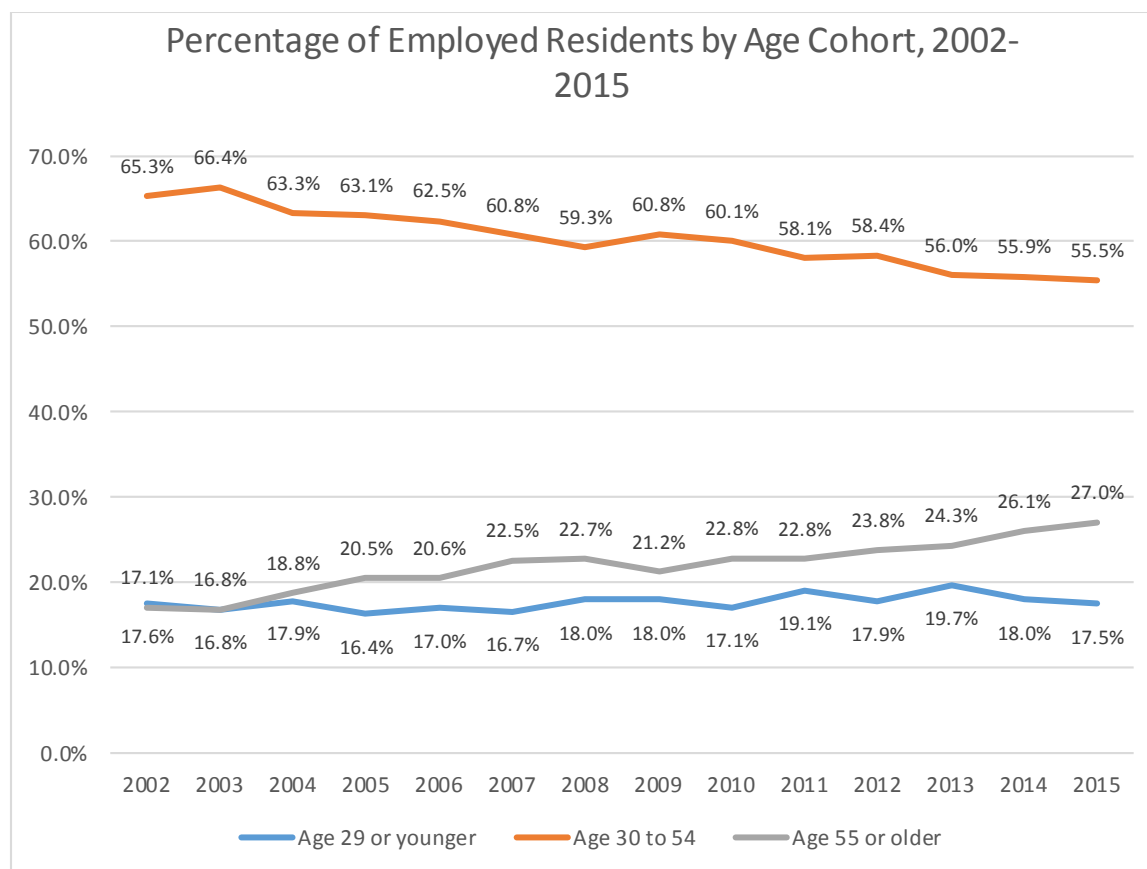


Source US Census Bureau, LEHD Program, 2015. : US Census Bureau, LEHD Program, 2015.

Employed Residents

- According to the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Program, from 2010 to 2015, Mount Kisco's resident workforce increased from 4,612 to 5,018 (+406 or +8.8%) as Westchester County increased its workforce by 4.7 percent.
- The share of Mount Kisco residents working in New York City has gradually increased in the past decade. Such workers accounted for 21.1% of Village resident workers in 2005 compared with 24.7% in 2010 and 25.9% in 2015.
- 91.3 percent of local job holders come from outside of Mount Kisco. More local workers live in NYC (10.1%) than Mount Kisco (8.7%).
- The age of employed residents is increasing as well. The oldest age cohort, those 55 and older, has increased from 17.1% to 27.0% of employed residents between 2002 and 2015. This compounds the potential for a future labor shortage.

CHART 22: PERCENTAGE OF EMPLOYED RESIDENTS BY AGE COHORT, 2002-2015



Source: US Census Bureau, LEHD Program, 2015.

Commutation

- The share of resident workers that both live and work in Mount Kisco has decreased somewhat in recent years from 17.6% in 2005 to 15.5% in 2015.
- Mount Kisco is a job center with twice as many jobs in the Village than employed residents. Compared with its eight neighbors, a relatively high share of resident workers both live and work in Mount Kisco (15.5%) in 2015. Only Mount Pleasant had a higher share of such workers 15.7%.

CHART 23: UNEMPLOYMENT INFLOWS AND OUTFLOWS, MOUNT KISCO, 2015



Note: Data covers all workers employed during the first and second quarters of the reference year and provides a snapshot of all jobs held on April 1st. As a result, the majority of jobs captured are non-seasonal.

Source: US Census Bureau, LEHD Program, 2015

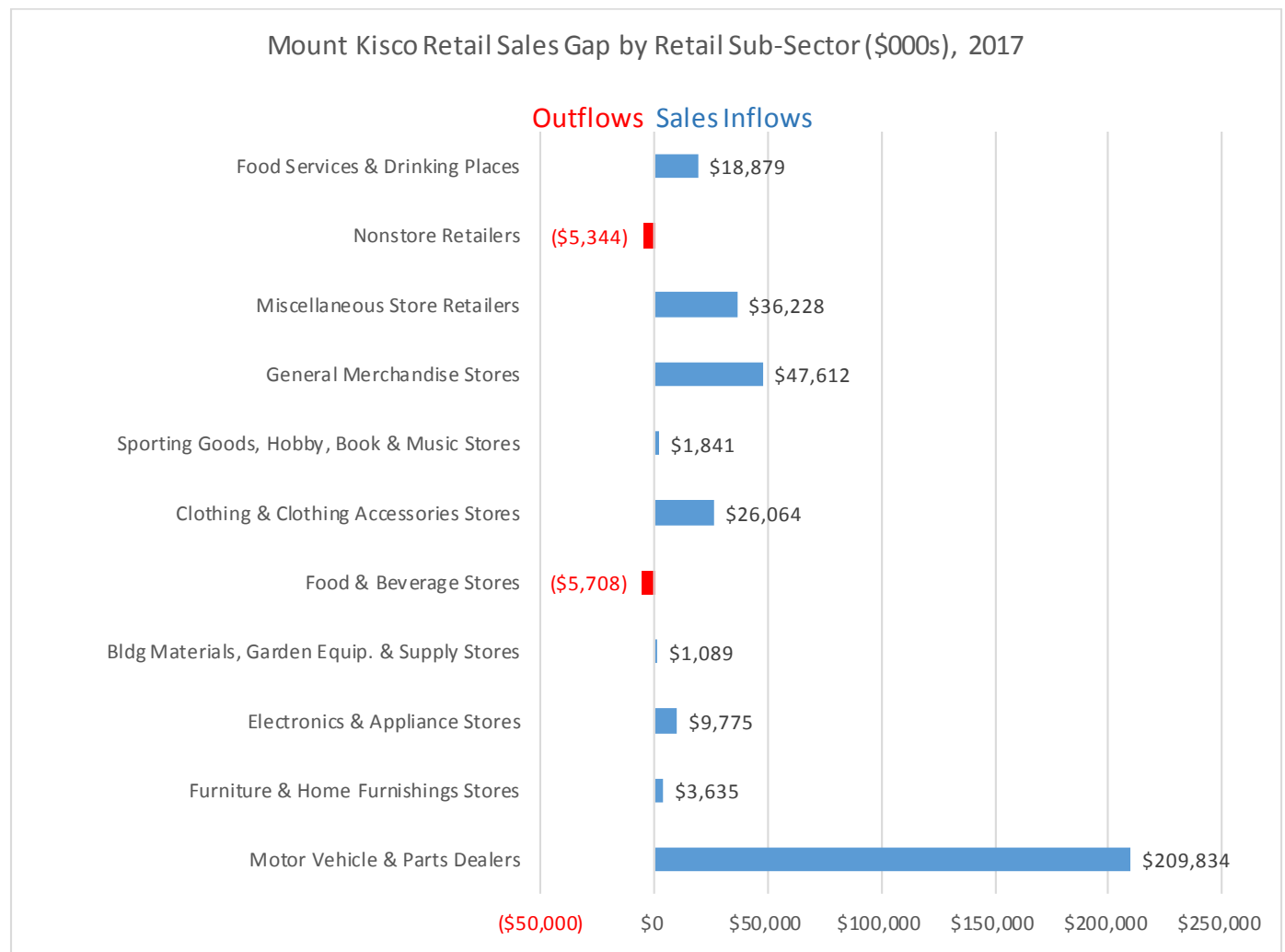
6.3 Retail Gaps Analysis

- Local retail sales (\$526.3 million) far exceeded local demand (\$193.3 million) in Mount Kisco resulting in a retail sales gap of \$333.1 million. This indicates that people from outside of Mount Kisco are spending money in Mount Kisco.
- Local food and drink sales were nearly double that of local demand at \$41.1 million and \$22.2 million respectively. Demand exceeded local sales only in two major business categories: food and beverage stores (surplus demand of \$5.7 million) and non-store retailers (surplus demand of \$5.3 million). Even excluding motor vehicle and parts dealers, which can attract buyers from throughout the County and beyond, total sales exceeded demand by a factor of nearly two-to-one.
- Food services and drinking places sales can serve as a proxy for the relative attractiveness of a community as they reflect leisure time choices. At nearly \$40 million, Mount Kisco's food services and drinking places sales are relatively high compared with surrounding municipalities. Only Mount Pleasant and Yorktown have higher sales in this industry category.

Mount Kisco Comprehensive Plan
Chapter 6. Economy

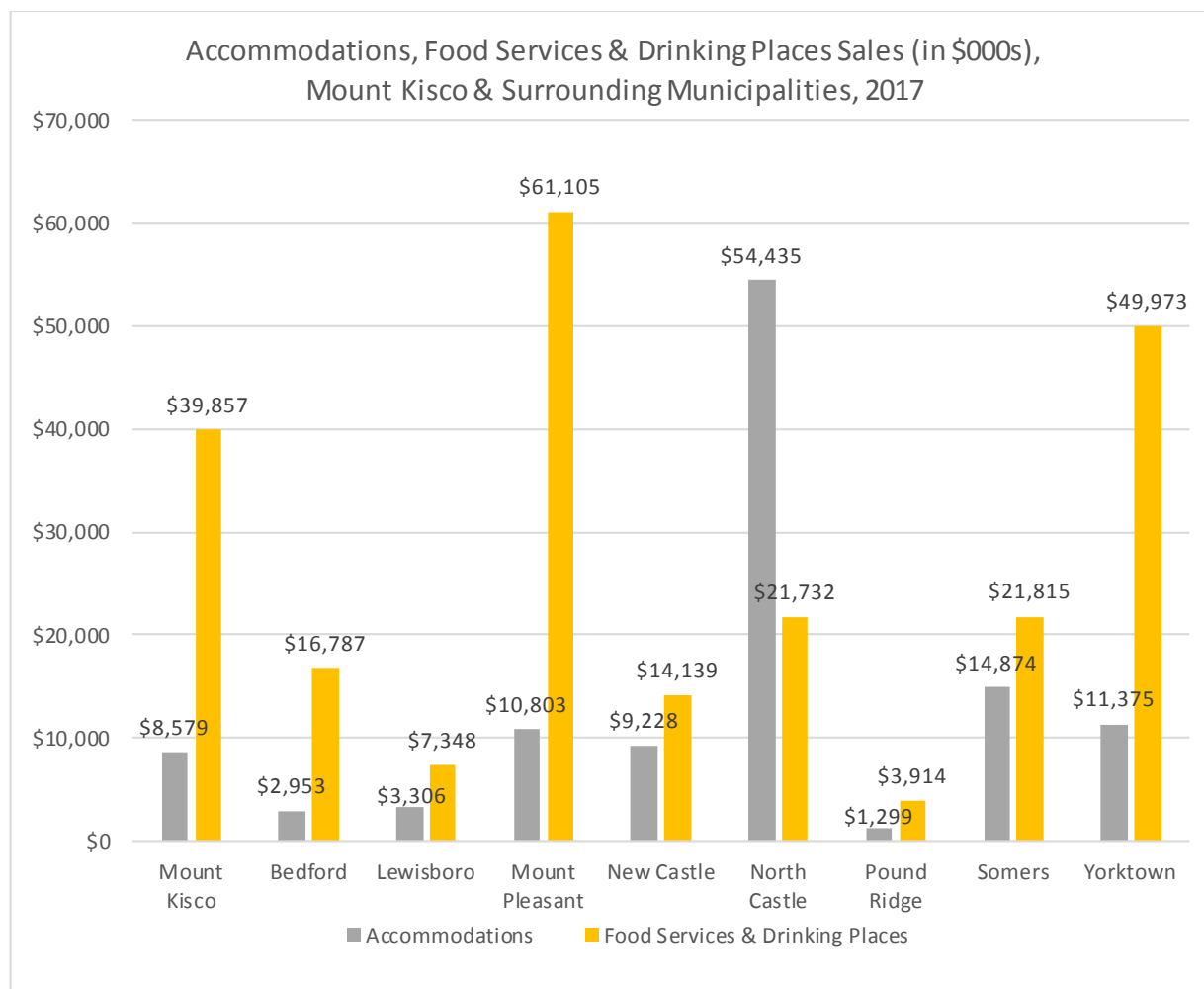
- Accommodations sales on the other hand are limited to \$8.6 million, reflecting the single hotel in Mount Kisco. Given the high level of restaurant and bar sales, as well as the large Northern Westchester Hospital complex, there may be additional potential for hotels or B&Bs in Mount Kisco.

CHART 24: MOUNT KISCO RETAIL SALES GAP BY RETAIL SUB-SECTOR (\$000s), 2017



Source: ESRI & Infogroup, 2017

CHART 25: ACCOMMODATIONS, FOOD SERVICES, AND DRINKING PLACES SALES (IN \$000s), MOUNT KISCO AND SURROUNDING MUNICIPALITIES, 2017



Source: ESRI & InfoGroup

6.4 Real Estate Market

Commercial, Retail, Office and Flex

- Retail property commanded the highest commercial use average asking prices at \$32 per square foot annually in rent and \$323 per square foot in sales price.
- Office property of all classes for lease was less expensive than retail at \$24 per square foot annually. Average annual leasing prices ranged from \$20 per square foot for Class C space to \$28 per square foot for Class A space. (Note: Class A office space generally refers to prestigious buildings with above average rents for the area, high quality finishes and mechanical systems, and high market presence. Class C office space generally competes for tenants requiring functional space at below average rents for the area).
- Relatively few industrial properties were on the market, all of them in the form of flex space (including both office and industrial floor space).

TABLE 10: COMMERCIAL LISTINGS BY TENURE AND TYPE IN MOUNT KISCO (APRIL 2018)

<i>For Lease</i>			
Type	Listings	Average Asking Rent per SF/YR	Aggregate Space Available (SF)
Office	20	\$24	117,606
Office-Class A	2	\$28	36,780
Office-Class B	13	\$24	62,141
Office-Class C	5	\$20	18,685
Retail	13	\$32	45,869
Flex	3	\$15*	124,972
<i>For Sale</i>			
Type	Listings	Average Asking Price per SF	Aggregate Space Available (SF)
Office	2	\$233	19,960
Retail	3	\$323	30,050
Flex	3	\$195	58,000
Commercial Land	1	\$19	0.9 acres

Note: (*) Asking rent reflects industrial-only portion of flex space

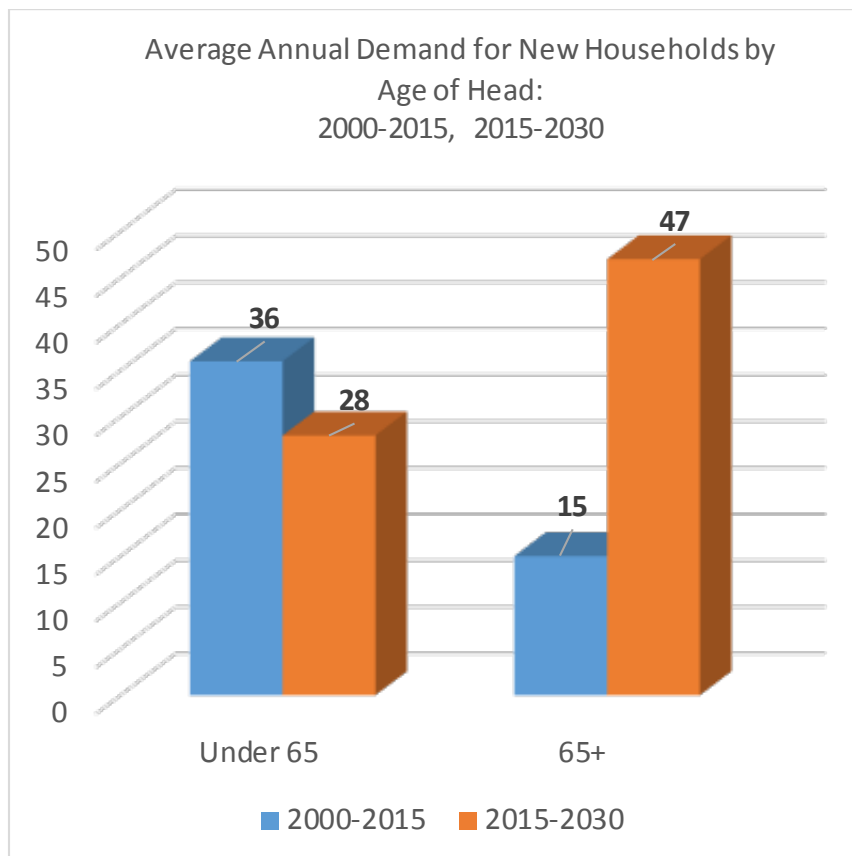
Source: Loopnet

Residential Demand

Forecasts of household growth project a 50% increase in annual new households.

- From 2000-2015, there was an increase in the number of households of 51 per year.
 - 36 units per year were for households with heads under the age of 65.
 - 15 units per year were for those with a household head over the age of 65
- From 2015-2030, there is a projected increase of 75 units per year.
 - The majority of these units (47 per year, or 705 in total) will be for households with heads older than 65 years of age.
 - Demand for younger households will decrease to 28 units per year.
 - 55% of future demand comes from 1 and 2 person households.

CHART 26: AVERAGE ANNUAL DEMAND FOR NEW HOUSEHOLDS BY AGE OF HEAD: 2000-2015, 2015-2030



Source: American Community Survey, NYMTC 2035 Forecasts, Urbanomics

There is little current availability to meet small-household future demand:

- 4 2-bedrooms: \$2,488 average rent
- 5 1-bedrooms: \$1,575 average rent
- 3 1- and 2-bedrooms for sale at an average of \$327 per square foot

6.5 Strategies

- Build on the strength of existing anchor employment sectors.
- Continue to grow the service sector industry, and provide flexibility to encourage entrepreneurship that responds to regional market trends.
- Encourage new businesses to locate in Mount Kisco by strengthening the Village's retail economy.
- Create a mixed-use center to act as a catalyst.

6.6 Recommendations

1. Work with Northern Westchester Hospital and other related healthcare sector businesses to identify barriers to future growth.
2. Identify locations for additional healthcare or complementary development, such as senior housing, accommodations for patient families and visiting physicians, and/or conference and community space.
3. Examine the zoning code to remove barriers and increase flexibility for emerging business types to locate in Mount Kisco.
4. Consider future flexibility for non-traditional and home-based businesses.
5. Coordinate with local business groups to create an initiative aimed at supporting entrepreneurs and new business start-ups.
6. Create a new brand for the Village of Mount Kisco that will help elevate its perception among residents, businesses, and visitors.

Chapter 7: Environmental Resources and Parks

7.1 Natural and Environmental Resources

Natural resources provide many community benefits, both measurable and intangible. Environmental features such as wooded areas and watercourses can create aesthetic appeal which contributes to quality-of-life and strong property values, as well as generating more quantifiable positive impacts such as stormwater management, improved air and water quality, flood mitigation, and maintenance of wildlife habitat.

This chapter discusses Mount Kisco's environmental setting and ways to protect and enhance its sensitive natural features. These assets contribute significantly to residential quality-of-life and attractions for locals and visitors alike. The protection and enhancement of these resources are essential to the preservation of the Village's character. This chapter concludes with recommendations for achieving a balance of preserving these resources with the prospect of new sustainable development.

Open space in Mount Kisco surrounds the developed downtown area to the northwest, southeast, and southwest borders. Much of the center of Mount Kisco sits in a valley formed by steep slopes to the east and west. Lower elevations and flatter land collect an intricate network of waterways and wetlands—and also are the location of the Village's historical development patterns. Of these waterways, the most notable are Branch Brook and the Kisco River. Branch Brook flows north-to-south through the downtown, feeding into the Kisco River at the southwestern border of the Village. The Kisco River flows east-to-west from wooded areas east of the Village, across Mount Kisco, before turning north toward the New Croton Reservoir (part of New York City's water supply system). The Village receives its drinking water from Byram Lake, a reservoir located approximately two miles southeast of the Village in the Towns of Bedford and North Castle (Figure 47 and Figure 48).

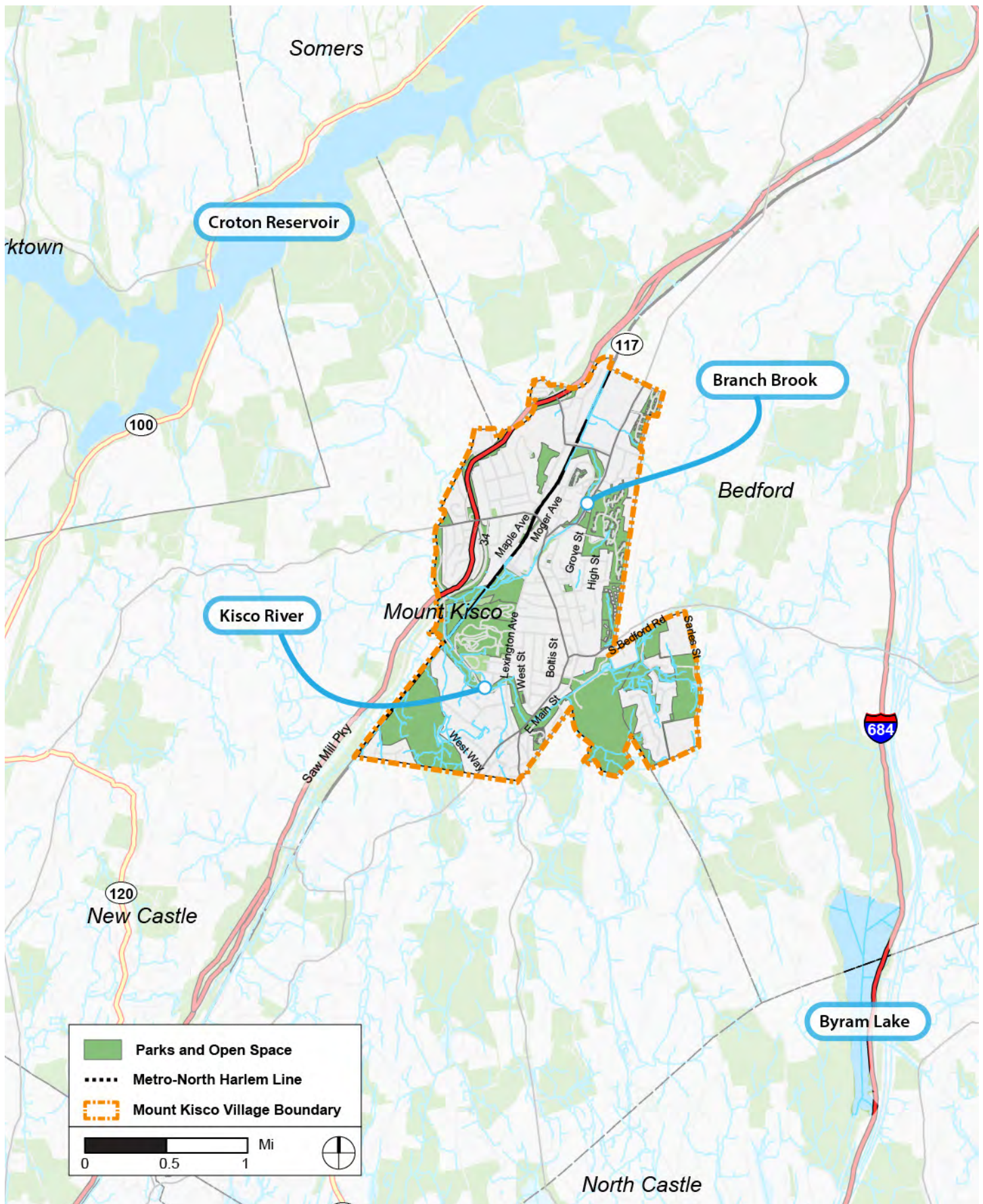


Figure 47: Regional Natural Resources

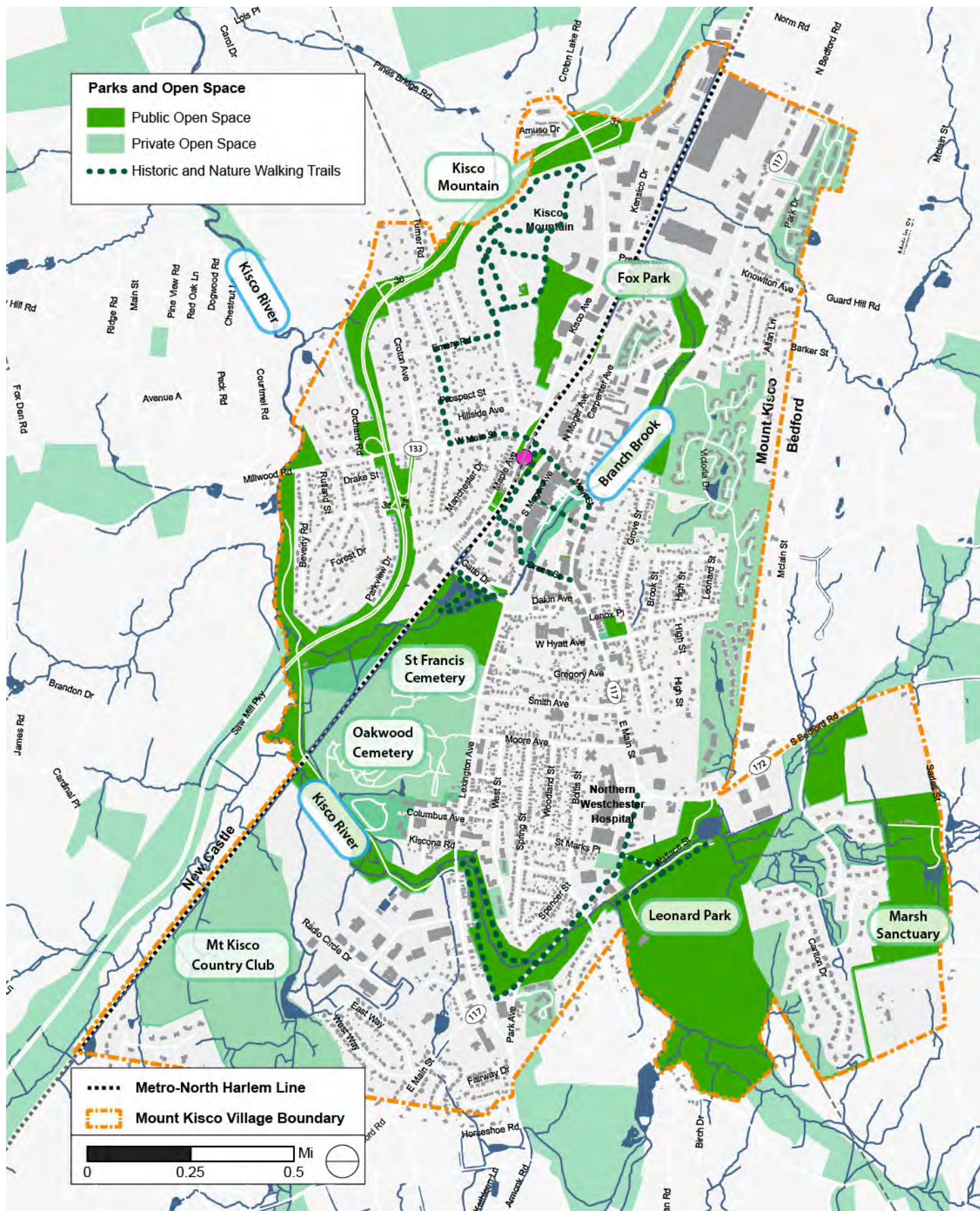


Figure 48: Open Space and Streams

Prior Studies

The Mount Kisco Comprehensive Plan draws from significant planning work in prior studies. This chapter incorporates some details from the Village's previous Comprehensive Plan, which was completed in 2000. However, the most recent work that contributed to this chapter is the Mount Kisco Natural Resources Inventory (NRI) from 2017.

Natural Resources Inventory (2017)

The Natural Resources Inventory (NRI) was prepared by the Conservation Advisory Council (CAC) in March 2017, with assistance from an outside consultant. The NRI identifies the current conditions of important natural resources in the municipality, determines potential impacts to these resources, and actions to protect them.

The NRI is used as a tool to proactively plan and make informed decisions regarding potential uses and activities and their impact on natural resources. Additionally, educating residents, businesses, and other organizations about the importance of the Village's natural resources and ways to protect and enhance them was an objective of this effort. As of April 2018, the Village and the CAC are in the process of creating an Open Space Inventory with the assistance of the Westchester Land Trust and the Hudson to Housatonic Regional Conservation Partnership.

The NRI provided recommendations for the improvement of open space and waterbodies, including ways to improve water quality, strengthen wetland buffers, install additional stormwater controls, and preserve parcels using conservation easements.

Mount Kisco Comprehensive Plan (2000)

The 2000 Comprehensive Plan reviewed existing conditions and provided recommendations on open space and natural resources to direct the future development and preservation of Village resources. These included exploring possible acquisition of new open space, creating smaller pocket parks and open space areas, adding landscaping to existing parking lots and along road frontages, and educating residents on incorporating native trees and plantings on their properties.

Additional reference materials used throughout this chapter include:

- The Croton Plan for Westchester (2009) - Westchester County Department of Planning, with the ten municipalities of the Croton Watershed, assessed watershed conditions, identified water quality impacts, and set forth strategies to reduce impacts and prevent water quality degradation. Recommendations for Mount Kisco included actions the Village could take to improve water quality and reduce pollution due to runoff and stormwater control.
- Water Quality Studies – New York State Department of Environmental Conservation (NYSDEC) has conducted several studies of the Kisco River, including "The Lower Hudson River Basin Waterbody Inventory (2008); "30 Year Trend in Water Quality of Rivers and Streams" (2002); and the U.S. Geological Survey and NYSDEC report "Seasonal Variability and Effects of Stormflow on Concentrations of Pesticides in Kisco River" (2004). These studies have indicated that water quality in the Kisco River varies throughout its course. The greatest amount of pollution has been detected where development and impervious surfaces are greatest.

Topography

Much of Mount Kisco's development pattern is defined by its topography, which consists of steep slopes in the northwest and southeast. Elevation in the Village ranges from a low of 270 feet to a high of about 620 feet above sea level on Captain Merritt's Hill (Figure 49).

The topography of the Village is an important asset, creating scenic views of tree-covered hills from the downtown area. As a result, new development should take into consideration preservation of views where most valued. Because of the varied nature of topography in the Village, higher building heights could be considered in certain areas, but may be limited where scenic views might be blocked.

Kisco Mountain is the highest point in the Village. It is currently forested greenspace with hiking trails which lead to a lookout point with views of the Village and surrounding areas. A portion of Kisco Mountain was the subject of development interest in 2016. The residential neighborhood on the southwest face of Kisco Mountain, known as Captain Merritt's Hill, is the location of many historic Victorian homes.

Prevent Disruption of Steep Slopes

Mount Kisco regulates the disturbance of steep slopes in an effort to preserve the Village's natural resources and community character. Disturbance of very steep slopes can result in erosion, stormwater runoff, flooding, landslides and soil instability, and could potentially block scenic views and disturb wildlife habitats. Section 110-33.1 of the Village Code prohibits construction activities on very steep slopes (greater than 25%), and places additional restrictions and regulations on slopes greater than 15% and 20%.

Mount Kisco has 135.9 acres of steep slopes (15% and greater), with the largest contiguous areas located on Captain Merritt's Hill. Other areas with steep slopes are located in the southeastern sections of the Village (Figure 50).

Watercourses and Wetlands

Mount Kisco's water resources include streams, rivers, ponds, and wetlands. The Kisco River and Branch Brook are the major streams and rivers with a total of 60,096 linear feet within the Village (Figure 50).

The Village's watercourses also function as part of the Kisco River drainage basin for the Croton Watershed. The Kisco River flows from the southwestern corner of the Village northward into the New Croton Reservoir. The Croton Watershed comprises more than 110,000 acres in 10 municipalities in Westchester County, and is part of New York City's water supply system (Figure 51).

The Kisco River is protected on both sides by 40 acres of Village-owned wooded land.¹ The river flows from Leonard Park south and west, passing beneath Byram Lake Road, Main Street, Lexington Avenue, and the Saw Mill River Parkway. The Leonard Park hiking trail continues along the Kisco River, featuring forested areas with trees more than 125 years old.

Byram Lake is the source of the Village's water supply. The reservoir is located in Bedford and North Castle, but is owned and operated by Mount Kisco. The role of Byram Lake in Mount Kisco's drinking water infrastructure is discussed in more detail in Chapter 10: Infrastructure.

¹ Village/Town of Mount Kisco Natural Resource Inventory, March 2017

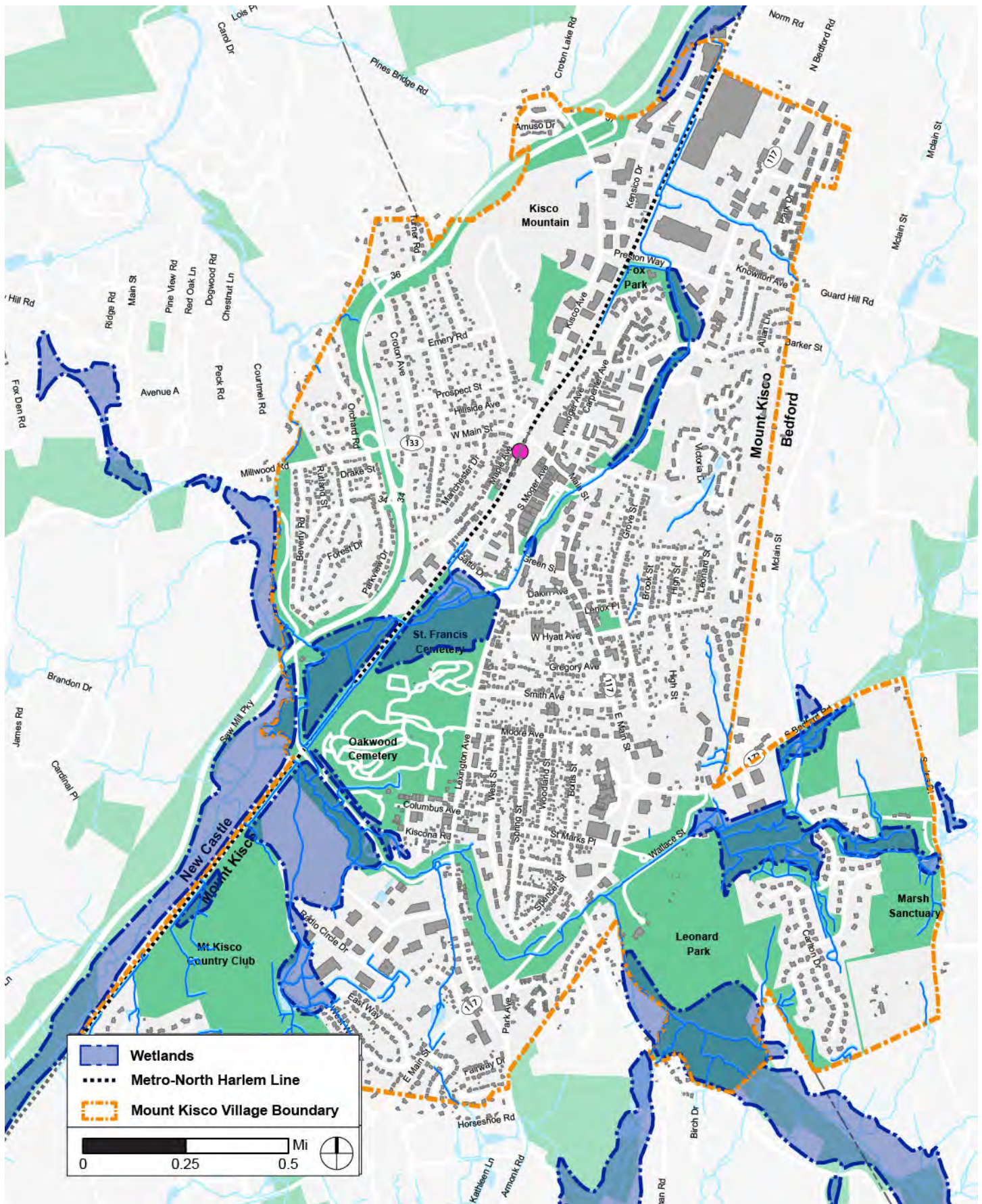


Figure 50: Watercourses and Wetlands

FIGURE 51: CROTON WATERSHED MAP



Preserve the natural beauty and stormwater benefits of wetlands

Wetlands act as natural storage basins for floodwaters and aid in water quality and groundwater recharge; they also provide wildlife habitat and contribute to natural and scenic beauty. Section 107 of the Village Code defines wetlands as, “areas and waters within the Village that constitute waterbodies or watercourses, are comprised of hydric soils and/or are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and which under normal circumstances do support, a prevalence of hydrophytic vegetation.” The Village’s definition encompasses wetlands designated by the New York State Department of Environmental Conservation (NYSDEC), and watercourses and waterbodies. The Village’s wetlands regulations control construction-related activities within 100 feet of any wetland, or greater than 100 feet where the permitting authority finds it necessary to the protection of the wetland.

Wetlands surround Branch Brook, which runs through the center of Mount Kisco from the northern end of the Village to the Kisco River at the southwest border. A high level of development surrounds most of Branch Brook, including Shoppers’ Park, Village Hall, the Mount Kisco Public Library, and the Mount Kisco Justice Court and police building in the downtown area. Twenty-five stormwater outlets release runoff from surrounding impervious surface into Branch Brook, contributing to pollution of this section. In other areas of the Village outside of downtown, the wetlands surrounding Branch Brook are wooded areas, providing habitats for wildlife, plants, and other vegetation.

Stormwater Management and Drainage

Land development often eliminates natural features that moderate stormwater runoff and exposes soil to erosion. Runoff also carries soil and other pollutants into streams, lakes, rivers, and estuaries. In severe storms, bank erosion, flooding, road washouts, and flooded basements are a direct result of uncontrolled stormwater runoff.

Limit stormwater runoff

New York State requires urbanized communities, including Mount Kisco, to establish Phase II stormwater management programs to control stormwater on developed sites. This requirement means that the quantity, rate, and quality of runoff should not change significantly between pre- and post-development. The State’s Phase II regulations are limited to areas of disturbance greater than one acre, but the Village has enacted a more stringent regulation, requiring a Stormwater Pollution Prevention Plan (SWPPP) for all land development activities (defined in Section 110-61 of the Village Code) subject to review and approval by the Planning Board under subdivision, site plan, and/or special permit regulations (Section 110-62 and Chapter 92A of the Village Code).

A leading contributor to stormwater runoff is impervious surfaces, such as roads, rooftops, parking lots, driveways, sidewalks, and other paved areas. According to the 2009 Croton Plan for Westchester, nearly a quarter of the Village is covered in impervious surface, the highest percentage of any municipality in the Croton Watershed. The greater development density in Mount Kisco speaks to our adherence to smart growth principles in the Village and the larger region. It is also important to note that the Village has less total land covered by impervious surface, approximately 0.744 square miles, than any other community in Northern Westchester except for the Town of Pound Ridge.

Mount Kisco also conducts an annual stormwater report that is presented to the Village Board and the public at a Village Board meeting, is posted on the Village website, and is submitted to the New York State Department of Environmental Conservation (NYSDEC). In 2016 the Village inspected and cleaned 1,500 catch basins. The Village provides printed and electronic materials to educate the public on stormwater management, pesticide and fertilizer application, and recycling and wetland protection.

Trees

Mature trees are an important part of Mount Kisco's community character, providing habitat areas for a variety of wildlife and playing a critical role in stormwater management. In many ways, they can be considered natural green infrastructure.

The Village has adopted a tree preservation ordinance (Chapter 99 of the Village Code) to protect trees on public and private land. These regulations require permits for tree removal in any public place, within the Primary and Secondary Tree Protection Zones, or Road Right-of-Way Protection Zone. The Village has a Tree Preservation Board, consisting of five seats with members appointed by the Board of Trustees, who work with the Village Engineer on the approvals of applications for tree permits. Prior approval by the Village is required for the removal of street trees. Removal of a tree is permitted by right under actual or ongoing emergency conditions. Tree removal without a required permit can result in fees and other penalties. Site plans and major subdivision plats require a tree preservation plan for the subject property to be approved by the Planning Board.

A survey of all street trees in the Village was conducted in 2018 with the help of an Urban Forestry Grant, and this will lead to the development of a Village-wide tree preservation and management plan. The Village is also proud to be a designated Tree City USA.

Air Quality

Poor air quality can cause a range of health issues, including respiratory illness and asthma. Air pollution can also cause haze and smog; reduce visibility; damage buildings; and harm water bodies, plants and wildlife. Traffic congestion, which was cited as a major concern in Mount Kisco, can include impacts on air quality.

Air pollution can stem from point (stationary) sources, such as industrial uses; area (non-point) sources, or the cumulative impact of small individual sources; mobile sources, such as automobiles; and biogenic sources that occur naturally in vegetation. The most significant sources of carbon monoxide emissions, by far, are single-occupancy vehicles.

A potential source of negative air quality impacts for Mount Kisco is traffic congestion on major roadways, notably the Saw Mill River Parkway and New York State Route 117. Potential improvements to this situation are 1) the gradual introduction of hybrid and electric vehicles, 2) traffic management strategies to relieve congestion (see Chapter 9), 3) improved public transportation, 4) a more walkable/bikeable Village to reduce local use of cars, and 5) preservation of the Village's tree cover.

Critical Environmental Areas

A Critical Environmental Area (CEA) is a State-, County- or locally-designated geographic area with exceptional or unique environmental character. Development proposed in a CEA requires a more rigorous review than other areas. The potential impact of any Type I or Unlisted Action on the

environmental characteristics of the CEA is a relevant area of environmental concern and must be evaluated under the State Environmental Quality Review Act (SEQRA).

Although there are no CEAs within the Village, the Byram Lake Reservoir is a designated CEA. The reservoir is located a little more than a mile southeast of Mount Kisco, and serves as the Village's main water source. The water supply land immediately surrounding Byram Lake is owned by Mount Kisco.

Hazard Mitigation

With recent weather events such as Hurricane Irene and Superstorm Sandy, there is a major focus in the New York metropolitan region on the need to plan for hazardous events. During both of these weather events—as well as during severe storms in March 2010—Mount Kisco experienced extensive flooding, wind damage, and power outages. During Hurricane Irene, more than 3,300 customers in Mount Kisco experienced power outages, and approximately 500 people used the Village's emergency shelter located at the Boys and Girls Club. Winter Storm Alfred in October 2011 caused power loss for approximately 75% of customers in the Village. During Superstorm Sandy, more than 2,500 customers lost power and roads were closed due to fallen trees.

The Village adopted a Multi-Hazard Mitigation Plan in 2013 and participated in the Westchester County Hazard Mitigation Plan Update in 2015. In October 2018 the Board of Trustees locally adopted the updated Westchester County Hazard Mitigation Plan, which encompasses the work done at the local level in 2013. Westchester County's plan establishes a set of 17 County-wide mitigation strategies to deal with the potential impacts of emergency and disaster-related events. For Mount Kisco, the County's plan identified threats from flooding, severe storms and wildfire as posing the greatest hazard risks.

Though large portions of the Village are in areas not susceptible to flooding, buildings in the downtown and surrounding area to the north and south of the train station are vulnerable during storms. Among these downtown buildings are many of Mount Kisco's municipal and emergency facilities, including the emergency operations center (EOC) and the Green Street Firehouse.

Identify strategies to mitigate flood risks

As a result of the Village's topography and location of water resources, much of the low-lying downtown is located in areas of moderate flooding (Figure 52). The Federal Emergency Management Agency (FEMA) has classified these areas as part of the 100-year flood zone. FEMA produces these floodplain maps in order to implement the National Flood Insurance Program (NFIP). NFIP allows property owners in participating communities to purchase flood insurance in exchange for state and community floodplain management regulations that reduce future potential flood damage. If a community adopts and enforces a floodplain management ordinance for new construction in floodplains, the federal government will make insurance available in the community to mitigate flood losses.

The Branch Brook runs through the center of the Village and joins the Kisco River to the southwest of the Village, and is a source of frequent flooding. Impervious surface surrounding the Branch Brook, including the municipal buildings and Shopper's Park downtown, have been vulnerable to flooding. Much of the Village's green space is in the flood plain, including parts of Leonard Park. Much of the Park, formerly a lakebed, is in a low-lying area that frequently floods. Field space in the park is limited, and is

further restricted as a result of frequent flooding. The Hazard Mitigation Plan lists streets where businesses and residents have experienced “frequent flooding,” including:

- Lexington Avenue
- Gatto Drive
- South Moger Avenue
- Jeff Fiegel Square
- Green Street
- Kensico Drive
- Kisco Avenue
- Portion of Lieto Drive (from Lexington Avenue to Maple Avenue)
- North Bedford Road (between Brookside Avenue and Barker Street)
- Carpenter Avenue (lower part)
- Portion of Hubbels Drive (close to Metro-North Harlem Line)
- Portion of Preston Way (close to North Bedford Road)
- Portion of Main Street (Vicinity of Route 117/133)
- Leonard Park (Most of the park surrounding the Kisco River)
- Brook Street

Chapter 66 of the Village Code establishes standards for construction within areas of special flood hazard, which are defined as the land in the floodplain subject to a 1% or greater chance of flooding in any given year (commonly referred to as the base floodplain or 100-year floodplain).

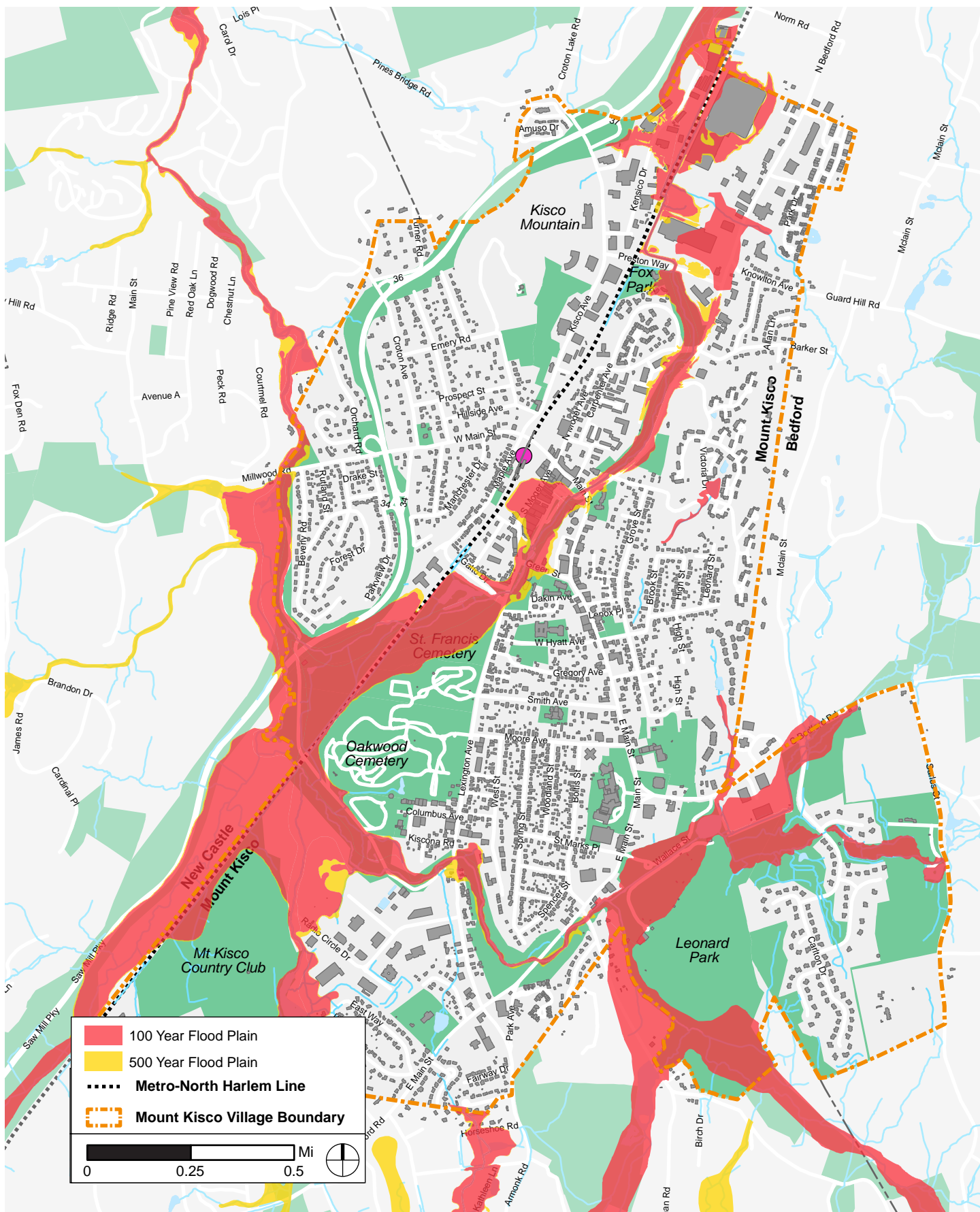


Figure 52: Flood Plains

7.2 Parks and Open Space

The quality, quantity, and variety of parks and open spaces are important attributes that help define the character of a community. Much of Mount Kisco's community character lies in its attractive residential neighborhoods and the parks and recreational facilities that serve them. The benefits of parks and open space are varied, in that they provide opportunities for social interaction and healthy activity; help preserve natural features and environmentally sensitive areas; serve important drainage and stormwater management functions; and enhance neighborhood aesthetics.

Parks and open space make up the largest total land use in Mount Kisco. The Village's main resource for active recreation facilities is Leonard Park. Additional open space includes Mount Kisco Country Club, Oakwood and Saint Francis Cemeteries, Marsh Sanctuary, Fox Memorial Park, land around the Saw Mill River Parkway, dedicated open space around Mount Kisco Chase, and the Village-owned land along the Kisco River and Branch Brook. Together with HOA common lands and water supply lands, these areas total nearly 620 acres or 31% of the Village's land area (Table 8). Additional open spaces throughout the Village include pocket parks located on the corner of Grove Street and East Hyatt Avenue and on the west side of Lexington Avenue at Gregory Avenue.

TABLE 11: PUBLIC PARKS, OPEN SPACE AND RECREATION

Parks and Open Space	Acres	% of Total Land Area
<i>TOTAL</i>	619.12	100%
<i>Parks, Public Open Space</i>	137.38	22.2%
<i>Private Recreation</i>	103.75	16.8%
<i>Cemetery</i>	72.89	11.8%
<i>Common Homeowners Association Lands</i>	149.06	24.1%
<i>Nature Preserves</i>	52.42	8.5%
<i>Water Supply Lands</i>	103.62	16.7%

Kisco Mountain/Captain Merritt's Hill

Kisco Mountain is the highest point in the Village, with views north, east, and south. The Mountain is made up of 66 acres of forest on four separate parcels, all of which are owned by the Village of Mount Kisco (Figure 53). The southwest face of Kisco Mountain is made up of a residential neighborhood known as Captain Merritt's Hill.

Leonard Park

Leonard Park is the Village's largest park and home to the majority of its recreation facilities. The park is located in the southeastern portion of the Village, with open space and a small pond in the northern portion and a forested hill in the southern portion, connecting to Marsh Sanctuary. The Leonard Park woods begin at the southeastern edge of Wallace Pond and the Teahouse, forming a 187-acre block forest together with Marsh Sanctuary and the Chase Homeowners' Association open space. This forested area includes extensive hiking trails and serves as a wooded wetland, protecting the Village's drinking water wells at Leonard Park. Trails stretch from Wallace Pond through the forest to the Recreation Center. In its southern quarter the trail connects to the Marsh Sanctuary (Figure 54).

The Leonard Park Committee was established when two pieces of land were donated to the Village, one in 1941 by William H. Leonard, and the second in 1955 by Reader's Digest Association. The deeds granting the land to the Village require a Committee to advise the Board of Trustees and the Recreation Commission on matters pertaining to the use and development of the Park. The mission of the Committee is to ensure the recreation facilities there are best used to the advantage of community residents. The Committee oversees compliance with the provisions, conditions, and purposes of the deeds of dedication by the grantors of Leonard Park and The Reader's Digest.

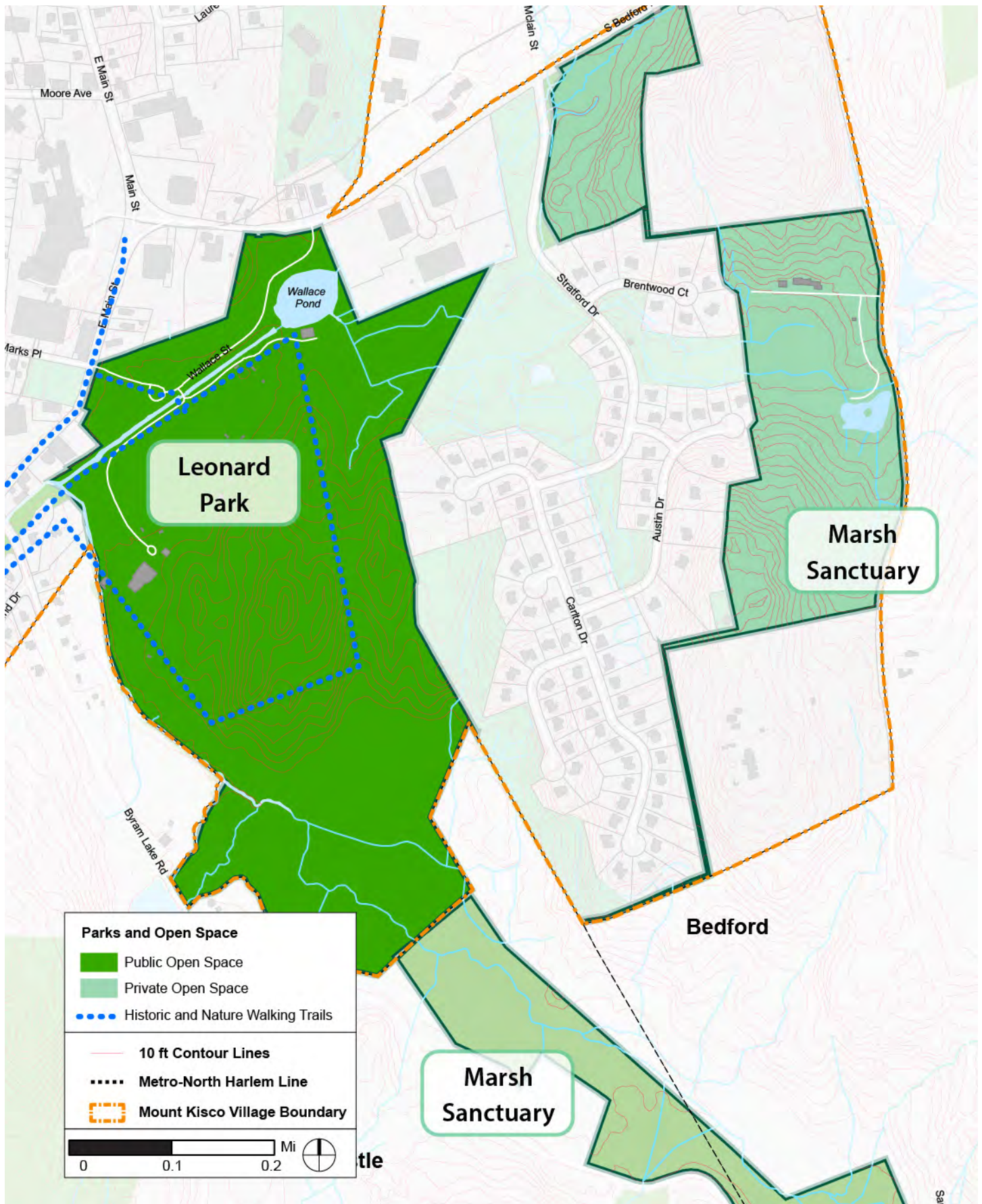


Figure 54: Leonard Park and Marsh Sanctuary

Facilities

The park features four baseball/softball fields, a field used for football and soccer, tennis courts, and a multi-age playground, as well as a recreation building with three community swimming pools, a middle-school-sized gym, and locker rooms. The Teahouse, a Japanese-style gazebo located on Wallace Pond, is available for seasonal rentals. The forested hill to the south is used for recreation including hiking trails, an 18-hole Frisbee golf course, and sledding.

Additional fields are located at 333 North Bedford Road, where the Village has access to a privately provided soccer field. Fox Park, discussed below, also provides a baseball field and basketball court. However, as a result of flooding and the pattern of development in the Village, field space in the Village is limited. The lack of field space limits the Parks Department's ability to provide opportunities for recreation.

Provide recreational programs and foster partnerships with community organizations

The Recreation Department is responsible for the operations of programs offered at Leonard Park. Programs include after-school programs, morning programs, summer camps, programs for seniors, and youth sports. As a result of many families with working parents, after-school programs have seen high enrollment, at times requiring additional space at the Senior Center.

Fox Memorial Park

Fox Memorial Park is located north of the train station on Carpenter Avenue, abutting the train tracks to the west. Fox Park features a basketball court and 70-foot baseball field, but currently does not have a permanent bathroom facility on-site and lacks adequate lighting. The park is adjacent to the Senior Center.

Marsh Sanctuary

The Marsh Sanctuary is a 156-acre protected area located along Mount Kisco's eastern border. The sanctuary features four miles of hiking trails, which connect to Leonard Park in Mount Kisco, and other regional open spaces, including Westmoreland Sanctuary, Merestead, Byram Lake, and Meyer Preserve. The northern area of the sanctuary is forested, while the southern section is made up of rare meadow habitats and a 1-acre pond (Figure 55).

Trails

The CAC and Historical Society have established a system of trails designed to connect the Village's green space and its historical context. Trails and connections include Marsh Sanctuary, Leonard Park, the Kisco River, Branch Brook, Woodcrest/Glassbury, and Kisco Mountain (Figure 55). Notable historic sites identified along the trails include the Grist Mill, the 1828 Bridge, the Spencer Optical Factory site, Revolutionary War sites, Washington's Rock/Kirbyville Historic Schoolhouse, and the first hospital and nurses housing in the Village. The Historical Society and the CAC continue to work on expanding the network of trails, with plans to connect green spaces throughout the Village, and to surrounding open spaces in neighboring municipalities and county-wide.

The Historical Society provides walking tours of these trails in order to educate members of the public and bring awareness to the significance of the Village's natural and historical resources.

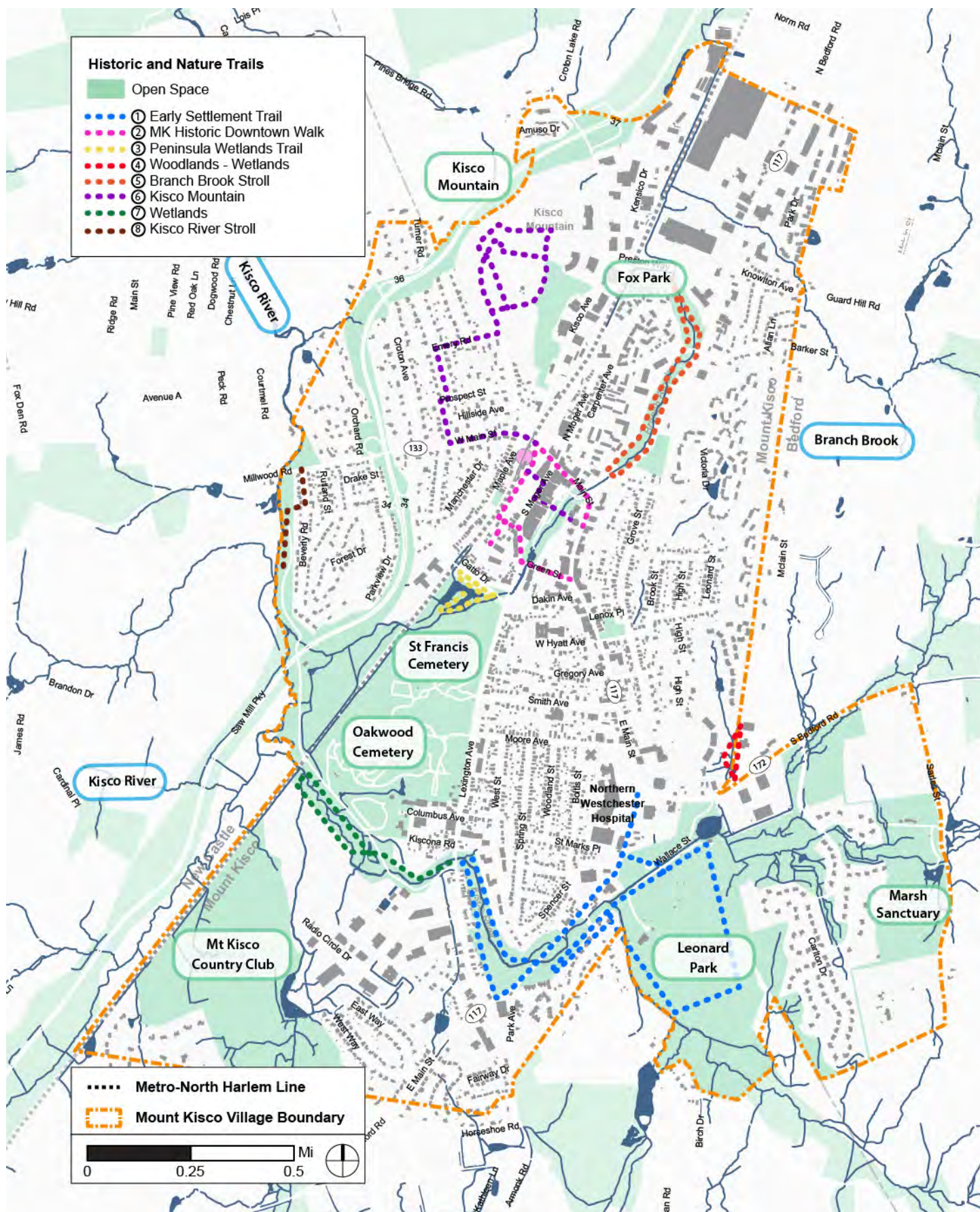


Figure 55: Regional Trail Connections

7.3 Strategies

- Continue to implement recommendations from the Natural Resources Inventory.
- Continue to implement recommendations from the Hazard Mitigation Plan.
- Develop a long-term strategy to implement upgrades at Leonard Park.
- Provide resources to expand recreational programming.
- Explore opportunities to expand availability of field space for youth sports and neighborhood recreation.
- Improve neighborhood/pocket parks throughout the Village.
- Continue to formalize and expand natural and historical trails where appropriate.

7.4 Recommendations

Natural and Environmental Resources

1. Undertake a street tree inventory and create a management plan.
2. Continue to educate residents on the value of natural resources by supporting the efforts of the CAC and Historical Society, including through additional signage and publicity of existing trails, as well as the creation of new trails.
3. Minimize noise and light pollution from future development to limit effects on residential neighborhoods.
4. Adopt recommendations from the Natural Resources Inventory and prioritize the recommendations for implementation, including enforcement of wetland and stormwater regulations, education about land management. The Village should follow the strategies outlined by the NRI for protection of its water resources, improvement of stormwater management, and preservation of open space. Highlighted relevant recommendations are outlined below:

- a. Strategies to protect the Village's water resources include:
 - i. Stream restoration with native trees and shrubs at Wallace Pond, Wallace Pond outlet, Branch Brook and the Byram Lake Reservoir.
 - ii. Enforcement of wetland and stormwater regulations.
 - iii. Education about land management.
 - iv. Protect drinking water at Byram Lake Reservoir.
- b. Stormwater improvements include:
 - i. Increased catch basin maintenance.
 - ii. Detention basins, vegetative swales, rain gardens, and best management practices (BMPs) to capture and filter storm water.
 - iii. Ensure that new development in areas of existing impervious surface result in improved management of stormwater drainage, and mitigate impacts on the natural environment.
- c. Open Space:

- i. Open space opportunities are found at the north and south parcels of Kisco Mountain, at Radio Circle, and adjacent to Marsh Sanctuary.
 - ii. A Village-wide trail system is near completion with opportunities for hiking trails at Kisco Mountain, Kisco River, Leonard Park, and the Kisco River wetland.
 - d. Strategies to protect drinking water at Byram Lake Reservoir include:
 - i. Reduction of road salt use at interstate 684 and Byram Lake Road.
 - ii. Repair of cave-ins and shoulders along Byram Lake Road.
 - iii. Planting vegetative strips between the road and the reservoir.
 - iv. Paving of parts of the road, installation of catch basins and temporary road closures may be necessary.
- 5. Continue efforts to reduce the Village's carbon footprint, reduce waste, and promote energy conservation in both public and private sectors. International and US studies relating to climate change all point to the critical need to reduce the use of fossil fuels for energy creation and transportation. For this to be achieved it is incumbent on all governments at every level to promote the use of alternative energy sources. As part of Mount Kisco's initiative to improve sustainability and reduce dependence on fossil fuels, the Village should consider participating in New York State's Climate Smart Communities program, and developing a coordinated "Green Plan" for the Village. The Green Plan could be designed to include the following initiatives:
 - a. Update Greenhouse Gas Inventory.
 - b. Encourage the installation Solar Panels and/or arrays, with battery storage as far as practical, everywhere in the Village where it is not likely to block the views or cause distress to neighbors or the neighborhood, including roof tops, parking lot canopies, car ports and all other structures, within the limits and constraints of zoning requirements.
 - c. Develop green building codes, following USGBC LEED standards or equivalent, for new buildings and significant improvements to existing buildings.
 - d. Consider green parking lot standards.
 - e. Encourage geo-thermal heating and cooling in new and existing structures.
 - f. Encourage passive house construction, where energy savings are achieved by using especially energy efficient building components and a quality ventilation system.
 - g. Transition Village fossil-fuel based landscaping equipment to electricity-driven equipment.
 - h. Transition Village fuel-based vehicles to electricity-driven vehicles as fast as economically justifiable.
- 6. Encourage 'green' roofs on new and existing buildings. Encourage the use of solar panels on rooftops and parking-area / car-port rooftops for electricity.
- 7. Ensure that new construction projects in the floodplain areas are raised or otherwise designed to avoid flood damage.
- 8. Quality of life requires more attention to be paid to noise and light pollution, which is increasingly recognized as a hazard to health. The Village will initiate and accelerate initiatives to mitigate this.

9. The Village should take steps that are available and economically feasible to reduce solid waste collection and disposal by using modern collection and recycling strategies. It is increasingly recognized that food scrap recycling and composting have become an important part of sustainability. It also decreases pressure on landfills, and reduces the costs of solid waste collection and disposal.

Hazard Mitigation

10. Follow recommendations related to flooding, protection of natural resources, and emergency preparedness, as outlined in the Multi-Hazard Mitigation Plan. Relevant recommendations include:
 - a. Priority 1 Mitigation Actions
 - i. Perform feasibility and hydrology study of Branch Brook, Kisco River, and wetland areas.
 - ii. Purge and clean catch basins, pipes, drainage network.
 - iii. Implement a flood control system for emergency equipment in municipal facilities (including existing EOC and Green Street Firehouse).
 - iv. Coordinate with neighboring communities (New Castle & Bedford) to improve communication for fires & other emergencies.
 - b. Priority 2 Action Items
 - i. Perform stream and river maintenance; clean debris and sediment.
 - ii. Make stream corridor improvements and bank stabilization.
 - iii. Procure a permanent dedicated generator for Boys and Girls Club Shelter.
 - iv. Partner with adjacent municipalities to study flooding and improve hydrology.
 - v. Upgrade & improve interagency communication and communication equipment.
 - vi. Make a permanent dedicated Emergency Operations Center (EOC) with dedicated generator outside of the floodplain.
 - c. Priority 3 Action Items
 - i. Develop and manage the Community Rating System (CRS) program for Mount Kisco. This Program is a National Flood Insurance Program (NFIP) that provides incentives for the communities to complete activities that reduce flood hazard risks. When a community completes these activities, the insurance premiums of these policyholders can be reduced. This Plan, subsequent filing of an application, and receiving approval are necessary for qualifying for this Program. Under the CRS Program, each homeowner's flood insurance cost could be reduced from 5% to 50%.
 - ii. Implement a tree inventory/management program.
 - iii. Coordinate with Northern Westchester Hospital, Metro North, and Westchester County on a Nuclear, Biological, Chemical (NBC) Plan
 - iv. Update the engineering assessment for Byram Lake Dam.
 - v. Update the Hazard Mitigation Plan (5 years).

Parks and Open Space

11. Create a master plan for Leonard Park.

Undertake a parks and open space study to determine how the Parks and Recreation Department should best utilize its existing open space and recreation resources. A study can also help determine how to best meet the needs of the department, and create an action agenda that will prioritize needs in order to seek funding for improvements.

Leonard Park is located in the 100-year floodplain, and experiences regular flooding as a result of its location along the Kisco River. The Park is the Village's major resource for recreation, but flooding issues have limited the Recreation Department's ability to host events on playing fields located in the park. The park has not been able to accommodate growing demand for after school programs and sports programming as a result of flooding. In addition to the drainage needs of the fields, the facilities at Leonard Park are in need of reorganization, including a possible addition to the pool and locker room facilities.

12. As a result of flooding conditions at Leonard Park, and the lack of underutilized parcels in the Village, there is a need for additional field space. A study should be undertaken to identify possible future locations for fields to be used for youth sports and neighborhood recreation, including adult soccer leagues.
13. Transform the Branch Brook Greenway into a gathering space and park for cultural and music events and family activities.
14. Support the formation of committees or volunteer groups to maintain pocket parks and encourage local support of neighborhood open spaces.
15. Work together with the Historical Society and CAC to identify new opportunities for trails, and support ongoing efforts to engage with nonprofit organizations and other funding institutions to provide amenities including signage, publicity, and infrastructure for the trail system.
16. Seek grant funding to formalize existing trails and create new ones to interconnect local green spaces, along with those of neighboring municipalities and the County.
17. Existing pocket parks should be maintained and upgraded.

18. The Village should continue to retain an arborist as needed.
19. The Village should continue to recognize the importance of forest management to the conservation of forest resources and pursue opportunities to support science-based, sustainable forest management in its Plan and Zoning Code Amendments. Healthy, diverse and vigorous forests help to protect surface water quality by minimizing risk of erosion, sustaining high stormwater infiltration rates and consistent water yields.

Chapter 8. Community Facilities, Historic, and Cultural Resources

8.1 Introduction

Municipal services, community organizations, and cultural institutions all play a critical role in the lives of Mount Kisco's residents. Collectively, these public agencies, non-profit organizations, health care institutions, and other local resources have a daily impact on the Village, providing public resources and social services to local residents. The goal of this section of the plan is to outline the role that these resources play in the Village, identify opportunities to improve municipal facilities, and expand the benefits of non-profit and cultural institutions.

8.2 Municipal Facilities

The Village provides a range of services and resources that contribute to Mount Kisco's quality-of-life. The breadth of the Village's historic, cultural, and municipal resources is instrumental in establishing its character and attractiveness for residents. While many municipal facilities are located at the Village center, resources are distributed throughout Mount Kisco, ensuring residents have easy access to quality amenities and services (Figure 56).

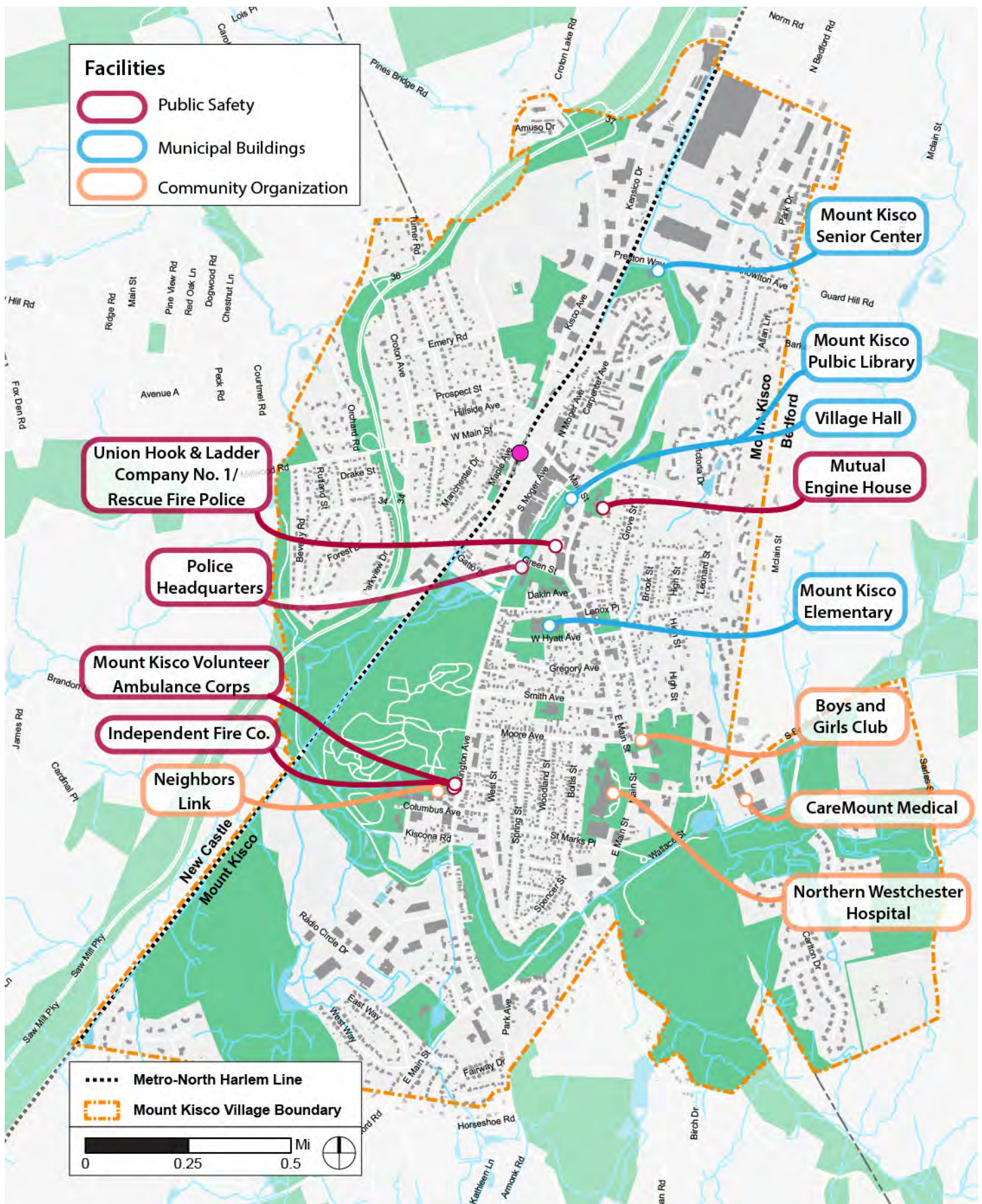


Figure 56: Municipal Facilities

Village Administration

Mount Kisco is an incorporated Town/Village, governed by a Mayor and a board of four Trustees who are elected to two-year terms. Other elected positions in the Village are two Town Justices and the Library Board of Trustees. The Village Manager serves as the chief executive officer, who administers daily activities and executes Village policy. The chief financial officer is the Village Treasurer.

Village government is also made up of the following departments, boards, and committees:

- Assessor's Office
- Building Department
- Engineering Department
- Finance Department
- Highway Department
- Justice Court
- Library
- Police Department
- Receiver of Taxes
- Recreation Department
- Senior Citizen Programs
- Village Manager
- Vital Statistics
- Water and Sewer Department
- Architectural Review Board
- Beatification Committee
- Board of Assessment Review
- Board of Ethics
- Board of Fire Commissioners
- Buildings and Grounds Committee
- Byram Lake Committee
- Conservation Advisory Council
- Economic Development Council
- Energy Advisory Panel
- Finance Committee
- Housing Authority
- Landmark and Historical Preservation Committee
- Leonard Park Committee
- Library Board of Trustees
- Mount Kisco Partners in Prevention
- Planning Board
- Recreation Commission
- Tree Preservation Board
- Village Board of Trustees
- Historical Society/Village Historian
- Zoning Board of Appeals
- Town Prosecutor

Building, Engineering, and Planning

The Building Department is responsible for code enforcement in the Village. The department reviews applications for building and demolition permits, tree removal permits, signage and fire safety compliance, and conducts inspections to ensure compliance. The Architectural Review Board, Planning Board, and Zoning Board of Appeals work closely with the Building Department, the Consulting Planner to the Village, the Consulting Engineer to the Village, and the Village Manager. Mount Kisco has a Consulting Engineer who is responsible for all engineering work in the Village, assists the Village Manager and the General Foreman of the Department of Public Works with oversight of the Village's public works, and consults on applications for building permits.

Public Safety

Police

Mount Kisco is served by a local police force that is supplemented by the Westchester County Police Department through a contract for Additional Police Services, with its headquarters located on Green Street. The joint force provides 25 staff, including 17 officers, three detectives, and five supervisors. The Village has access to four cars during the day and three cars at night. In 2015, Westchester County absorbed the majority of the Village police department's staff as part of a five year agreement to provide Additional Police Services and reduce taxpayer costs for Mount Kisco residents. The Village and County have enjoyed this shared services arrangement for the past three years without any significant glitches or transitional setbacks.

FIRE

The Mount Kisco Fire Department has provided residents of Mount Kisco, Bedford, and New Castle with fire protection for more than 100 years. The Department has approximately 200 volunteers, one chief, and two assistant chiefs, each in charge of line officers and administrative duties at the four member companies. The four member companies are: Union Hook and Ladder Co. No. 1; Mutual Engine and Hose Co. No. 1; Independent Fire Company; and Rescue Fire Police. These companies operate out of three fire stations. The department has five engines, one aerial, two rescues, and one utility truck. The location and type of fire alarm dictate which company responds. All three houses are currently in the process of expansion and renovation in order to provide additional room for new equipment and upgraded facilities to improve service and operations. Renovations will bring the 50-year old buildings up to the standards of modern firehouses. Updates will include building additions, meeting ADA compliance standards, updated electrical systems, roof and window replacement, equipment upgrades, and new LED lighting. In November 2017, a bond referendum passed to provide \$10.25 million in funding for renovations and expansion of all three firehouses.

AMBULANCE

The Mount Kisco Lions Volunteer Ambulance Corps began in 1928 in partnership with the Mount Kisco Lion's Club, and was incorporated in 1998 as the Mount Kisco Volunteer Ambulance Corps. The Corps has four administrative officers, three operational officers, and a five-person executive board. The Volunteer Ambulance Corps provides emergency medical and ambulance services, with volunteer Emergency Medical Technicians (EMT), and provides medical training for the community. The group is located adjacent to the Mount Kisco Independent Fire Company at 310 Lexington Avenue.

Mount Kisco Public Library

The Mount Kisco Public Library is located in the Municipal Complex on Main Street. The library has a four-person staff headed by a Director, as well as a Board of Trustees who set policy, and oversee the budget. The current facility was completed in 2010, replacing a smaller structure on the same site, which was built in 1961. The new library building provides reading rooms, a community meeting room, and offers services for seniors, adults, teens and children. Resources are available in English and Spanish.

Schools

The Village of Mount Kisco is in the Bedford Central School District, which serves residents in Mount Kisco, Bedford Hills, North Castle, Bedford and Pound Ridge (Figure 57). Mount Kisco students attend either Mount Kisco Elementary School or West Patent Elementary School. All students attend the Fox Lane Middle School and High School, located on a 90-acre campus on South Bedford Road in the Town of Bedford. The Board of Education is comprised of seven members who are elected district-wide.

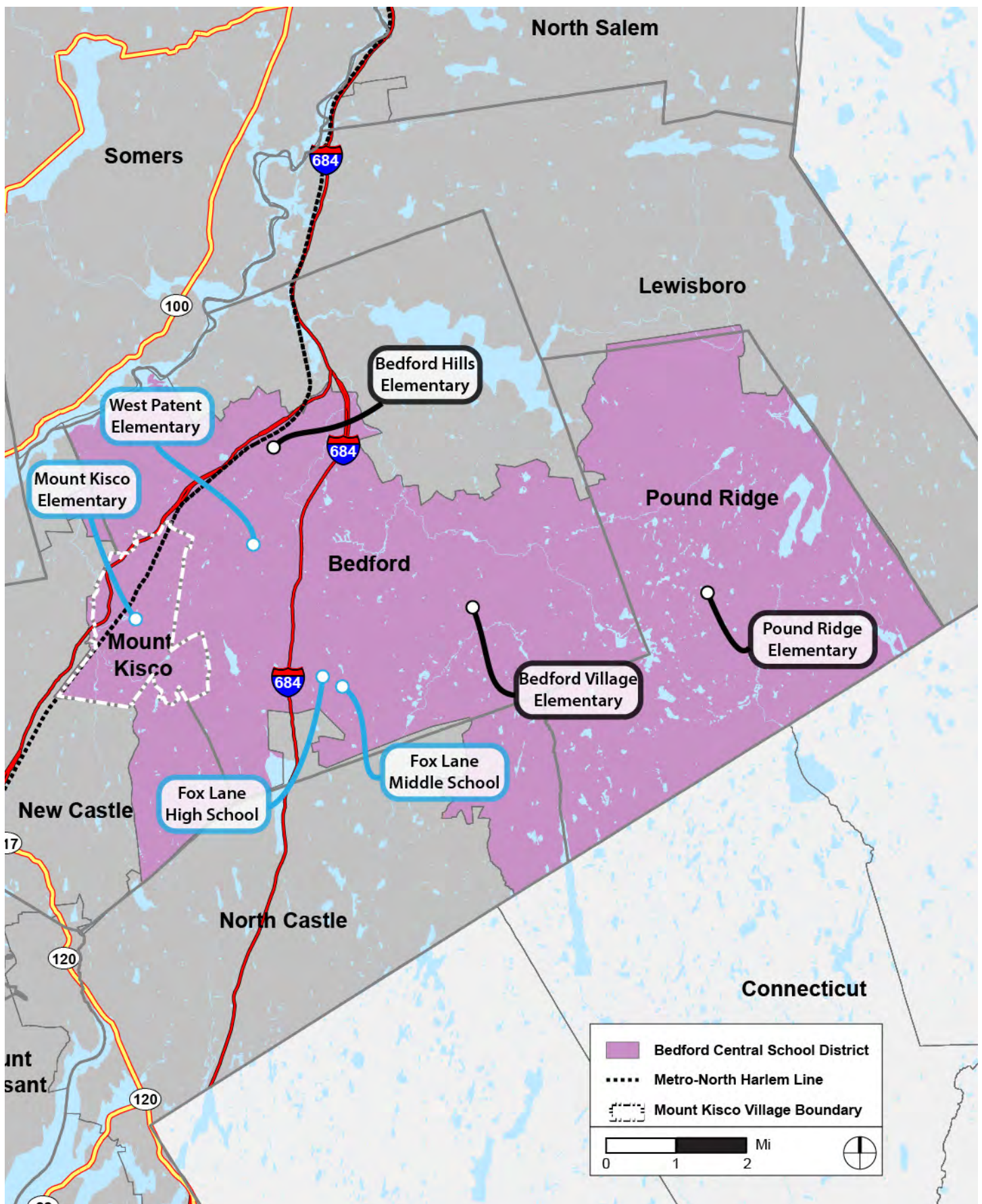


Figure 57: Bedford Central School District

- **Bedford Hills Elementary School** is located at 12 Babbitt Road, with 285 students in grades K-5.
- **Bedford Village Elementary School** is located at 45 Court Road, with 265 students in grades K-5.
- **Mount Kisco Elementary School** is located at 47 W Hyatt Avenue and has 549 students in grades K-5.
- **Pound Ridge Elementary School** is located at 7 Pound Ridge Road, with 313 students in grades K-5.
- **West Patent Elementary School** is located at 80 West Patent Road, with 325 students in grades K-5.
- **Fox Lane Middle School** is located at 632 S. Bedford Road, with 961 students in grades 6-8.
- **Fox Lane High School** is located at 632 S. Bedford Road. It has 1,350 students in grades 9-12.

For the most recent school year, total K-12 enrollment in the Bedford school district was 4,048 students. Enrollment has fallen since 2012, with the greatest decrease occurring between the 2015-2016 and 2016-2017 period (-4.4%). Enrollment peaked at 4,412 during the 2012-2013 school year, 8.3% higher than in 2017-2018. District enrollment is projected to continue a steady moderate decline, according to the New York State Department of Education and the Cornell Program on Applied Demographics.

TABLE 12: BEDFORD CENTRAL SCHOOL DISTRICT ENROLLMENT, 2002-03 TO 2016-17

Bedford Central School District Enrollment, 2002-03 to 2016-17					
Year	K-5	6 to 8	9 - 12	District Total	% Change
2002-03	1,980	865	1,066	4,075	
2003-04	2,009	882	1,190	4,235	3.9%
2004-05	2,057	907	1,263	4,330	2.2%
2005-06	2,009	975	1,252	4,303	-0.6%
2006-07	2,005	994	1,281	4,371	1.6%
2007-08	1,997	999	1,277	4,296	-1.7%
2008-09	1,992	971	1,286	4,329	0.8%
2009-10	1,964	954	1,335	4,362	0.8%
2010-11	2,008	992	1,339	4,419	1.3%
2011-12	2,018	994	1,300	4,424	0.1%
2012-13	2,004	990	1,361	4,471	1.1%
2013-14	1,935	987	1,366	4,412	-1.3%
2014-15	1,898	961	1,388	4,374	-0.9%
2015-16	1,861	966	1,429	4,371	-0.1%
2016-17	1,783	943	1,380	4,180	-4.4%
2017-2018	1,737	961	1,350	4,048	-3.2%

TABLE 13: BEDFORD CENTRAL SCHOOL DISTRICT YEARLY PROJECTIONS

Bedford Central School District Yearly Projections		
Year	Total	Change
2018-2019	3,977	-1.9%
2019-2020	3,924	-1.3%
2020-2021	3,857	-1.7%
2021-2022	3,831	-0.7%
2022-2023	3,742	-2.3%
2023-2024	3,696	-1.2%
2024-2025	3,653	-1.2%
2025-2026	3,608	-1.2%
2026-2027	3,565	-1.2%

Source: Cornell Program on Applied Demographics, New York State Education Department 2000-2016

Note: Projections represent the middle value of the 90% confidence level. October 2016 enrollment was used as a base and progression ratios and enrollment in kindergarten over the past five years was used to make assumptions. The projections do not take local trends into account, and assume that the next 10 years of enrollment will resemble the previous five.

8.3 Community Resources

Historical Resources

As discussed in Chapter 1, Mount Kisco was incorporated in 1875, following a period of growth with the construction of the railroad. The Village's development pattern originates from as early as the 18th century, with today's historic St. Mark's Church located at the same site as the first public building, Saint George's Anglican Church, constructed in 1761. Mount Kisco became a central location during the Revolutionary War, developing a hospital and cemetery for wounded troops. The site of the current Northern Westchester Hospital was a meeting location for General George Washington and French General Rochambeau in 1781.

Following the completion of the railroad in 1847, development in Mount Kisco shifted toward the train station. People looking to settle near the train line purchased large estates around Captain Merritt's Hill, and at the onset of the 1900's, commercial business grew at the center of the Village. The Village has long been home to immigrant populations seeking work in the region. Many European immigrants came to Mount Kisco at the beginning of the 20th century to work on the Croton and Kensico dams.

Today, Mount Kisco's vibrant heritage is accessible to visitors and residents. The Village has a local Historical Society, led by a Village Historian, which is responsible for protecting the integrity of historic resources and providing information on local history. The Historical Society hosts events and has organized a series of natural and historical trails, discussed further in Chapter 7. Guided tours of the hiking trails provide information on local historical landmarks.

Mount Kisco also has four properties listed on the National Register of Historic Places (Figure 58):

1. St. Mark's Episcopal Church – Junction of North Bedford Road and Main Street
2. United Methodist Church and Parsonage – 300 Main Street and 31 Smith Avenue

3. Mount Kisco Municipal Complex – 100-120 Main Street
4. St. Mark's Cemetery – East Main Street, corner of St. Mark's Place

Just outside of the Village, a number of historic sites are in close proximity to Mount Kisco and easily accessible to residents. For example, the Merestead Property, located at 455 Byram Lake Road in Bedford, is a historic site connected to Mount Kisco by a regional trail system. The property was donated to the County as part of the Patterson estate in 2000, and currently features a historic country mansion, and 2.3 miles of trails open to the public year-round.

The Architectural Review Board (ARB) provides input regarding historic resources. The ARB is responsible for reviewing the appropriateness of proposed structures in relation to established criteria and neighborhood character.

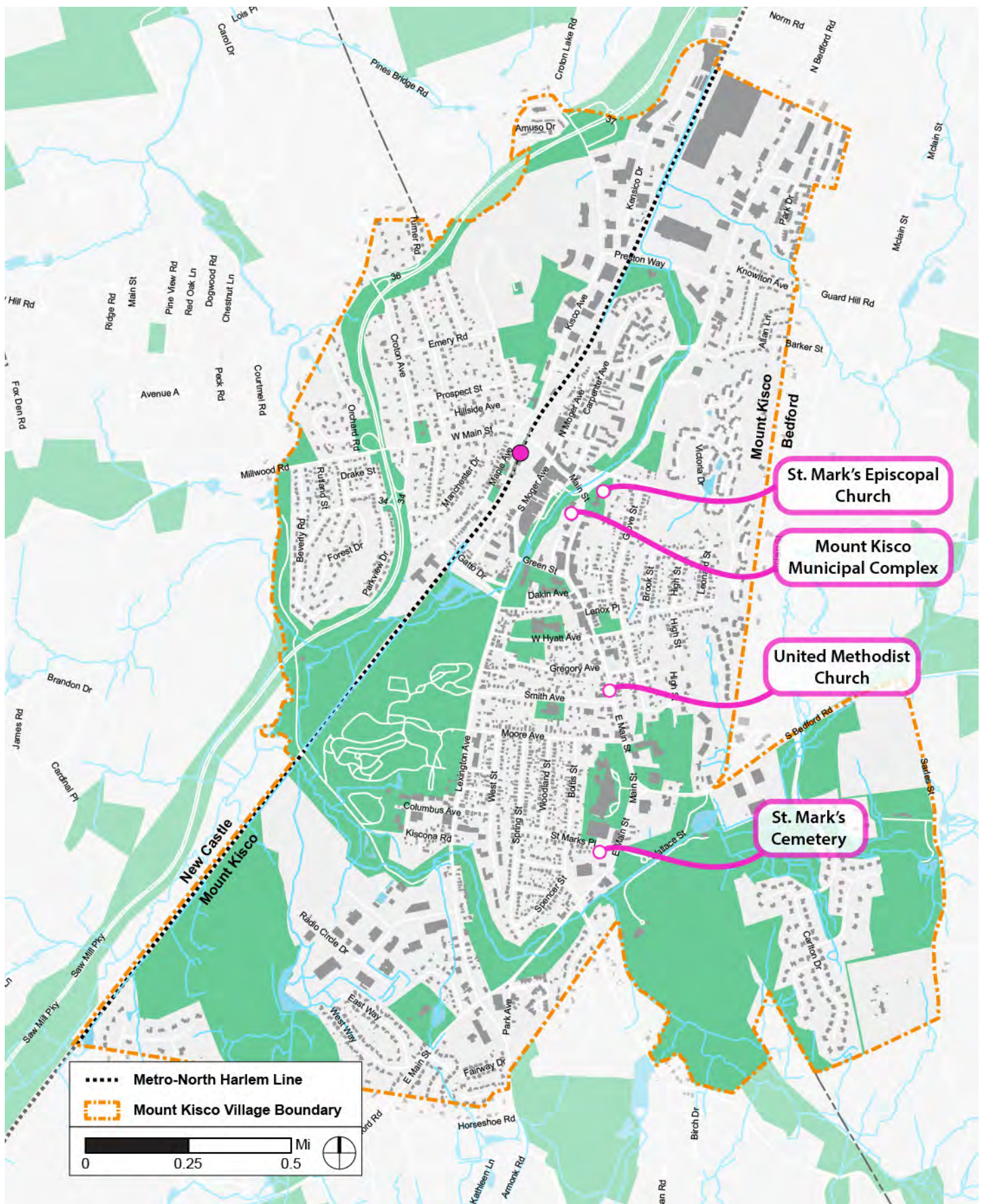


Figure 58: Sites Listed on the National Register of Historic Places

Community Organizations

Mount Kisco has a network of community organizations that serve residents and generate a sense of civic engagement in the Village.

Mount Kisco Arts Council

The Mount Arts Council is a non-profit organization dedicated to promoting and supporting the arts through education, exhibitions, and collaborative events. The Council has a five-member Board responsible for coordinating events, organizing classes, and expanding awareness of future programming.

Boys and Girls Club

The Boys and Girls Club of Northern Westchester is a non-profit organization that provides supervised recreation and educational programs for children in the community. The organization was established in 1939 and is dedicated to serving young people ages six-months to 18 years old. The Boys and Girls Club has a 36,000 sf facility on Main Street just north of the intersection with South Bedford Road. The facility features an eight-lane pool, child care center, gymnasium, game room, computer labs, and a Teen Center facility. The organization's facilities are located on a 12-acre campus, which includes playing fields, playgrounds, nature trails, and community and children's gardens. The Boys and Girls Club serves approximately 2,000 members from diverse socio-economic and ethnic backgrounds. Approximately 45% of the membership is Hispanic, 45% white, and 10% black. Nearly 70% of members who participate daily receive free or reduced cost lunches at school and more than 200 members participate in the Club's free evening meal program.

Neighbors Link

Neighbors Link was founded in Mount Kisco in 2001 to provide education, employment, and legal services for immigrant families throughout Westchester County. The organization's mission is to successfully integrate immigrants to the County through a comprehensive array of programming, including a Worker Center, English as a Second Language (ESL) education, legal services and advocacy, workforce development, parent education, early childhood programs, and academic support for school-age children of immigrants. Neighbors Link partners with more than 100 local organizations, including government, law enforcement, schools, businesses, and healthcare institutions.

Religious Institutions

Local religious institutions are an important part of Mount Kisco's community fabric. Religious institutions are important gathering places, and help to serve the Village's diverse community. The Village has many houses of worship:

- Bet Torah Synagogue
- Bethel Baptist Church
- Fountain of Eternal Life Church
- Lutheran Church of the Resurrection
- Mount Kisco Hebrew Congregation
- St. Francis AME Zion Church
- St. Francis of Assisi Roman Catholic Church
- St. Mark's Episcopal Church
- Unitarian Universalist Fellowship of Northern Westchester
- United Methodist Church
- Westchester Family Church

Mount Kisco's religious institutions and other non-profit organizations provide food and shelter during the winter months for the homeless.

Healthcare Facilities

Mount Kisco is home to world-class healthcare facilities that serve residents, make the Village an attractive place to live, and provide jobs for the region. Healthcare institutions provide an opportunity to maintain a high level of public health and contribute to the community by creating educational and job opportunities for local residents.

Northern Westchester Hospital

Northern Westchester Hospital (NWH) is a private, non-profit facility located on Main Street in the southern portion of Mount Kisco. The hospital is the largest employer in the Village and serves residents in Mount Kisco, as well as northern Westchester County, southern Putnam County, and parts of western Connecticut. Today the hospital has 245 beds and more than 700 physicians. It is known to provide a wide range of patient-centered services including a modern cancer treatment center, and is a designated training and case observation center for robotic surgical systems.

NWH has a long history in Mount Kisco and has grown with the community. The hospital was founded in 1916 with only 15 beds and six physicians at its original location on Stewart Place. Over the years, the hospital has expanded and continued to be a vital part of the community. In January 2015 NWH joined the North Shore-LIJ Health System, allowing for continued growth and modernization of its medical and surgical facilities. When the hospital celebrated its centennial in 2016, community groups including the Mount Kisco Chamber of Commerce and local historical society came together for various events, community walks, and reunions to celebrate the hospital's contributions to the Village.

CareMount Medical

CareMount Medical is a multi-specialty medical group with 40 locations in Westchester, Putnam, Ulster, and Dutchess Counties. CareMount Medical was founded in 1946 and has grown to more than 500 health professionals located across eight campuses regionally. The facility in Mount Kisco offers medical care, urgent care, and on-site laboratory, and radiology services.

CareMount has six independent facilities in Mount Kisco, all located on North and South Bedford Roads, near Northern Westchester Hospital. CareMount operates an office at Northern Westchester Hospital Cancer Center. Additional facilities in Mount Kisco include:

- 90 South Bedford Rd – Internal Medicine, Laboratory, Radiology
- 110 South Bedford Rd – Pediatric Offices
- 101 South Bedford Rd – Ophthalmology Offices
- 103 South Bedford Rd – Allergy/Immunology Offices
- 34 South Bedford Rd – Radiology, Anesthesiology
- 360 North Bedford Rd – Urgent Care

8.3 Strategies

- Support existing capital improvements planned by the volunteer fire service.
- Continue to coordinate with Westchester County Police Department to improve public safety.

- Continue to coordinate with to the school district to support the Village's growing population and diverse needs.
- Leverage existing community organizations and the faith-based community to provide social service resources.
- Increase visibility of arts, culture, and historic resources in downtown.

8.4 Recommendations

1. The Mount Kisco Volunteer Fire Department's three fire houses are undergoing renovations and additions. The Village should continue to support these existing capital improvements.
2. Following the consolidation of the Mount Kisco police and the County Department of Public Safety, the Village has reduced its expenditure on police services, and maintained a high level of Village-wide safety. As a result, the Village should continue to coordinate with the County in order to maintain public safety and limit municipal spending.
3. Advocate for community organizations to provide Pre-Kindergarten for Mount Kisco residents.
4. Mount Kisco should continue to work with community organizations, schools, the library, and faith-based organizations to serve its large Hispanic population. Many in the Spanish-speaking community would benefit from job-skills training, daycare, pre-school, English language, and adult education programs.
5. Currently in Mount Kisco there is an issue with seasonal homelessness, particularly in parks and public spaces. Existing organizations, including the network of places of worship, should continue to provide services for homeless individuals in order to assist those in need of shelter and services, including finding employment and housing.
6. Library services and hours should be expanded to meet growing demand for resources and services.
7. Create space downtown, through new development or infill of existing underutilized space, for the Historical Society, Arts Council and/or other organizations that provide cultural resources.

Chapter 9: Transportation

9.1 Introduction

Mount Kisco is connected regionally via the Saw Mill River Parkway, which provides connections to I-684 to the north and I-287 to the south. Within the Village, Route 133 and Route 172 serve as east/west connectors. Route 117, the Village's Main Street, is Mount Kisco's major north/south route, and extends to the south into Route 128 as a connection to Armonk. Lexington Avenue is a County road running north/south, parallel to Route 117, functioning as an alternative option for traveling between downtown and the southern part of the Village. Many residents find that traffic congestion is a problem in Mount Kisco. As a result of the Village's convenient location between the Saw Mill River Parkway and I-684, regional drivers use Mount Kisco roads to access destinations in surrounding towns. With both through traffic and drivers going to local destinations, Mount Kisco has high average annual daily traffic volumes on its major roads, and congestion has become a problem.

The Village is easily accessible by car, and well-connected by the Metro-North Harlem line to New York City, White Plains, and other communities in Westchester and Putnam Counties. In addition, the Village is served by one route of Westchester's Bee-Line bus service. The downtown area of the Village has an extensive sidewalk system and at grade parking lots, which help maintain the economic health of the Village. There are opportunities in Mount Kisco to improve walkability and bikeability throughout the Village, making its downtown more easily accessible, and improving overall sustainability. Reducing traffic congestion, maintaining sufficient parking, and increasing the frequency of bus service, will also ensure the ongoing vitality of the Village. This chapter includes a description of the Village's road network, transit access, and bicycle infrastructure, and identifies issues and opportunities for transportation in Mount Kisco.

9.2 Road Network

The road network within and around Mount Kisco includes roadways under the jurisdiction of the New York State Department of Transportation (NYSDOT) and the Westchester County Department of Public Works & Transportation (WCDPW&T). As shown in Figure 59, Mount Kisco is well connected to the regional road network. The Village is easily accessible from the Saw Mill River Parkway (Exit 34 connects to Route 133 and Exit 37 connects to Kisco Avenue farther north), and I-684 (Exit 4 connects to Route 172 to the east). As a result of its central location between these throughways, traffic bound for destinations outside of Mount Kisco, including the Town of New Castle (Chappaqua and Millwood), and the Town of Bedford (Bedford Hills and Bedford Village), congests local roadways in the Village. The issue of traffic congestion is evident in Figure 60, which illustrates the Average Annual Daily Traffic (AADT) volumes along the NYSDOT and County roads. The Saw Mill River Parkway has the greatest AADT volume recorded, at 33,475. However, Mount Kisco's main north/south corridor, Route 117, experiences high volumes that reach nearly half that amount. North Bedford Road, the northern portion of Route 117, has the second highest AADT volume at 17,102. The southern portion, also known as Main Street, between South and North Bedford Road, has an AADT volume of nearly 16,000. Lexington Avenue, which runs parallel to Main Street, has traffic volumes of 14,574. Heavy traffic volumes are also present on Kisco Avenue (12,712) which also connects the Saw Mill River Parkway to Main Street and downtown Mount Kisco. A description of the Village's road network follows.

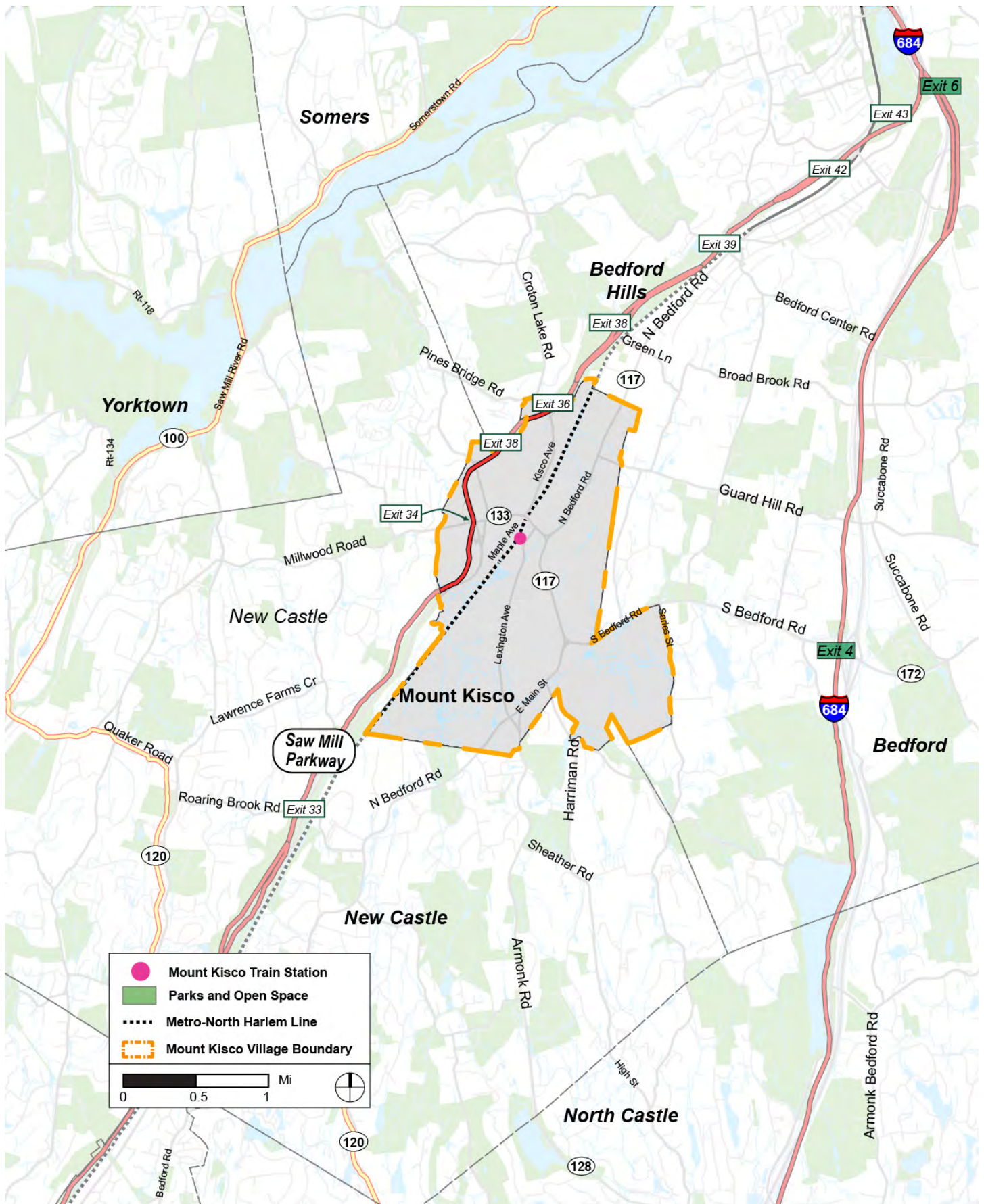
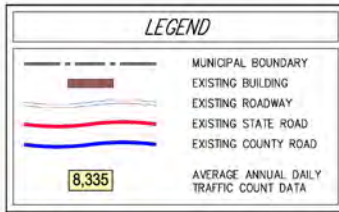


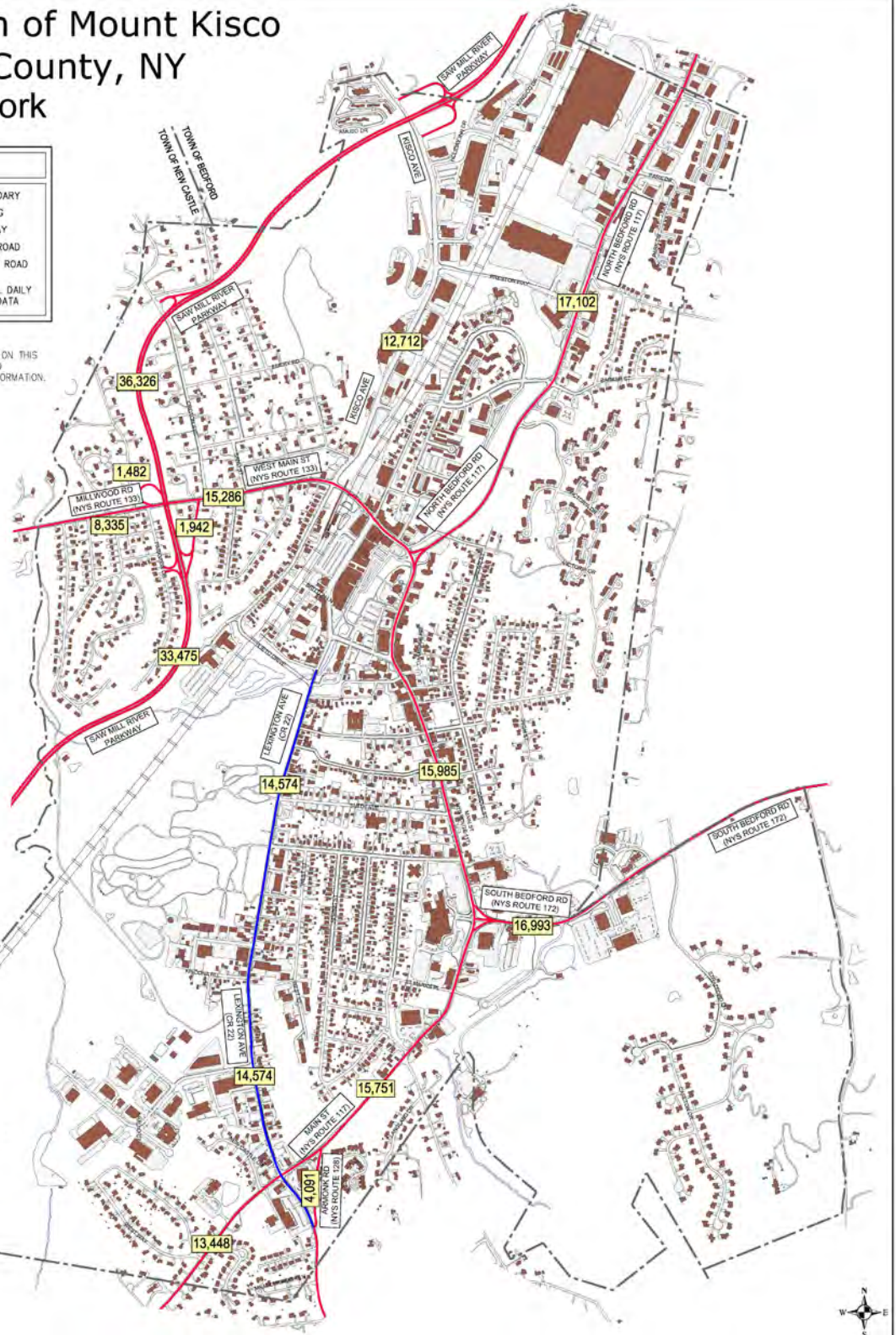
Figure 59: Regional Roadways

Village / Town of Mount Kisco Westchester County, NY Roadway Network



NOTES:

1. AVERAGE ANNUAL DAILY TRAFFIC DATA SHOWN ON THIS FIGURE HAS BEEN OBTAINED FROM NYSOT AND WESTCHESTER COUNTY DPW TRAFFIC COUNT INFORMATION.



Updated April 2008
North American Datum 1983
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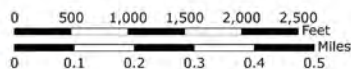


Figure 60: Road Network

Saw Mill River Parkway

The north/south limited access roadway traverses along the western edge of the Village and provides access via Route 133 (including ramps at Parkview Place and South Croton Avenue), Croton Avenue, and Kisco Avenue. The Saw Mill River Parkway also provides connections to Interstate 684 to the north as well as various parkways to the south, Interstate 287, and New York City. NYSDOT recently completed extensive improvements to the Kisco Avenue interchange, which included expanding the overpass as well as extending the acceleration and deceleration lanes.

NY Route 172/South Bedford Road

Route 172, also called South Bedford Road, is located in the southeastern section of the Village. It is an east/west road which connects to Interstate 684 as well as the Towns of Bedford and Pound Ridge. Route 172 provides access to Northern Westchester Hospital, various office buildings, and Leonard Park.

NY Route 117/Main Street/North Bedford Road

Route 117 is also called North Bedford Road in the northern section and Main Street through the middle and southern portions of the Village. This is a north/south road connecting with Pleasantville and Chappaqua to the south and Katonah and Bedford Hills to the north. Route 117 provides access to residential and commercial establishments.

NY Route 133/West Main Street

Route 133 traverses east/west between Mount Kisco and Millwood in the Town of New Castle. Route 133 ends at Route 117/Main Street and provides access to the Saw Mill River Parkway, residential neighborhoods, the Metro-North Train Station, and commercial establishments along Main Street.

NY Route 128/Armonk Road

Route 128 is located in the southeastern corner of the Village and extends from Route 117 to Armonk in the Town of North Castle. Route 128 provides access primarily to residential neighborhoods.

Lexington Avenue

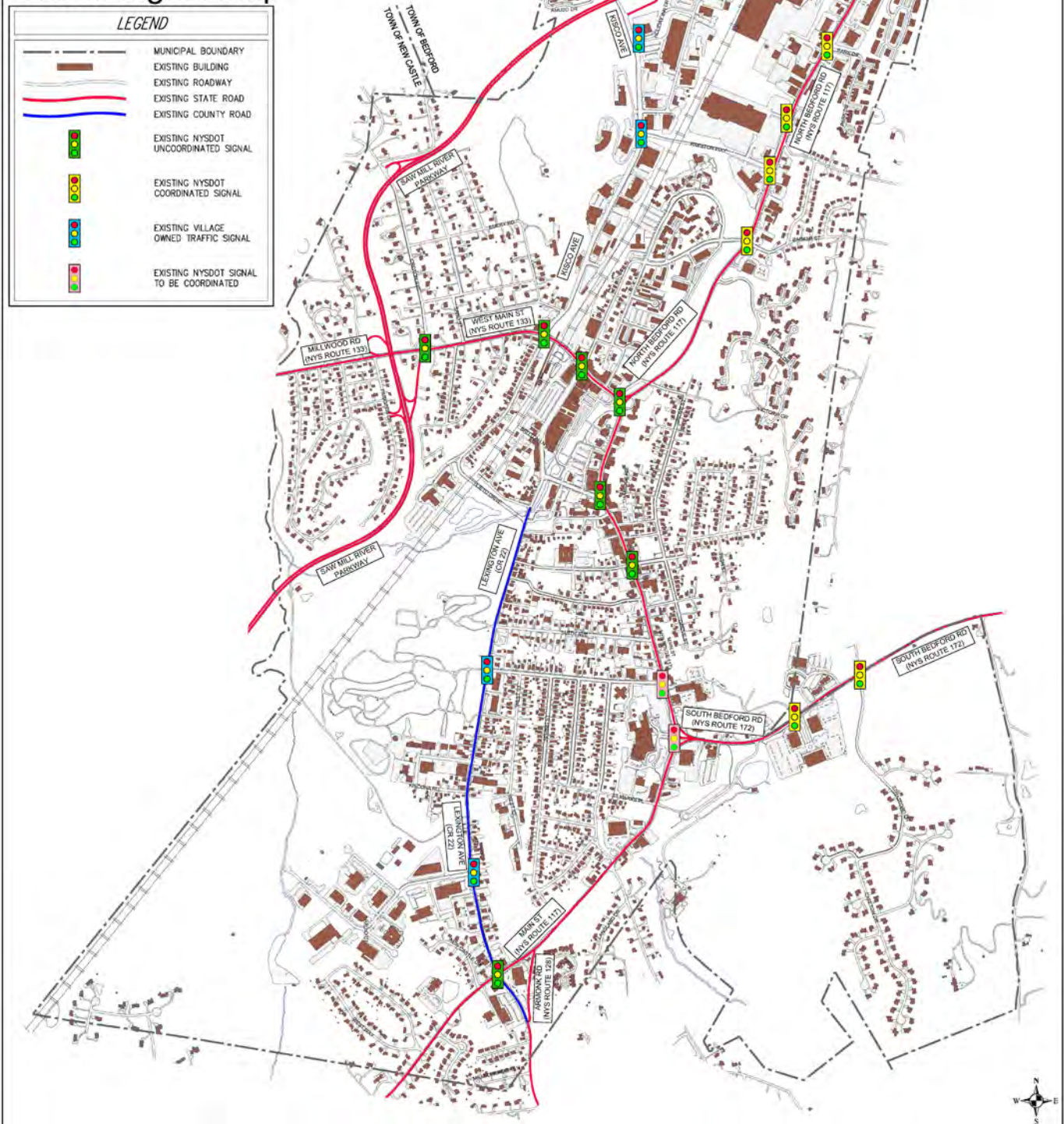
The County road provides access to the business district, South Moger Avenue, and Route 117. Lexington Avenue serves as an alternate route/by-pass for Route 117.

Intersection Controls

As shown on Figure 61, most of the high volume intersections in the Village are controlled by traffic signals. The majority of the traffic signals are not coordinated. Figure 61 indicates whether the signal is coordinated, uncoordinated, or is proposed to be coordinated.

NYSDOT has plans to improve the Route 117/Route 172 intersection. The improvements include realigning the intersection to a traditional four-leg type intersection by eliminating the existing slip ramps and adding a new traffic signal with pedestrian signals and crosswalks to address pedestrian safety. As part of the improvements, the new traffic signal will be coordinated with the traffic signals at Route 172 and Woodcrest Lane/Caremount driveway as well as Route 117 and Moore Avenue.

Village / Town of Mount Kisco Westchester County, NY Traffic Signal Map



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Figure 61: Traffic Signals

9.3 Transit

Approximately 11% of Village residents use public transportation as their means of transportation to work according to the U.S. Census Bureau. Mount Kisco is well-connected by the Metro-North Railroad to the region. However, local connections by transit are lacking in the Village as a result of insufficient and infrequent bus service. Members of the public expressed a strong desire to improve connectivity within the Village and to surrounding municipalities. Improved bus service could have a positive impact on downtown businesses, and improve the quality of life for residents without access to cars. Figure 62 shows existing public transportation in Mount Kisco, including the existing Metro-North station at its center. County Bus Route 19 provides north/south service primarily along Route 117 and connects to the train station. The main issue with the Bee-Line bus is lack of frequency. It currently runs about once an hour, and would need to run every 10 to 15 minutes to be more advantageous to residents.

Commuter Rail

The Metro-North Commuter Railroad (Metro-North), which is a subsidiary of the Metropolitan Transportation Authority, operates passenger rail service along several rail lines throughout the Hudson Valley and Connecticut. The Harlem Line, which serves Mount Kisco, provides service from Grand Central Station to numerous train stations and stops in Manhattan, the Bronx, Westchester County, and portions of Putnam and Dutchess Counties.

Commuter parking is available for residents and non-residents in three municipal lots including the South Moger Parking Lot and the North Moger Parking Lot near the train station as well as the Blackeby Parking Lot in Shopper's Park. The parking lots offer long-term meter parking, pay stations, and annual parking permits.

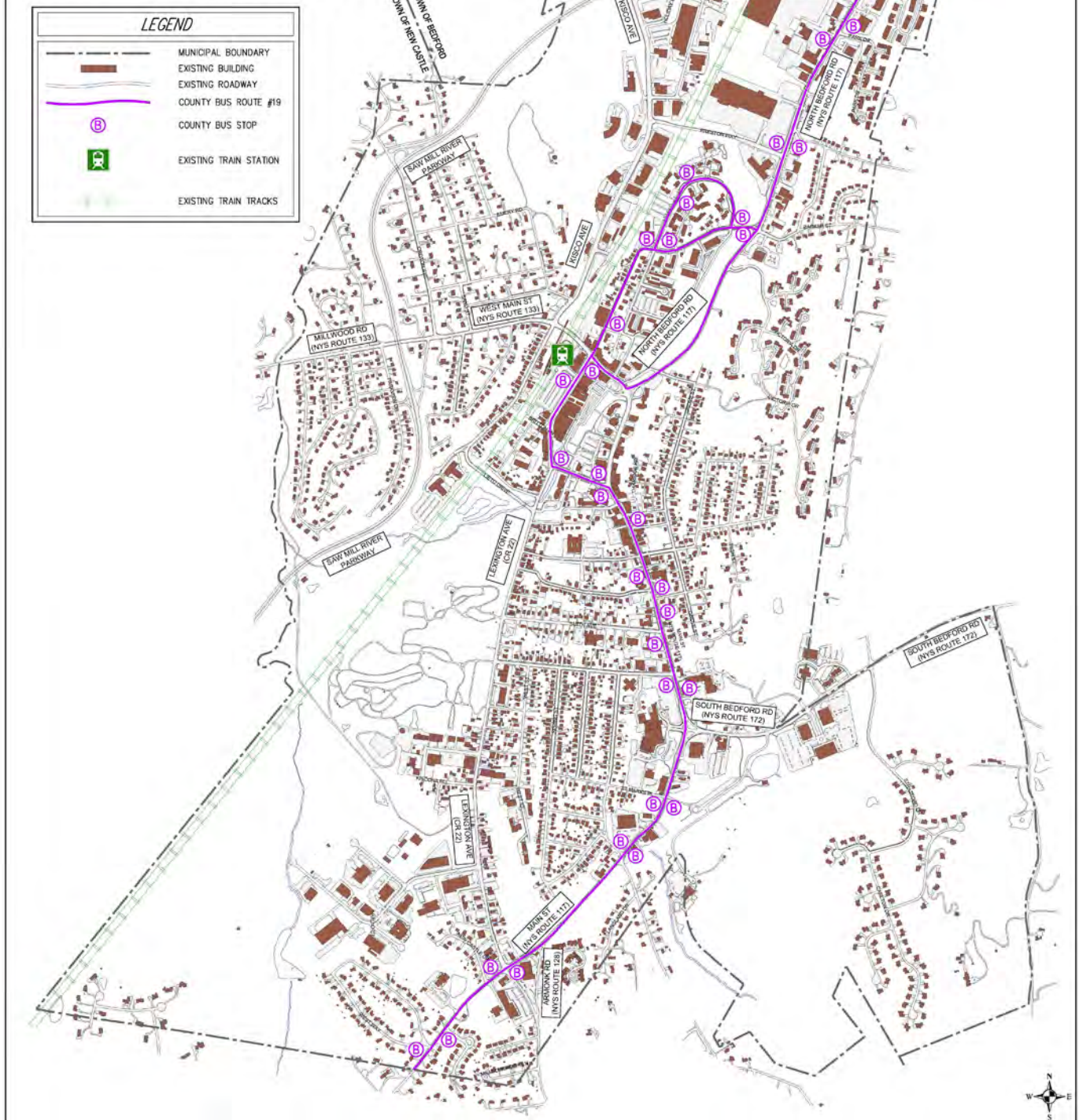
Bus Service

Westchester County's Bee-Line Bus System currently runs one bus route in Mount Kisco. Bus Route 19 runs through the Village as part of its Ossining to Katonah service. Bus 19 makes a number of stops throughout the Village, including at the train station. Based on discussions with the Westchester County Department of Public Works and Transportation (WCDPW&T), which operates the system, there is a possibility that one or more Bus 19 stops could be removed in order to increase the availability of on-street parking. Bus Route 12 previously served Mount Kisco in addition to Route 19. While Route 12 currently operates between White Plains and Armonk, the route previously crossed through Mount Kisco to the Jefferson Valley Mall in Yorktown. WCDPW&T advised that the route was reduced in approximately 2010 due to budget constraints.

9.4 Bicycle Infrastructure

Westchester County lists road corridor routes based on a previous study prepared by the Mid-Hudson South Region Bicycle and Pedestrian Master Plan. The Route 117 corridor route is between Route 9 to the southwest and Route 35 to the north. It generally follows Route 117 and utilizes Lexington Avenue in Mount Kisco as well as a 0.75 mile off-road path between Bedford Hills and Katonah. The routes provide a framework for future road improvements for accommodating bicycles where feasible.

Village / Town of Mount Kisco Westchester County, NY Public Transportation Map



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Figure 62: Public Transportation

9.5 Strategies

- Advocate for regional traffic improvements.
- Identify traffic management strategies to resolve traffic bottlenecks, reduce congestion, and accommodate future development.
- Make the Village more pedestrian- and cyclist-friendly.
- Identify impediments to pedestrian connectivity between downtown, residential neighborhoods, and open space resources.

9.5 Recommendations

Regional Improvements

One of the ongoing issues facing Mount Kisco is regional traffic using roads through the Village to get to other locations. Five ideas to address this issue and promote connectivity to regional roadways have emerged from the planning process. The first idea, which is not a recommendation of this plan, is to formalize Pumphouse Road to create a connection between Lexington Avenue and the Saw Mill River Parkway. The four additional ideas that have been adopted as recommendations to improve regional connectivity follow.

Currently, there is an informal road at the southern end of the Village connecting Lexington Avenue to the sewer pump station. The road is unpaved, and only provides access for utility and service vehicles. The road crosses the Metro-North tracks, and ends just before the Saw Mill River Parkway, where the Saw Mill Sewer Pump Station is located. This road runs parallel to the Kisco River, and is located in a NYSDEC regulated wetland.

Figure 63 illustrates a potential plan to connect Lexington Avenue to the Saw Mill River Parkway and create a new northbound entrance by formalizing Pump House Road. This plan is not recommended for immediate action, but should be considered as part of an aspirational plan to improve connectivity to interstate roads. Adding a connection from Lexington Avenue to the Saw Mill River Parkway could decrease traffic congestion in Mount Kisco by providing an alternative route for those traveling through the Village to get on the Saw Mill River Parkway via West Main Street/Route 133. However, the additional crossing of the Metro-North tracks is a drawback. Metro-North would likely oppose the formalization of an existing at-grade crossing that receives limited use by the Village, and an overpass would be costly. In addition, the wetland poses a challenge to formalizing this road.

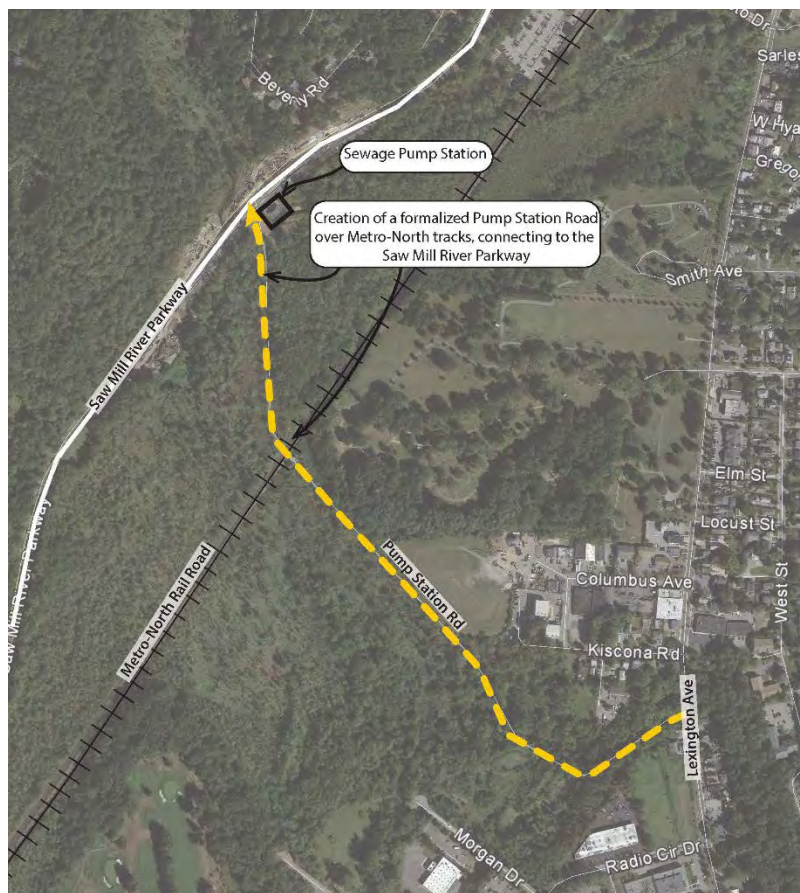


FIGURE 63: FORMALIZATION OF PUMP STATION ROAD AND CONNECTION TO SAW MILL RIVER PARKWAY (ILLUSTRATIVE)

1. Explore recreating southbound connections to and from the Saw Mill River Parkway to Green Lane in Bedford.

Green Lane currently intersects the Saw Mill River Parkway as an at grade intersection, with turns limited to northbound right turns exiting the parkway and northbound right turns entering the parkway. Many years ago, the intersection accommodated turns to and from the parkway southbound and the unsignalized intersection was modified for safety reasons. NYSDOT advised that they would not support an at grade full movement signalized intersection, yet a grade separated interchange may be considered if requested. NYSDOT currently has no plans or funding for the interchange.

As illustrated in Figure 64, an extension of Green Lane over the Metro-North tracks and Saw Mill River Parkway would enable a southbound entrance to the Parkway where there is currently only a northbound entrance and exit. This would form part of a long term strategy to improve regional connectivity and reduce through traffic causing congestion along Route 117 in Mount Kisco.



FIGURE 64: GREEN LANE EXTENSION TO SAW MILL RIVER PARKWAY (ILLUSTRATIVE)

2. Advocate for creation of a new interchange on I-684 in the Town of Bedford (Exit 5).

I-684 is a north/south State highway that is part of the nation's highway system and is maintained by NYSDOT with assistance from the Federal Highway Administration (FHWA) which is located to the east of the Village and is accessible from Route 172/South Bedford Road in the Town of Bedford. The feasibility of providing a new interchange with I-684 at Bedford Center Road was discussed. NYSDOT advised that any new interchange would need to provide full access to the north and south and that there should be a one mile separation between Bedford Center Road and other interchanges, as well as the existing rest stop located along Interstate 684 southbound.

As shown in Figure 65 a new Exit 5 on I-684 connecting to Bedford Center Road would help alleviate traffic congestion caused by cars traveling on north/south roads through Mount Kisco to destinations in Bedford Hills. Formerly the official plan of NYSDOT, Exit 5 could provide a connection to Bedford Hills via Bedford Center Road by creating a new diamond interchange with a southbound exit just south of the existing Bedford Rest Area. NYSDOT would need to make two minor changes to the existing roadways in order to safely accommodate the new exit 5 off ramp:

- a. Close the underutilized Bedford Rest Area to ensure the proper distance between on-ramps and off-ramps.
- b. Realign the intersection of Bedford Center Road and Buxton Road to a more conventional T-shaped intersection, so that Buxton Road meets Bedford Center Road at a 90 degree angle. This would ensure that traffic travelling off of the newly constructed Exit 5 off ramp would be at an appropriate distance from this intersection so as not to cause additional backups.

A new road would be constructed in order to create a southbound entrance ramp off of the eastbound lane of Bedford Center Road. This would require the cooperation of property owners at Royal Starr Farms, as well as a potential culvert at Broad Brook.

From I-684 northbound, a new road could be constructed to connect the interstate to Bedford Center Road through two possible connections:

- a. The off ramp could connect to Succabone Road, creating a new intersection, where drivers could turn north (left) on Succabone Road in order to continue onto Bedford Center Road, or turn right and head south on Succabone Road which later connects to South Bedford Road.
- b. The off-ramp could connect to Bedford Center Road via the roadway that is currently Succabone Road, and Succabone Road could become a dead end north of South Bedford Road, ending in a cul-de-sac just south of its current connection to Bedford Center Road. In order to create a northbound on ramp, a new road would need to be constructed across Bedford Center Road from Succabone Road.

Mount Kisco should advocate for the addition of Exit 5, which will require the cooperation of the Town of Bedford and NYSDOT. This plan would benefit Mount Kisco residents and business owners who are negatively impacted by high traffic volumes. Currently congestion accumulates on North Bedford Road/Route 117, Main Street/Route 133, and Lexington Avenue as a result of drivers on I-684 headed for Bedford Hills utilizing exits 4 and 6, which brings additional traffic through Mount Kisco. As home to one of the largest hospitals in northern Westchester, alleviating traffic in Mount Kisco should be a priority for the County and the State in order to facilitate access for patients and emergency vehicles.

3. *Facilitate traffic movement by creating connections between commercial driveways within the privately owned shopping center and realigning the intersection of Park Drive with the entrance to 283 North Bedford Road.*

Driveway connections between commercial developments should be considered as properties are developed or redeveloped. The connections provide an opportunity for vehicles to patronize a variety of developments without traveling along the adjacent roadway and improve traffic operations as compared to conditions which would otherwise occur. For example, there are currently connections between certain properties along the west side of Route 117 between Green Lane and Norm Avenue in Bedford. The existing connections could possibly be enhanced with cooperation between property owners. Similar connection opportunities could be assessed when development projects are reviewed by the Planning Board around the Park Drive intersection with 283 North Bedford Road

4. *Explore with Bedford and private property owners creating a local service road east of and parallel to Metro-North tracks between Green Lane and Preston Way*

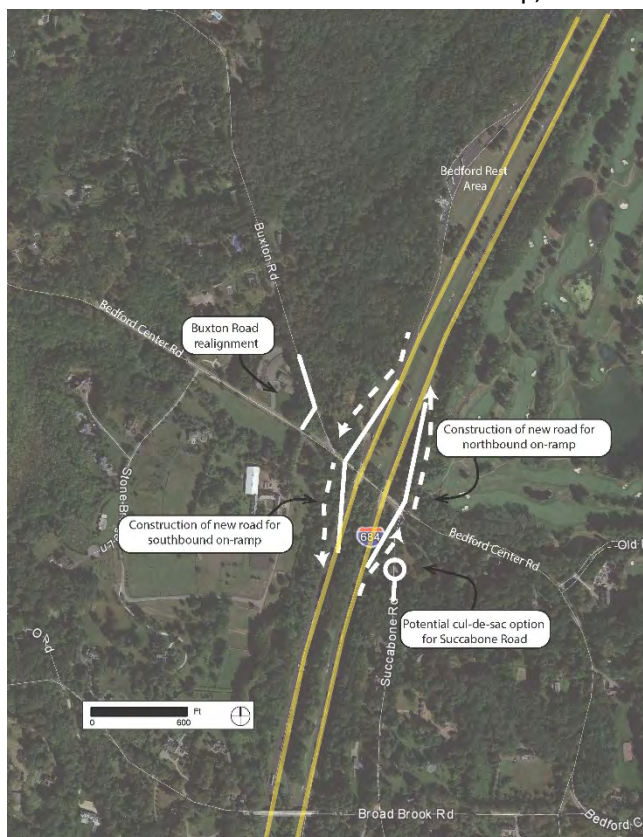


FIGURE 65: CREATION OF EXIT 5 ON I-684 (ILLUSTRATIVE)

Mount Kisco Comprehensive Plan
Chapter 9. Transportation

Figure 66 illustrates the potential extension of these connections, which could continue from Norm Avenue south to Preston Way. This road could provide an alternative for part of North Bedford Road/Route 117, alleviating traffic traveling through northern Mount Kisco.



FIGURE 66: COMMERCIAL DRIVEWAY CONNECTIONS AT DIAMOND PROPERTIES ON N BEDFORD RD (ILLUSTRATIVE)

Traffic Signal Improvements and Traffic Calming

5. Work with NYSDOT to coordinate traffic signals.

In an effort to enhance traffic flow, it is recommended that the Village request that NYSDOT coordinate traffic signals wherever possible within the Village. Signal coordination improves traffic operations by minimizing the need for vehicles traveling along the main roadway to stop between intersections by providing green indications to the platoons of arriving traffic based on the distances between the intersections and the travel speeds. Village traffic lights can also be coordinated.

The Village may wish to consider traffic calming measures, primarily along Village streets rather than the NYSDOT and County roadways. There are a variety of traffic calming measures available to slow traffic and enhance the accommodation of pedestrians. Midblock pedestrian crossings could also be enhanced with Rectangular Rapid Flashing Beacons (RRFB).

6. Provide and maintain vehicle detectors at all signalized intersections in the Village to provide demand responsive signal operation.

Vehicular detection is provided at the majority of intersections. It is recommended that detection be provided and all detection is maintained properly to ensure the detectors are functioning at all intersections within the Village to provide demand responsive signal operation, which would improve the efficiency of the signal operations.

7. Install pedestrian crossings to improve safety at high-usage intersections (e.g., Lexington and Columbus, Main Street at Jeff Fiegel Square, Lexington south of Kisona Road, Main Street at the Spencer Optical Site).

Pedestrian accommodations could be considered for certain traffic signals which may not currently provide pedestrian signals, especially for pedestrian crossings with relatively high pedestrian volumes. The enhancements could include pedestrian signals with countdown timers that advise pedestrians of the time remaining to cross the intersection.

8. Wherever possible, offset roadways at a traffic signal(s) should be aligned if practicable to minimize the number of traffic signal phases and optimize the efficiency of the signal(s).

Left and right turn lanes are oftentimes very effective in improving overall intersection improvements. While widening roads to provide the auxiliary lanes can require significant construction costs, there may be opportunities to provide turn lanes by removing on-street parking. For example, a left turn lane along Route 117 northbound at Green Street appears to be feasible by removing parking along the east side of the road.

Bus Service

9. Create a circulator trolley/shuttle in the Village center, with private-sector partners.

The Village should explore options to provide a local bus or jitney with regular and frequent service to important locations throughout Mount Kisco. The Village may consider partnering with service providers, such as Chariot, who could provide vehicles and other operational services. While local bus service received significant support through public workshops, focus groups, and online outreach, the Village recognizes that there are associated costs, including acquiring vehicles, bus stop infrastructure, maintenance, and ongoing operations. The Village may seek partnerships from local organizations who could be included in the bus loop to the benefit of their employees, including Northern Westchester Hospital and CareMount Medical.

In order to create a convenient local bus service that will serve residents' needs, the Village should create a loop or two loops that do not exceed more than 10 or 15 minutes. The Village should ensure that wait times do not exceed 20 minutes, and that there are a minimum of two vehicles available in case of a breakdown. The loop or loops should make stops at strategic locations, which could include:

- Mount Kisco train station
- Radio Circle and Post Office
- Northern Westchester Hospital and Caremount Medical
- Stop and Shop/Target at 195 North Bedford Road
- Multi-family developments on North Bedford Road, including Foxwood Condos and Brookside Village Condos

Bicycles & Pedestrians

10. Create an off-street bicycle path on Lexington Avenue and North Bedford Road.

It is recommended that the Village enhance opportunities for off-street bicycle paths wherever feasible. A first possibility may be to construct a bicycle path adjacent to Lexington Avenue (outside of the traveled way) between Lieto Drive and Moore Avenue. Shared vehicle/bicycle lanes could also be provided along local streets to enhance bicycle use between the train station and Leonard Park. A second opportunity may be along the east side of Route 117 (North Bedford Road) north of Route 133. There is currently a sidewalk on both sides of North Bedford Road. The sidewalk on the east side could be made into a bike lane. Both off-street bike lanes would connect to the Branch Brook Greenway through downtown.

11. Provide shared vehicle/bicycle lanes along local streets to enhance bicycle use between the train station and Leonard Park.

This would use the off-street bike lane on Lexington Avenue from Lieto Drive to Moore Avenue. On Moore Avenue, the bike lane would be on-street. A shared-lane could then follow Boltis Street and Saint Marks Place to Leonard Park.

12. Explore routes to create a network of safe bicycle paths throughout the Village.

13. *Implement a unified system of wayfinding throughout the Village, especially in proximity to the downtown, near parks, and around schools.*
14. The Village should seek funding to complete a bicycle and pedestrian plan to identify the Village's needs and coordinate with agencies when improvements are undertaken.

Chapter 10: Infrastructure

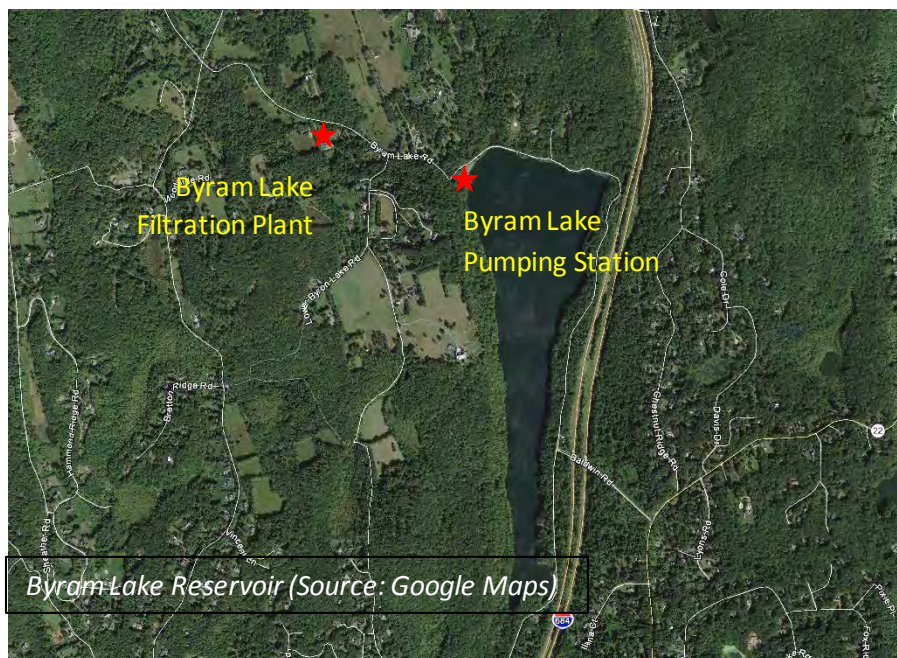
10.1 Introduction

Mount Kisco's infrastructure supports its residential and commercial uses. Often referred to as "gray infrastructure," it consists of man-made improvements that support human settlement, such as water and sewer systems and electric and telecommunication lines. This chapter addresses the major infrastructure systems within the Village and existing conditions and trends. Maintaining the infrastructure in Mount Kisco is an important factor in preserving the Village's quality-of-life and economic development efforts.

10.2 Water

The Village of Mount Kisco is served by a municipally owned and maintained water system. The system is entirely within a single water district, which encompasses the vast majority of the properties in the Village. Properties that are not part of this system are served either by private individual wells or are served by a private water system. According to 2016 Village records, there were approximately 2,400 service connections within the municipal water district serving approximately 10,000 customers. The system pumps and treats a daily average of approximately 1.75 million gallons of water per day (mgd), and serves primarily Village residents, with a small number of customers residing in the Towns of Bedford, and New Castle.

The Village of Mount Kisco's primary water source is the Byram Lake Reservoir, an approximately 164 acre waterbody lying outside of the Village limits, in the Towns of North Castle and Bedford. The reservoir has a storage capacity of approximately 948 million gallons, and is authorized under New York State Department of Environmental Conservation (NYS DEC) Permit WSA#9929, 2000 to withdraw an average of 2.0 million gallons per day (MGD), daily peak withdrawals of no more than 4.0 MGD, a



monthly average of no more than 2.6 MGD, and a 12-month rolling average of no more than 2.0 MGD.

Adjacent to the reservoir, along its northwestern side, is the Byram Lake Pump Station. This facility pumps water from Byram Lake to the Byram Lake Filtration Plant, a treatment facility built in 2004 and located approximately 1/2 mile northwest along Byram Lake Road. At this facility, water from Byram Lake is disinfected with chlorine, treated for corrosion, and

filtered before entering the distribution system. After reaching the filter plant, water then enters the distribution system, fed by gravity.

Before 2001, Byram Lake was the only source of water in the Village's system. In 2001, a system of wells were installed in Leonard Park to supplement water obtained from Byram Lake. Leonard Park is a Village owned park located at the end of Byram Lake Road near the intersection of Route 172 and Route 117. Under the Leonard Park Well Field permit (NYS DEC WSA#9136, 1995) the Village is authorized to draw a 12-month rolling average of no more than .467 MGD that combined with the withdrawal permit for Byram Lake Reservoir enables the Village a total 12-month rolling average permitted withdrawal of 2.467 MGD and the Leonard Park Wells are typically in use during the summer months when water demand in the Village is high. The wells are only turned on when the Byram Lake reservoir levels drop to 95%. The water pumped at the Leonard Park wells is treated and disinfected, but not filtered through the Byram Lake Filtration Plant.

Mount Kisco's water filtration and treatment facilities are operated by Suez Water, which was formerly known as United Water. The Village's water system also includes a series of booster pumps, which are used to supplement water pressures at several critical points in the system.



Leonard Park (Source: Google Maps)

Mount Kisco's current water demand is being met by the existing facilities at Byram Lake and the Leonard Park wells. The Village is evaluating the possibility of test drilling near the filtration plant to add capacity and potentially accommodate additional development. In addition, the Village is undertaking

several projects in order to maintain its current distribution infrastructure, including the replacement of water mains in need of repair throughout the Village. The Village should consider implementing measures to ensure the long term protection of the Byram Lake watershed for its current and future residents.

10.3 Sanitary Sewer

The Village of Mount Kisco owns and maintains the sewer district which serves residents, businesses, and other users throughout the Village. The sewer district encompasses the majority of the Village, with the exception of several residential streets which are being served by individual on-site wastewater treatment (septic) systems.

The Village sewer system consists of a combination of gravity lines, force mains, and a pumping station before its eventual discharge into the Westchester County trunk system.

Sewer main lines, sewage treatment facilities and pump stations, which currently exist in Mount Kisco, are the result of arrangements between the Village and the City of New York in 1908. Over the years, Mount Kisco and the City of New York have been involved in several agreements regarding sewer infrastructure and watershed properties as indicated below:

- Agreement of 1908 - the City of New York and Mount Kisco came to agreement regarding disposal of sewage in the Village. The City constructed the sewage treatment and disposal facility and the Village constructed the mains and laterals connecting to the facility.
- Agreement of 1963 - the City of New York entered into an agreement with Westchester County for the rights to construct and maintain two force mains to connect the new sewage pumping station (constructed by the City) in the Village to the Saw Mill Valley Trunk Sewer System.
- Agreement of 1985 - the City of New York, Westchester County, and Village of Mount Kisco agreed to conditions for transfer of the sewer infrastructure and sewer services. Highlights from this agreement include:
 - (1) The County assumed rights and responsibilities associated with maintenance of the two force mains connecting to the Saw Mill Valley Trunk Sewer System.
 - (2) The Village assumed the rights and responsibilities for sewage disposal, including maintenance of the Saw Mill Sewer Pump Station, force mains, sewer lines and other related equipment. The Village also agreed not to discharge into the City's water supply system.
 - (3) The City of New York transferred to the Village its rights to discharge sanitary sewage into the Saw Mill Valley Trunk Sewer System. The County authorized the Village to discharge into this System through the force mains (transferred to the County) at a maximum rate of 3,227,000 gallons per 24 hour period. The total discharge to the County for a consecutive three (3) day period shall not exceed an average of 2.5 million gallons per day.

All parties agreed that neither the Village, nor any of its sewer users, shall be required to pay fees or other charges associated with disposal and/or treatment of their sewage.

- (4) The City of New York transferred to the Village 134.4 acres of land which the City owned as part of its water supply properties. Specific conditions, or restrictions, were placed on use of these lands, primarily to maintain the integrity of the Branch Brook, Kisco River, and other watershed supply areas. The Village recently received State funding to rehabilitate an 18 inch sewer line that carries sewage along 7,200 linear feet to the Saw Mill Pump Station. As part of the construction work, new pumps will be installed at the pump station.

Currently there is an average 1.5-1.6 MGD sanitary sewer waste at the sewer plant, a decrease from approximately 1.8 MGD prior to inflow and infiltration (I&I) work undertaken and completed by the Village in recent years. The Village is well below the permitted sewer usage of 3.227 MGD, but continues to work to reduce I&I in the system.

With the exception of normal maintenance/replacement of pumping equipment, the Village does not currently have plans to improve their current facilities. There has not been a need to expand or increase capacity in their sewer district. Several property owners in the Village have expressed interest in joining the municipal system; however, cost is a limiting factor as these streets will require the installation of force main and pumping systems in order to connect. There are approximately 20 properties located on Parkview Place and Manchester Drive that are still served by private wastewater treatment systems. Orchard Street was the most recent residential street to enter the district, with the construction of a force main and pumping system.

10.4 Electricity and Energy

Consolidated Edison, Inc. provides electric power and natural gas to residents in this part of Westchester County. The Westchester service covers 925,000 people within the county's 450 square miles, 30,000 businesses, and 350,000 housing units. There are 349,000 residential and commercial electric customers, and 232,000 residential and commercial gas customers.

Mount Kisco has experienced severe power outages due to downed trees during recent storms. Currently, the majority of power lines are above ground in Mount Kisco, contributing to power loss during severe storms, however, areas with underground wires also suffer power outages, e.g. Timber Ridge Condominium. A large number of people in the community suffer from intermittent power outages lasting sometimes no longer than seconds, but occur up to several times a week and result in burned-out electrical equipment. The Village currently has a generator for each of the three fire stations, the Court and police facility, the DPW garage, and all water and sewer facilities, but does not have a generator for Village Hall or the Library in case of future power outages.

10.5 Strategies

- Upgrade drinking water infrastructure.
- Protect Byram Lake Watershed.
- Continue to resolve Inflow and Infiltration issues

- Conduct necessary upgrades to the Village's sewer infrastructure.

10.6 Recommendations

Water

1. Continue to implement drinking water infrastructure upgrades, including replacement of the major water mains along Byram Lake Road, North Bedford Road, and Mountain Avenue.
2. The Village should continue to achieve compliance with and adherence to all federal, state, county, and local rules and regulations regarding the operation of the Village's public water supply.
3. The Village shall continue to provide the Annual Water Quality Report to all customers of the Village's public water supply as well as any additional interested parties, agencies, and the general public. Hard copies will continue to be mailed to customers, published on the Village website, and made available at Village Hall.
4. The Village should work cooperatively with the Towns of Bedford and North Castle to adopt environmental overlay zones in their zoning codes for the Byram Lake watershed which would identify specific environmental protection criteria, permitted uses and other appropriate zoning standards.
5. The Conservation Advisory Councils and Boards in Mount Kisco, Bedford, and North Castle should consider coordinating efforts to identify opportunities to create vegetative buffer areas for streams which feed into Byram Lake. The streamside vegetative buffer areas would intercept and filter surface runoff contaminants (such as: silt, road salts, oils and nutrients) and could be created without much land disturbance.
6. The Village Board could consider adopting its proposed Watershed Management Plan which covers Byram Lake, the surrounding land owned by the Village, and the rest of the area within the watershed. The Village should provide copies of the Watershed Management Plan to the Towns of Bedford and North Castle, as well as local residents, property owners, businesses and developers.
7. The Village should continue to explore and investigate additional water sources.
8. The Village should maintain the current long-term comprehensive reservoir monitoring program at Byram Lake. There are currently twelve tributary sampling stations surrounding the reservoir. Continued maintenance and upkeep of these stations is imperative, with special attention being given to Tributary BLT-1, which delivers water captured via a stone sluiceway from a watershed area west of the reservoir.

Sewer

1. The Village Building Inspector and local boards should continue to enforce provisions of Mount Kisco's Wetlands and Drainage Control ordinance as well as the applicable water and sewer sections of the Village Code.
2. Follow recommendations related to sewer infrastructure as outlined in the Hazard Mitigation Plan. Relevant recommendations include:
 - a. Priority 1 Mitigation Actions

- vi. Reline sanitary sewer lines
- vii. Make piping repairs in the sanitary & storm systems
- b. Priority 2 Action Items
 - i. Make upgrades and improvements to the Saw Mill Pump Station
 - ii. Repair/upgrade sewer manholes in wetlands and the Village's open space areas

Electricity and Energy

1. The Village should work with utility companies to transfer power lines underground in order to reduce outages. This could potentially be connected with streetscape improvements in order to minimize costs. In new subdivisions or large new developments, undergrounding of utilities should be considered.
2. Many recovery efforts in the post Superstorm Sandy period have reinforced the concept of creating a municipal micro-grid for emergency purposes. A microgrid is a localized energy grid, often with its own means of generating power so that it can operate autonomously from the traditional energy grid during power outages. Such a grid could have several power sources such as generators or fuel cells. Because Mount Kisco has a compact Village downtown, it could create such a grid and connect in at the following locations:
 - Village Hall
 - Mount Kisco Public Library
 - Mount Kisco Fire Houses
 - Police Headquarters

The Village might also pursue an outreach strategy to key private owners to encourage them to have generators. One critical component is gas stations. After Superstorm Sandy, there were several gas shortages until power could be restored.

3. The Village should continue to work with public and private organizations to promote solar and other forms of renewable energy.
 - Continue to work towards installation of a solar energy farm on the Village's former landfill site.
 - Consider installation of solar panels on municipal buildings where practical.
 - Encourage and facilitate residential and commercial installation of solar and geothermal power capabilities.

Chapter 11: Implementation

Proposed Zoning Changes

Some of the recommendations laid out in the Comprehensive Plan involve proposed zoning amendments that are likely to have an impact on future development patterns in the Village. Some of these zoning changes would be reflected in the Village's official zoning map (map changes), whereas others would only affect the zoning text (text changes). The following two figures demonstrate a comparison between Mount Kisco's existing zoning map (Figure 67) and the proposed map changes (Figure 68).

The zoning map does not necessarily describe the current development patterns in the Village, but instead guides future development by ensuring that new building is compliant with the Village's zoning code. The proposed zoning map illustrates the parts of the Village that would experience a map change, once the proposed zoning amendments are adopted. These map changes are limited to the areas included in the Downtown Overlay District and along Lexington Avenue from Smith Avenue to Radio Circle Drive. Additional zoning text changes that are not reflected on the map are proposed in the plan as well. These include changes to permitted uses in the Radio Circle area and revisions to the Village's parking standards.

Relationship between Zoning and Future Land Use

The Proposed Zoning Map shows how future changes in land use will be guided by existing zoning that is retained along with zoning amendments that may occur as a result of Comprehensive Plan recommendations. The Mount Kisco Comprehensive Plan is supportive of creating transit-oriented development near the Metro-North station and promoting contextual mixed-use development downtown. Existing land uses in the Village's residential neighborhoods are expected to remain the same over time, which is reflected both by current and proposed zoning. The Comprehensive Plan provides the policy foundation for future zoning changes while the Village's Zoning Code is more specific with regard to allowable uses and building dimensions throughout the Village. According to New York State law, a zoning code must be based on a "well-reasoned plan." The proposed zoning amendments described below and illustrated on the Proposed Zoning Map can be used by the Village as a guide for determining new zoning designations where appropriate.

Proposed Zoning Amendments

Mount Kisco's Comprehensive Plan and the accompanying zoning changes will set the stage for contextual, mixed-use, transit-oriented development downtown, helping to reinforce the Village's role as a regional downtown and an attraction both for new residents and visitors. The Proposed Zoning Map is generally consistent with existing land uses in Mount Kisco, with targeted recommendations aimed primarily at boosting walkable, transit-oriented development in close proximity to downtown and the train station. Almost all existing neighborhoods in the Village remain the same with the exceptions noted below.

Downtown Overlay Zone

The objective of the Downtown Overlay Zone is to encourage new traditional mixed-use downtown development and redevelopment in downtown Mount Kisco. The overlay zoning text was created to ensure that new development is consistent with historic village development patterns, building scale,

and mix of uses that is appropriate for Mount Kisco. In particular, the Downtown Overlay Zone emphasizes the opportunity to create transit-oriented development near the Metro-North train station, promoting a mix of residential, commercial, and civic space in a walkable setting near public transit. By encouraging pedestrian-friendly urban design, the new overlay zones are meant to expand economic opportunities in downtown Mount Kisco by creating a more pleasant environment for current and new residents, as well as visitors.

The Downtown Overlay Zone provides incentives for the creation of mixed-uses in keeping with the character, scale, and design of existing downtown buildings, while using development design guidelines to promote compatibility of uses and to stimulate pedestrian activity.

The overlay is made up of four districts, the Downtown Area, Main Street Area, Neighborhood Preservation Area, and Greenway Area. The district boundaries largely follow the existing boundary of the CB-1 zone and a portion of the CB-2 zone, while the Neighborhood Preservation Area also captures the east side of Maple Avenue (currently zoned RT-6). The Downtown Overlay Zone would not replace the existing zoning districts. Instead, a property owner would have the option of redeveloping a site under the existing zone or opting into the overlay zone. Opting into the overlay zone provides the property owner with development incentives in exchange for complying with the form-based design guidelines included in the overlay zone.

Radio Circle

The existing Research and Development District (RD), which covers the Radio Circle area, was intended to encourage research, design, and development activities in an industrial park setting. However, the Village has felt that the intended uses have not been attracted by this targeted zoning designation. Instead, the allowable uses have proven to be overly restrictive, preventing other favorable uses from locating in Radio Circle.

In July 2018, the Village Board of Trustees amended the RD to allow Family Entertainment uses, which is consistent with the Comprehensive Plan objective to make the zoning code more flexible to market demand in order to attract new businesses to Mount Kisco. The zoning amendments proposed by the Comprehensive Plan would change the name of this district to RDX to reflect the recommendation to expand the RD's allowable uses to include a greater mix of uses. In addition to the existing uses allowed in the RD, the RDX will include:

- All forms of senior housing, including senior assisted-living housing, and senior enriched-/independent-living housing.
- Biotech and pharmaceutical services and offices
- Hotel and conference centers
- Indoor storage
- Indoor auto storage
- Hi-tech/start-up incubator
- Educational institutions

Lexington Avenue

The Lexington Avenue corridor is currently split into three distinct sections on the Mount Kisco zoning map. The northern section (from Sarles Avenue to Smith Avenue) is zoned Neighborhood Commercial

(CN), which allows a combination of ground floor commercial uses with residential above. The middle section (from Smith Avenue to Kisona Road) is zoned Limited Commercial (CL), which is more restrictive and does not allow upper floor residential. Further south, Lexington is zoned General Retail (GR), which only allows pre-existing upper floor residential.

The vision for Lexington Avenue is to allow the corridor to evolve into a more fully mixed-use corridor, which would require greater flexibility in allowing new residential uses. The proposed zoning would create a new zone, the CL-1, in place of the existing CL zone between Smith Avenue and Kisona Road, plus parcels currently located in the GR zone between Pump Station Road and south of Cottage Drive to include parcels north of the Lexington Square Café. . The CL-1 would allow all of the uses permitted in the CL, with the addition of townhomes. In addition, the new CN would allow townhome style development. The expectation is that Lexington Avenue would gradually change over time to include additional mixed-use and townhome style uses.

Other Zoning Recommendations

PARKING STANDARDS

A review of parking standards in Mount Kisco found several categories of regulations that presented potential barriers to development in the Village's commercial districts. The Comprehensive Plan is supportive of reasonable reductions in parking standards for some multi-family and commercial uses. In addition, the plan supports reducing required parking for ground floor uses in the CB-2 district for parcels that opt into the overlay zone. This brings parking requirements in line with the CB-1 and makes it easier for new businesses to occupy ground floor commercial units with limited off-street parking. Finally, the Village code currently allows new developments to make a payment in lieu of providing parking, however, the amount of the current payment is too high and serves as an impediment to potential development. The Comprehensive Plan supports reducing the payment in lieu of parking to an amount that is high enough to assist the Village in continuing to build a parking fund, but not too high so as to unreasonably limit future development in the downtown area.

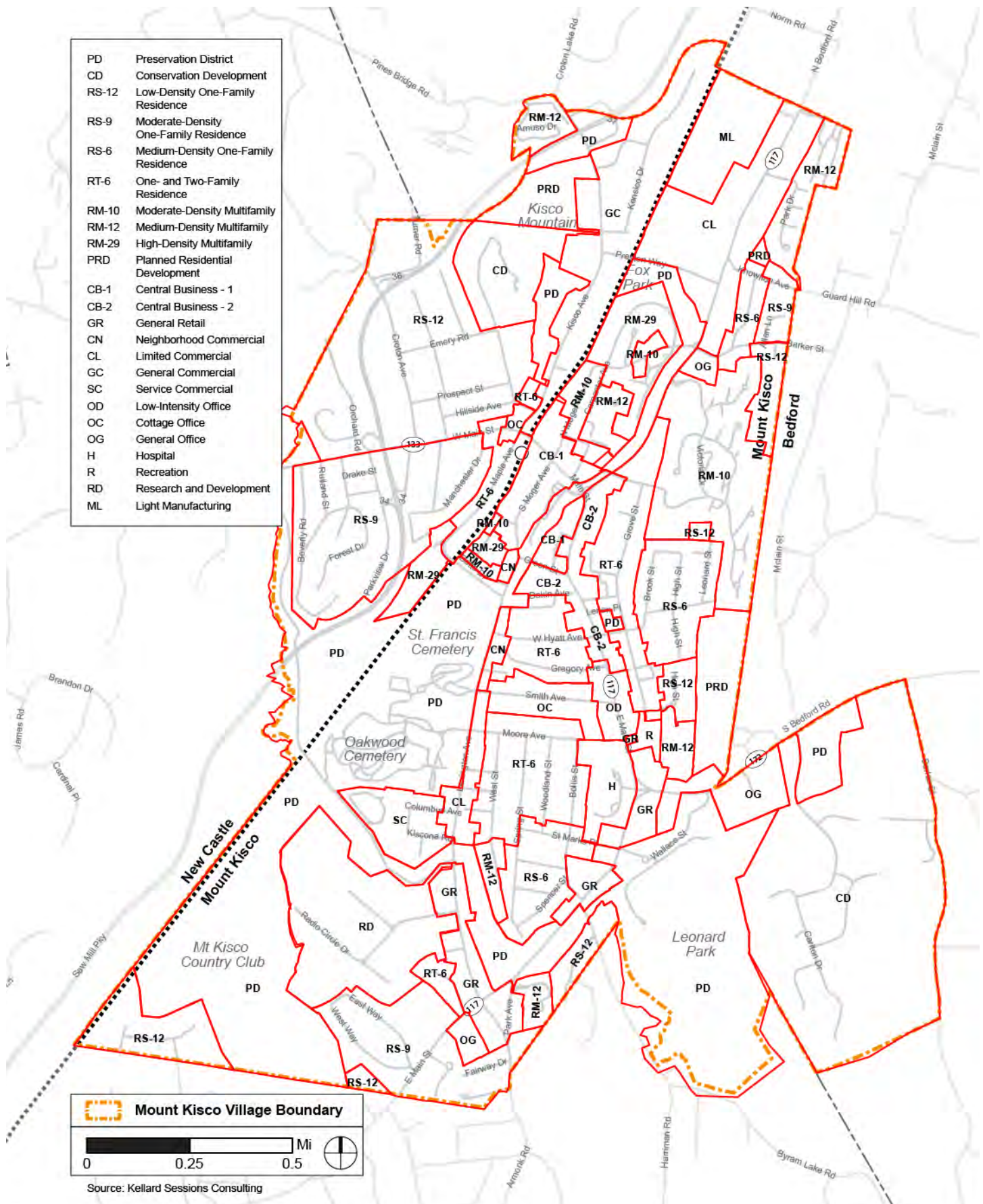


Figure 67: Existing Zoning

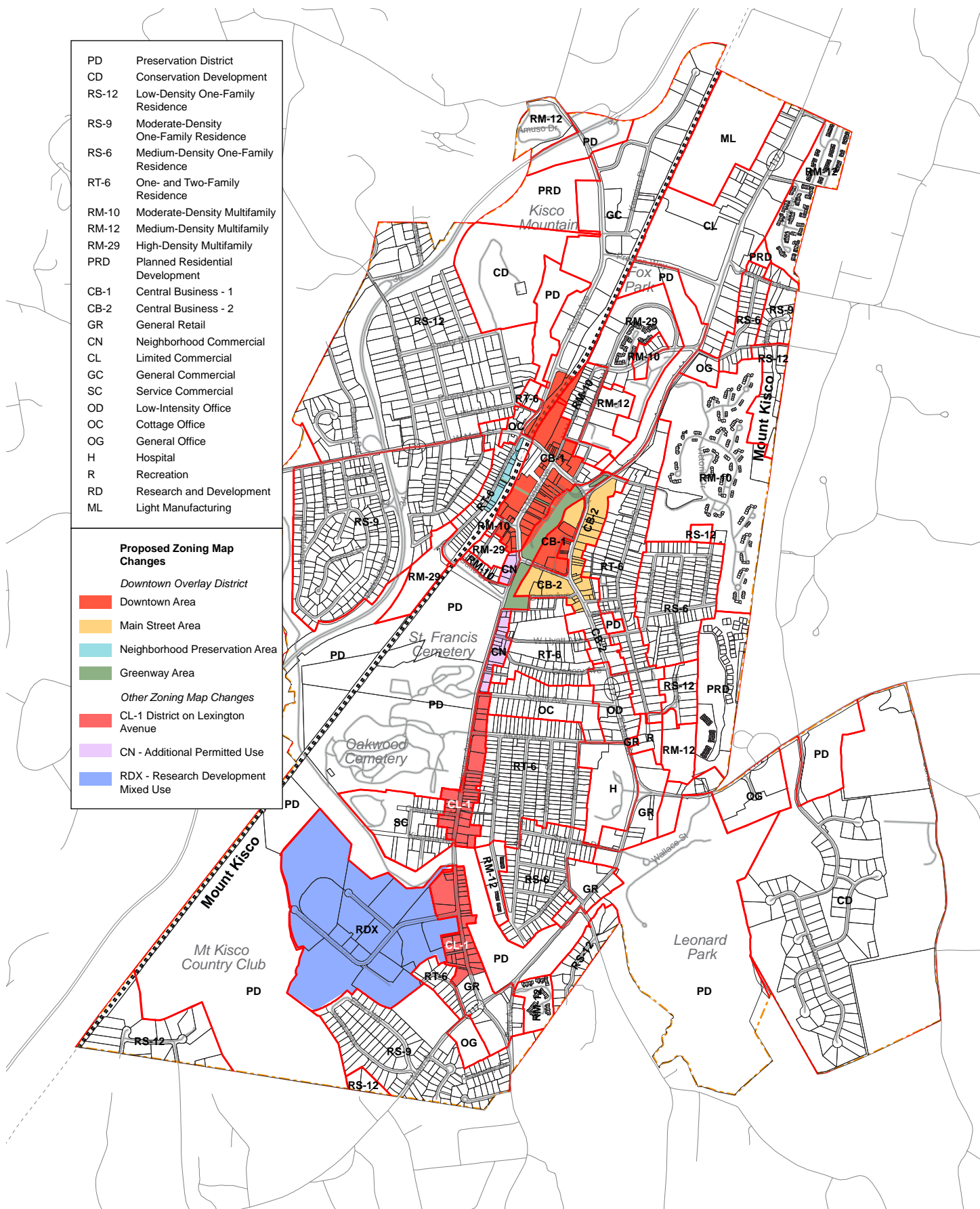


Figure 68: Proposed Zoning

Implementation Tools

The recommendations in the Mount Kisco Comprehensive Plan can only be realized through action and implementation. To facilitate implementation of the Comprehensive Plan, this section outlines the recommendations made in this plan, identifies the responsible implementing party, and proposes a general timeframe for implementation.

Having an adopted Comprehensive Plan provides Mount Kisco with a critical public policy tool, but the Plan itself is not sufficient alone to affect change, enforce preservation, or promote other key objectives. The Action Plan that follows in this chapter provides guidance to the Village to assist in implementing the Plan. It is recognized that these recommendations are aspirational and implementation of the Comprehensive Plan is based on an ongoing review of priorities, availability of outside funding, capital budget decisions, and other economic factors. There are four key methods that the Village can follow to ensure that as many Plan recommendations are implemented as possible:

1. **Legislation:** The Village's zoning code is the primary legislative tool that can be used to implement the Plan. Several zoning updates have been proposed in coordination with the Comprehensive Plan. If the Village chooses to pursue additional changes in order to support Comprehensive Plan recommendations, those changes should be consistent with Plan language and the Proposed Zoning Map.
2. **Capital Programming:** The Village's capital budget is the next method for implementing the Plan. Public spending on infrastructure, major equipment, municipal buildings, parks and open space, and programming all have a major impact on quality of life, efficient day-to-day operations, sustainability, and the Village's image. Recommendations that may have an impact on the Village's capital budget were included with an understanding of this potential fiscal impact. The Village should continue to evaluate recommendations and prioritize capital projects for implementation based on priority, available funding, and ability to seek outside sources of funds.
3. **Future Planning Studies:** Some recommendations require additional study and analysis before detailed implementation measures can be determined. In these cases, appropriate Village agencies should explore funding opportunities to produce supplemental analysis in order to move recommendations from the planning phase towards implementation.
4. **Ongoing Planning and Partnerships:** Finally, the Village should continue working with regional agencies, adjacent municipalities, and local non-profit organizations to advocate for the Village's interests and develop partnerships in support of Comprehensive Plan goals. Some recommendations would be in the jurisdiction of regional agencies, such as the New York State Department of Transportation. Other recommendations would require public-private partnerships or agreements between the Village and property owners, most notably the potential for a mixed-use development on the Moger Lots.

Action Agenda

The following Action Agenda is proposed in order to implement the various recommendations contained in this Comprehensive Plan. The Action Agenda identifies each recommendation, the responsible party, and a general timeframe for implementation.

The responsible party is the agency or organization that should spearhead implementation of a particular recommendation. Some proposals may involve multiple agencies, or include State agencies. The type of activity required of the responsible party will vary depending on the type of action required to carry out the recommendation. The action required could include legislation, capital programming, future planning studies, and/or ongoing planning and partnerships.

A general timeframe for implementation of each recommendation is included to allow the Village and local residents the opportunity to keep track of progress in implementing the plan. The timeframe is classified as follows:

- Short term: 0 – 2 years
- Medium term: 2 – 5 years
- Long term: 5 – 10 years
- Ongoing

Short term actions generally include changes to local laws or regulations, activities or policies that are currently in place, or capital budget items that the Village intends to fund in the next one to two years.

Medium term actions likely involve capital budget items that are not already planned for the short term. Many of these items may have arisen as part of the comprehensive planning process and need to be inserted into future capital budgets.

Long term actions are considered important, but are not expected to be addressed in the next five years, largely in recognition of limited resource availability or jurisdictional constraints. These actions may require further study, planning, or advocacy before implementation can take place. One key long term action required by New York State law is to identify “the maximum interval at which the adopted plan shall be reviewed.” This Plan recommends that the Comprehensive Plan be reviewed and updated every 10 years.

Ongoing actions include advocacy positions and initiatives that do not have a discreet date of completion. Some of these recommendations involve action that is outside of the Village’s jurisdiction, so the Village does not have control to set a timeframe for implementation. Other ongoing recommendations are actions that the Village could incorporate into ongoing policy decisions.

The Action Agenda is intended to simplify the Village’s ability to review the implementation progress on a regular basis and allows for convenient updating of the list as items are completed, priorities change, or new items are proposed. However, it should not be viewed as binding—as the Village prioritizes certain recommendations over others, as funding sources change, or as the community’s goals evolve, the Village and other responsible parties may choose to emphasize some recommendations and revise the timeframe for others to pursue in the future.

Recommendations—Land Use and Zoning			
	Responsible Party	Timeframe	Action
Create a form based overlay zone for downtown. This overlay zone would incorporate the North and South Moger lots.	Board of Trustees	Short Term	Adopt 2018 – Downtown Zoning Overlay
Rezone Lexington Avenue to allow townhomes. Currently residential development is limited to the second and third floor over a commercial use in the CN, and not allowed in the CL and GR zones. Create a new zone, the “CL-1,” for the area along Lexington Avenue that is currently zoned CL and GR. In this new zone, residential townhomes would be allowed by special permit in addition to all uses allowed in the current CL district. The CN zone will also be amended to allow townhomes. This would expand residential development choices along Lexington Avenue.	Board of Trustees	Short Term	Adopt 2018 – Zoning Code Update
Create a mixed use district at Radio Circle, “RDX,” in order to expand the permitted uses in the Radio Circle area and allow additional types of development to better accommodate what the market can provide. The zoning should be amended to allow such uses as biotech and pharmaceutical services and offices, hotel and conference centers, auto dealerships with accessory parking, indoor storage, indoor auto storage, and all forms of senior housing, including assisted care housing, and continuing care facilities. In the future, there may also be other types of uses that the Village identifies as appropriate, such as the possibility of a grocery store to serve this southern area of the Village.	Board of Trustees	Short Term	Adopt 2018 – Zoning Code Update
Current parking standards are based upon older suburban requirements and need review to reflect modern standards. The fee-in-lieu of parking is also unusually high and should be reduced. Off street parking for ground floor uses are currently not required in the CB-1 zone. The CB-2 zone could be treated in a similar manner for parcels that opt into the overlay zone.	Board of Trustees	Short Term	Adopt 2018 – Zoning Code Update
The Village should work in-house or with a consultant to make additional administrative changes to the zoning code that are outside of the purview of the comprehensive plan.	Board of Trustees	Short Term	

Recommendations—Population and Housing			
	Responsible Party	Timeframe	Action
Maintain the existing zoning of residential neighborhoods.	Board of Trustees	Ongoing	
Consider incentives for property improvements and upkeep.	Board of Trustees	Medium Term	
Site plan approval for new commercial development or redevelopment should ensure a landscaped buffer area to any surrounding residential development and the maximum reasonable mitigation of impacts.	Board of Trustees	Ongoing	
Enforce building and zoning codes to ensure safe housing conditions.	Building Inspector	Ongoing	
Where feasible, encourage new mixed-use residential development targeted at segments of the population that are projected to grow in the future, especially in the downtown. Demographic data show that demand for housing is growing among older residents. Members of the community also noted that there is limited housing for young professionals near the train station. Both of these segments of the population could be served by mixed-use or multi-family residential developments near the train station.	Board of Trustees	Short Term	
The Village will seek grant funding for a housing study to identify the best way to identify the resources needed to meet the needs of low income and rent burdened residents.	Board of Trustees	Short Term	

Recommendations—Downtown			
	Responsible Party	Timeframe	Action
Create civic spaces and opportunities for programming (e.g. live music, markets).	Board of Trustees	Short Term	
Encourage new residential development downtown.	Board of Trustees	Short Term	Adopted 2018 – Downtown Zoning Overlay
Activate storefronts with improved sidewalk conditions and attractive shop and wayfinding signage.	Board of Trustees	Short Term	
Create a downtown overlay district to incentivize contextual mixed-use development according to form based standards.	Board of Trustees	Short Term	Adopted 2018 – Downtown Zoning Overlay
Replace pedestrian only light phasing with pedestrian activated “leading pedestrian interval” (LPI) signals.	Village Manager	Short Term	
Add left turn lane at Green Street and Main Street intersection to relieve bottleneck.	NYSDOT	Short Term	
Streamline the flow of traffic at Main Street and Kirby Plaza.	Village Manager	Short Term	
Improve pedestrian connections at Main Street and North Bedford Road (i.e. new crosswalk or a possible roundabout if funding is available).	Village Manager	Short Term	
Improve pedestrian experience on South Moger Avenue (i.e. widening sidewalk on west side of the street, moving the crosswalk in line with the Shopper’s Park breezeway, and adding a crosswalk near Britton Lane intersection.)	Village Manager	Short Term	
Create a pedestrian/bicycle connection from the train station to the hospital and Leonard Park.	Village Manager	Short Term	
Proposed angled parking along the east side of South Moger Avenue.	Village Manager	Short Term	
Use the North Moger lot to replace existing and accommodate additional parking.	Board of Trustees	Short Term	
Make parking more user-friendly (i.e. locating and paying for parking).	Village Manager	Short Term	
Create parking standards for residential development.	Board of Trustees	Short Term	Adopted 2018 – Zoning Code Update
Focus on the importance of sidewalks, storefronts, street trees, and on-street parking in order to generate an appealing and active public realm between buildings.	Board of Trustees	Short Term	
Create continuity of buildings along the street with active frontages along sidewalks.	Board of Trustees	Short Term	
Create a regulating plan to guide development.	Board of Trustees	Short Term	Adopted 2018 – Downtown Zoning Overlay

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Promote creation of active civic spaces, including squares, pocket parks, greenways, and pedestrian ways.	Board of Trustees	Short Term	Adopted 2018 – Downtown Zoning Overlay
Activate the greenway to tie together the downtown and provide greater amenities.	Board of Trustees	Short Term	
Create parking placement standards, including encouraging on street parking, and promoting the construction of economically viable parking structures.	Board of Trustees	Short Term	Adopted 2018 – Zoning Code Update

Recommendations—Economy			
	Responsible Party	Timeframe	Action
Work with Northern Westchester Hospital and other related healthcare sector businesses to identify barriers to future growth.	Board of Trustees	Short Term	
Identify locations for additional healthcare or complementary development, such as senior housing, accommodations for patient families and visiting physicians, and/or conference and community space.	Board of Trustees	Medium Term	
Examine the zoning code to remove barriers and increase flexibility for emerging business types to locate in Mount Kisco.	Board of Trustees	Short Term	
Consider future flexibility for non-traditional and home-based businesses.	Board of Trustees	Short Term	
Coordinate with local business groups to create an initiative aimed at supporting entrepreneurs and new business start-ups.	Board of Trustees	Short Term	
Create a new brand for the Village of Mount Kisco that will help elevate its perception among residents, businesses, and visitors.	Board of Trustees	Short Term	

Recommendations—Natural and Environmental Resources			
	Responsible Party	Timeframe	Action
Undertake a street tree inventory and create a management plan.	Board of Trustees	Medium Term	
Continue to educate residents on the value of natural resources by supporting the efforts of the CAC and Historical Society, including through additional signage and publicity of existing trails, as well as the creation of new trails.	Board of Trustees CAC Historical Society	Short Term	
Minimize noise and light pollution from future development to limit effects on residential neighborhoods.	Board of Trustees	Ongoing	
Adopt recommendations from the Natural Resources Inventory and prioritize the recommendations for implementation, including enforcement of wetland and stormwater regulations, and education about land management. The Village should follow the strategies outlined by the NRI for protection of its water resources, improvement of stormwater management, and preservation of open space.	Board of Trustees	Medium Term	
Continue efforts to reduce the Village's carbon footprint, reduce waste, and promote energy conservation in both public and private sectors.	Board of Trustees CAC Energy Advisory Panel	Ongoing	
Follow recommendations related to flooding, protection of natural resources, and emergency preparedness, as outlined in the Multi-Hazard Mitigation Plan.	Board of Trustees	Medium Term	
Encourage 'green' roofs on new and existing buildings. Encourage the use of solar panels on rooftops and parking-area / car-port rooftops for electricity.	Planning Board	Short Term	
Ensure that new construction projects in the floodplain areas are raised or otherwise designed to avoid flood damage.	Planning Board	Short Term	
Quality of life requires more attention to be paid to noise and light pollution, which is increasingly recognized as a hazard to health. The Village will initiate and accelerate initiatives to mitigate this.	Board of Trustees CAC	Ongoing	
The Village should take steps that are available and economically feasible to reduce solid waste collection and disposal by using modern collection and recycling strategies. It is increasingly recognized that food scrap recycling and composting have become an important part of sustainability. It also decreases pressure on landfills, and reduces the costs of solid waste collection and disposal.	Board of Trustees CAC DPW	Medium Term	
Create a master plan for Leonard Park.	Board of Trustees	Medium Term	

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As a result of flooding conditions at Leonard Park and the lack of underutilized parcels in the Village, there is a need for additional field space. A study should be undertaken to identify possible future locations for fields to be used for youth sports and neighborhood recreation, including adult soccer leagues.	Board of Trustees	Medium Term	
Transform the Branch Brook greenway into a gathering space and park for cultural and music events and family activities.	Board of Trustees	Short Term	
Support the formation of committees or volunteer groups to maintain pocket parks and encourage local support of neighborhood open spaces.	Board of Trustees	Medium Term	
Work together with the Historical Society and CAC to identify new opportunities for trails, and support ongoing efforts to engage with non-profit organizations and other funding institutions to provide amenities including signage, publicity, and infrastructure for the trail system.	Historical Society Board of Trustees CAC	Medium Term	
With the assistance of the Village, the Historical Society and CAC should seek grant funding to formalize existing trails and create new ones to interconnect local green spaces, along with those of neighboring municipalities and the County.	Historical Society	Medium Term	
Existing pocket parks should be maintained and upgraded.	Village Manager	Ongoing	
The Village should continue to retain an arborist as needed.	Village Manager	Ongoing	
The Village should continue to recognize the importance of forest management to the conservation of forest resources and pursue opportunities to support science-based, sustainable forest management in its Plan and Zoning Code Amendments. Healthy, diverse and vigorous forests help to protect surface water quality by minimizing risk of erosion, sustaining high stormwater infiltration rates and consistent water yields.	Board of Trustees CAC	Short Term	

Recommendations—Community Facilities			
	Responsible Party	Timeframe	Action
The Mount Kisco Volunteer Fire Department's three fire houses are undergoing renovations and additions. The Village should continue to support these existing capital improvements.	Mount Kisco Fire Department	Short Term	
Following the consolidation of the Mount Kisco Police and the County Department of Public Safety, the Village has reduced its expenditure on police service, and maintained a high level of Village-wide safety. As a result, the Village should continue to coordinate with the County in order to maintain public safety and limit municipal spending.	Board of Trustees Westchester County Police Department	Short Term	
Advocate for community organizations to provide Pre-Kindergarten for Mount Kisco residents.	Board of Trustees	Short Term	
Mount Kisco should continue to work with community organizations, schools, the library, and faith-based organizations to serve its large Hispanic population. Many in the Spanish-speaking community would benefit from job-skills training, daycare, pre-school, English language, and adult education programs.	Community-based Organizations	Short Term	
Currently in Mount Kisco there is an issue with seasonal homelessness, particularly in parks and public spaces. Existing organizations, including the network of places of worship, should continue to provide services for homeless individuals in order to assist those in need of shelter and services, including finding employment and housing.	Community-based Organizations	Short Term	
Library services and hours should be expanded to meet growing demand for resources and services.	Mount Kisco Public Library	Ongoing	
Create space downtown, through new development or infill of existing underutilized space, for the Historic Society, Arts Council, and/or other organizations that provide cultural resources.	Historical Society	Medium Term	

Recommendations—Transportation			
	Responsible Party	Timeframe	Action
Advocate for NYSDOT to recreate southbound connections to and from the Saw Mill River Parkway to Green Lane in Bedford.	Village of Mount Kisco NYSDOT MTA	Short Term	
Advocate for creation of a new interchange on I-684 in the Town of Bedford (Exit 5).	Village of Mount Kisco NYSDOT	Short Term	
Facilitate traffic movement by creating connections between commercial driveways within the privately owned shopping center and realigning the intersection of Park Drive with the entrance to 283 North Bedford Road.	Village of Mount Kisco Diamond Properties	Medium Term	
Explore with Bedford and private property owners the possibility of creating a local service road east of and parallel to Metro-North tracks between Green Lane and Preston Way	Village of Mount Kisco Property Owners Town of Bedford	Medium Term	
Work with NYSDOT to coordinate traffic signals.	Village of Mount Kisco NYSDOT	Short Term	
Provide and maintain vehicle detectors at all signalized intersections in the Village to provide demand responsive signal operation.	Village of Mount Kisco	Short Term	
Install pedestrian crossings to improve safety at high-usage intersections (e.g., Lexington and Columbus, Main Street at Jeff Fiegel Square, Lexington south of Kisco Road, Main Street at the Spencer Optical Site).	Village of Mount Kisco	Medium Term	
Wherever possible, offset roadways at a traffic signal(s) should be aligned if practicable to minimize the number of traffic signal phases and optimize the efficiency of the signal(s).	Village of Mount Kisco	Medium Term	
Create a circulator trolley/shuttle in the Village center, with private-sector partners.	Village of Mount Kisco Private Sector Partners	Medium Term	
Create an off-street bicycle path on the west side of Lexington Avenue from Lieto Drive to Moore Avenue.	Village of Mount Kisco	Medium Term	
Provide shared vehicle/bicycle lanes along local streets to enhance bicycle use between the train station and Leonard Park.	Village of Mount Kisco	Medium Term	
Explore routes to create a network of safe bicycle paths throughout the Village.	Village of Mount Kisco	Medium Term	
Implement a unified system of wayfinding throughout the Village, especially in proximity to the downtown, near parks, and around schools.	Village of Mount Kisco	Short Term	

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The Village should seek funding to complete a bicycle and pedestrian plan to identify the Village's needs and coordinate with agencies when improvements are undertaken.	Village Manager	Medium Term	
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Recommendations—Infrastructure			
	Responsible Party	Timeframe	Action
Continue to implement drinking water infrastructure upgrades, including replacement of the water mains along Byram Lake Road, North Bedford Road, and Mountain Avenue.	Mount Kisco Water and Sewer Department	Short Term	
The Village should continue to achieve compliance with and adherence to all federal, state, county, and local rules and regulations regarding the operation of the Village's public water supply.	Board of Trustees	Short Term	
The Village should continue to provide copies of the Annual Water Quality Report to all customers, interested parties, agencies, and the general public. Copies of the Annual Water Quality Report are to continue to be mailed to all customers of the Village public water supply, published on the Village website, and made available at Village Hall.	Village Manager	Short Term	
The Village should work cooperatively with the Towns of Bedford and North Castle to adopt environmental overlay zones in their zoning codes for the Byram Lake watershed which would identify specific environmental protection criteria, permitted uses, and other appropriate zoning standards.	Board of Trustees	Short Term	
The Conservation Advisory Councils in Mount Kisco, Bedford, and North Castle should consider coordinating efforts to identify opportunities to create vegetative buffer areas for streams which feed into Byram Lake. The streamside vegetative buffer areas would intercept and filter surface runoff contaminants (such as: silt, road salts, oils and nutrients) and could be created without much land disturbance.	CAC	Short Term	
The Village Board could consider adopting its proposed Watershed Management Plan which covers Byram Lake, the surrounding land owned by the Village, and the rest of the area within the watershed.	Board of Trustees	Short Term	
Follow recommendations related to sewer infrastructure as outlined in the Hazard Mitigation Plan. Relevant recommendations include: c. Priority 1 Mitigation Actions viii. Reline sanitary sewer lines ix. Make piping repairs in the sanitary and storm systems d. Priority 2 Action Items	Mount Kisco Water and Sewer Department	Ongoing	

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<ul style="list-style-type: none"> iii. Make upgrades and improvements to the Saw Mill Sewer Pump Station iv. Repair/upgrade sewer manholes in wetlands and village's open space areas 			
The Village should work with utility companies to underground power lines in order to reduce outages. This could potentially be connected with streetscape improvements in order to minimize costs.	Village of Mount Kisco	Long Term	
Many recovery efforts in the post Superstorm Sandy period have reinforced the concept of creating a municipal micro-grid for emergency purposes. Such a grid could have several power sources such as generators or fuel cells. Because Mount Kisco has a compact Village downtown, it could create such a grid and connect in at the following locations: Village Hall, Mount Kisco Public Library, the Mount Kisco Fire Houses, and Police Headquarters.	Village of Mount Kisco	Medium Term	
The Village should continue to work with public and private organizations to promote solar and other forms of renewable energy.	Village of Mount Kisco	Medium Term	
The Village should continue to explore and investigate additional water sources.	Village Manager	Ongoing	
The Village should maintain the current long-term comprehensive reservoir monitoring program at Byram Lake. There are currently twelve tributary sampling stations surrounding the reservoir. Continued maintenance and upkeep of these stations is imperative, with special attention being given to Tributary BLT-1, which delivers water captured via a stone sluiceway from a watershed area west of the reservoir.	Byram Lake Committee	Ongoing	

Appendix

The appendix includes meeting records, materials, and presentations from the three Comprehensive Plan public workshops and two downtown design public workshops completed during the planning process.