

students (36.5%) from the peak enrollment of 10,167 reached during the 1999-2000 school year.

As documented in the previous section addressing demographic conditions in Mount Vernon, declining school enrollments are a result of significantly declining birth rates, outmigration of young families to other areas, and an aging population.

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A MVCSD Classroom

Chart 2-3 graphically presents the overall district enrollment trend of the past 25 years.



(ACE) students. The remaining schools would become pre-K to grade 6 or K-6. This model would allow for each student to attend a school in close proximity to their home.

It is projected that implementing this plan will result in a savings of \$72,487,997.

Table 2-11 Presents to Plans timeline.

Table 2-11 School Refiguration Plan Timeline	
MILESTONE	DATE
Conduct a Community Survey	October 2024
Host Community Town Hall	November 2024
Complete Facility Assessment and Identify School Closures	December 2024
Develop Communication Plan for Stakeholders	January 2025
Submit Request for Re-zoning to BOCES	February 2025
Finalize Curriculum Adjustments for 7-12 Schools	February 2025
Submit Petition to State of NY	March 1, 2025
Notification of Redistribution of Staff	March – June 1, 2025
Officially Enact Closures of Three Schools	End of School Year 2025

Source: MVCSD

In addition to the public schools in the MVCSD noted above, Mount Vernon also has the Amani Public Charter School which currently serves grades 5-8 and had an enrollment of 344 students for the '23 – '24 school year, and will begin to phase in younger grades starting in 2025. There are also several private schools present in the City including:

- Emmanuel Children's Mission School
- Montfort Academy



EMPLOYMENT

The following data and tables examine industry sectors that employ people in Mount Vernon, and the specific occupations of people working in Mount Vernon. In addition, the tables provide information about the quantity of jobs and wages in certain industry sectors and occupations as well as where people living in Mount Vernon work, and how they travel to work.

The number of people employed in Mount Vernon has grown over the past five years, from 33,409 in 2018 to 36,685 in 2023. This rise in employment has been associated with a similar decline in unemployment, which has dropped by about 1% during that time to roughly 4.5%.

The following chart shows jobs by industry sector in Mount Vernon, including the change in employment from 2018-2023. The numbers represent the total number of people employed in each sector.

Table 2-12
Mount Vernon Employment by Industry Sector

	2018	2023	Change	% Change
Agriculture, forestry, fishing and hunting, and mining	91	13	-78	<u>85.7% decrease</u>
Construction	2,165	2,293	128	<u>5.9% increase</u>
Manufacturing	1,044	1,148	104	<u>9.9% increase</u>
Wholesale trade	676	809	133	<u>19.6% increase</u>
Retail trade	3,713	3,354	-359	<u>9.6% decrease</u>
Transportation and warehousing, and utilities	2,030	2,342	312	<u>15.3% increase</u>
Information	826	752	-74	<u>8.9% decrease</u>
Finance and insurance, and real estate and rental and leasing	1,954	2,267	313	<u>16.0% increase</u>
Professional, scientific, and management, and administrative and waste management services	3,370	4,271	901	<u>26.7% increase</u>
Educational services, and health care and social assistance	11,985	14,003	2,018	<u>16.8% increase</u>
Arts, entertainment, and recreation, and accommodation and food services	2,420	1,882	-538	<u>22.2% decrease</u>
Other services, except public administration	1,911	1,909	-2	<u>0.1% decrease</u>
Public administration	1,224	1,642	418	<u>34.1% increase</u>

Source: U.S. Census Bureau, ACS 5-year Estimates

Healthcare support occupations	3,380	\$46,014
Protective service occupations:	1,446	\$48,046
Firefighting and prevention, and other protective service workers including supervisors	966	\$36,667
Law enforcement workers including supervisors	480	\$96,550
Food preparation and serving related occupations	882	\$43,145
Building and grounds cleaning and maintenance occupations	1,726	\$44,290
Personal care and service occupations	1,219	\$38,346
Sales and office occupations:	6,340	\$54,341
Sales and related occupations	2,516	\$55,654
Office and administrative support occupations	3,824	\$54,029
Natural resources, construction, and maintenance occupations:	3,056	\$59,145
Farming, fishing, and forestry occupations	0	-
Construction and extraction occupations	2,324	\$55,589
Installation, maintenance, and repair occupations	732	\$65,855
Production, transportation, and material moving occupations:	3,992	\$49,246
Production occupations	993	\$51,585
Transportation occupations	1,897	\$52,938
Material moving occupations	1,102	\$40,361

Source: U.S. Census Bureau, ACS 5-year Estimates

As noted in demographics section people living in the City of Mount Vernon are less dependent on cars than most communities throughout the region. Still, there are a few established or emerging trends in the data that deserve attention.

- The latest estimates from the American Community Survey (ACS) found that approximately 8% of Mount Vernon residents primarily work from home, up from 3% in 2010. It is likely that a number of these workers commute to areas outside Mount Vernon one or more days a week to have a physical presence at their place of employment. This included people in financial services, healthcare, administrative support and other industries. This shift towards more work from home has resulted in an increase in Mount Vernon's daytime working population, which in turn can mean higher demand for businesses that cater to that population. Businesses, such as cafes, lunch spots, gyms, and co-working spaces may find additional opportunities in Mount Vernon as a result of these changes. The desire for these types of businesses was also shared by many Mount Vernon residents throughout the public outreach for this comprehensive plan. Mount Vernon should watch this trend carefully, and its

economic development staff should examine whether a larger daytime population might create new business opportunities for entrepreneurs.

The work-from-home information is also important because data showed that a total of 92% of Mount Vernon residents regularly commute outside the City for work. This figure increases when at-home workers periodically commute to their physical place of work. Data on work commutation also underscore Mount Vernon's proximity and economic relationship to New York City. Approximately 48% of Mount Vernon residents commute to the five boroughs of New York City for work, according to the U.S. Census Bureau.

- **Department of Management Services** – Broadly responsible for all data processing and computer systems within the city government, the commissioner and staff are also responsible for the procurement of supplies, materials and equipment for all city departments.
- **Department of Recreation** – The commissioner and staff are responsible for the operation, care, supervision and maintenance of all city-owned recreation facilities in Mount Vernon.
- **Office for the Aging** – The director and staff are responsible for helping the Mayor and City Council to develop policies and programs that meet the needs of the aging, and to encourage the full participation of the aging in the community.
- **Department of Human Resources** – The commissioner and staff lead, or provide consultation to elected officials on a wide range of personnel matters. These include hiring, salaries and benefits, maintenance of personnel records, employer-employee problems, recruitment of employees, and other duties.
- **Department of Public Works** – The commissioner and staff are broadly responsible for the construction and maintenance of streets, highways, sidewalks, sewers, and public spaces throughout Mount Vernon, as well as sanitation and snow removal.
- **Department of Buildings** – The commissioner and staff are responsible for the enforcement of the city zoning ordinance, the building code, and other laws related to the construction, alteration, maintenances, occupancy, and safety of buildings and structures in Mount Vernon. The department also has the authority to require the owners of any property in the city to take down and remove structures that are “unoccupied and in an untenantable condition.”
- **Department of Public Safety** – The commissioner of Public Safety is responsible for the supervision and administration of the City of Mount Vernon Police Department.
- **Office of Consumer Protection** – Overseen by a superintendent of weights and measures, this office is generally responsible for investigating complaints and protecting the interests of consumers within Mount Vernon, while also encouraging local businesses and industries to maintain fair business practices.
- **Fire Department** – The commissioner is responsible for the operation of the Fire Department and all its apparatus.

- **Department of Planning and Community Development** – The commissioner and staff are responsible for recommending major development and redevelopment policies, including those related to land use, population density, transportation facilities, parks and recreation areas, community appearance, and public buildings. The department also studies and collects data to serve as the basis for planning recommendations, including for consultation and advice of the city planning board.
- **Department of Law** – Led by the Corporation Counsel, this department acts as the legal advisor of the City Council, the Mayor, and the officers, boards and departments of the city.
- **Department of Assessment** – The commissioner of Assessment and staff are responsible for the assessment of properties and local improvements for the purpose of accurate taxation.
- **Mount Vernon Urban Renewal Agency** – This agency, is located within the Department of Planning and Community Development. This agency, under the direction of its executive director, has the authority to acquire and dispose of real property, prepare cost estimates for urban redevelopment projects, and prepare applications for the removal of slums and blight.

The Comptroller

The elected Comptroller in Mount Vernon is the head of the Department of Finance. Broadly speaking, the Comptroller is responsible for the financial affairs of the city. This includes the disbursement of funds consistent with contracts, the receipt of taxes and other revenues, risk management, insurance, the keeping of various financial accounts and oversees municipal investments and borrowing. The Comptroller also plays a key role in overseeing or facilitating audits of the city and its authorities, such as the Industrial Development Agency and the Board of Water Supply.

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Board of Water Supply

The Board of Water Supply ensures Mount Vernon's compliance with all federal and state monitoring and reporting requirements related to drinking water, and it maintains and repairs water mains, service lines (from the curb valve to the main), fire hydrants, and water meters. The Board of Water Supply straddles branches of the city government, as its commissioner is appointed by the Mayor and water rates are set by the City Council upon advice from the water board. The delivery of a reliable supply of high-quality water is an essential service for the city.

Table 2-16 Housing Developments in Pipeline				
Project Address / Name	Status	Description	Total Units	Affordable Units
140 East Prospect Avenue / The Alexander	Planning Board	21-story new market rate	250	No
20 South 2 nd Avenue DTOAD/Library Square	Planning Board	Two 14-story new mixed use, mixed affordability	272	Yes - All units affordable, range of AMI
70 South 6 th Avenue/The Grace-Grace Baptist Church	Conceptual	15- story new mixed affordability	262	Yes - All units affordable, range of AMI
222 East 3 rd Street/King's Square / Mastermind	Conceptual	New 100% affordable	225	Yes - between 20% and 40% AMI
22 North 3 rd Avenue	Conceptual	new mixed use Market Rate	50	No
22 West 1 st Street- Chase Bank	Conceptual	adaptive re-use and new construction, market rate. No formal proposal	?	No
125 East 3 rd Street/153 Franklin Avenue- Oneness Rehoboth Church	Conceptual	No formal proposal scattered-site; market rate, senior, homeownership	?	No
745 South 3 rd Avenue/Salvation Army site	Conceptual	Could be a hotel or market rate building- no formal proposal	?	No
505 Gramatan Avenue- Private (senior; market rate)	Pending	New 8-story mixed use senior apartments	56	No
7 & 11 North MacQuesten Parkway/Qwest-	Approved?	New construction 100% affordable	226	Yes - between 20% and 40% AMI
115 South MacQuesten Parkway-	Approved	mixed affordability	315	Yes - 299 at 60% AMI
6-8 Mount Vernon Avenue	Planning Board	new mixed use, market rate	23	No
16 E Broad Street	Approved with extension of time	new market rate	44	No
19 South Tenth Avenue	ZBA	adaptive re-use of vacant elementary school	20	No
420 North Terrace Avenue	ARB	new market rate	16	No

Source: Office of Planning and Community Development

Deleted: Previously approved but will need reapproval

Household Characteristics

Mount Vernon's population is almost evenly split between renters and owners. There are slightly more people living in renter-occupied housing (58%) than owner-occupied housing (42%). There are significant demographic and economic differences between owner and renter households in Mount Vernon. In general, owner-occupied households tend to be wealthier and have a higher level of education than renter-occupied households. The median

Neighborhoods in the northern portion of the City include Aubyn, Fleetwood, Sunset Hill, Hunts Woods, Pasadena, Chester Hill Park, Chester Hill, and Chester Heights. The Cross County Parkway, buffered by natural growth on either side, enters from the west, bisecting Fleetwood, and continuing across the North Side before curving to the



north to its intersection with the Hutchinson River Parkway. The areas surrounding the Parkway are predominantly residential, with the northernmost neighborhoods characterized by moderate to large homes on tree-lined streets. The zoning, and land uses, in these neighborhoods are primarily made up of 1- and 2-family homes, with the exception of Fleetwood that contains multi-family and business districts. In general housing density and variety increases to south and east, including townhomes (single-family attached) and mid-rise apartment buildings.

Resources within the City's northern areas include:

- Scout Field, a public park in the north west corner of Aubyn
- Hunts Woods Park, which runs through Hunts Woods
- The Bronxville Field Club, a large private recreational facility, is located in Hunts Woods.
- Pennington Elementary School
- The Montfort Academy private Catholic school
- Mount Vernon High School, which spans both sides of the Cross County Parkway in the Chester Hill Park neighborhood.
- The Westchester Muslim Center
- Sinai Free Synagogue
- Vajiradhammapadip Buddhist Temple
- Saints Peter & Paul Church
- United Methodist Church
- Immanuel Lutheran Church
- Fleetwood Synagogue

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To the south, the Oakwood Heights neighborhood contains a variety of housing types, including clusters of midrise apartment buildings. Institutional uses in the neighborhood include Traphagen Middle School, Holmes Elementary School, the Mount Vernon City School

laws and is referred to as the "Zoning Code." Other provisions, including for the establishment, powers, and duties of the related City departments and land use boards, are found in other chapters and in the Charter (Figure 2-5 – Existing Zoning Map).

Table 2-22 presents the area of the City included within each zoning district.

Zoning District	Acreage	Percent of Total
R1-7	542.9	19.3%
RMF-6.75	502.3	17.8%
R2-4.5	371.8	13.2%
R1-4.5	316.8	11.2%
R2-4.5	228.4	8.1%
I	227.7	8.1%
RMF-10	191.8	6.8%
CB	162.8	5.8%
RMF-15	142.6	5.1%
NB	125.1	4.4%
DB	55.2	2.0%
R2-3.6	56.3	2.0%
MVW-H	24.9	0.9%
LI-7.5	19.5	0.7%
MX-1	16.9	0.6%
MVW-T	12.9	0.5%
DOTAD	11.3	0.4%
MVW-C	9.3	0.3%
OB	9.1	0.3%
H	9.0	0.3%
TOD-1	4.2	0.1%
MVW-T (NC)	1.6	0.1%
MVW-H (NC)	2.3	0.1%
Overlay Zones		
R1-TH	5.5	0.2%
RMF-SC-25	7.1	0.3%
Total	2,816.3	

Residence Districts (8 Districts)

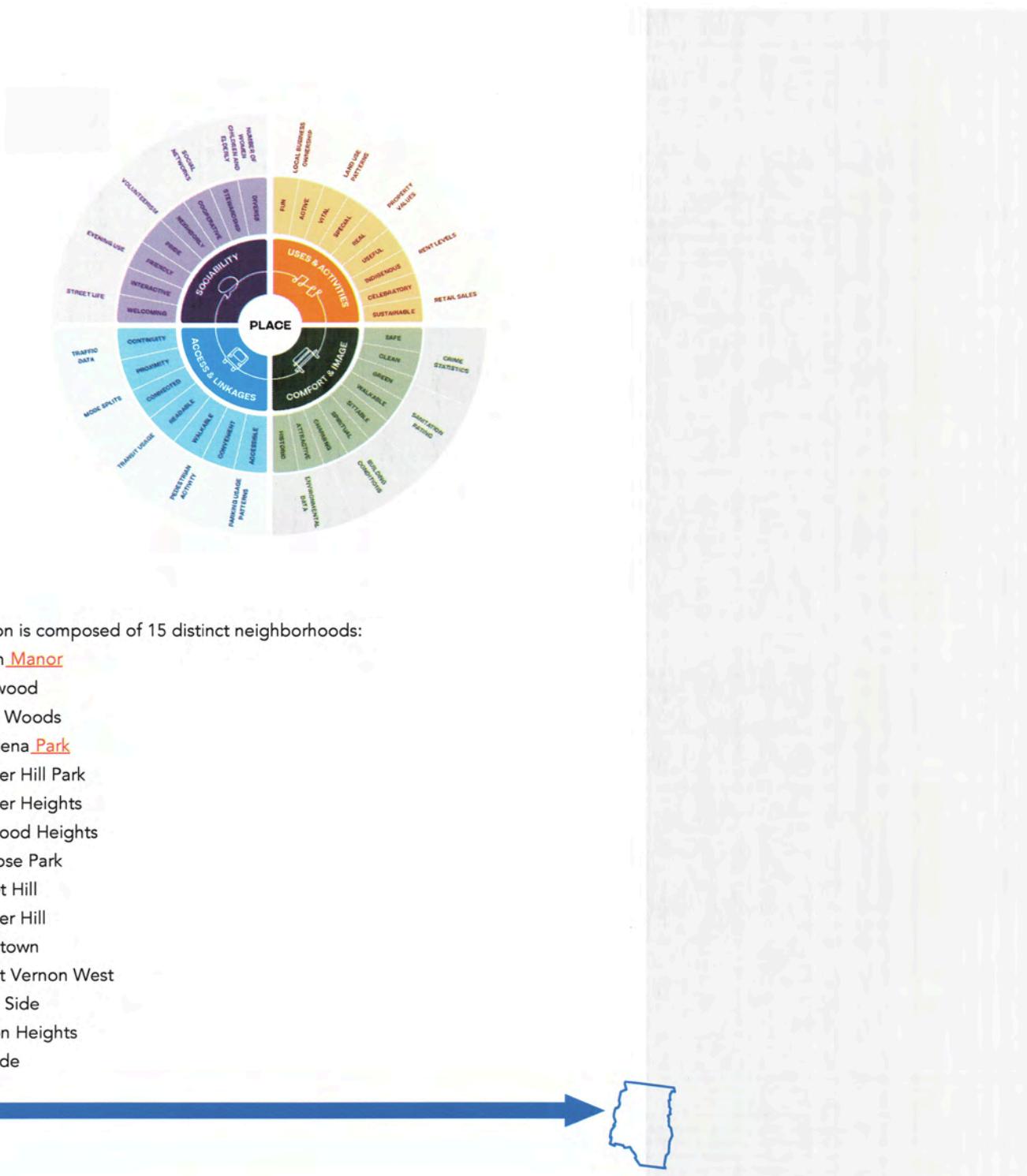
- One-Family Residence
 - R1-7
 - R1-3.6

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Table 2-28 Public Parks				
#	Park	Acreage	Ownership	Amenities
1	Hunt's Woods Park	23.38	City	Hiking & biking trails
2	Fleetwood Playground	0.61	City	Basketball court, gazebo, 2 play sets, 2 swing sets
3	Guttenberg Park	0.41	City	Open space, benches
4	Leo Mann Park	0.45	City	Basketball court
5	Nicholas Playground	0.21	City	Gazebo, playground
6	Hartley Park	5.25	City	Green space, gazebo, picnic shelter, recreation building, restrooms, 2 basketball courts, fitness court, playground, memorial
7	Howard St. Playground	0.36	City	Basketball court, playground
8	Glen Ave/Willow Pl. Park	0.15	City	Green space
9	Lorraine Ave Playground	0.22	City	Basketball courts, playground
10	City Hall Plaza	0.58	City	Public plaza, monuments, benches
11	Farnsworth Park	0.13	City	Green space, monument
12	Colton Park	0.09	City	Plaza, monuments
13	Grove St. Playground	0.22	City	Basketball court, playground
14	Lewis Park	0.19	City	Green space
15	Adam St. Playground	0.16	City	Playground, benches
16	Purdy's Park/Lions Playground	0.17	City	Basketball court, playground
17	Old 7 th Ave. Playground	0.25	City	Playground, swings
18	Howie Park	0.13	City	Gazebo, green space
19	Madison Park	0.13	City	Playground
20	Sophie J. Mee Park	0.25	City	Playground, swings, benches
21	Eddie Williams Park	0.25	City	Basketball courts
22	4 th Street Park	0.86	City	Basketball courts, bleachers
23	Adams Park	0.22	City	Green space, benches
24	Union Park	0.11	City	Green space, monument
25	Memorial Field	9.31	City	Multi-purpose stadium, plaza, tennis facility, skate park
26	Hutchinson Fields	9.49	City	Athletic fields
27	Brush Park	9.34	City	Baseball/softball diamond, cookout area, grill, playground, parking
28	8 th Avenue Park	0.25	City	Basketball court, playground, swings
29	Wilson Woods Park	30.35	County	Outdoor pool, bathhouse, DeMatteo pavilion, waterpark, picnic areas
Subtotal		93.52		
30	Bronx River Parkway Reservation	37.23	County	Parkway right-of-way and multi-use trail

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Downtown

The City's downtown reflects its long history as a civic, commercial, artistic and transportation hub. Gramatan Avenue and South Fourth Avenue function as the City's "main street" and are lined with mixed-use buildings that typically feature ground-level retail shops, retail service uses or restaurants with upper floor office or residential uses. Today, many of the upper floor spaces are underutilized or vacant. In spite of increasing vacancy rates, the Downtown reflects a diverse and dynamic urban fabric, with an active public realm.



The "railroad cut" that bisects the Downtown is a physical and perceptual barrier that creates a challenge in developing a unified approach to planning for the area.

The Downtown incorporates all of the City's building topologies; including Detached Dwellings, Townhouses, Multi-Family Buildings, Tower on Podium Buildings, Mixed-Use Buildings, General Commercial Buildings, One-Story Commercial Buildings and Civic Buildings.

The Downtown also includes a number of notable landmarks including the traffic circle on Gramatan Avenue and Lincoln Avenue which serves as a gateway to the Downtown, Hartley Park, City Hall and Petrillo Plaza, the US Post Office, [the Library](#) and Grace Church.

Proposed Future Land Use – Reorganizing the multiple zoning districts in the downtown to reflect the Phase I Downtown Vision Report (refer to Appendix) to accommodate Downtown Mixed-Use is recommended. The zoning parameters within the High-Density Residential areas surrounding the downtown core should be reassessed to reflect the recommendations of the Phase I Downtown Vision Report. The multiple zoning districts along 3rd Street should be modified to Corridor Mixed-Use.



Pasadena Park

Located due west of Mount Vernon High School which defines the eastern edge of this neighborhood, the Pasadena Park neighborhood is almost entirely devoted to single-family homes that were built slightly later than the homes located to the west, circa 1930's to 1950's.

Single family Detached Dwellings dominate the building typology of the neighborhood, along with the Westchester Muslim Center and the Vajradhammapadip Temple Civic Buildings, which serve as landmarks in the south-central portion of the neighborhood.



Proposed Future Land Use – No change to the land use characteristics of this neighborhood are proposed.



Hunt's Woods

This neighborhood is centered around Hunt's Woods Park, which runs generally north-south through the center of the neighborhood. The Park was once part of the Hunt family estate, and remnants of the estate, including old stone walls and trails remain in the park today, and provide a unique sense of character for this neighborhood.

This neighborhood is bucolic and tree-lined and features Tudor Revival, Colonial and English Cottage style homes, many on larger lots. This area has a very strong neighborhood identity.

The building typology of the neighborhood consists almost entirely of single family Detached Dwellings. The Plymouth House multi-family buildings are located in the southwest corner of the neighborhood.

The neighborhood is bounded by three hard edges along the Cross County Parkway in the south, Gramatan Avenue in the west and Route 22 in the east. Hunt's Woods Park and the Bronxville Field Club are prominent landmarks.

Proposed Future Land Use – No change to the land use characteristics of this neighborhood are proposed.



Fleetwood

The Fleetwood neighborhood contains a diverse land use pattern, in a compact transit-oriented configuration, that is bisected by the Cross County Parkway. Prewar 4 and 5-story brick and Tudor style apartment buildings dominate the southeastern portion of the neighborhood, with newer apartment buildings located along MacQuesten Parkway. The newly constructed 16-story tall 42 Broad Street dominates the center of the neighborhood. West Grand Street, Broad Street West, [Locust Street](#) and Gramatan Avenue support traditional "downtown" uses – such as retail and service businesses as well as restaurants, which create a walkable, self-sufficient neighborhood. The Fleetwood Metro North train station is the transit-oriented hub of the neighborhood. On the north side of the Parkway, the 6-story Colonial Village apartment buildings continue the land use pattern found to the south. North of East Birch Street, the neighborhood transitions to lower density single and two-family homes of the R2-4.5 zoning district.



The building typology of the neighborhood reflects its land use diversity, and includes, General Commercial Buildings, One-Story Commercial Buildings, Mixed-Use Buildings, Civic Buildings, Multi-Family Buildings, Tower on Podium Buildings, and Detached Dwellings.

The commercial portion of Fleetwood serves as an independent commercial node, while the train station serves as a transit node. This neighborhood in particular is defined by very distinct edges, some of which are internal to the neighborhood. The 42 Broad Street development has become a conspicuous and identifiable landmark.

Proposed Future Land Use – Reorganizing the multiple zoning districts in the commercial node to accommodate Neighborhood Mixed-Use is recommended. Replacing the CB – Commercial Business zoning along MacQuesten Parkway with High Density Residential use is recommended given the areas proximity to the Fleetwood Metro-North train station and the emergence of new multi-family developments in the area.



come as no surprise. Government funding, smart growth principles, and climate change mitigation efforts are all encouraging relatively dense housing near transportation hubs.

- **Economic and community benefits:** A strong commuter base supports the City's goals for increased revenue, small business development, and public safety. New residents bring spending power that will support local coffee shops, grocery stores, entertainment venues, and other services in high demand by current residents. More economic activity means more tax revenue for Mount Vernon, and more people on the street translates to greater vibrancy and improved public safety.

To fully realize the promise of City of Homes v2.0, Mount Vernon must recognize that housing forms, needs, and desires have evolved.

Traditional homeownership is under stress in Mount Vernon and the surrounding region. The median price of a single-family home in the City now exceeds \$550,000, putting single-family homeownership out of reach for many, including existing residents. Meanwhile, housing trends have shifted toward smaller, more affordable options like co-ops, apartments, and townhomes, often built with shared amenities and situated near parks, shops, and transit.

Younger generations—Millennials and Gen Z—are driving much of this change. Many are looking for low-maintenance living in walkable, connected neighborhoods rather than the large, detached homes of the past. These generations are also less interested in buying homes due to high housing costs, student debt, and a preference for flexibility and urban living. The cultural shifts and general economic instability among these generations have made many view homeownership as risky or unattainable rather than a necessary life milestone. For Mount Vernon to meet these evolving desires for housing, the City must update its zoning policies, integrate housing with transportation and essential goods and services, and embrace a broader, more flexible definition of what "home" looks like.

City of Homes v2.0 will not be an exact replica of the City's founding—but with thoughtful planning, it can honor Mount Vernon's historic identity while building a thriving, inclusive future.

Mount Vernon: A Thriving Center for Creative and Cultural Excellence

From Denzel Washington and Dick Clark to J.B. Smoove and E.B. White, Mount Vernon has an extraordinary legacy of producing influential figures who shaped the cultural and artistic landscape of America. This rich heritage should not only be celebrated—it should be a cornerstone of Mount Vernon's future.

Deleted: The definition of "home" has changed and expanded significantly. Houses, duplexes, triplexes, apartments, co-ops, townhouses, cottages, tiny homes, modular and panelized structures, dormitories, and senior living facilities are all "home" to people who we value as our neighbors.



- The integrity of the commercial hub should be preserved. Mixed uses are acceptable, provided a commercial streetscape is preserved along Gramatan Avenue, Fleetwood Avenue, West Grand Street and West Broad Street.
- **Aubyn Manor** – This neighborhood is primarily comprised of homes, generally built between 1905 and the late 1920's. Dutch and Georgian Colonial architectural styles dominate the neighborhood. This neighborhood is a short walk from downtown Bronxville and reflects a similar character.



Examples of Aubyn **Manor** Neighborhood Architecture

- Maintaining existing zoning controls is recommended to preserve the historic character of this neighborhood.
- **Hunt's Woods** – This neighborhood is centered around Hunt's Woods Park, which runs generally north-south through the center of the neighborhood. The Park was once part of the Hunt family estate, and remnants of the estate, including old stone walls and trails remain in the park today.

This neighborhood is bucolic and tree-lined and features Tudor Revival, Colonial and English Cottage style homes, many on larger lots. This area has a very strong neighborhood identity, and The Friends of Hunts Woods helps to maintain the Park and the character of the area.

The Bronxville Field Club is a notable feature in this neighborhood.



Bronxville Field Club



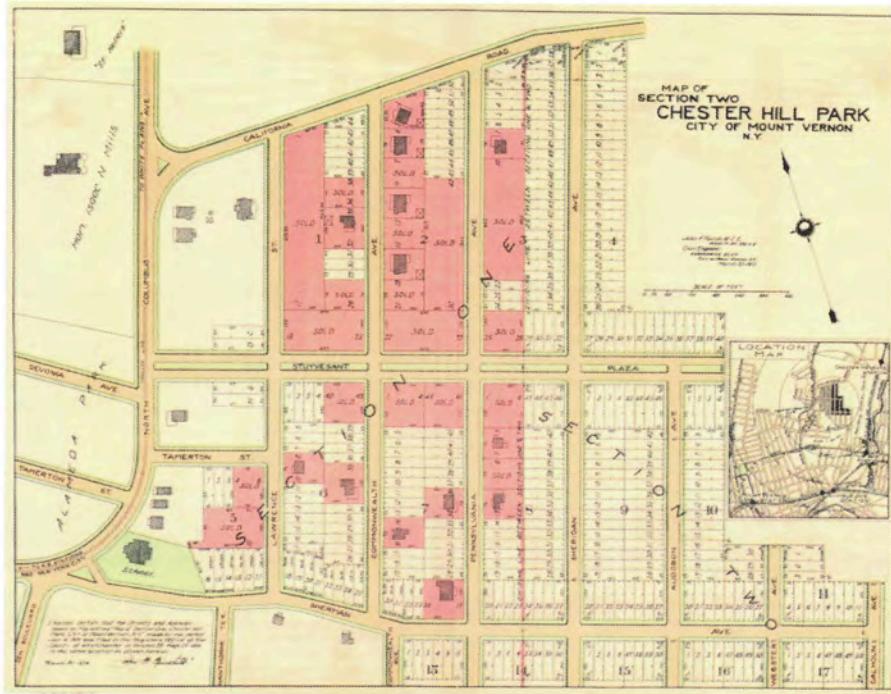
Examples of Hunt's Woods Neighborhood Architecture

- Explore historic district designation for this neighborhood.
- **Pasadena Park** – Small and almost entirely devoted to single-family homes, Pasadena supports homes that were built slightly later than the homes located to the west, circa 1930's to 1950's. Colonial Revival and Cape Cod architectural styles predominate, and many homes retain period details like bay windows, shutters, stone facades and slate pathways.



Examples of Pasadena **Park** Neighborhood Architecture

- Maintaining existing zoning controls is recommended to preserve the historic character of this neighborhood.
- **Chester Hill Park** – This neighborhood was laid out on planned blocks with a central boulevard (Stuyvesant Plaza), greenspaces and trolley access around 1910.



The residential fabric consists primarily of medium to large pre-1940 single-family homes and early apartment and coop complexes.

The Mount Vernon High School campus occupies the eastern side of this neighborhood.

- Target heat island mitigation in environmental justice areas (e.g. green roofs, shade trees).
- Ensure equitable utility and infrastructure access.

Goal: Eliminate components of the City's zoning that may be considered exclusionary.

Exclusionary zoning refers to land use regulations that intentionally or unintentionally limits who can live in a community, often by restricting housing types or densities through various zoning provisions. These regulations disproportionately exclude low-income individuals, renters and communities of color, reinforcing patterns of racial and economic segregation. While Mount Vernon's zoning is not inherently exclusionary, particularly when compared to neighboring municipalities who have had to comply with court decisions requiring them to construct more multifamily units, distinct and rigid boundaries do exist throughout the City and bulk, area, dimensional and parking regulations need to be revisited on a case-by-case basis to ensure equity.

Objective: Remove exclusionary zoning practices and regulations.

- Adopt the recommendations set forth in the Housing Access for All section.
- Implement inclusionary zoning to facilitate housing diversity.
- Address excessive parking standards that limit density.
- Study upzoning high-opportunity areas to allow for more inclusive housing, particularly in transitional areas.

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Goal: Improve access to a healthy environment regardless of race, income or neighborhood.

Disadvantaged Communities (DAC) are defined by New York State, "as communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high-concentrations of low- and moderate- income households." The majority of Mount Vernon has been designated by



- Montefiore's takeover of hospitals in Mount Vernon has been criticized for reinforcing racial disparities in healthcare, with claims of inadequate resourcing. **Work with Montefiore to redress disparities and to adequately serve the City.**

Goal: Think beyond the limits of this Plan to create a long-term institutional infrastructure for equity.

Objective: Envision Mount Vernon does not offer a panacea to resolve decades of inequality; however, it does represent an opportunity for the City to proactively cooperate across departments and partner with residents and community-based institutions to deliberately and intentionally incorporate equity in all decision making.

- Identify and support a pipeline of resident leaders and community liaisons, specifically including traditionally underrepresented groups, to monitor the progress of the implementation of Envision Mount Vernon, and to ensure it evolves with changing conditions.
- Implement to government efficiency recommendations included in the Effective Government Services section.

Goal: Establish, expand and facilitate inclusive housing strategies.

Objective: Deploy a broad array of housing strategies that address housing creation, financing, legalization, collaboration, location and type, as more fully detailed in the Housing Access for All section.

- Disaggregate housing and zoning data to more specifically tailor equity solutions that reach marginalized groups.

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Goal: Ensure anti-discrimination in housing.

Objective: Conduct equity assessment to ensure compliance with Affirmatively Furthering Fair Housing policies.



THE PUBLIC REALM & STREETSCAPES

As described throughout this Plan, given the denser development pattern that the City intentionally pursued over the past century and a half, the City's public spaces are critical to the overall quality-of-life of City residents. The previous section contained recommendations focused on the ways in which residents move throughout the City, utilizing those public spaces. This section includes recommendations related to the quality of those public spaces. Common themes from the Comprehensive Plan's public engagement include the desire for safer and more attractive streets, celebration of local history and identity, improved walkability, and enhanced maintenance and inclusivity in vibrant public spaces. Engagement participants highlighted current conditions such as inaccessible sidewalks, limited greenery, insufficient lighting, and discomfort walking near industrial areas—underscoring the need for targeted upgrades across the public realm. Together, these insights shape a set of recommendations that build on local culture, elevate neighborhood character, and make the City's shared spaces more engaging and equitable.

Goal: Advance a placemaking framework that enhances Mount Vernon's public realm as an inclusive reflection of its cultural identity through engaging design, public art, and adaptive reuse.

Objective: Enhance neighborhood corridors.

Community input highlighted opportunities for placemaking enhancements along commercial corridors, including South Fourth Avenue/Gramatan Avenue, Lincoln Avenue, East Sandford Boulevard, Columbus Avenue, MacQuesten Parkway, East 3rd Street, Mount Vernon Avenue and Fleetwood. These areas face combinations of congestion, limited greenery or visual interest, uneven lighting, and poor pedestrian access. Updated standards and creative interventions can reinforce walkability, strengthen community identity, and support vibrant, people-centered environments.

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- **Install district signage, art, and interpretive markers.** Launch a coordinated neighborhood branding initiative to help define and distinguish each corridor. Partner with residents, local historians, artists, and community organizations to identify meaningful stories, visual themes, and cultural assets. Design interpretive signage and wayfinding elements that reflect each corridor's identity, and install them at key nodes, intersections, and public spaces. Additionally, the City should remove worn or outdated wayfinding signs.

Objective: Regulate storefronts and signage to improve public realm quality

Blank facades and roll-down gates detract from the public realm and discourage walkability. Residents consistently voiced support for more transparent storefronts, less visual clutter, and better signage quality.

- **Adopt storefront and signage regulations.** Define acceptable sign dimensions, materials, lighting, and transparency thresholds that are tailored to specific districts or corridors. Provide flexibility for creative signage where appropriate. The regulations should be accompanied by design guidelines and technical assistance, such as illustrations, workshops, and consultations.
- **Phase out solid roll-down gates.** Ban new solid gates and set a compliance timeline for existing ones. Provide a list of acceptable alternatives, such as open-grille or transparent gates. Consider offering incentives for businesses that switch early.

Goal: Particular areas of the City warrant specific, targeted “small area” plans. The goal of this section is to address specific strategies for areas such as of East Sandford Blvd – Canal Village, Fleetwood and Mount Vernon Avenue.

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Objective: Undertake Incremental Placemaking on East Sandford Boulevard

Incremental placemaking involves small, low-cost improvements that cumulatively enhance the public realm. Rather than relying on full-scale capital projects, these tactical interventions—such as painted curb extensions, pop-up plazas, murals, movable seating, and temporary closures—can be phased over time to reclaim space for people.

East Sandford Boulevard, particularly east of Franklin Avenue, is characterized by oversized rights-of-way, underutilized sidewalks, and a fragmented pedestrian environment. Incremental placemaking is particularly well-suited to this corridor because it enables visible, low-risk improvements that build momentum and respond flexibly to community needs.

- **Curb Extensions and Parklets.** Pilot temporary bump-outs or mini-plazas using paint, planters, and barriers, especially near key intersections or vacant frontages, as a form of tactical urbanism. Potential locations may include the intersections with South Fulton Avenue, South Columbus Avenue, and Durham Avenue/Colonial



- Promote creation of starter homes and multi-family homeownership to provide opportunities for lower-to-moderate-income households.
- Streamline building permits, loosen restrictions, and reduce fees for homes that cater to first-time homebuyers with income levels that reflect the socioeconomic positions of existing Mount Vernon residents.
- Prioritize first-time buyers in homeownership projects that are promoted or supported by the city or the IDA. Because first-time buyers struggle to enter the market, this is a critical strategy to increase homeownership rates and stability for moderate-income households. This strategy can also contribute to reducing wealth and homeownership gaps for historically marginalized communities.
- Adopt property tax exemptions to promote fair taxation of owner-occupied limited equity models and affordable homeownership, including a circuit breaker for low- and moderate-income homeowners, local-option exemptions for subsidized affordable homeownership, and others. See, for example, Exemption 421-p to make it easier for existing homeowners to create Accessory Dwelling Units, Exemption 421-pp to support fully affordable rental development projects, and various demographic-specific exemptions embedded within NYS Real Property Tax Law (RPTL). To support affordable homeownership, opt in to the Affordable Homebuyer Property Tax Incentive (FY 2026), the Homebuyer Renovation Property Tax Exemption (A7479) and others within RPTL that support low- and moderate-income homebuyers and homeowners to purchase and maintain their homes. In general, Mount Vernon should review existing exemptions and opt in to any that would support housing stability and affordability.
- Pursue partnerships that could support below-market public lending products that offer alternatives to traditional market options, such as blended mortgages. Funding for this initiative could come from bonds, HOME or CDBG funds, a local housing trust fund, or general municipal revenue. Explore opportunities with banks that have CRA (Community Reinvestment Act) requirements.

Deleted: (compact, family-friendly units) for low- to moderate-income households. This can be done through zoning ordinances that promote "missing middle" housing, including cottage courts, multifamily ownership such as co-ops, reduction of minimum lot size, and others.

Objective: Increase production of new housing overall.

- Allow and encourage mixed-use development with a residential component where appropriate.
- Permit housing in non-residential areas throughout the city, except those expressly set aside for parks. Modern patterns of development often co-locate residential,

Deleted: in neighborhoods throughout the city, including Downtown, Fleetwood, Sunset Hill, Mount Vernon West, South Side, Vernon Heights, and Parkside. (See Chapter 4 for more details on locations and uses.)

industrial, commercial and retail uses. The city should allow and promote the co-location of these uses so that people can live close to where they work and shop.

- Strategy: Allow residential infill and upzone greyfields. Greyfields are underutilized or obsolete properties—often former retail or commercial sites—characterized by blighted buildings, aging infrastructure, and various forms of declining economic viability. Unlike brownfields (which may be contaminated) or greenfields (undeveloped land), greyfields typically require redevelopment to restore their functional and economic value. Allowing residential development on these underutilized commercial properties, such as box stores, strip malls, and parking lots, is efficient because the necessary infrastructure—roads, sidewalks, water and sewer, electricity, and broadband—is already in place. This approach lowers development costs, shortens timelines, and is more efficient with land and resources. The public is often more supportive of development at greyfield sites because something had already been constructed at these locations in the past, and the redevelopment contributes to broader revitalization goals. In Mount Vernon in particular, upzoning greyfield sites could bring new life to former commercial zones where the market for residential space is likely stronger than for the market for the prior use.

Objective: Legalize small-scale multifamily and shared housing in carefully selected Medium Density Residential areas.

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- Bring existing, informal duplex and triplex conversions into compliance with building and fire code requirements regardless of when they were built. The legalization effort shall include all existing duplex and triplex conversions, regardless of whether those conversions occurred prior to the adoption of this policy. In addition to supporting a greater housing stock, this retroactive legalization will empower tenants in these units to hold their landlords accountable by making it safe for tenants to report any violations or problems in their buildings.
- Require a new Certificate of Occupancy for all pre-existing conversions. This will ensure all units comply with building safety standards, which addresses a concern that was raised through community engagement efforts. Rather than regulating small-scale multifamily units through zoning, the building department should instead determine allowances based on building code standards, health, and safety. Conversions that do not meet health and safety standards should be the



individuals with disabilities or physical handicaps. Examples of universal design elements include doorways that are wide enough for wheelchairs, thresholds that are flush with the floor, door handles rather than knobs, and single-story living arrangements.

- Ensure that senior housing is integrated into sociable, walkable, and transit-accessible areas. It is important that seniors remain part of the community rather than separated into age-segregated living.

Goal: Improve Housing Affordability

The cost of housing, for owners and tenants alike, is typically the largest expense in any household budget. In Mount Vernon, nearly one in four households spend 50% or more of their income on housing, causing severe financial strain. In this environment of high and rising housing costs, the City of Mount Vernon should strive to improve housing affordability and community stability through a mix of initiatives, incentives, mandates, and creative policy solutions.

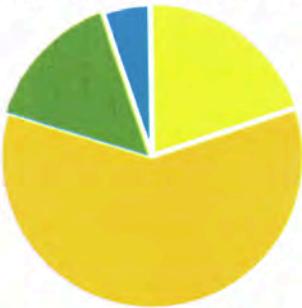
Objective: Adopt a Mandatory Inclusionary Housing Policy for certain medium and high density areas.

- Design an inclusionary housing policy that requires a portion of new residential construction to be set aside as housing that is permanently affordable for low- and moderate-income community members. Permanent affordability can be achieved through deed restrictions or by partnering with a nonprofit organization such as a Community Land Trust (CLT) as described above. The inclusionary policy should be applied to projects that create 10 or more units of housing.
- Ensure that the inclusionary housing policy aligns with local household incomes and targets households in the greatest need of more affordable housing options. Most affordable housing set-aside policies are based on the Area Median Income (AMI) as determined by HUD. This number is generally developed on a county-by-county basis. This means that a local inclusionary zoning policy based on county AMI needs to account for the discrepancy in Westchester's overall median household income, and the median household income in Mount Vernon. Specifically, Westchester County's 2025 AMI was \$170,000. The 2023 median household income in Mount Vernon was \$77,171, less than half of the County AMI. Such a high county-level AMI relative to local household incomes can easily create confusion about housing

Medium Density Residential

Medium Density Residential – This category includes detached single-family homes on individual lots, attached single-family homes, two-family homes, townhouses and multi-family buildings. Conversions of large existing dwellings to multi-family housing is anticipated. Located in traditional neighborhood settings, these areas are auto-centric but have improved access to public transit. These neighborhoods are frequently located in transitional areas. Neighborhood civic uses and parks are present.

Medium Density Residential areas can be divided into four subcategories based on suggested F.A.R.'s and building height; MD-1, MD-2, MD-3 and MD-4.

	Illustrative Precedent Images	
Types of Allowed Uses	Optimum Mix of Uses	Suggested F.A.R. & Heights
<ul style="list-style-type: none"> ▪ Two to Four-Family Residential ▪ Townhouses ▪ Medium Density Multi-Family Residential ▪ Civic Uses ▪ Recreational Uses 	 <p>Low Density Residential</p> <p>Medium Density Residential</p> <p>Civic Uses</p> <p>Recreation & Open Space</p>	<p>LM-1 1.5 – 2.0 F.A.R. 2 ½ stories</p> <p>LM-2 2.0 – 2.5 F.A.R. 2 ½ stories</p> <p>MD-1 2.5 – 3.0 F.A.R. 4 stories</p> <p>MD-2 3.5 -4.0 F.A.R. 6 stories</p> <p>MD-3 4.5 – 5.0 F.A.R. 8 stories</p>



High Density Residential

High Density Residential – This category accommodates a wide variety of housing types at higher densities. These districts are located in core areas in close proximity to public transit, employment, shopping and community facilities.

High Density Residential areas can be divided into seven subcategories based on suggested F.A.R.'s and building height; HD-1 through HD-7.

Illustrative Precedent Images																																
<p>Types of Uses</p> <ul style="list-style-type: none"> ▪ High Density Multi-Family Residential ▪ Mixed-Use Buildings ▪ Civic Uses ▪ Recreational Uses 	<p>Optimum Mix of Uses</p> <table border="1"> <caption>Optimum Mix of Uses</caption> <thead> <tr> <th>Use Type</th> <th>Approximate Percentage</th> </tr> </thead> <tbody> <tr> <td>High Density Residential</td> <td>~60%</td> </tr> <tr> <td>General Commercial</td> <td>~20%</td> </tr> <tr> <td>Medium Density Residential</td> <td>~5%</td> </tr> <tr> <td>Mixed-Use</td> <td>~5%</td> </tr> <tr> <td>Recreation & Open Space</td> <td>~2%</td> </tr> <tr> <td>Civic Uses</td> <td>~1%</td> </tr> </tbody> </table>	Use Type	Approximate Percentage	High Density Residential	~60%	General Commercial	~20%	Medium Density Residential	~5%	Mixed-Use	~5%	Recreation & Open Space	~2%	Civic Uses	~1%	<p>Suggested F.A.R. & Heights</p> <table> <tbody> <tr> <td>HD-1</td> <td>6.5 F.A.R.</td> </tr> <tr> <td></td> <td>9 stories</td> </tr> <tr> <td>HD-2</td> <td>8.0 F.A.R.</td> </tr> <tr> <td></td> <td>12 stories</td> </tr> <tr> <td>HD-3</td> <td>8.0 F.A.R.</td> </tr> <tr> <td></td> <td>15 stories</td> </tr> <tr> <td>HD-4</td> <td>8.0 F.A.R.</td> </tr> <tr> <td></td> <td>21 stories</td> </tr> </tbody> </table>	HD-1	6.5 F.A.R.		9 stories	HD-2	8.0 F.A.R.		12 stories	HD-3	8.0 F.A.R.		15 stories	HD-4	8.0 F.A.R.		21 stories
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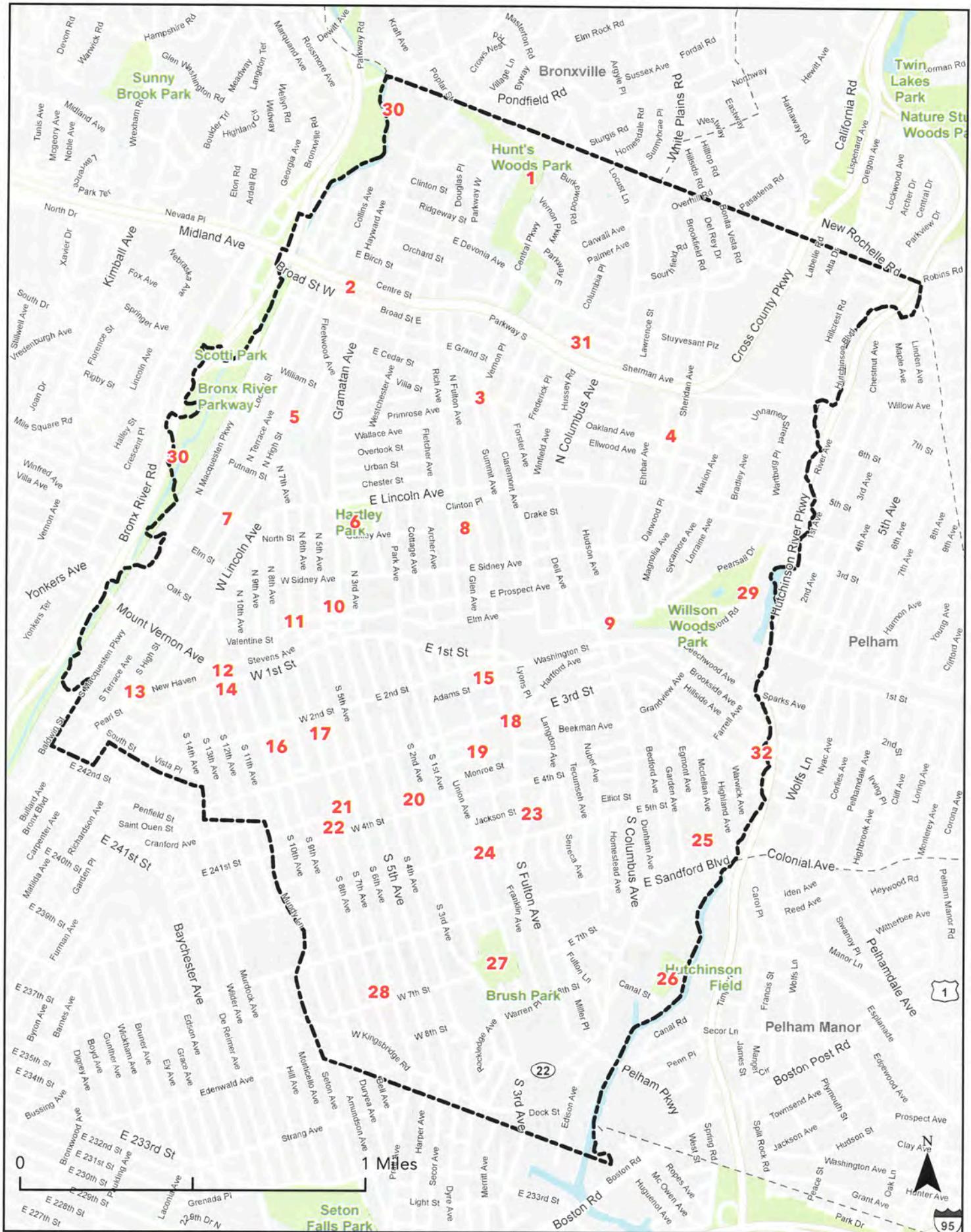


Figure 2-12

Public Parks

Data:
New York State Department of
Information Technology Services, 2024
U.S.G.S. National Hydrography Dataset,
2024
Westchester County GIS, 2022



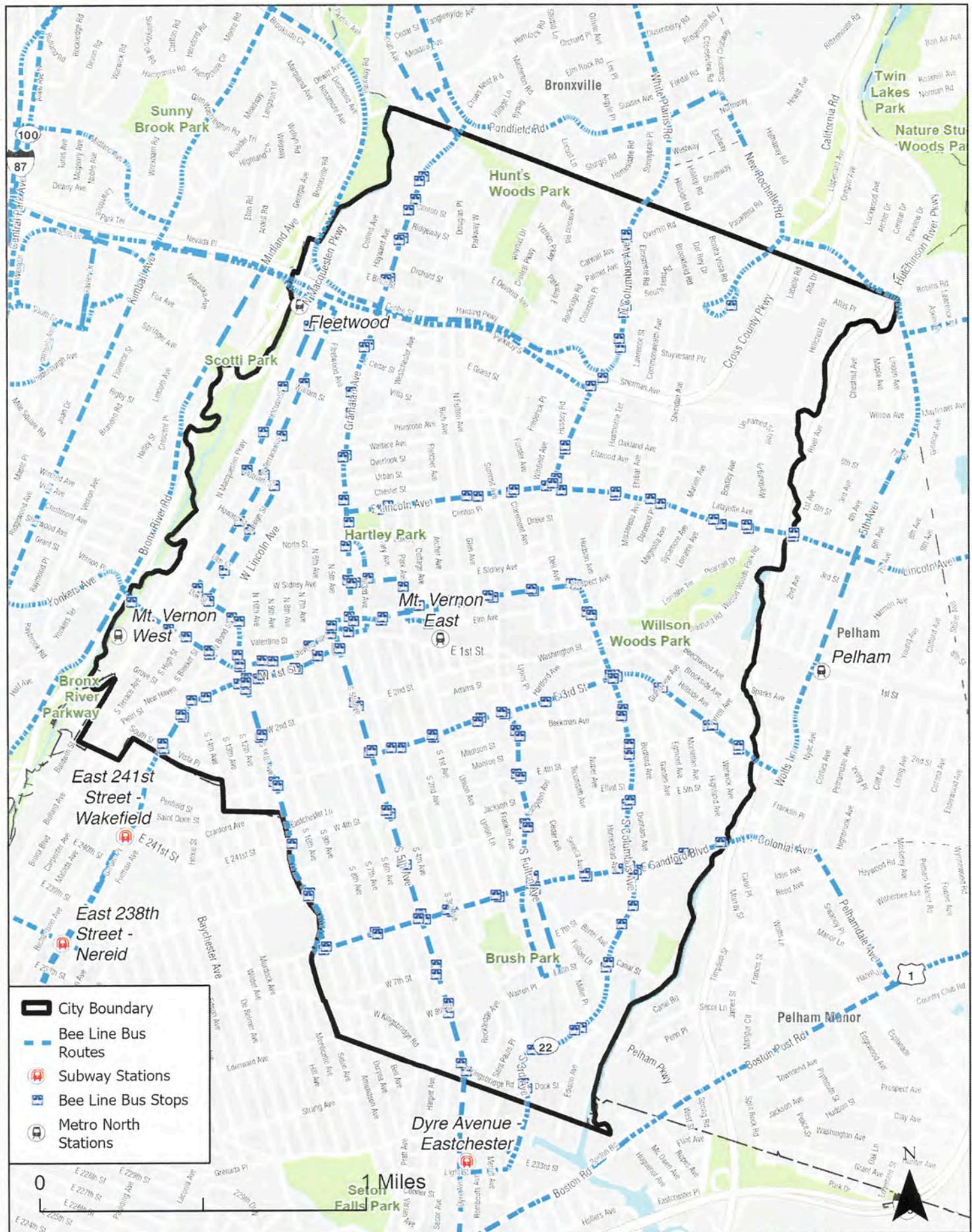
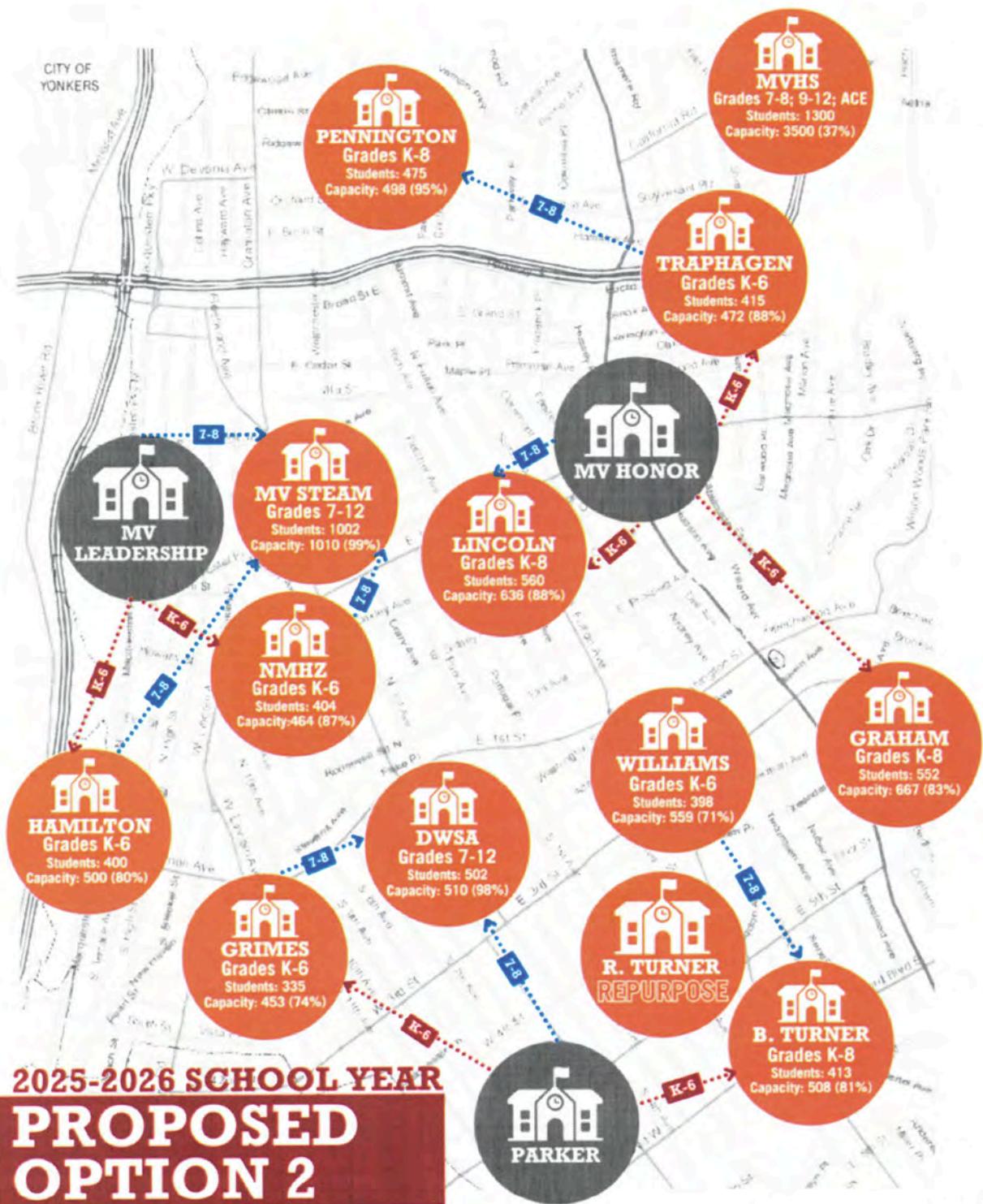


Figure 2-17
Mount Vernon Public Transportation

Data:
Westchester County GIS, 2022
New York State Department of Information
Technology Services, 2024
U.S.G.S. National Hydrography Dataset, 2024





Data Provided by MVSCD



**Figure 2-1
MVCSD
School Reconfiguration Plan**

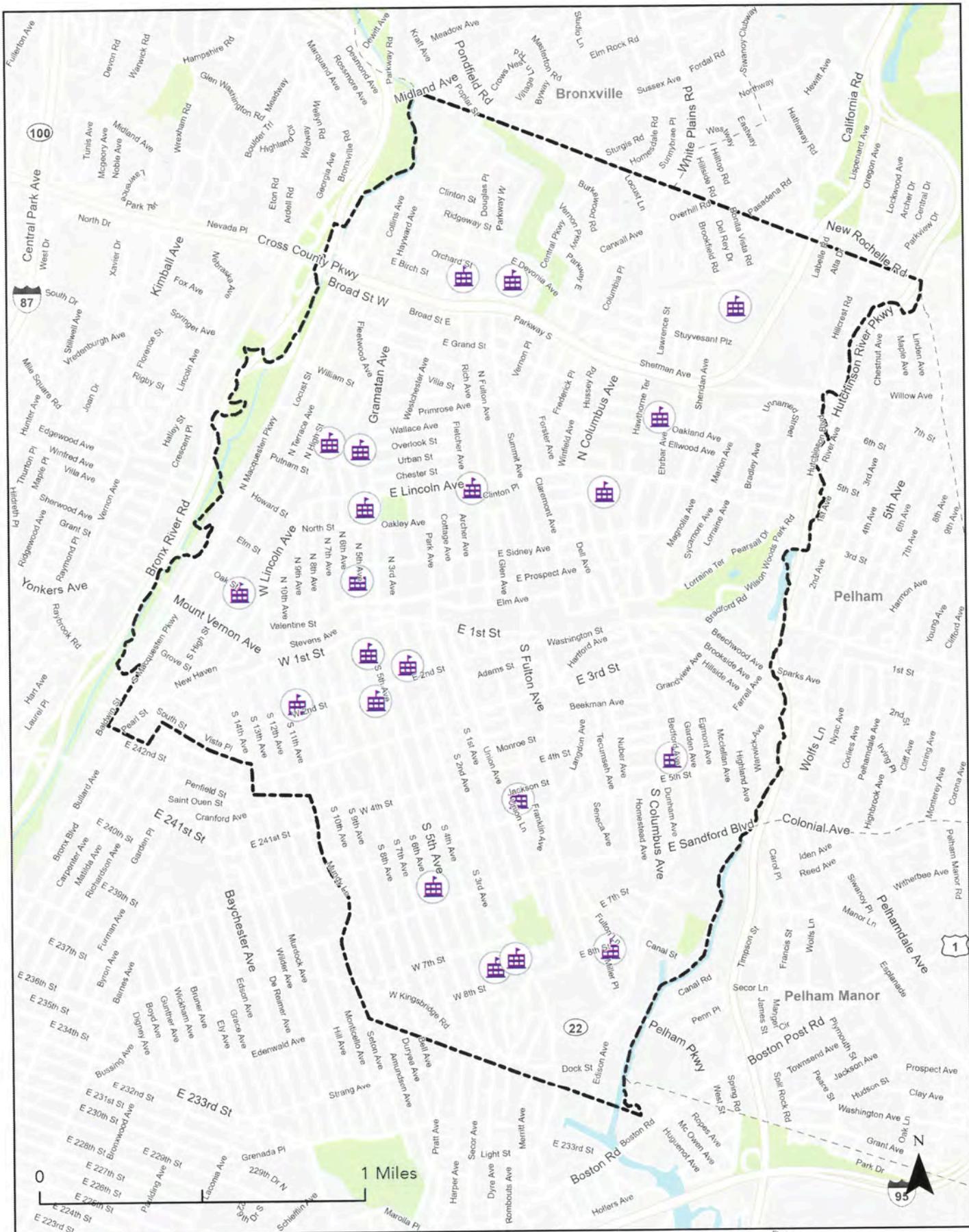


Figure 2-2

K-12 Schools

Data:
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 Information Technology Services, 2024
 U.S.G.S. National Hydrography Dataset,
 2024
 New York State Department of Education,
 2025



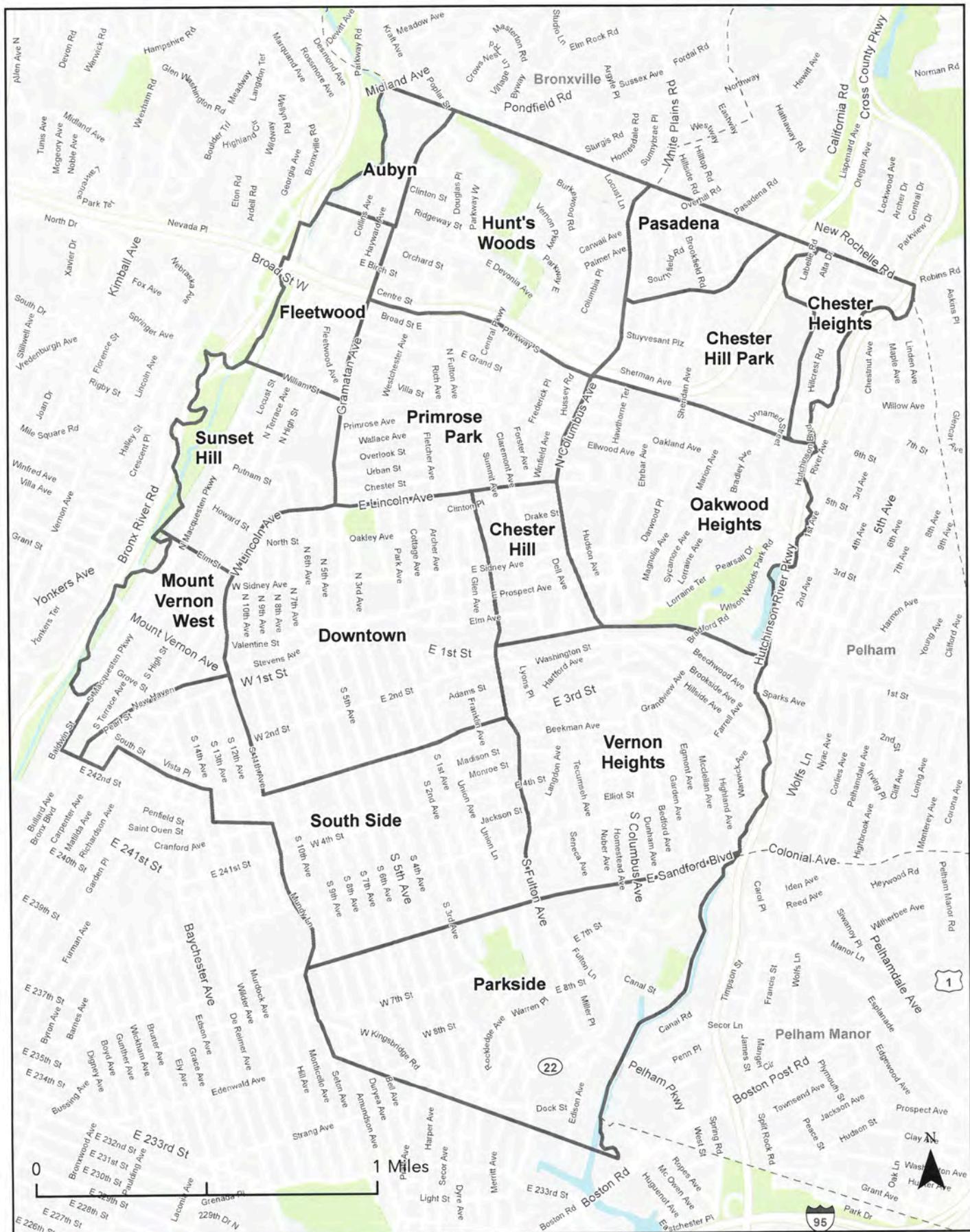


Figure 2-3
Mount Vernon Neighborhoods



Data:
New York State Department of
Information Technology Services, 2024
U.S.G.S. National Hydrography Dataset,
2024
City of Mount Vernon Department of
Planning and Community Development,
2024

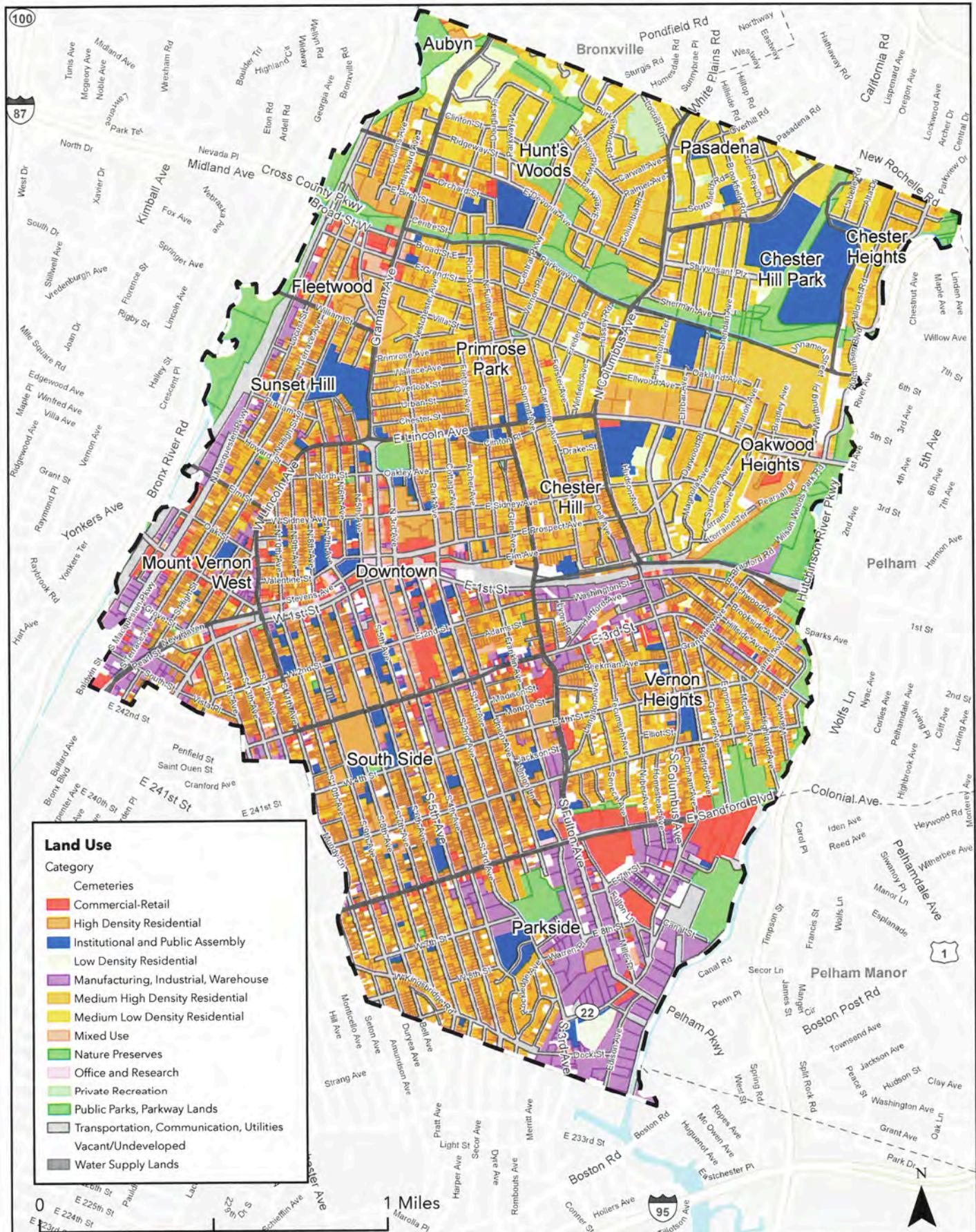


Figure 2-4
Land Use

Data:
City of Mount Vernon Planning and
Community Development, 2025
New York State Department of
Information Technology Services, 2024
U.S.G.S. National Hydrography Dataset,
2024



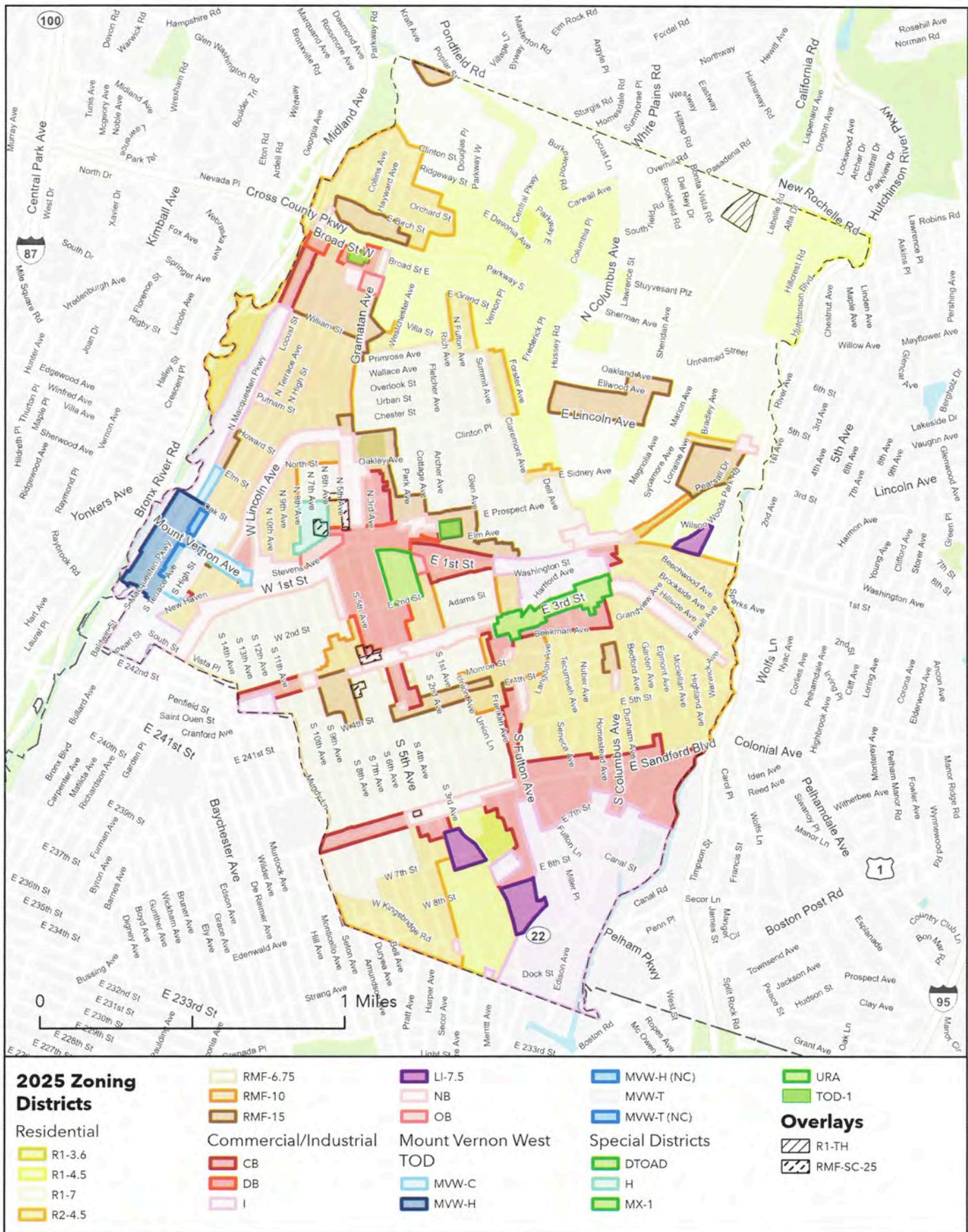


Figure 2-5
Citywide Zoning

Data:
New York State Department of
Information Technology Services, 2024
U.S.G.S. National Hydrography Dataset,
2024
City of Mount Vernon Department of
Planning and Community Development,
2024

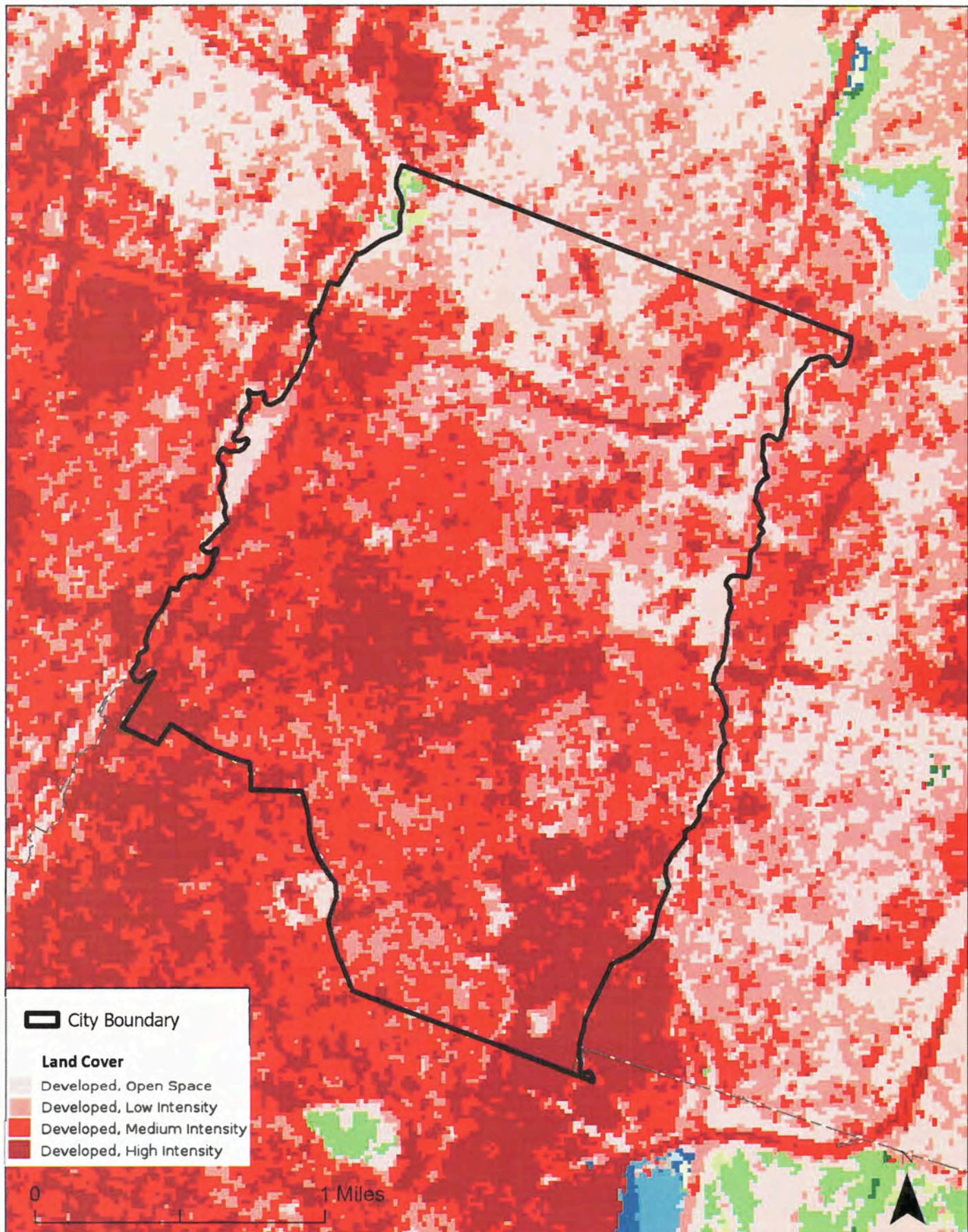


Figure 2-6
USGS Land Cover



Data:
Westchester County GIS, 2022
New York State Department of Information
Technology Services, 2024
U.S.G.S. National Hydrography Dataset, 2024

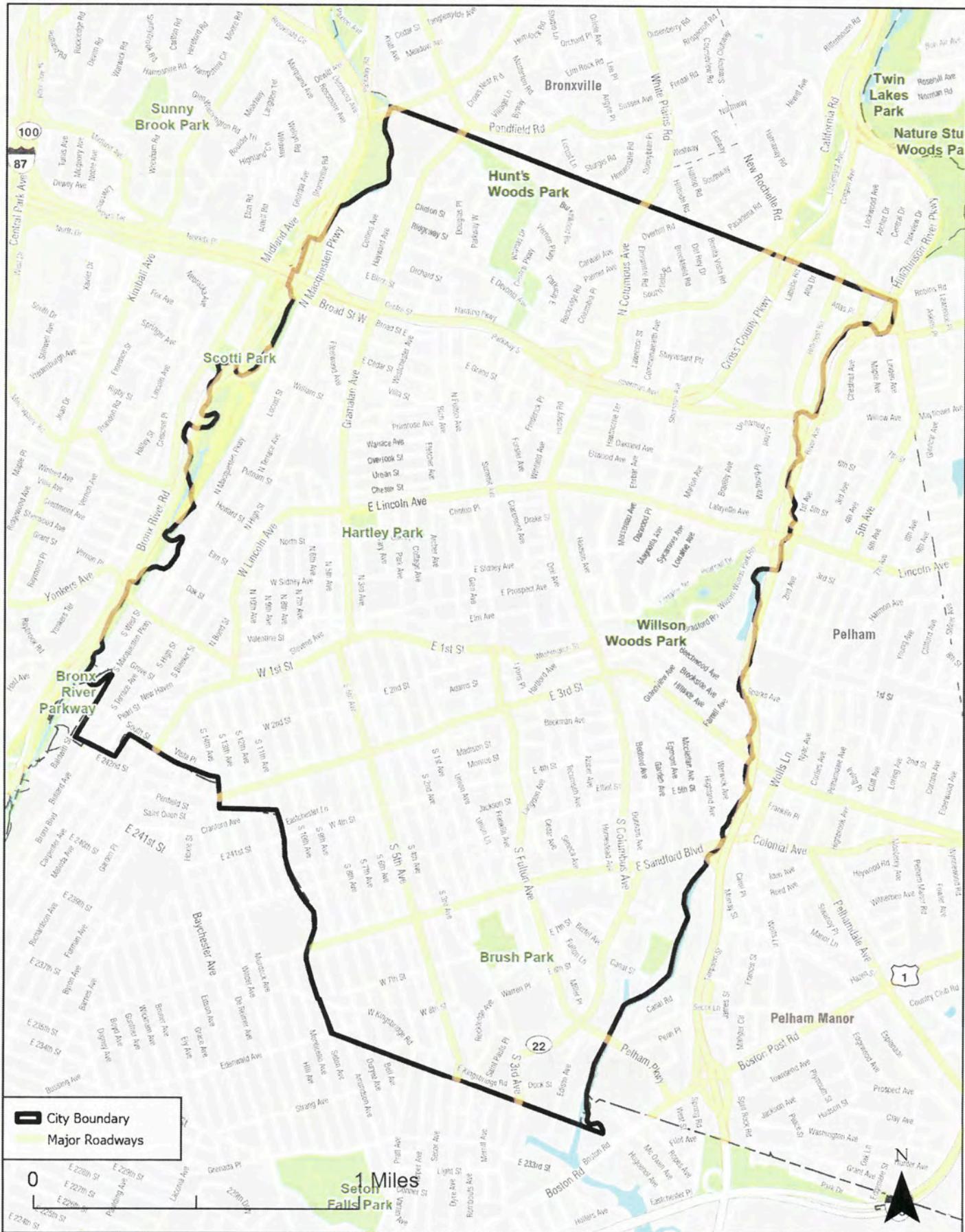


Figure 2-13
Mount Vernon Major Roadways



Data:
Westchester County GIS, 2022
New York State Department of Information
Technology Services, 2024
U.S.G.S. National Hydrography Dataset, 2024

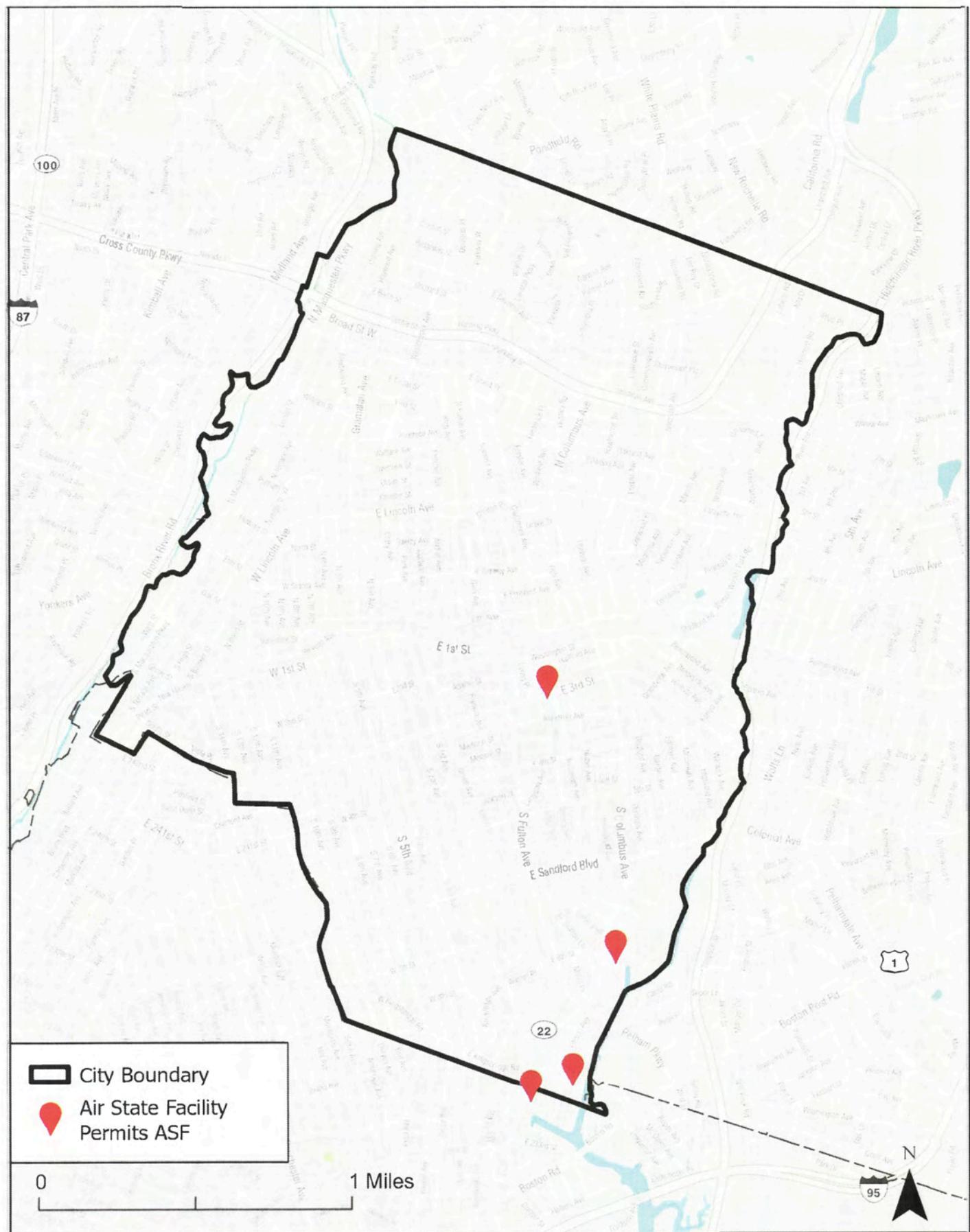


Figure 2-11
NYS Air Facility Permits



Data:
Westchester County GIS, 2022
New York State Department of Information
Technology Services, 2024
U.S.G.S. National Hydrography Dataset, 2024
NYSDEC

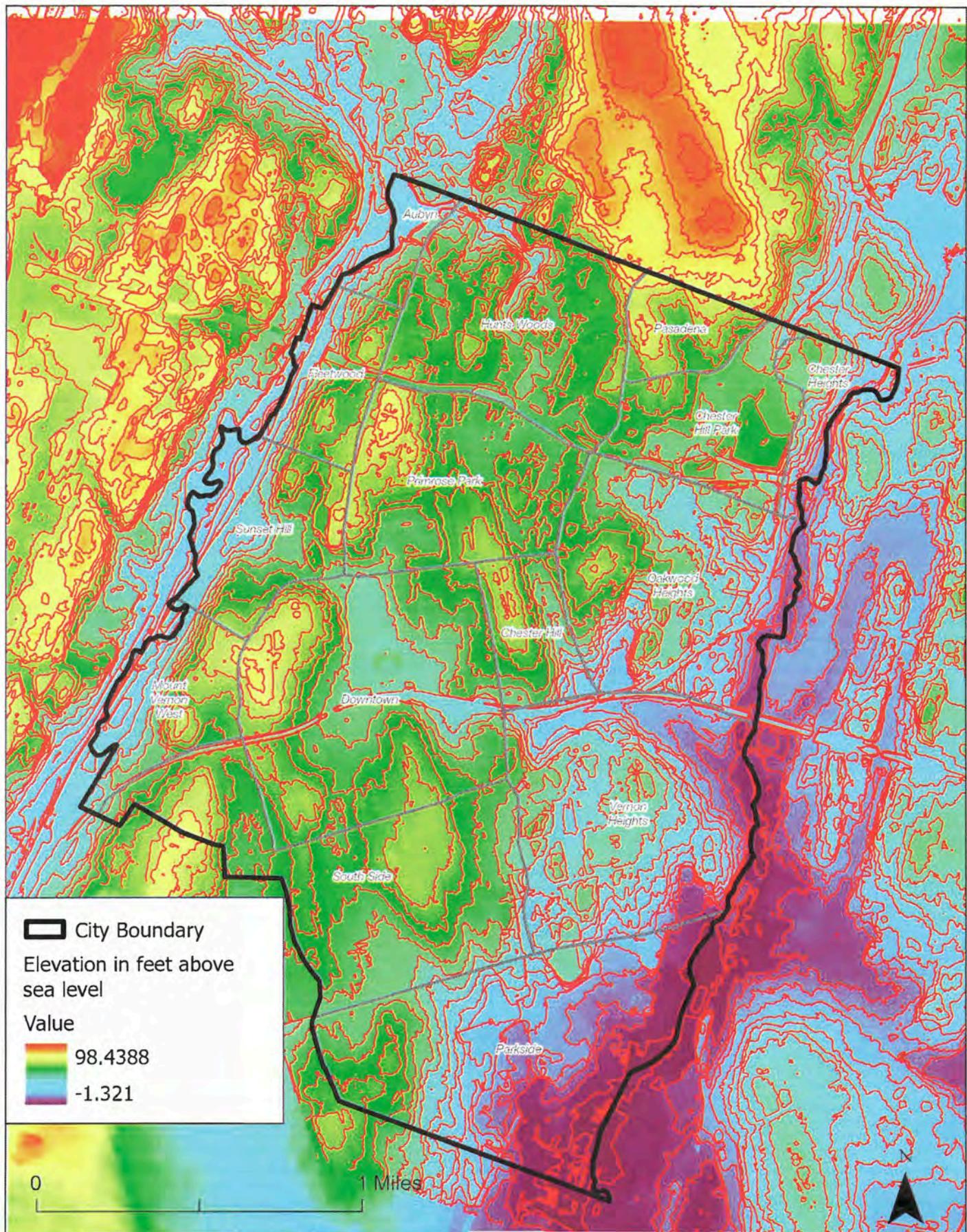
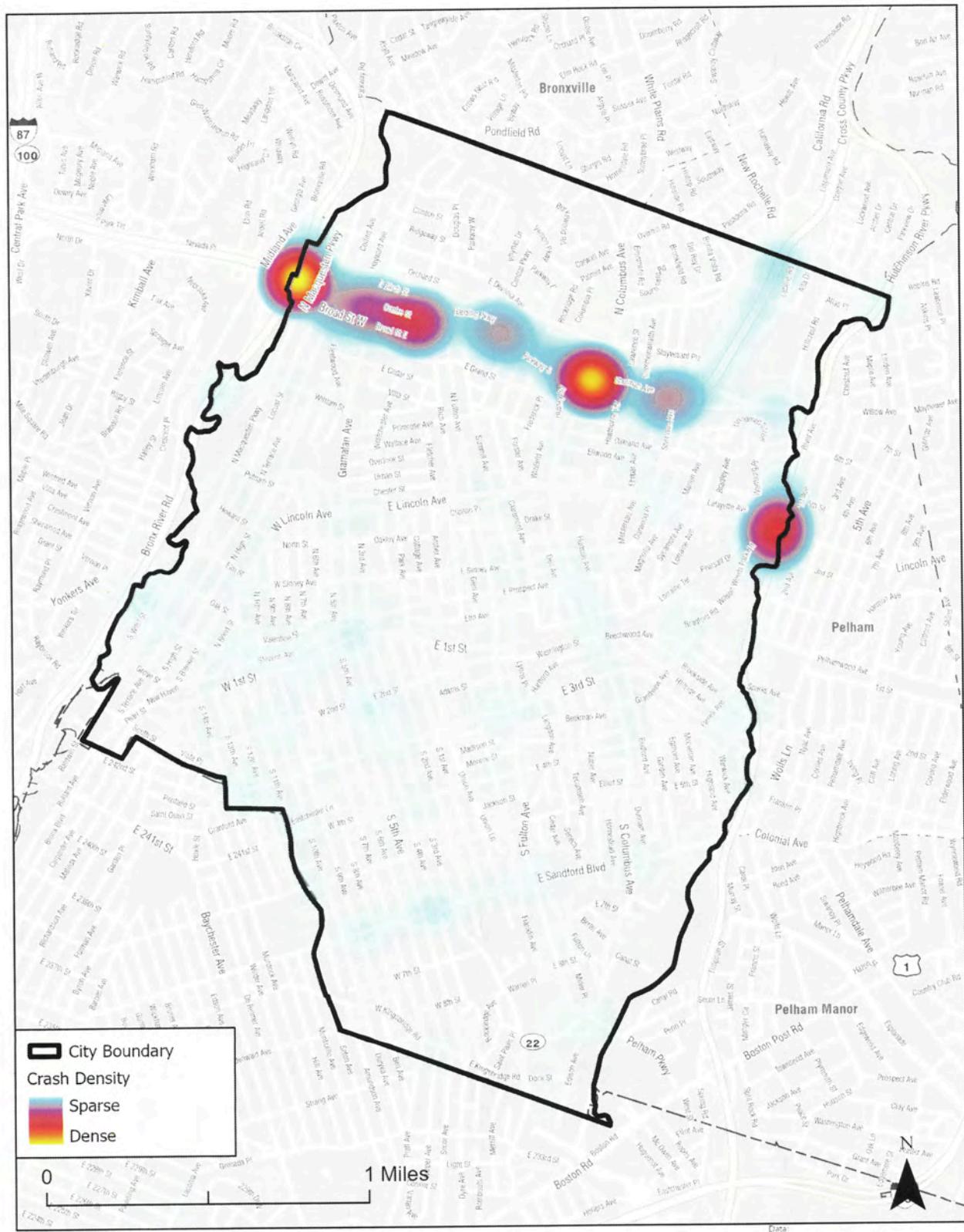


Figure 2-10
Elevation

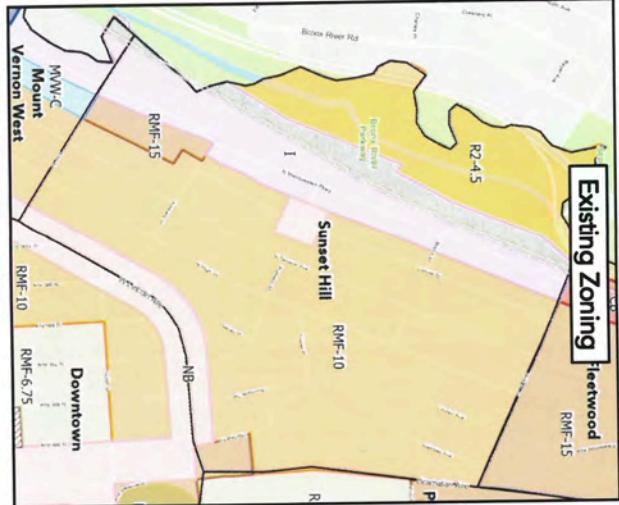
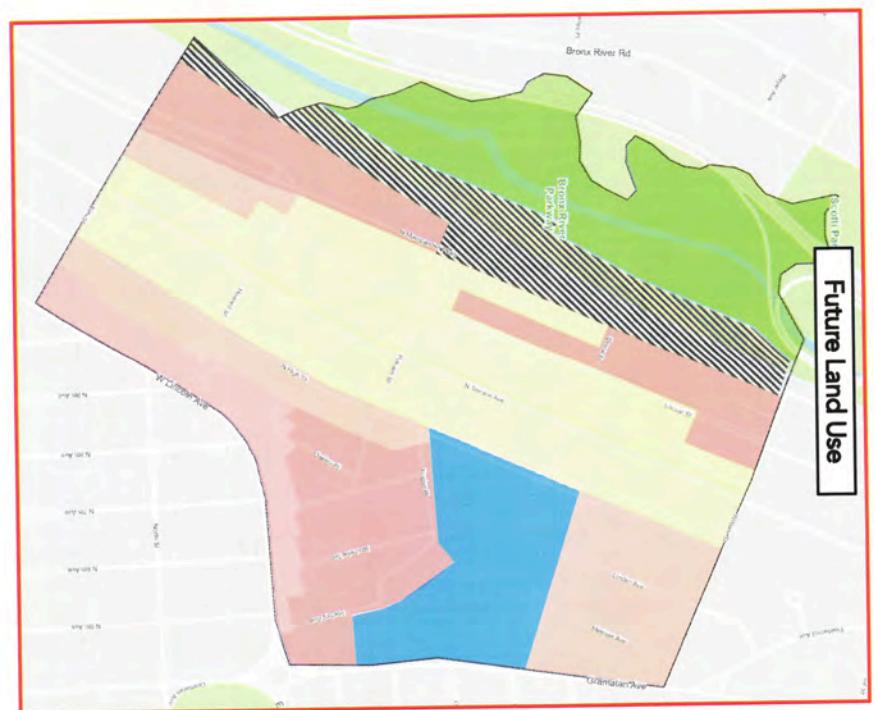
Data:
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New York State Department of Information
Technology Services, 2024
U.S.G.S. National Hydrography Dataset, 2024

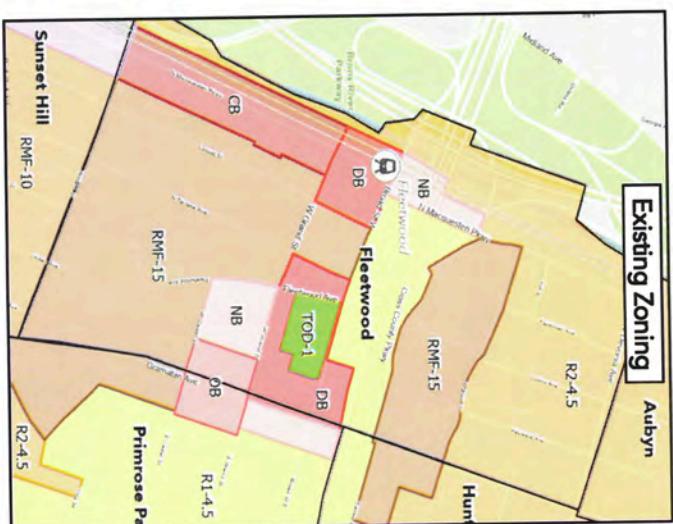
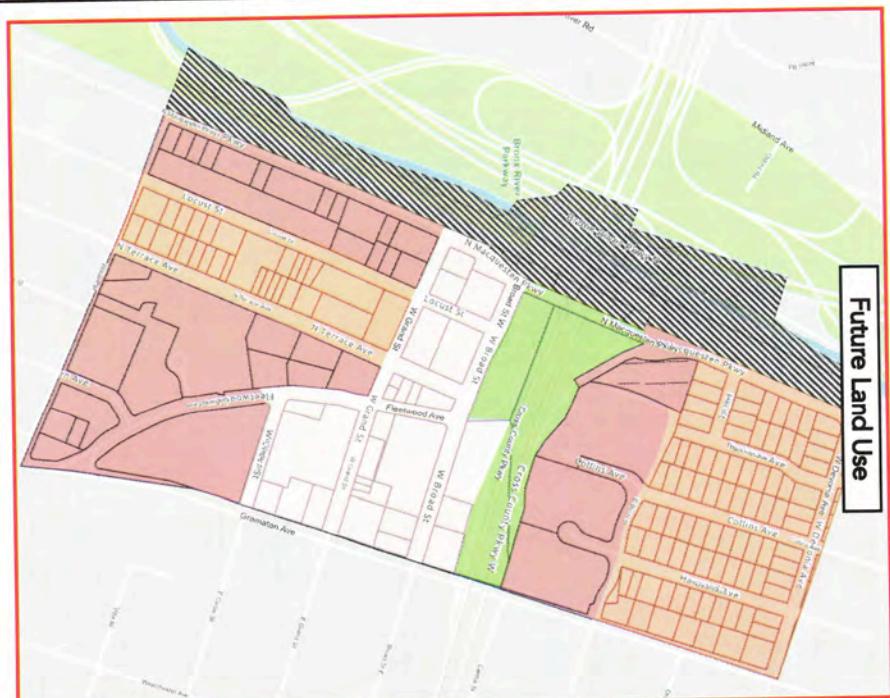
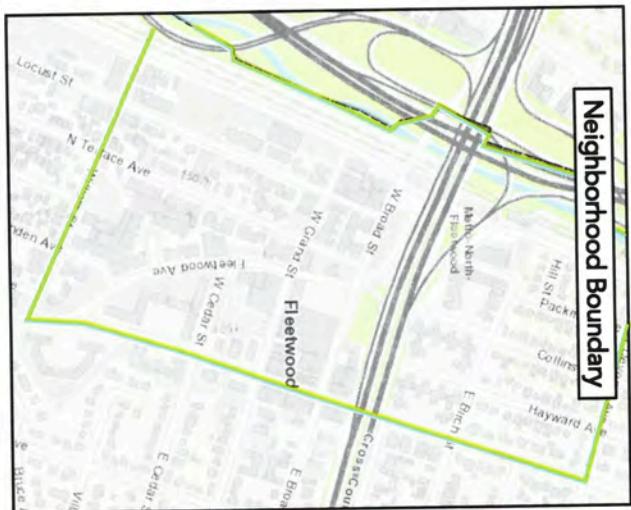






Sunset Hill





Envision Mount Vernon is both aspirational and practical. It establishes 36 broad goals to achieve over the next 10+ years, while also identifying 418 very specific objectives which must be undertaken to achieve those goals. The Plan preserves the integrity of the City's single-family neighborhoods by maintaining their existing zoning densities and patterns while channeling new growth into the downtown and areas supported by transit. This proximity to transit allows for adjustments in parking ratios in these areas, while maintaining traditional parking ratios throughout the balance of the City.

Ultimately, **Envision Mount Vernon** represents a shared commitment to make Mount Vernon a healthier, safer, more connected, and more equitable city for current and future generations.

- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Neighborhood Mixed-Use
- Corridor Mixed-Use
- Downtown Mixed-Use
- General Commercial
- Industrial
- Civic Uses
- Recreation & Open Space
- Transportation

As illustrated in the following table, the Placemaking chapter of *Envision Mount Vernon* provides suggested F.A.R.s and maximum building heights for each of the land use classifications noted above. These are intended as a guide when considering the desired density that would be established in the future zoning code revision, while allowing for maximum flexibility to empower local residents and leaders to shape their neighborhoods.

Table EX-1 Suggested F.A.R.s and Building Heights			
Zoning Classification	Designation	F.A.R.	Building Height (Stories)
Low Density Residential			
Low Density	LD-1	0.3 - 0.75	2 1/2
Low Density	LD-2	0.75 - 1.25	2 1/2
Medium Density			
Low Medium Density	LM-1	1.5 - 2.0	2 1/2
Low Medium Density	LM-2	2.0 - 2.5	2 1/2
Medium Density	MD-1	2.5 - 3.0	4
Medium Density	MD-2	3.5 - 4.0	6
Medium High Density	MD-3	4.5 - 5.0	8
High Density			
High Density	HD-1	6.5	9
High Density	HD-2	8.0	12
High Density	HD-3	8.0	15
High Density	HD-4	8.0	21
Neighborhood Mixed-Use			
Neighborhood Mixed-Use	NMU	2.0 - 4.0	2 - 6
Corridor Mixed-Use			
Corridor Mixed-Use	CMU-1	2.0 - 3.0	2 - 4
Corridor Mixed-Use	CMU-2	3.0 - 4.5	4 - 6
Corridor Mixed-Use	CMU-3	4.5 - 6.5	6 - 9
Corridor Mixed-Use	CMU-4	6.5 - 8.0	10 - 12

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EX-8

For each of the 13 land use classifications noted above, suggested F.A.R.s and maximum building heights are provided. These are intended as a guide when considering the desired density that would be established in the future zoning code revision, while allowing for maximum flexibility to empower local residents and leaders to shape their communities. The recommended F.A.R. ranges in certain single-family zones will bring large homes on smaller lots that were built prior to the current zoning code into compliance when the new zoning ordinance goes into effect. A full city-wide analysis will be conducted to identify such properties and bring them into compliance accordingly.

The following symbols are used in the following pages to graphically represent the various land use classifications.

	High Density
	Medium-High Density
	Medium Density
	Low-Medium Density
	Low Density
	General Commercial
	Neighborhood Mixed Use
	Corridor Mixed Use
	Downtown Mixed Use
	Industrial
	Civic
	Recreation/Open Space
	Transportation

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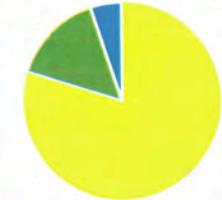
Low Density Residential

Low Density Residential – This category includes detached single-family homes on individual lots characterized by larger yard setbacks and robust landscaping. Street trees and sidewalks define the public streetscape. These areas are auto-centric and have limited access to public transit. They are separated from the Downtown and other business districts by intermediate land uses of higher intensity. Neighborhood civic uses, such as houses of worship and schools are found in this category, as are neighborhood parks.

Low Density Residential areas can be divided into two subcategories based on suggested F.A.R.'s; LD-1 and LD-2.



Optimum Mix of Uses



Legend:
■ Low Density Residential
■ Recreational & Open Space
■ Civic Uses

Suggested F.A.R.

LD-1 ~~0.3 – 0.75~~ F.A.R.
 2 ½ stories
 LD-2 ~~0.75 – 1.25~~ F.A.R.
 2 ½ stories

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- **Amend the Zoning Code to allow and regulate interim and public realm uses.**
 - Update the definitions section to include uses and concepts such as "food truck," "pop-up retail" "farmers market," "community plaza," "vacant lot reuse," and "temporary activation" (in addition to the public art definitions described at the beginning of this section).
 - Establish clear permitting procedures for short-term, pop-up, and mobile uses, such as food trucks, markets, events.
- **Reduce off-street parking requirements in transit oriented areas and allow shared parking.** Reevaluate and consider adjusting minimum parking requirements within $\frac{1}{4}$ mile of train stations and encourage shared parking between complementary uses to free up space for public use or redevelopment. As noted in the Mobility chapter, the City's current parking requirements are comparatively higher than in nearby cities.

Deleted: in commercial and mixed-use areas
- **Explore adoption of a vacancy tax.** Update the City Code to enable a vacancy tax or vacancy registration fee for persistently unused and blighted properties, particularly commercial properties. Revenue could be reinvested into activation or maintenance funds.
- **Create a Redevelopment and Activation Toolkit.** Develop a user-friendly guide for community members outlining model interim uses, pre-approved design elements, permitting pathways, and potential funding sources. For example, Baltimore's Department of Transportation allows community organizations to implement creative projects in the city's roadway, sidewalks, alleys, and other areas maintained by the Baltimore DOT; their "Art in the Right of Way Toolkit" guides users through the process.
- **Support partnerships with community-based organizations and neighborhood groups.** Engage local nonprofits, artist collectives, business associations (e.g., Chamber of Commerce), schools and educational organizations to program and maintain reused spaces.
- **Pilot and publicize early success stories.** Launch and broadcast early activations as visible demonstrations of feasibility and to build momentum. Install branded signage and track community response to build momentum.
- **Ensure maintenance and stewardship.** Require all interim and permanent activations to include site management plans. Encourage stewardship agreements with neighborhood organizations, including city support where appropriate.



For these economic goals to be achieved, sustained, inclusive, and impactful, Mount Vernon must be well organized and focused on common goals. Strong governance and coordination will be required to turn economic aspirations into tangible improvements for the City. All of the goals and objectives set forth below are designed to beneficially enhance the City's economy. Calculation of specific development costs and long-term budgetary impacts of future rezonings are beyond the scope of this plan but need to be addressed as part of future zoning ordinance reconsiderations, zoning amendment applications and/or related fiscal impact analyses.

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This section outlines the most important actions that Mount Vernon can take over the next 10 years to jumpstart its economic development efforts, encourage investment, and raise the standard of living for its residents.

Goal: Support economic vitality in the City of Mount Vernon.

Objective: Create positive economic momentum by establishing Mount Vernon as a city where businesses want to locate, and where it is easy to make investments that benefit city residents.

- Utilize the RFEI (Request for Expressions of Interest) process to solicit development proposals for City-owned properties throughout Mount Vernon. The RFEI process allows municipalities to solicit development proposals for publicly owned lands. The City of Mount Vernon – including its IDA and URA – currently owns dozens of parcels, with and without existing structures throughout the City. As illustrated on Figure 5-3 – City Owned Parcels Development Potential, these sites offer promising and immediate opportunities to jumpstart economic momentum and promote redevelopment in the City. Several cities, towns, and villages in New York have recently attracted transformational developments to their communities through the RFEI process. Advertising these public properties for development through a values-driven RFEI can unlock significant private investment while advancing Mount Vernon's goals for housing, infrastructure modernization, streetscape improvements, and tax revenue. In other words, a sound RFEI process can put underutilized land to work for public good. Because this particular strategy is extremely important in the context of Mount Vernon – the City owns an unusually large number of parcels and has a deep desire for downtown investment and revitalization – we have taken the time to outline the most essential steps in the process.



Goal: Ensure that City regulations promote efficient parking and use and of public spaces.

Objective: Right-size off-street parking requirements for new development.

- **Reevaluate parking requirements in transit oriented areas.** Parking minimums in transit-oriented areas should be reevaluated to limit excess parking. Building parking is a large expense of new development and costs are passed down to residents and customers. The existing off-street parking requirements in the City, most notably residential parking requirements, exceed those of other Westchester cities, in particular in areas with access to Metro-North stations and transit, and could be lowered to build a more sustainable transportation system. For example, the parking requirement for multifamily residential units can be decreased to one parking space per dwelling unit within a quarter mile of the Mount Vernon East, Mount Vernon West, and Fleetwood Metro-North stations to mirror the parking requirements of cities such as New Rochelle, Yonkers, and White Plains.
- **Assess parking demand.** The demand for off-street parking will vary across uses, intensities, and areas of the City and the City's zoning should be updated to account for these variations. For example, a restaurant downtown may have a lower off-street parking requirement than a restaurant farther away from shared municipal infrastructure.
- **Calibrate parking with other redevelopment objectives.** When finalizing parking requirements, attention should be given to not only the "typical" demand of a use in a given location (e.g., 1-BR apartments in a downtown area), but also to the trade-offs that are inherent in requiring certain amounts of off-street parking (i.e., space and cost). As such, calibrating parking requirements should be done in conjunction with other redevelopment objectives (e.g., where in City, what co-benefits), opportunities (e.g., easier to deck/structure parking in certain areas and on certain sites), and economic realities (e.g., in conjunction with other financial incentives such as IDA, Brownfield Cleanup Program, and others). In addition, it is known that the amount of parking provided for a building, especially for multifamily housing in downtowns, strongly influences the parking demand at that location. As such, requiring too much parking will actually encourage more cars to locate downtown than if less parking was required.

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- **Shared parking.** Utilize municipal parking resources and encourage shared parking among uses, and even across lots where appropriate. This can help to reduce the amount of parking that must accompany a new development.
- **Fee-in-Lieu.** The City should consider increasing the “fee in lieu” of parking such that the City has an adequate fund base to maintain, and expand if needed, its municipal parking infrastructure.
- **Existing residential neighborhoods – The existing parking ratios in residential neighborhoods outside transit-oriented areas should remain unchanged.**

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Objective: Re-allocate curbside spaces to reflect modern use patterns.

- **Establish truck loading zones.** In commercial areas, there is limited parking available for trucks and delivery vehicles, leading to double parking which can block traffic. Establishing loading zones in key commercial areas creates a dedicated space for commercial uses such as trucks and food deliveries that require for short term parking. Loading areas help limit double parking and can be an improvement for vehicular, pedestrian, and bicycle safety. See the Public Realm section for a discussion of how the establishment of clear loading zones—particularly in compact, busy areas like Canal Village—helps increase safety for all users.



#	Goal	#	Objective	Time Frame	Cost	Responsibility
		3.1.19	Formalize crossing at 3rd Avenue and Fiske Place with a painted crosswalk, curb ramps, and signage.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.20			Permanently reconfigure N. 5 th Avenue between Prospect Avenue and Stevens Avenue (Roosevelt Square East) to be one-way southbound.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.21			Remove median to expand Roosevelt Square and consolidate existing bus stops to one location.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.22			Add pedestrian signals along 5 th Avenue corridor at all signalized locations.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.23			Painting/repainting faded and missing crosswalks along the 5 th Avenue (7 th) corridor.	Short Term	\$	▪ DPW
3.1.24			Enhance lighting under Stevens Avenue garage bridge over 5 th Avenue and widen existing sidewalks.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.25			Add sidewalk along the north side of W. 1 st Street between S. 6 th Avenue and S. 5 th Avenue.	Medium Term	\$\$\$	▪ Mayor ▪ DPW
3.1.26			Add crosswalks and curb ramps at the north and west legs of S. 5 th Avenue and W. 1 st Street.	Medium Term	\$\$	▪ Mayor ▪ DPW
3.1.27			Promote bicycle access and usage throughout the City through improving bicycle infrastructure, including shared and dedicated bicycle lanes, shared use paths, and bicycle racks, should be added throughout the City, focusing on key areas such as transit hubs, civic buildings, and schools.	Long Term	\$\$\$	▪ PCD ▪ Mayor ▪ City Council ▪ DPW
3.1.28			Prioritize connections to the existing regional bikeways and trails, such as the East Coast Greenway, Hutchinson River Trail, Leatherstocking Trail, Bronx River Parkway, and bicycle lanes in the Bronx.	Long Term	\$\$\$	▪ Mayor ▪ City Council ▪ PCD ▪ DPW
3.1.29			Provide new mobility options such as non-motorized or electric vehicles.	Long Term	\$\$\$	▪ Outside Agencies
3.1.30			Create bicycle, e-bike, and/or e-scooter share systems that provide additional mobility options in Mount Vernon. These systems can serve as last-mile connections to transit hubs, in addition to intracity transportation serving schools and commercial areas. Service can be initially focused on the Mount Vernon East, Mount Vernon West, and Fleetwood Metro-North stations and Petrillo Plaza and nearby residential areas, to be expanded more widely as demand is quantified.	Long Term	\$\$\$	▪ Mayor ▪ City Council ▪ PCD ▪ DPW ▪ Outside Agencies ▪ Private Companies
3.1.31			Develop microtransit systems, which is a flexible form of shuttle transportation, to be established within Mount Vernon on a fixed-route or on-demand basis. Microtransit can help to serve areas that are currently underserved by public transportation (i.e., gaps in existing Bee-Line bus system). Provision of this service be contracted out to turnkey operators, such that the City does not have to manage or operate the system.	Long Term	\$	▪ Outside Agencies ▪ Private Companies
3.2	Ensure that City regulations promote	3.2.1	Right-size off-street parking requirements for new development <u>in transit-oriented areas</u> . Parking minimums should be reevaluated <u>in areas within $\frac{1}{4}$ mile of train stations</u> to limit excess parking.	Short Term	\$\$	▪ PCD ▪ City Council

#	Goal	#	Objective	Time Frame	Cost	Responsibility
	efficient parking and use and of public spaces.	3.2.2	Update parking requirements based on geography by modifying requirements in areas within <u>1/4 mile of</u> transit hubs, while maintaining traditional parking ratios throughout the balance of the City.	Short Term	\$\$	■ PCD ■ City Council
		3.2.3	Calibrate parking requirements in conjunction with other redevelopment objectives, opportunities and economic realities.	Medium Term	\$\$	■ PCD
		3.2.4	Utilize municipal parking resources and encourage shared parking among uses.	Short Term	\$	■ PCD
		3.2.5	Consider increasing the "fee in lieu" of parking such that the City has an adequate fund base to maintain, and expand if needed, its municipal parking infrastructure.	Short Term	\$	■ PCD ■ City Council
		3.2.6	Re-allocate curbside spaces to reflect modern use patterns.	Short Term	\$	■ PCD ■ Police Dept. ■ DPW
Public Realm & Streetscapes						
4.1	Advance a placemaking framework that enhances Mount Vernon's public realm as an inclusive reflection of its cultural identity through engaging design, public art, and adaptive reuse.	4.1.1	Enhance neighborhood corridors by installing district signage, art and interpretative markers.	Short Term	\$\$	■ PCD ■ DPW ■ Arts Organizations
		4.1.2	Designate special character corridors or areas. Amend the City's zoning code to incorporate design standards tailored to specific corridors.	Medium Term	\$\$	■ PCD ■ City Council
		4.1.3	Reconnect Gramatan and South 4th Avenues under a unified identity.	Medium Term	\$\$	■ PCD ■ City Council
		4.1.4	Identify a famous Mount Vernonite to unify and reinforce the 4th Avenue corridor as a civic and cultural center reflecting Mount Vernon's contributions to music and entertainment.	Medium Term	\$	■ Mayor ■ City Council
		4.1.5	Create an "open streets" program.	Short Term	\$	■ Mayor ■ City Council
		4.1.6	Incorporate musical and entertainment-themed public art as described in Chapter , The Public Realm and Streetscapes.	Short Term	\$	■ Mayor ■ City Council
		4.1.7	Require sidewalk repair and improvements as part of the development process. Revise zoning/site plan review requirements to mandate sidewalk repairs and improvements, such as widening, tree pits, and street lighting for applicable projects.	Medium Term	\$	■ PCD ■ City Council ■ Planning Board
		4.1.8	Install pedestrian furniture and shaded benches, particularly along the West Lincoln Avenue commercial corridor and at midpoints along the long blocks of S. Columbus Avenue.	Short Term	\$\$	■ DPW ■ PCD
		4.1.9	Conduct an audit of the pedestrian experience and prioritize locations for improvements based on that audit.	Medium Term	\$\$	■ PCD ■ DPW
		4.1.10	Coordinate with New City Parks for access improvements to the 4th Street Park, Brush Park, and Madison Playground.	Short Term	\$	■ PCD ■ DPW