Full Environmental Assessment Form Supplement

In 2003 the Village adopted the MR-O Multi-Family Residence/Office zoning district and rezoned the approximately 6.5-acre area along Warburton Avenue from CC Central Commercial to MR-O. The intent was to retain the existing multi-family character of the area while still allowing some commercial use and to create zoning more consistent with the existing conditions of the area.

The proposed amendments to the Multi-Family Residence/Office (MR-O) zoning district would further the purpose and goals set forth for the 2003 amendment and make further revisions to address the significant amount of non-conforming conditions in the area and address the discrepancies resulting from a range of property sizes. The Comprehensive Plan recognized that the district is a predominantly low to medium density residential area with limited commercial uses. The intent of the amendments is to make the zoning more closely align with existing development, to reduce the extent of non-conformities, and to better relate development potential to lot size.

To ensure equitable development opportunities for all property in the MR-O district, the proposed amendments adjust the existing zoning parameters to precisely relate to each parcels physical size. The primary zoning tool selected to achieve this goal is Floor Area Ratio (FAR) as well as revisions to the side yard setbacks to create a sliding scale based upon lot width.

1. <u>Zoning and Land Use:</u>

   The MR-O district covers approximately 6.5 acres and consists of 42 parcels (38 privately owned) containing approximately 158 dwelling units. The district is located on both sides of Warburton Avenue from just south of Washington Avenue below Straub's Auto Repair to just north of Nodine Street (Figure 1). The zoning in the district is uniformly designated, with the exception of small vest-pocket park located between Division Street and Marble Terrace which is zoned PR (Figure 2).

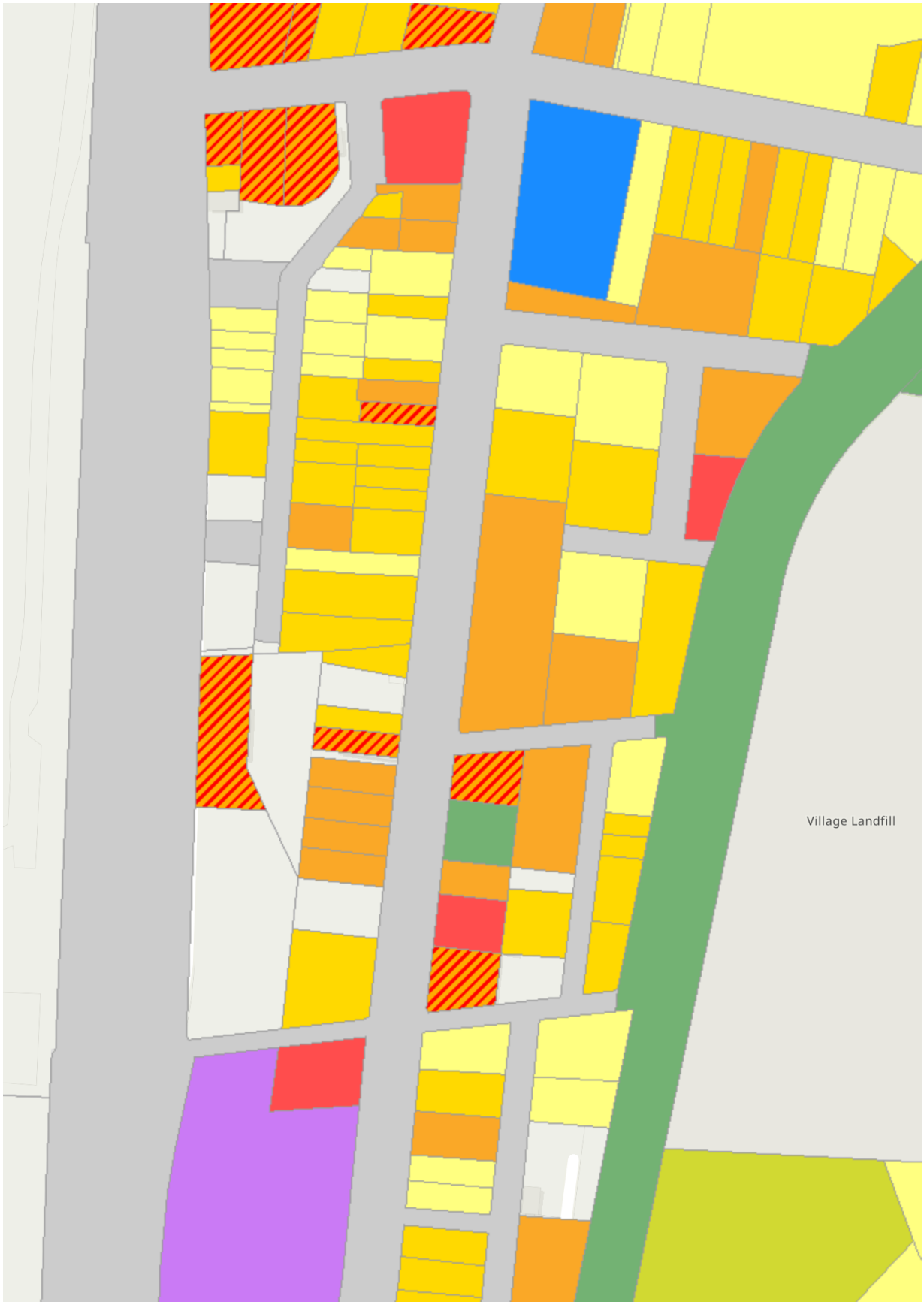
   Land use within the district predominantly consists of two, three and multi-family dwellings, with a few first-floor commercial uses, and several single-family residences (Figure 3).

   The primary issues that impede the appropriate development within the MR-O district include:

Figure 1
MR-O Project Area

Figure 2
Existing Zoning

Figure 3
Existing Land Use



- The existing 8’ side yard setback prohibits the construction of realistically feasible buildings on lots from 25’ to 35’ in width.

- 18 of the 42 lots do not comply with the minimum lot size requirement of 3,500 square feet (43%).

- The majority of the lots do not comply with the applicable front and side yard setbacks.

- The rear year setback of 15’ for lots up to 5,000 square feet with two residential units is substandard for residential use.

- Due to the differing rear yard requirements, a 3-unit residential building on a 6,500 square foot lot can only achieve a floor area approximately equal to that of a 2 unit building on a 5,000 square foot lot.

- Pegging the number of residential units to lot area in 1,500 square foot increments rules out smaller units that may be desirable in the Village.

- Understanding that the provision of a variety of diverse housing options is a goal in the Village, capping residential development at 3 units per building, with 8 units maximum with a special permit, is a constraint to achieving the Village’s goals.

- Understanding that larger floor plates are desirable for commercial uses, the 30’ rear yard setback is not optimal.

- Table 1 Illustrates the various zoning non-conformities of the parcels in the district.

The proposed amendments to the MR-O district include:

a) The implementation of a district wide maximum FAR of 1.37 for all development.

b) Maintaining the 10’ minimum front-yard setback.

c) Modification of the side yard requirements and introduce a sliding scale as follows:

Table 1
Zoning Compliance

MR-O ZONING DISTRICT LOT ANALYSIS

RED = LOT DOES NOT COMPLY WITH ALLOWED UNIT COUNT UNDER CURRENT ZONING

	Parcel ID	Address (Warburton)	Width	Land	Building	Units	Average Unit Size	FAR	
1	4.70-52-27	467	39.5	3049	5760	5	1152	1.89	
2	4.70-52-26	463	39.5	2614	5760	5	1152	2.20	
3	4.70-52-25	461	50	4792	2522	2	1261	0.53	2-Family
4	4.70-53-12	460	32.9	4792	4144	4	1036	0.86	
5	4.70-52-24	457	25	2178	2988	3	996	1.37	3-Family
6	4.70-52-23	453	50	4356	1485	1	1485	0.34	1-Family
7	4.70-52-22	451	25	2178	3564	4	891	1.64	
8	4.70-54-4	450	75	7405	2512	1	2512	0.34	1-Family
9	4.70-52-21	449	25	2178	4879	7	697	2.24	
10	4.70-52-20	447	25	2178	2500	2	1250	1.15	
11	4.70-54-5.1	446	100	10019	2080	2	1040	0.21	2-Family
12	4.70-52-19	445	25	3920	2703	3	901	0.69	3-Family
13	4.70-52-18	443	25	2178	1316	1	1316	0.60	1-Family
14	4.70-52-17	441	25	2178	1703	2	851.5	0.78	2-Family
15	4.70-52-16	439	25	2178	2820	3	940	1.29	3-Family
16	4.70-52-15	437	50	3920	3018	3	1006	0.77	3-Family
17	4.70-52-14	433	25	3920	3840	2	1920	0.98	CONDO
18	4.70-52-13	431	50	7405	2348	3	783	0.32	3-Family
19	4.70-52-12	427	30.7	4792	1404	2	702	0.29	2-Family
20	4.70-52-11	425	34.8	1742	2861	3	954	1.64	3-Family
21	4.70-54-8	422	282	27443	9800	16	613	0.36	
22	4.70-52-9	419	25	2614	2772	4	693	1.06	
23	4.70-52-8	417	25	4792	4575	5	915	0.95	
24	4.70-56-5	416	50	6534	4845	8	606	0.74	
25	4.70-52-6	415	34.8	3049	5684	8	711	1.86	
26	4.70-52-5	411	34.7	3049	4960	8	620	1.63	
27	4.70-52-4	407	35.3	3485	4804	8	601	1.38	
28	4.70-56-7	406	40	5227	5264	8	658	1.01	
29	4.70-52-3	405	35.3	3485	5308	8	664	1.52	
30	4.70-56-8	402	60	4792	1920	1	1920	0.40	
31	4.70-56-9	400	78.6	6098	7085	4	1248	1.16	CONDO
32	4.70-52-1	395	93	9148	5248	4	1312	0.57	
33	4.100-94-10	390	44.28	10890	1554	1	1554	0.14	1-Family
34	4.100-94-11	388	50	4792	2799	3	933	0.58	3-Family
35	4.100-93-13	385	80	7841	8724	4	2181	1.11	
36	4.100-94-12	384	50	5227	8184	10	818	1.57	
37	4.70-52-10	0	42.2	6098	0	0	0	0.00	LAND
38	4.70-52-2	0	60	6098	0	0	0	0.00	LAND
				198,634	**143,733**	**158**	**910**		

- Lots 25'-29' in width: 3'one side, 6'total
- Lots 30'-39' in width: 3' one side, 9' total
- Lots 40'-49' in width: 3'one side, 12 total
- Lots 50'-59' in width: 3'one side, 16' total
- Lots 60'-69' in width: 3' one side, 20'total
- Lots 70'-79' in width: 3' one side, 24' total
- Lots 80' and above: 3' one side, 30' total.

d) Limit commercial use to ground floor and allow for a minimum rear yard of 15' for that portion of the building.

e) For all residential uses, require a minimum rear yard of 20'.

f) Abandon "Buildings and Structures" definition and use "Building Coverage" and "Development Coverage" definitions. Limit building coverage to 55% and development coverage to 70%.

g) Maximum height: 3 stories and 35' in height for all uses.

h) Eliminate the provision linking the number of residential units directly to lot size. Utilize the FAR to determine the unit count and size with a minimum unit size of 500 sf, eliminating special permit requirements.

i) Change minimum lot size from 3,500 sf to 2,500 sf.

j) Change off-street parking requirements for this MR-O District to 0.8 spaces/unit, and eliminate off-street parking requirements for lots less than 40' in width.

A primary goal articulated in Village Zoning ordinance (§295-3 M.- Objectives) reads: *"To bring about the gradual conformity of the uses of land and buildings throughout the Village to the adopted comprehensive zoning plan and to minimize conflicts among the uses of land and buildings."*

Virtually all development that has occurred within the MR-O district has required relief from the applicable existing zoning requirements due to the size of the lots and/or existing non-conforming structures. As documented in Table 1, 158 dwelling units currently exist in the MR-O zone. Of these, 96 dwelling units (60%) fail to comply with the applicable density and/or dimensional regulations.

The proposed zoning amendments will allow for appropriately scaled development to occur, without the need for excessive variances. The scope, scale and intensity of development permissible under the modified zoning will be entirely consistent with the character of the surrounding neighborhood and the "comprehensive zoning plan" because the modifications were derived from a careful and detailed analysis of the existing conditions throughout the area.

No change to the list of permitted uses is proposed, so it is anticipated that the mix of land uses within the district would remain unchanged as a result of the proposed amendments, with the area continuing to support predominantly multi-family buildings with some supportive commercial uses in ground floor spaces.

2. Build-Out

Table 2 documents the "build-out" or number of additional dwellings units that would be permissible under the proposed MR-O amendments. 92 units would be possible. However, 70 of these additional units could be built today under the existing zoning, so the delta of new dwelling units that would be allowable under the proposed MR-O zoning amendments, compared to the existing MR-O zoning provisions is only 22 dwelling units. However, to fully assess the potential impact of the full build-out of the area, all 92 dwelling units were evaluated. It is important to bear in mind that build out is a hypothetical exercise, and only demonstrates a "worst case" condition if every property in the district would be redeveloped to maximum capacity.

Based upon population projection ratios, and assuming a mix of one- and two-bedroom units, the 92 units would increase population of the Village by 183 residents.

Table 3
Full Build-Out Population Projections

Residence Type	Number of Units	Multiplier[1]	Projected Population
Apartment – 2 Bedroom	46	2.31	106
Apartment – Studio & 1 Bedroom	46	1.67	77
Total	92		183

[1] *Residential Demographic Multipliers, Estimates of the Occupants of New Housing*, Rutgers University, Center for Urban Policy Research, June 2006.

Table 2
Build-Out Potential

MR-O ZONING DISTRICT

LOT & UNIT ANALYSIS

							CURRENT		NON-COMPLIANT ALTERATIONS ONLY	NEW CONSTRUCTION	
	Parcel ID	Address (Warburton)	Width (feet)	Land (sf)	Building Area (sf)	Existing Units	Units Currently Permitted	Total Existing Non-Compliant Units	Non-Compliant Units Under Proposed Regulations	Proposed Units Allowed	DELTA Current
											1000 = DUF
1	4.70-52-27	467	39.5	3049	5760	5	1	(4)	(1)	4	(1)
2	4.70-52-26	463	39.5	2614	5760	5	1	(4)	(2)	3	(2)
3	4.70-52-25	461	50	4792	2522	2	1	(1)	0	6	4
4	4.70-53-12	460	32.9	4792	4144	4	1	(3)	0	6	2
5	4.70-52-24	457	25	2178	2988	3	1	(2)	(1)	2	(1)
6	4.70-52-23	453	50	4356	1485	1	1	0	0	5	4
7	4.70-52-22	451	25	2178	3564	4	1	(3)	(2)	2	(2)
8	4.70-54-4	450	75	7405	2512	1	3	0	0	10	9
9	4.70-52-21	449	25	2178	4879	7	1	(6)	(5)	2	(5)
10	4.70-52-20	447	25	2178	2500	2	1	(1)	0	2	0
11	4.70-54-5.1	446	100	10019	2080	2	5	0	0	13	11
12	4.70-52-19	445	25	3920	2703	3	1	(2)	0	5	2
13	4.70-52-18	443	25	2178	1316	1	0	(1)	0	2	1
14	4.70-52-17	441	25	2178	1703	2	1	(1)	0	2	0
15	4.70-52-16	439	25	2178	2820	3	1	(2)	(1)	2	(1)
16	4.70-52-15	437	50	3920	3018	3	1	(2)	0	5	2
17	4.70-52-14	433	25	3920	3840	2	1	(1)	0	5	3
18	4.70-52-13	431	50	7405	2348	3	3	0	0	10	7
19	4.70-52-12	427	30.7	4792	1404	2	1	(1)	0	6	4
20	4.70-52-11	425	34.8	1742	2861	3	1	(2)	(1)	2	(1)
21	4.70-54-8	422	282	27443	9800	16	16	0	0	37	21
22	4.70-52-9	419	25	2614	2772	4	1	(3)	(1)	3	(1)
23	4.70-52-8	417	25	4792	4575	5	1	(4)	0	6	1
24	4.70-56-5	416	50	6534	4845	8	3	(5)	0	8	0
25	4.70-52-6	415	34.8	3049	5684	8	1	(7)	(4)	4	(4)
26	4.70-52-5	411	34.7	3049	4960	8	1	(7)	(4)	4	(4)
27	4.70-52-4	407	35.3	3485	4804	8	1	(7)	(4)	4	(4)
28	4.70-56-7	406	40	5227	5264	8	1	(7)	(1)	7	(1)
29	4.70-52-3	405	35.3	3485	5308	8	1	(7)	(4)	4	(4)
30	4.70-56-8	402	60	4792	1920	1	1	0	0	6	5
31	4.70-56-9	400	78.6	6098	7085	4	2	(2)	0	8	4
32	4.70-52-1	395	93	9148	5248	4	4	0	0	12	8
33	4.100-94-10	390	44.28	10890	1554	1	1	0	0	14	13
34	4.100-94-11	388	50	4792	2799	3	1	(2)	0	6	3
35	4.100-93-13	385	80	7841	8724	4	3	(1)	0	10	6
36	4.100-94-12	384	50	5227	8184	10	2	(8)	(3)	7	(3)
37	4.70-52-10	0	42.2	6098	0	0	1	0	0	8	8
38	4.70-52-2	0	60	6098	0	0	2	0	0	8	8
				198,634	**143,733**	**158**	**70**	**(96)**	**(34)**	**250**	**92**

3. Consistency with Local Plans

The area encompassed by the MR-O zoning district is not specifically addressed in any of the Village's governing planning documents, such as the Comprehensive Plan, the Sustainability Plan, the Greenway Compact, the Hudson River Greenway Water Trail, the Climate Smart Communities Program. However, the proposed MR-O zoning amendments are fully consistent with the broader more general goals articulated in many of these plans, such as promoting and protecting community character, providing a range of housing types, fostering economic development, etc. The proposed amendments are certainly not inconsistent with any of these existing plans.

4. Transportation and Parking

A fundamental principal underlying the MR-O district is the nexus of the area with public transit opportunities and proximity to the downtown. Transit oriented areas require fewer parking spaces because of the proximity to transit, and because evidence has documented that a major factor attracting individuals to these areas is the recognition that multiple private passenger vehicles are not necessary.

Often, transit-oriented zoning entirely eliminates the need to provide parking. While the MR-O district is indeed geographically transit oriented, it is recognized that particularly for larger developments with multiple dwelling units, some parking will be necessary.

Currently, the off-street parking requirements of §295-36 apply in the MR-O district. For multi-family use, the requirement is:

- 1 ¼ space per studio unit
- 1 ½ space per one-bedroom unit
- 1 ¾ space per two-bedroom unit
- 2 spaces per two or more-bedroom unit

These parking ratios have rarely been achieved in the MR-O district. The proposed amendment would require 0.8 spaces for a residential use on a parcel in excess to 40' in width. No residential parking would be required on a parcel less than 40' in width. This reflects the very limited development potential of these smaller lots.

Warburton Avenue is an arterial roadway which serves north-south traffic volumes and bypass traffic from Broadway (NYS Route 9). It supports one northbound and one southbound travel lane, with on-street parking on both sides of the roadway.

Planning studies have determined that the roadway operates acceptably, with no major impediments to traffic flows within the MR-O district area.

Utilizing the standard Institute of Transportation Engineers (ITE) Trip Generation ratios[2] as presented in Table 4, the new vehicle trips generated by the 92 units in the build-out scenario would amount to approximately 34 trips during the PM peak hour. Given the transit-oriented nature of the area, it would be expected that this number would be proportionally reduced by nearly half (17 trips), and as a result, would not result in significant adverse traffic impacts. This is particularly so because the redevelopment that would occur would be of a small scale, and introduced incrementally over time.

Table 4 Full Build-Out Traffic Trip Generation			
Use	**Number of Units**	**Generation Rate**	**Peak Hour Trips**
Mid-Rise Apartment	92	0.56	34
TOD Trip Reduction		50% (17)	
Total			17

5. Community Services

Redevelopment opportunities resulting from the proposed zoning amendments may result in an increase of 92 dwelling units. These units would result in a proportional increase in the demand for community services, such as police, fire, or EMS. Utilizing nationally recognized community service impact standards,[3] the projected increases are negligible and are presented in Tables 5 and 6.

Table 5 Full Build-Out Projected Police Service Level Increase			
Police Service	**Multiplier**	**Population**	**Projected Increase**
Personnel	2/1,000 in population	183	0.3 Police Personnel
Vehicles	0.6/1,000 in population	183	0.1 vehicles
Facilities	200 sqft/1,000 in Population	183	37 sqft of space

[2] Institute of Transportation Engineers, Trip Generation Manual, 10th Edition

[3] Model Factors for Social Impact Analysis, Development Impact Assessment Handbook, Urban Land Institute, 1994.

Table 6 Full Build-Out Projected Fire Service Level Increase			
Police Service	**Multiplier**	**Population**	**Projected Increase**
Personnel	1.65/1,000 in population	183	0.3 Fire Personnel
Vehicles	0.2/1,000 in population	183	0.03 vehicles
Facilities	250 sqft/1,000 in Population	183	46 sqft of space

As noted above, the potential development of the 92 units would likely occur over a prolonged period of time. As such, community service impacts would be minimized.

6. Fiscal Impacts

Zoning that fails to align with the physical characteristics of properties inhibits the investment in real property. Property owners are often reluctant to improve their buildings for fear of triggering zoning compliance issues, or affecting preexisting nonconforming conditions. When improvements are undertaken, they often occur without first obtaining the necessary permits, raising public safety concerns.

The proposed amendments will allow for properly sized and contextual redevelopment and improvements to be undertaken – that would comply with the new MR-O zoning provisions. This will in turn result in increases in the assessed value of property and a corresponding increase in revenues for all taxing jurisdictions. New residents will also increase spending in the downtown providing additional sales tax revenues and benefits to local businesses. It is anticipated that the proposed amendments will result in net positive fiscal benefits. These positive fiscal benefits would more than off-set the nominal community service impact costs associated with the increased population.

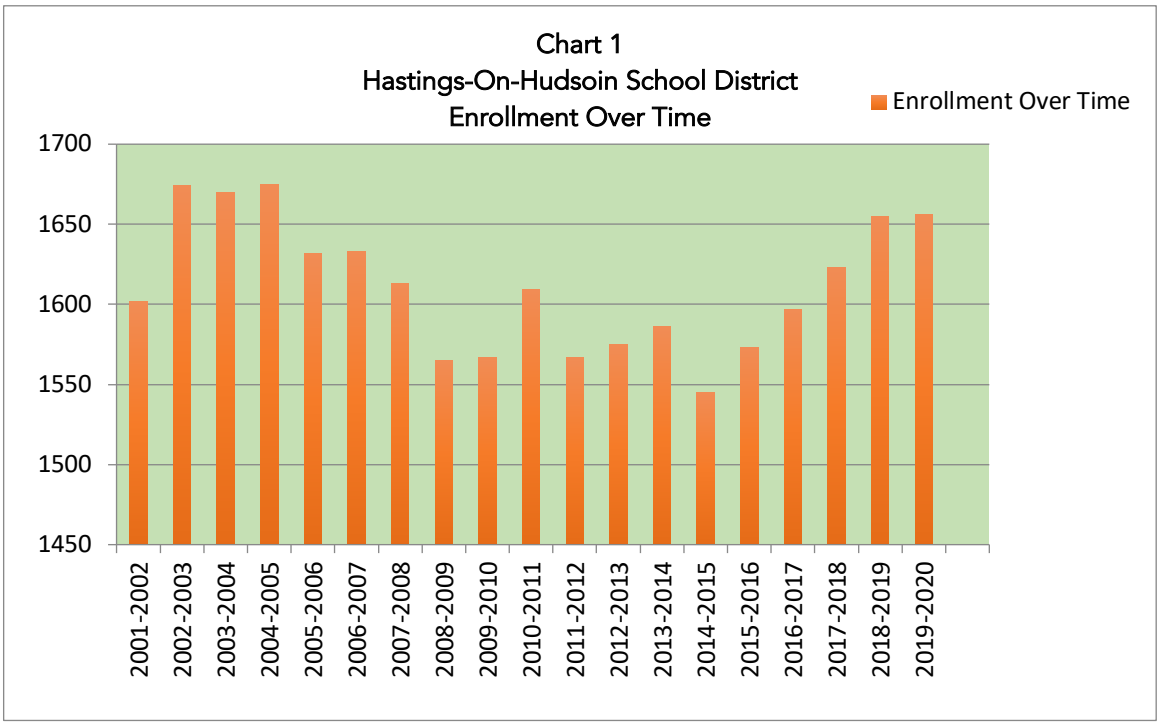
7. School Impacts

The Hastings-On-Hudson Union Free School District operates three schools; Hillside Elementary School, Farragut Middle School and Hastings High School. According to the New York Department of Education, the last reported enrollment data (school year 2019-2020) was 1,656 students[4].

Chart 1 presents enrollment numbers over time. As can be seen, enrollment peaked in the 2004-2005 school year and then declined over a period of time

[4] Data collected from the New York State Education Department's Student Information Repository System (SIRS). Enrollment counts are as of "BEDS" day, which is the first Wednesday in October.

until 2014-2015, where enrollments began increasing again. The current (2019-2020) enrollment remains 18 students below the peak enrollment.



The number of public-school age children generated by a residential development is dependent on several variables including housing type, number of bedrooms and rent or sales price. A commonly utilized formula for projecting the number of public-school aged children generated from new development is the regional demographic multipliers and student generation factors developed by the Rutgers University, Center for Urban Policy Research[5].

Over the years, the school children projections based on the 2006 Rutgers multipliers have been found to overstate the number of school-aged children, depicting generally far higher numbers than actually realized. The author of the original Rutgers study revisited the multipliers utilized by studying communities in New Jersey, and concluded "*The practice of using the existing Rutgers multipliers produces an overstatement of the population generated by new development in New Jersey, especially housing with a strong transit orientation and infrastructure in place.*"[6]

[5] Source: *Residential Demographic Multipliers, Estimates of the Occupants of New Housing* by State, Housing Type, Housing Size and Housing Price; prepared by Robert W. Burchell, David Listokin, William Dolphin, Rutgers University, Center for Urban Policy Research, Edward J. Bloustein School of Planning and Public Policy, June 2006.

[6] *Who Lives in New Jersey Housing – A Quick Guide to New Jersey Residential Demographic Multipliers,* David Listokin, 2016.

To more accurately assess the number of school age children generated by new multi-family developments, particularly new TOD developments, a number of efforts have been made to record "actual" numbers of children residing in multi-family developments. The Listokin Report noted above reviewed ten (10) communities and 2,183 apartment units and found that TOD developments in the NY Metro region generated 0.02 public school age children per unit.

To further refine the projection of school-aged children, a number of comparable multi-family developments in the vicinity of the Village have been analyzed to determine the actual number of children residing at each location.

Based on this survey of over 3,000 recently constructed existing multiple dwelling buildings in and around Hastings, an average *actual* school child generation rate of 0.04 exists.

Table 7 presents the range of public-school children projections utilizing the ratios documented above:

Table 7
Projected Number of School Aged Children

Multiplier	*Ratio*	*# Units*	*Public School Students*
Rutgers 2006	0.08/studio/1 bedroom 0.23/2 bedroom unit	46 46 92	4 11 15
Rutgers 2016	0.02	92	2
Actual Enrollments	0.04	92	4

The range of public school aged-children that the proposed development might generate is between 2 and 15 school aged children. The most realistic projection is 4 school-aged children.

This number of new school-aged children would reflect full build-out of the MR-O district, which as noted above, is unlikely. Even so, development that would occur would generate school-aged children over a period of years, and produce students that would attend the three schools and various grades. It can therefore be concluded that the adoption of the MR-O zoning amendments would not result in any significant adverse school district impacts.

8. Infrastructure Impacts

Water Supply

Public water supply for the project site is provided by Suez Water Company, which serves over 200,000 customers throughout Westchester. Hastings in located in Rate District 1. Water for this district is purchased from the NYCDEP and is sourced from the Catskill and Delaware Aqueducts. District 1 includes over 400 miles of water mains, 3,200 fire hydrants and delivers an average of 18.5 million gallons of water per day.

Water mains are located in Warburton Avenue, and are anticipated to have adequate capacity to serve the build-out of the MR-O district.

Table 8 presents the projected water demand for the 92 additional dwelling units permitted under the MR-O full build-out scenario. The 15,180 gpd represents a relatively minor proportional increase from the existing water demand.

Table 8
Projected Water Demand

Use	Generation Rate	Component	GPD
Residential			
Studio & 1 Bdrm	110 gpd	46	5,060
2 Bdrm	220 gpd	46	10,120
		Total	*15,180 gpd*

Wastewater Generation

The MR-O district is located within the North Yonkers Sanitary Sewer District. The North Yonkers Sanitary Sewer District discharges its sewage to the Yonkers Joint Wastewater Treatment Plant located on the Hudson River, which is owned and operated by the Westchester County Department of Environmental Facilities (WCDEF). The plant has a design flow of 120 MGD. The Plant treats sewage from 22 municipalities and 7 separate sewer districts. The plant handles sewage flows from as far north as Mount Kisco and to communities in southern Westchester in the Bronx River Valley. The plant serves 504,562 people, roughly 55 percent of the County.

A County sanitary sewer main runs down Warburton Avenue, along the length of the MR-O district. All new redevelopment within the district would tie into this sewer main. Sanitary wastewater generated by the project is projected to be similar in volume to the water demand (though in reality less due to water

consumption the use of water conservation measures), or a worst case of approximately 15,180 gpd.

As is the case with the water demand, the existing buildings located within the district already contribute sanitary flows to the wastewater stream. It is anticipated that the wastewater treatment plant has sufficient capacity to treat the sewage flow from the full potential build-out of the MR-O district.

Solid Waste

Village of Hastings-On-Hudson Department of Public Works is responsible for sanitation throughout the Village, including the MR-O district. Solid waste is collected on Mondays and Tuesdays, seasonal yard waste on Wednesdays, paper recycling on Thursdays and comingled recycling on Fridays. Drop off of recycling and food scraps is allowed at the DPW facility on Southside Avenue. Bulk collection is available by appointment. Solid waste is transported to the Charles Point Waste-to-Energy Facility in Peekskill, and recyclables are transported to the Material Recovery Facility in Yonkers. According to the last published report from the County Department of Environmental Facilities (2018) the Village disposed of 8,454 tons of solid waste and recycled 1,670 tons of recycled waste. The Village's recycling rate was 33%.

Utilizing the *Zero Waste Design Calculator*[7], the proposed full build-out of the MR-O district will generate approximately 81 tons of refuse per year (6.75 tons/month) above the existing condition.

9. Aesthetic and Viewshed Impacts

The proximity of the MR-O district to the view corridor along the Hudson River is a sensitive concern. Preserving views of the River and Palisades is an important goal of the Village. The entire MR-O district is also within the View Preservation District.

Currently, the MR-O district permits a maximum building height of a multi-family building to be 40 feet and no more than 3 stories.

The proposed amendments would reduce the overall building height from 40 feet to 35 feet, while maintaining the 3-story limit.

[7] American Institute of Architects, New York Chapter, The Rockefeller Foundation.

The modified dimensional provisions have been designed to ensure reasonable compliance with the zoning regulations, rather than the approvals dependent upon haphazard Zoning Board decisions on variance requests. Relying upon an enforceable set of realistic regulations will allow for better compliance, which, together with the requirements for View Preservation Approval, in turn will protect views.

The proposed zoning amendments were carefully crafted to specifically relate to the physical characteristics of the surrounding neighborhood, and existing building stock. As a result, redevelopment under the proposed zoning will more appropriately relate to surrounding properties, thus maintaining the unique visual, aesthetic and architectural character of the area.

No significant adverse impacts associated with views and aesthetics are anticipated.

10. Site Development Impacts

The MR-O district is currently essentially fully built-out. In fact, as documented on Figure 4 the area is actually over-built.

Redevelopment under the proposed zoning would involve replacing existing buildings and associated improvements with new development. No significant undeveloped areas would become newly eligible to support development. All redevelopment would be required to comply with all applicable codes, regulations and statutes. As a result, it can be concluded that the proposed zoning amendments would not result in any significant new site development impacts.

11. Growth Inducement:

The proposed zoning amendments would allow for redevelopment to occur within the MR-O district. As documented in Figure 5, the area currently supports 158 dwelling units. If every property in the district were redeveloped, the potential for 92 additional dwelling units exists.

It would be highly unlikely that all of the properties in the district would be redeveloped, and certainly not all simultaneously. However, it is fair to conclude that some level of additional development would take place.