



NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION



BROWNFIELD CLEANUP PROGRAM (BCP) APPLICATION

ECL ARTICLE 27 / TITLE 14

DEPARTMENT USE ONLY
BCP SITE #:

07/05

NAME HNJ Realty, LLC				
ADDRESS 303 E. 57th Street #10J				
CITY/TOWN New York		ZIP CODE 10022		
PHONE (917) 693-9019	FAX (212) 832-2757	E-MAIL Hshap38991@aol.com		
NAME OF REQUESTOR'S REPRESENTATIVE				
ADDRESS				
CITY/TOWN		ZIP CODE		
PHONE	FAX	E-MAIL		
NAME OF REQUESTOR'S CONSULTANT Berninger Environmental Inc.				
ADDRESS 1615 Ninth Avenue				
CITY/TOWN Bohemia		ZIP CODE 11716		
PHONE (631) 589-6521	FAX (631) 589-6528	E-MAIL walth@optonline.net		
NAME OF REQUESTOR'S ATTORNEY Suzanne M. Avena, Esq.		Garfunkel, Wild & Travis, P.C.		
ADDRESS 111 Great Neck Road Suite 503				
CITY/TOWN Great Neck		ZIP CODE 11021		
PHONE (516) 393-2229	FAX (516) 466-5964	E-MAIL savena@gwtlaw.com		
<p>THE REQUESTOR MUST CERTIFY THAT IT IS EITHER A PARTICIPANT OR VOLUNTEER IN ACCORDANCE WITH ECL § 27-1405 (1) BY CHECKING ONE OF THE BOXES BELOW:</p> <table border="0"><tr><td><input type="checkbox"/> PARTICIPANT A requestor who either 1) was the owner of the site at the time of the disposal of hazardous waste or discharge of petroleum or 2) is otherwise a person responsible for the contamination, unless the liability arises solely as a result of ownership, operation of, or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.</td><td><input checked="" type="checkbox"/> VOLUNTEER A requestor other than a participant, including a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum. NOTE: By checking this box, the requestor certifies that he/she has exercised appropriate care with respect to the hazardous waste found at the facility by taking reasonable steps to: i) stop any continuing discharge; ii) prevent any threatened future release; and iii) prevent or limit human, environmental, or natural resource exposure to any previously released hazardous waste.</td></tr></table>			<input type="checkbox"/> PARTICIPANT A requestor who either 1) was the owner of the site at the time of the disposal of hazardous waste or discharge of petroleum or 2) is otherwise a person responsible for the contamination, unless the liability arises solely as a result of ownership, operation of, or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.	<input checked="" type="checkbox"/> VOLUNTEER A requestor other than a participant, including a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum. NOTE: By checking this box, the requestor certifies that he/she has exercised appropriate care with respect to the hazardous waste found at the facility by taking reasonable steps to: i) stop any continuing discharge; ii) prevent any threatened future release; and iii) prevent or limit human, environmental, or natural resource exposure to any previously released hazardous waste.
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Requestor Relationship to Property (check one): <input type="checkbox"/> Previous Owner <input checked="" type="checkbox"/> Current Owner <input type="checkbox"/> Potential /Future Purchaser <input type="checkbox"/> Other _____				
If requestor is not the site owner, requestor will have access to the property throughout the BCP project. <input type="checkbox"/> Yes <input type="checkbox"/> No (Note: proof of site access must be submitted for non-owners)				

SITE/PROPERTY NAME: Schmuckler's Dry Cleaners											
ADDRESS/LOCATION 358-364 North Avenue		CITY/TOWN New Rochelle		ZIP CODE 10804							
MUNICIPALITY(If more than one, list all):											
COUNTY Westchester			SITE SIZE (ACRES) 0.21								
LATITUDE (degrees/minutes/seconds) 40 ° 54' 51"			LONGITUDE (degrees/minutes/seconds) -73 ° 47' 03"								
HORIZONTAL COLLECTION METHOD: Environmental FirstSearch			HORIZONTAL REFERENCE DATUM: Same								
FOR EACH PARCEL, FILL OUT THE FOLLOWING TAX MAP INFORMATION (If more than three parcels, attach additional information)											
Parcel Address	Parcel No.	Section No.	Block No.	Lot No.	Acreage						
		4	1206	019	0.21						
<p>1. Do the site boundaries correspond to tax map metes and bounds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If no, please attach a metes and bounds description of the site.</p> <p>2. Is the required site map attached to the application? (application will not be processed without site map) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>3. Is the site part of a designated En-zone pursuant to Tax Law § 21(b)(6)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>For more information go to: http://www.nylovesbiz.com/Productivity_Energy_and_Environment/BrownField_Redevelopment/default.asp If yes, identify area (name) _____ <input type="checkbox"/> 50% <input type="checkbox"/> 100% of the site is in the En-zone (check one)</p>											
<p>SITE DESCRIPTION NARRATIVE: The subject property was developed as early as 1891 with two residential buildings. The property was subsequently redeveloped with a multi-tenant two-story commercial building. The first floor and basement of the building have been utilized by Schmuckler's Dry Cleaners since circa 1914.</p> <p style="text-align: center;">(See Attachment B - Bureau of Buildings Records)</p>											
<p>List of Existing Easements (type here or attach information)</p> <table style="width: 100%;"> <tr> <td style="width: 50%;"><u>Easement Holder</u></td> <td style="width: 50%;"><u>Description</u></td> </tr> <tr> <td colspan="2">No easements are listed on Schedule B of the Title.</td> </tr> </table>						<u>Easement Holder</u>	<u>Description</u>	No easements are listed on Schedule B of the Title.			
<u>Easement Holder</u>	<u>Description</u>										
No easements are listed on Schedule B of the Title.											
<p>List of Permits Relating to the Proposed Site (type here or attach information)</p> <table style="width: 100%;"> <tr> <td style="width: 20%;"><u>Type</u></td> <td style="width: 30%;"><u>Issuing Agency</u></td> <td style="width: 50%;"><u>Description</u></td> </tr> <tr> <td colspan="3">Schmuckler's Cleaners has a RCRA ID number as a small quantity hazardous waste generator, and has an AIRS ID number for their air emission reports. (Please see Phase I Environmental Assessment - Attachment A.)</td> </tr> </table>						<u>Type</u>	<u>Issuing Agency</u>	<u>Description</u>	Schmuckler's Cleaners has a RCRA ID number as a small quantity hazardous waste generator, and has an AIRS ID number for their air emission reports. (Please see Phase I Environmental Assessment - Attachment A.)		
<u>Type</u>	<u>Issuing Agency</u>	<u>Description</u>									
Schmuckler's Cleaners has a RCRA ID number as a small quantity hazardous waste generator, and has an AIRS ID number for their air emission reports. (Please see Phase I Environmental Assessment - Attachment A.)											

Initials of each Requestor: _____

Section 1: Requestor Information (If different from requestor, please provide the following information)		
OWNER'S NAME (if different from requestor) Same as Requestor		
ADDRESS		
CITY/TOWN		ZIP CODE
PHONE	FAX	E-MAIL
OPERATOR'S NAME (if different from requestor or owner) Patrick Korbel and Tom Briter (co-owners of Schmuckler's Cleaners)		
ADDRESS 360 North Avenue		
CITY/TOWN New Rochelle		ZIP CODE 10804
PHONE 914-632-2705	FAX	E-MAIL
Section 2: Eligibility (If different from requestor, please provide the following information)		
If answering "yes" to any of the following questions, please provide an explanation as an attachment.		
1. Are any enforcement actions pending against the requestor regarding this site?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2. Is the site subject to an existing order for the contamination?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3. Is the requestor subject to an outstanding claim by the Spill Fund for this site?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
4. Has the requestor violated any provision of ECL Article 27?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5. Has the requestor been previously denied entry to the BCP?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6. Has the requestor committed a negligent or intentionally tortuous act regarding hazardous waste or petroleum?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7. Has the requestor been convicted of a criminal offense that involves a violent felony, fraud, bribery, perjury, theft, or offense against public administration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
8. Has the requestor knowingly falsified statements or concealed material facts in a matter related to the Department?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
9. Has the requestor, based on the provisions of ECL Article 27-1407 (or a similar provision of federal or state law), committed an act or failed to act, and such act or failure to act could be the basis for denial of a BCP application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 3: Site Information (If different from requestor, please provide the following information)		
1. Is the site listed on the National Priorities List?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2. Is the site listed on the NYS Registry of Inactive Hazardous Waste Disposal Sites?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, please provide: Site # _____ Class # _____		
3. Is the site subject to a permit under ECL article 27, title 9, other than an Interim Status facility?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, please provide: Permit type: _____ EPA ID Number: _____ Date permit issued: _____ Permit expiration date: _____		
4. Is the site subject to a cleanup order under navigation law Article 12 or ECL Article 17 Title 10?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, please provide: Order # _____		
5. Is the site subject to a state or federal enforcement action related to hazardous waste or petroleum?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, please provide explanation as an attachment.		
Section 4: Project Description (If different from requestor, please provide the following information)		
Please attach a description of the project which includes the following components:		
• Purpose and scope of the project	See Attached Exhibit I -- Project Description, and	
• Estimated project schedule	Attachment A -- Phase I ESA.	

To the extent that existing information/studies/reports are available to the requestor, please attach the following:

1. Environmental Reports

A phase I environmental site assessment report prepared in accordance with ASTM E 1527 (American Society for Testing and Materials: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process), and all environmental reports related to contaminants on or emanating from the site.

If a final investigation report is included, indicate whether it meets the requirements of BCL Article 27-1415(2): ☐ Yes ☐ No

2. Sampling Data: Indicate known contaminants and the media which are known to have been affected:

Contaminant Category	Soil	Groundwater	Surface Water	Sediment	Soil Gas
Petroleum					
Chlorinated Solvents	PCE				
Other VOCs					
SVOCs					
Metals					
Pesticides					
PCBs					
Other*					

*Please describe: _____

3. Suspected Contaminants: Indicate suspected contaminants and the media which may have been affected:

Contaminant Category	Soil	Groundwater	Surface Water	Sediment	Soil Gas
Petroleum					
Chlorinated Solvents	PCE	PCE			
Other VOCs					
SVOCs					
Metals					
Pesticides					
PCBs					
Other*					

*Please describe: _____

4. INDICATE KNOWN OR SUSPECTED SOURCES OF CONTAMINANTS:

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> Above Ground Pipeline or Tank | <input type="checkbox"/> Lagoons or Ponds | <input type="checkbox"/> Underground Pipeline or Tank | <input checked="" type="checkbox"/> Surface Spill or Discharge |
| <input type="checkbox"/> Routine Industrial Operations | <input type="checkbox"/> Dumping or Burial of Wastes | <input type="checkbox"/> Septic tank/lateral field | <input type="checkbox"/> Drums or Storage Containers |
| <input type="checkbox"/> Adjacent Property | <input type="checkbox"/> Seepage Pit or Dry Well | <input type="checkbox"/> Foundry Sand | <input type="checkbox"/> Electroplating |
| <input type="checkbox"/> Coal Gas Manufacture | <input type="checkbox"/> Industrial Accident | <input type="checkbox"/> Unknown | |

Other: _____

5. INDICATE PAST LAND USES:

- | | | | | | |
|---|--|---|---|---|-------------------------------------|
| <input type="checkbox"/> Coal Gas Manufacturing | <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Agricultural Co-op | <input checked="" type="checkbox"/> Dry Cleaner | <input type="checkbox"/> Salvage Yard | <input type="checkbox"/> Bulk Plant |
| <input type="checkbox"/> Pipeline | <input type="checkbox"/> Service Station | <input type="checkbox"/> Landfill | <input type="checkbox"/> Tannery | <input type="checkbox"/> Electroplating | <input type="checkbox"/> Unknown |

Other: _____

6. Owners

A list of previous owners with names, last known addresses and telephone numbers (describe requestor's relationship, if any, to each previous owner listed. If no relationship, put "none"). **See Attached Exhibit II**

7. Operators

A list of previous operators with names, last known addresses and telephone number (describe requestor's relationship, if any, to each previous operator listed. If no relationship, put "none"). **See Attached Exhibit II**

Please attach, at a minimum, the names and addresses of the following: **See Attached Exhibit III**

1. The chief executive officer and zoning board chairperson of each county, city, town and village in which the site is located.
2. Residents, owners, and occupants of the site and properties adjacent to the site.
3. Local news media from which the community typically obtains information.
4. The public water supplier which services the area in which the site is located.
5. Any person who has requested to be placed on the site contact list.
6. The administrator of any school or day care facility located on or near the site.
7. The location of a document repository for the project (e.g., local library). In addition, attach a copy of a letter sent to the repository acknowledging that it agrees to act as the document repository for the site.

Current Use: ☐ Residential ☒ Commercial ☐ Industrial ☐ Vacant ☐ Recreational (check all that apply)

Intended Use: ☐ Unrestricted ☐ Residential ☒ Commercial ☐ Industrial

Please check the appropriate box and provide an explanation as an attachment if appropriate. Provide a copy of the local zoning classifications, comprehensive zoning plan designations, and/or current land use approvals.

	Yes	No
1. Do current historical and/or recent development patterns support the proposed use? (See #12 below re: discussion of area land uses) See Attached Exhibit IV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Is the proposed use consistent with applicable zoning laws/maps? See Attached Exhibit IV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is the proposed use consistent with applicable comprehensive community master plans, local waterfront revitalization plans, designated Brownfield Opportunity Area plans, other adopted land use plans? See Attached Exhibit IV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Are there any Environmental Justice Concerns? (See §27-1415(3)(p)). See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Are there any federal or State land use designations relating to this site? See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Do the population growth patterns and projections support the proposed use? See Attached Exhibit IV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Is the site accessible to existing infrastructure? See Attached Exhibit IV	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Are there important cultural resources, including federal or state historic or heritage sites or Native American religious sites proximate to the site? See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Are there important federal, state or local natural resources, including waterways, wildlife refuges, wetlands, or critical habitats of endangered or threatened species proximate to the site? See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Are there floodplains proximate to the site? See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Are there any institutional controls currently applicable to the site? See Attached Exhibit IV	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Describe on attachment the proximity to real property currently used for residential use, and to urban, commercial, industrial, agricultural, and recreational areas. See Attached Exhibit IV		
13. Describe on attachment the potential vulnerability of groundwater to contamination that might migrate from the site, including proximity to wellhead protection and groundwater recharge areas. See Attachment A - Phase I ESA		
14. Describe on attachment the geography and geology of the site. See Attachment A - Phase I ESA		

(By requestor who is an individual)

I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: _____ Signature: _____ Print Name: _____

(By an requestor other than an individual)

I certify that I am owner (title) of HNJ Realty LLC (entity); that I am authorized by that entity to make this application; that this application was prepared by me or under my supervision and direction; and that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to Section 210.45 of the Penal Law.

Date: 12/21/05 Signature: [Signature] Print Name: Hal Shapiro

SUBMITTAL INFORMATION

Three (3) complete copies are required.

- Two (2) copies, one hard copy with original signatures and one electronic copy in Portable Document Format (PDF) on a CD or diskette, must be sent to:

Chief, Site Control Section
New York State Department of Environmental Conservation
Division of Environmental Remediation
625 Broadway
Albany, NY 12233-7020

- One (1) hard copy must be sent to the DEC regional contact in the regional office covering the county in which the site is located. Please check our website for the address of our regional offices: <http://www.dec.state.ny.us/website/der/index.html>

FOR DEPARTMENT USE ONLY

BCT SITE T&A CODE: _____ LEAD OFFICE: _____

CITY NEW ROCHELLE
CITY HALL
515 NORTH AVENUE
NEW ROCHELLE, NY 10801

APPLICATION FOR PUBLIC ACCESS TO RECORDS

DATE: September 12, 2005

TO: CITY CLERK

FROM: Preferred Environmental Services

ADDRESS: 325 Merrick Avenue, East Meadow, New York 11554

PHONE NUMBER: (516)-357-8200

I HEREBY APPLY TO INSPECT THE FOLLOWING RECORDS:

DEPARTMENT NAME: Building/Development

DESCRIPTION: All permits, applications, plans, surveys, plumbing plans
Certificates of Occupancy, etc. For:

Schmucklers Cleaners at 358 North Avenue, New Rochelle Tax Map Parcel Number 4 -1206-0019

PURPOSE Information necessary for the preparation of an Environmental Assessment

William Schlageter

Preferred Environmental Services

Signature

Representing

For Agency Use Only

APPROVED
DENIED

For the following reasons:

☐ Confidential Disclosure

☐ Part of Investigatory Files

☐ Unwarranted Invasion of Personal Privacy

☐ Record of which this Agency is Legal Custodian cannot be found

☐ Exempted by statute other than the Freedom of Information Act

☐ Agency does not have possession of requested records

☐ Other (specify) _____

Signature

Title

Notice: Within five (5) days after mailing or personal delivery of denial, you have a right to appeal a denial of this application to the appeal officer, c/o City Manager, who must fully explain his reason for such denial in writing seven days after receipt of appeal. Such appeal must be dated and be accompanied by a true copy of the original application made to the records access Officer.

CITY NEW ROCHELLE
CITY HALL
515 NORTH AVENUE
NEW ROCHELLE, NY 10801

APPLICATION FOR PUBLIC ACCESS TO RECORDS

DATE: September 12, 2005

TO: CITY CLERK

FROM: Preferred Environmental Services

ADDRESS: 325 Merrick Avenue, East Meadow, New York 11554

PHONE NUMBER: (516)-357-8200

I HEREBY APPLY TO INSPECT THE FOLLOWING RECORDS:

DEPARTMENT NAME: Building/Development

DESCRIPTION: All permits, applications, plans, surveys, plumbing plans
Certificates of Occupancy, etc. For:

Schmucklers Cleaners at 358 North Avenue, New Rochelle

PURPOSE Information necessary for the preparation of an Environmental Assessment

William Schlageter

Preferred Environmental Services

Signature

Representing

For Agency Use Only

APPROVED
DENIED

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CITY HALL
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TO: CITY CLERK

FROM: Preferred Environmental Services

ADDRESS: 325 Merrick Avenue, East Meadow, New York 11554

PHONE NUMBER: (516)-357-8200

I HEREBY APPLY TO INSPECT THE FOLLOWING RECORDS:

DEPARTMENT NAME: Fire Department

DESCRIPTION: Records pertaining to fire department inspections, fire incidents, Storage/registration records pertaining to hazardous materials, underground storage tank records for: Schmucklers Cleaners at 358 North Avenue, New Rochelle

PURPOSE: Information necessary for the preparation of an Environmental Assessment

William Schlageter Signature
Preferred Environmental Services
Representing

For Agency Use Only

APPROVED
DENIED

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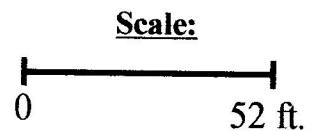
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Berninger Environmental Inc.
90 Knickerbocker Avenue
Bohemia, New York 11716
(631) 589-6521

[illegible]

Schmuklers Cleaners
358 - 364 North Avenue
New Rochelle, NY

Berninger Environmental Inc.
90 Knickerbocker Avenue
Bohemia, New York 11716
(631) 589-6521

CITY NEW ROCHELLE
CITY HALL
515 NORTH AVENUE
NEW ROCHELLE, NY 10801

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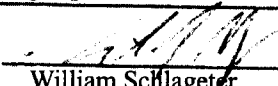
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LOCATION

364 North Avenue

OWNER

SECTION

5

BLOCK

1206

LOT

19

BUREAU OF BUILDINGS

CAR-#1

CITY OF NEW ROCHELLE, N. Y.

NEW BUILDINGS				CERTIFICATE OF OCCUPANCY		ELECTRICAL PERMITS			VIOLATIONS		
PLAN NO.	FILED	FINISHED	TYPE OF BLDG.	DATE	NUMBER	FILED	FINISHED	CERT. No.	TYPE	FILED	REMOVED
637	7/23/13	1913	2St.Br.	3/21/91	C.Com.	2/6/46	Feb/46	266	E/V	7/28/60	4/24/62
			Stores &		#97 - 1991	1/24/47	May/47	1624	BC-Excav.	7/15/87	
			Office	7/29/99	CO#	3/7/47	Dec/47	1732			
			(1/2 of bldg.		213-99	7/11/59	9/15/59	266			
			on lot #20)		214-99	6/24/60	7/11/60	4574			
					215-99	7/11/60	8/15/60	4653			
ADDITIONS AND ALTERATIONS					223-99	6/1/65	1/21/66	9668			
21827	1/15/47		Alt.		224-99	2/16/67	2/20/	A1325			
42059	8/12/87	3/21/91	-construct	TEMPORARY PERMITS			67				
			one story rear addition to	1/29/48	8	3-1-87		57-85			
			dry cleaner establishment	6/15/51	2093				REMARKS		
49332	11/30/98	7/29/99	awning	6/17/52	2647	SIGNS			Sign Information on reverse		
			Pick Up & Del.	6/4/52	2622	PERMIT No.	FILED	FINISHED	side of card.		
49331	11/30/98	7/29/99	awning			23706	3/15/50	Mar 50			
			Embroidery			35091	1/31/67	7/14/72			
49330	11/30/98	7/29/99	awning	-Screen Printing							
49329	11/30/98	7/29/99	awning	-Custom Tailoring							
DEMOLITIONS						AREAWAYS					
49328	11/30/98	7/29/99	awning	-DEPT. OF LABOR							
			Smucklers Clean	11/14/46	ST-3204			A(1)			
49327	11/30/98	7/29/99	awning	over 1st fl. windows							

LOCATION				OWNER		SECTION		BLOCK		NEW LOT	
358 North Avenue						4		1206		19 20	
BUREAU OF BUILDINGS						CITY OF NEW ROCHELLE, N. Y.					
NEW BUILDINGS				CERTIFICATE OF OCCUPANCY		ELECTRICAL PERMITS			VIOLATIONS		
PLAN No.	FILED	FINISHED	TYPE OF BLDG.	DATE	NUMBER	FILED	FINISHED	CERT. No.	TYPE	FILED	REMOVED
		1914	2 St.Br.	6/23/37	1666	3/16/46		364	RC	1/11/80	2/13/80
			Stores &	3/11/91	CC#	7/22/60	8/19/60	4686	BC	2/13/80	4/2/80
			Office		92-1991	2/16/67	2/20/67	A1326			
			(1/2 of bldg.								
			on lot #19)			4/5/82	6/8/82	16010			
			2 1/2 St.Fr.Dw.								
ADDITIONS AND ALTERATIONS											
17167	3/18/37		Add.								
44488	4/11/91	3/11/91-									
			addition								
				TEMPORARY PERMITS							
				4/17/50	1369						
				4/2/51	1938						
				11/20/52	2918						
						SIGNS					
						PERMIT No. FILED FINISHED					
						22916 9/24/48 10/27					
						35092 1/31/67 7/14/72					
DEMOLITIONS											
				DEPT. OF LABOR		AREAWAYS					
				3/8/37 16,938		A(1)					

Bureau of Buildings
Department of Public Works
515 North Avenue
New Rochelle, NY 10801



City of New Rochelle
New York

Do not write on this page.

TAX ASSESSOR

I certify that the block and lot and address described hereon are in accordance with the present tax records.

The lot hereon described has been previously designated as _____ and the change was effective _____.

(Signature) _____
(Date)

DEPARTMENT OF PUBLIC WORKS

Present records indicate that the lot hereon described: (Check Answers)

- () 1. Is on a approved City Street.
() 2. Does not contain any City Easements. () Contains Easements.
() 3. Is not designated as a flood area.
() 4. Will require the following approvals and permits from Public Works:
() 5. Is not within Public Works jurisdiction for the following reasons:

The Department of Public Works has no objection to the processing of the Building Permit other than those cited above.

(Signature) _____
(Date)

DEPARTMENT OF DEVELOPMENT

I have reviewed this application and plans and certify that this application may be processed for a Building Permit.

Comments:

(Signature) _____
(Date)

1. Application Number B-22-91 2. Date Filed 1.14.91 3. Total Fee \$ 183.00
4. Fee Paid \$ 183.00 5. Receipt No. D036973 6. Initials L. PETERSON
7. Permit Number _____ 8. Date Issued _____

APPLICATION FOR A BUILDING PERMIT

Permit No. _____

Date issued

MAR 11 1991

1. Address 355 North Avenue Block 1102 Lot(s) 19 Zoned Dist. C-2
2. Lot Area: 3924 Sq. Ft. Area of structure or addition (lowest level): 200 Sq. Ft.
3. Statement of work proposed: It is proposed to REPLACE AN EXISTING ONE STORY ADDITION.

4. Height of structure or addition (average grade to roof top): 14 MAX Ft. 11 MAX
5. Cubic contents of structure or addition: 2100 Cubic Feet
6. Construction Cost (include plumbing, electrical, heating, ventilation): \$10,000
7. Class of Construction (State Code): Underline: (1a), (1b), (2a), (3), (4a), (4b), (5a), (5b)
8. Use(s) (State Code): Underline: (C1), (C2), (C3.1), (C3.2), (C3.3), (C4.1), (C4.2), (C4.3), (C5.1), (C5.2), (C5.3), (C5.4), (C6.1), (C6.2), (C6.3), (C7), (B1), (B2), (B3), (B4), (A1), (A2)
9. Parting: ☐ Present Interior ☐ Exterior ☐ Proposed Interior ☐ Exterior
10. Use(s) of Structure by Area:

Space	Use(s) or Occupancy		No. of Dwelling Units or Occupants		Live Load Capacity		Area Sq. Ft.	
	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed
Cellar								
Basement								
First Floor								
Second Floor								
Attic								
Roof								

11. System of Heating: _____ Fuel _____ If steam, what pressure? _____ P.S.I.
12. Is this application filed to remove a violation? ☐ Yes ☒ No Date of Violation _____
13. If application is filed for demolition only, see special requirements for insurance and filing Item 20 of this form.

14. Owner: GEORGE GELUMBE 355 NORTH AVE 10801 (Phone No. 1) _____
(Address) (Zip Code)
15. Engineer: NEW ROCHELLE NY (Address) (Zip Code) (Phone No.) _____
16. Architect: Robert Starnick 20 Cedar St. 10801 633-2070
(Address) (Zip Code) (Phone No.)

Builder to submit Contractor Information Form.

17. AFFIDAVIT OF APPLICANT

State of New York)
County of Westchester) SS.

Robert Sparrow being duly sworn deposes and says: That he resides at
20 Robert Sparrow Ave and that he is: (Check One)
(Address)

- A. The Owner of the premises described hereon.
- B. The _____ of the New York Corporation _____ with offices at _____ (Name of Corporation) _____ (Address of Corporation) _____ duly authorized by resolution of the Board of Directors, and that said Corporation is duly authorized by the Owner to make this application.
- C. A General Partner of _____ (Name of Partnership) _____ with offices at _____ (Address of Offices) _____ and that said Partnership is duly authorized by the owner to make this application.
- D. The Lessee of the premises, duly authorized by the Owner to make this application.
- E. The Architect or Engineer duly authorized by the Owner to make this application.
- F. The Contractor duly authorized by the owner to make this application.

That the information contained in this application and on the accompanying drawings is true to the best of his knowledge and belief. The undersigned hereby agrees to comply with all the requirements of the New York State Uniform Fire Prevention and Building Code, the New Rochelle Building Code, Zoning Ordinance and all other laws pertaining to same, in the construction applied for, whether or not shown on plans or specified in this application.

Sworn to before me this 14 day of January, 1991
Laurex Swanson (Signature of Deponent)
(Notary Public or Commissioner) 637-0070 (Telephone Number)

18. AFFIDAVIT OF OWNER (Not required where Owner, Registered Architect or Professional Engineer is applicant.)

State of New York)
County of _____) SS.

_____ being duly sworn deposes and says: That he resides at _____ and that he is: (Check One)
(Address)

- A. The Owner of the premises described hereon.
- B. The _____ of the New York Corporation _____ with offices at _____ (Name of Corporation) _____ (Address of Corporation) _____ duly authorized by resolution of the Board of Directors, and that said Corporation is the owner of the premises described hereon.
- C. A General Partner of _____ (Name of Partnership) _____ with offices at _____ (Address of Offices) _____ and that said Partnership is the owner of the premises described hereon.

That the applicant _____ is duly authorized to apply for the permit as described in this application and drawings. The undersigned hereby agrees to comply with all the requirements of the New York State Uniform Fire Prevention and Building Code, the Building Code, Zoning Ordinance and all other laws pertaining to same, in the construction applied for, whether or not shown on the plans or specified in the application.

The undersigned further states: That he will not commence work before a Building Permit is issued and that he will obtain a Certificate of Occupancy or Compliance immediately upon completion of the work proposed.

Sworn to before me this _____ day of _____, 19____
(Signature of Deponent)
(Notary Public or Commissioner) _____ (Telephone Number)

19. DESIGNER'S AFFIDAVIT FOR APPROVAL OF PLANS AND SPECIFICATIONS

State of New York)
County of Westchester) SS.
Robert Sparrow being duly sworn deposes and says: That he resides at
20 Robert Sparrow Ave that he personally supervised the preparation of the Architectural plans and that to the best of his (Architectural, Structural, Mechanical, Other)

knowledge and belief, the work applied for, if performed in accordance with such plans will conform with all the provisions of the New York State Uniform Fire Prevention and Building Code, the New Rochelle Building Code, Zoning Ordinance and with the provisions of all other laws and regulations applicable thereto in effect this date.

Deponent further states that he prepared or personally supervised the preparation of the plans, specifications and energy conservation study and that to the best of his knowledge and belief, if constructed in accordance with such plans and specifications the structure will conform with all the applicable provisions of the New York State Energy Conservation Code and the specific requirements of the City of New Rochelle, New York, of 6,000 degree days.

Deponent further states that he is duly authorized by Laurex Swanson for, piece or parcel of land described on this application, to make application for approval of such plans and specifications in the behalf of Owner's or Lessee's

Sworn to before me this 14 day of January, 1991
Laurex Swanson (Signature of Designer)
(Notary Public or Commissioner)

Affix Seal of Registered Architect or Professional Engineer here.

20. DEMOLITION

Required for Filing: Photograph of structure showing front elevation and full height, proof of disconnection of utilities from Con Edison Company, Certificate of Extermination.



BUREAU OF BUILDINGS

CITY OF NEW ROCHELLE
DEPARTMENT OF PUBLIC WORKS

Louis Goodman, R.A.
BUILDING OFFICIAL

CITY HALL • 515 NORTH AVENUE • NEW ROCHELLE, N. Y. 10601 • 914- 654-2035

Date January 16, 1991

To: Raymond F. Kiernan, Fire Commissioner

From: Louis Goodman, R.A., Building Official


Subject: Addition to a Dry Claening
Store @ 358 North Avenue Block 1206 Lot(s) 19

Building Permit Appl. No. B-022-91

Attached for your information and review are plans for the

- ☐ Sprinkler System
- ☐ Standpipe System
- ☐ Fire and Smoke Detection System
- ☐ Place of Assembly
- ☐ Multiple Residence
- ☒ General Construction and exhaust (polution).

proposed at the subject location. Please return this form with your findings indicated below.


Louis Goodman, R.A. Peter Warycha, C.E.
Building Official Deputy Bldg. Offic.

To: Louis Goodman, R.A. Building Official Date _____

The plans for the subject premises, as submitted, have been reviewed
our findings are as follows:

☒ Acceptable

☐ Not Acceptable for the reasons noted: _____

☐ Not Acceptable, please have applicant contact this office.


Raymond F. Kiernan
Fire Commissioner

Bureau of Buildings
Department of Public Works
515 North Avenue
New Rochelle, NY 10801

Louis Goodman, R.A.
Building Official



City of New Rochelle
New York

CONTRACTOR INFORMATION FORM

1. Permit Application Number _____
2. Address 3152 NORTH AVENUE Block 1206 Lot(s) 19
3. Contractor De Sauter + Montauqui Address 180 Pelham Rd New Rochelle Phone No. _____
4. Construction Superintendent _____ Address _____ Phone No. _____
5. AFFIDAVIT OF CONTRACTOR

State of New York West)
County of _____) SS.

Donald De Sauter

That he is the contractor, duly authorized by the owner, for the work proposed under the subject application.
That he resides at _____ and that: (Circle and complete applicable sections.)

- A. He does business as _____ with offices at _____
- B. He is the President of the New York Corporation De Sauter + Montauqui
Title of Office _____ Name of Corporation INC.
with office at 180 Pelham Rd New Rochelle NY Address of Corporation _____
- C. He is a General Partner of _____ Partnership with offices at _____ Address _____

D. The provisions of the Workers Compensation Law do not apply to him in that all work to be performed under this application will be performed by him and that no laborer is or will be at any time employed by him at the subject location in the City of New Rochelle, N. Y. (Submit Workers Compensation Board approval.)

(Required for home improvements.) He is duly licensed by the County of Westchester, New York, under license number _____

The undersigned further states: That the work will be performed in accordance with the New York State Uniform Fire Prevention and Building Code, the New Rochelle Building Code, the New Rochelle Zoning Ordinance and all other applicable Codes and Regulations whether or not shown on the plans and specifications in the subject application, and he assumes responsibility for all acts and work performed by Sub-contractors, Laborers, and Materialmen in connection with the work to be performed.

Sworn to before me this 30
day of OCTOBER, 1990
Michael Ruffis
Notary Public or Commissioner

Donald De Sauter
Signature of Deponent

6. State Law requires that the Contractor submit a copy of Workers Compensation and New York State Disability Insurance naming the Bureau of Buildings, City of New Rochelle, New York, as certificate holder and showing coverage for general contracting, and the locations covered by such insurances. If a structure is to be demolished, a copy of Liability Insurance must also be submitted.

CONTRACTOR'S INSURANCE (Not required when 5D applies.)

Name of Compensation Carrier _____

Policy Number _____ Date of Expiration _____

7. OWNER'S AUTHORIZATION

I, Gerold Colombo, am the owner of the subject premises and I have authorized the contractor named on the front of this document to perform the work under the subject application.

30 Oct 91
Date

Gerold Colombo
Signature of Owner

DEPARTMENT OF FIRE N° 53747

CITY OF NEW ROCHELLE, N. Y.

Expires OCTOBER 27, 1991

LICENSE or PERMIT

OCTOBER 27, 1990

Permission is hereby granted to SCHMUCKLERS CLEANERS

to MAINTAIN A DRY CLEANING ESTABLISHMENT

Located at 360 NORTH AVENUE

in accordance with the Fire Prevention Code of the City of New Rochelle, N. Y.

Fee \$ 55.00

THIS IS NOT A RECEIPT AND
IS NOT GOOD UNLESS AC-
COMPANIED BY AN OFFICIAL

RECEIPT FOR \$ 55.00



FIRE CHIEF

POST CONSPICUOUSLY

Multimatic Shop Star

400 • 500

SPECIFICATIONS

TECHNICAL DATA

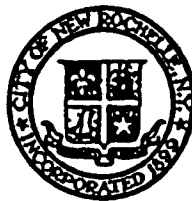
	SHOP STAR 400	SHOP STAR 500
BASKET		
Capacity (maximum)	55 lbs.	65 lbs.
Volume	16.1 cu. ft.	18.6 cu. ft.
Diameter	44 in.	44 in.
Depth	17.5 in.	21 in.
Washer Speed	36 rpm	36 rpm
Extraction Speed	360 rpm	360 rpm
Tanks (volume)		
Work Tank 1	66 gals.	66 gals.
Work Tank 2	37 gals.	37 gals.
Rinse Tank	66 gals.	66 gals.
Filter		
Cartridges	16	16
Spin Disc		
Sump		
Volume	115 gals.	115 gals.
Gph	120	120
Machine Dimensions		
Width	86.6 in.	86.6 in.
Depth	64 in.	64 in.
Height	98.5 in.	98.5 in.
Partially dismantled for clearance, Depth x Height	51.2 in. x 90 in.	51.2 in. x 90 in.
Base Area		
Width	86.6 in.	86.6 in.
Depth	48.0 in.	48.0 in.
Floor Load		
Weight without solvent	4,319 lbs.	4,519 lbs.
Weight with solvent	6,370 lbs.	6,570 lbs.
Power Requirements		
Steam Heated		
Max. Operational Load	45 amps.	45 amps.
Supply Connections		
Air Pressure	70-80 p.s.i.	70-80 p.s.i.
Size of Fitting	1/4 in.	1/4 in.
Steam Pressure	45-55 p.s.i.	45-55 p.s.i.
Temperature, max.	302° F.	302° F.
Size of Fittings, Steam/Cond.	3 in. x 1/2 in.	3 in. x 1/2 in.
Water Pressure	45-65 p.s.i.	45-65 p.s.i.
Size of Fittings, Inlet/Outlet	1/2 in. x 1 in.	1/2 in. x 1 in.
Electrical Requirements	208-220/60/3	208-220/60/3

All specifications subject to change without notice.
 * See Variable-Speed Drive Motor under options.
 † Single or Twin (see page 3).

OPTIONAL

- ★ Microprocessor Control (see page 3).
- ★ Pre-Lint Filter (see page 3).
- ★ In-Line Solvent Cooler (see page 3).
- ★ Dosing Pump. Permits addition of many textile treatments.
- ★ Variable Speed Drive Motor. Permits selection of any drum speed to meet garment requirements.
- ★ Strainer for Marlow Pump (see page 3).
- ★ OSHA Fan & Carbon Canister (see page 3).
- ★ Single or Twin Spin Disc (see page 3).

Multimatic CORPORATION
 162 Veterans Drive, Northvale, NJ 07647



City of New Rochelle
New York

LOUIS GOODMAN, R.A., C.E.O.
BUILDING OFFICIAL

NUMBER - 92-1991

CERTIFICATE OF COMPLIANCE - BUREAU OF BUILDINGS

TO: Mr. & Mrs. Gerald Columb
358 North Ave.
New Rochelle, N.Y.

DATE: March 19, 1991

ZONED DISTRICT: C-2

PERMIT NO.: 44488

LOCATION: 358 North Ave.


BLOCK: 1206 LOT(S): 19

THIS IS TO CERTIFY that all of the work performed under the above
Permit No. - 44488 - to construct a one story rear addition (to legalize)

has been completed, inspected and found to comply with the New
Rochelle Building Code and Zoning Ordinance of the City of New
Rochelle, New York.

Additional Approvals: Per Affidavit

:dcb
LG:js


LOUIS GOODMAN, R.A., C.E.O.
BUILDING OFFICIAL

SPECIAL CONDITIONS:

DEPARTMENT OF FIRE N° 53747

CITY OF NEW ROCHELLE, N. Y.

Expires OCTOBER 27, 1991

LICENSE or PERMIT

OCTOBER 27, 1990

Permission is hereby granted to SCHMUCKLERS CLEANERS

to MAINTAIN A DRY CLEANING ESTABLISHMENT

Located at 360 NORTH AVENUE

in accordance with the Fire Prevention Code of the City of New Rochelle, N. Y.

Fee \$ 55.00

THIS IS NOT A RECEIPT AND
IS NOT GOOD UNLESS AC-
COMPANIED BY AN OFFICIAL

RECEIPT FOR \$ 55.00



FIRE CHIEF

POST CONSPICUOUSLY

Do Not Write Below This Line

TAX ASSESSOR

I certify that the block and lot and address described herein are in accordance with the present tax records. The lot hereon described has been previously designated as _____ and the change was effective _____

(Signature) _____ (Date) _____

DEPARTMENT OF PUBLIC WORKS

Present records indicate that the lot hereon described: (Check Answer)

- () 1. Is on an approved City Street.
 () 2. Does not contain any City Easements.
 () 3. Is not designated as a flood area.
 () 4. Will require the following approvals and permits from Public Works:
 () 5. Is not within Public Works jurisdiction for the following reasons:

The Department of Public Works has no objection to the processing of the Building Permit other than those cited above.

(Signature) _____ (Date) _____

DEPARTMENT OF DEVELOPMENT

I have reviewed this application and plans and certify that this application may be processed for a Building Permit. Comments: _____

(Signature) _____ (Date) _____

BUREAU OF BUILDINGS

Approvals Necessary

- City Council _____
 Board of Appeals on Zoning _____
 Planning Board _____
 Board of Standards and Appeals _____
 New Rochelle Fire Department _____
 Westchester County Health Department _____
 Westchester County Department of Public Works _____
 Others _____

Comments

1. Application Number 411-87 2. Date Filed 7/17/87 3. Total Fee 359
 4. Fee Paid 359 5. Receipt Number 80020435 6. Initials DPW
 7. Permit Number _____ 8. Date Issued _____

BLDG.

note: IS THIS APPLICATION TO REMOVE A VIOLATION _____ YES ☒ NO ☐
 DATE OF VIOLATION _____

APPLICATION FOR BUILDING PERMIT

2058

7/2/87

Application is hereby made to the Bureau of Buildings of the City of New Rochelle, N.Y., for the issuance of a Building Permit as per detailed statement and plans herewith submitted. The undersigned hereby agrees to comply with all the requirements of the Building Code, Zoning Ordinance, and all other laws pertaining to same, in the construction of the work proposed, whether or not shown on the plans or specified in the application.

Sign Here

(Complete Item #18)

1. Address 358 360 North Ave Block 1206 Lot(s) 19 sq. ft. 28
 2. Zoned District C-2 Lot Area 8989
 3. Statement of Work Proposed: It is proposed to ERECT A ONE STORY ADDITION FOR DRY CLEANING- OPERATION

4. Area of Structure or Addition (lowest level) 1029 sq. ft.

5. Height of Structure or Addition (lowest level to roof top) 13 ft., number of stories 1

6. Cellar () Basement () Penthouse () Other _____ cu. ft. 11 319

7. Cubic Contents of Structure or Addition _____ Dollars 59,000

8. Class of Construction: (underline) Fire Resistive (1a) or (1b), Non-combustible (2a) or (2b), Heavy Timber (3), Ordinary (4a) or (4b), Wood Frame (5a) or (5b).

9. Use(s) of Structures: (underline) Business (1), Industrial (3.1) or (3.2) or (3.3), Storage (4.1) or (4.2) or (4.3), Assembly (5.1) or (5.2) or (5.3) or (5.4) or (5.5), Institutional (6.1) or (6.2) or (6.3), Miscellaneous (7), Multiple Dwellings (8.1) or (8.2), One Family Dwelling (9), Two Family Dwelling (9).

10. Parking: Proposed Interior () Exterior () Present Interior () Exterior (), Total After Work 0

11. Use(s) of Structure by Areas:

Space	Use(s) or Occupancy		No. of Dwelling Units or Occupants		Live Load Capacity		Area Sq. Ft.	
	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed
Cellar							4500	4500
Basement								
First Floor							5700	6729
Second Floor							4500	4500
Floor								
Attic								
Roof								

12. System of Heating _____, Fuel _____, if steam, what pressure? _____ p.s.i.

13. Owner GERALD GOLOMB Address 360 NORTH AVE 10801 Tel. _____

14. Engineer _____ Address NEW ROCHELLE Zip _____ Tel. _____

15. Architect E. STANISLAWSKI Address 2 HAMILTON AVE 10801 Tel. 633-0070

16. Builder _____ Address NEW ROCHELLE Zip _____ Tel. _____

17. Construct. Superintendent _____ Address _____ Zip _____ Tel. _____

20. State Law requires that the Contractor submit a copy of Workmen's Compensation and New York State Disability Insurance made out to the Bureau of Buildings, City of New Rochelle, New York showing coverage for general contracting, and the locations covered by such insurances. If a structure is to be demolished, a copy of Liability Insurance must also be submitted.

CONTRACTOR'S INSURANCE (Not required when 19-D applies)
Name of Compensation Carrier NEW YORK LIFE INSURANCE CO
Policy Number WC 800642-88 (PA-3) Date of Expiration 3/10/88

21. AFFIDAVIT OF OWNER (Not required where owner, Registered Architect, or Professional Engineer is applicant)
State of New York)
County of) SS.
being duly sworn, deposes and says: That

he resides at _____ (Print Name) _____ and that: (Check One)
A. He is the owner of the premises described hereon.
B. He is the _____ (Title of Office) _____ of the New York Corporation _____ (Name of Corporation) with offices at _____ (Address of Corporation) _____
C. He is the General Partner of _____ (Name of Partnership) _____ with offices at _____ (Address of Offices) _____ and that said partnership is the owner of the premises described hereon.
That the applicant _____ (Name of Applicant) _____ is duly authorized to apply for the permit as described in this application and drawings. The undersigned hereby agrees to comply with all the requirements of the Building Code, Zoning Ordinance, and all other laws pertaining to same, in the construction applied for, whether or not shown on the plans or specified in the application.
The undersigned further states: That he will not commence work before the Building Permit is issued and that he will obtain a Certificate of Occupancy immediately upon completion of the work proposed.

Sworn to before me this _____, 19____, _____
day of _____, 19____, _____ (Signature of Owner)
_____, _____ (Notary Public or Commissioner of Deeds) Telephone No. _____

22. DESIGNERS AFFIDAVIT FOR APPROVAL OF PLANS AND SPECIFICATIONS
State of New York)
County of) SS.
being duly sworn, deposes and says: That he resides at _____ (Print Name) _____ that he personally supervised the preparation of _____ (Address) _____ the _____ (Architectural, Structural, Mechanical, Other) _____ plans and that to the best of his knowledge and belief, the work applied for, if performed in accordance with such plans will conform with all the provisions of the Building Code of the City of New Rochelle, and with the provisions of all other laws and regulations applicable thereto in effect this date.

Deposant further says that he is duly authorized by _____ who is the owner in fee of all that certain lot, piece or parcel of land described on this application, to make application for the approval of such plans and specifications in the _____ (Owner's or Lessee's) _____ Address _____
Owner _____
Sworn to before me this _____, 19____, _____ (Signature of Designer)
_____, _____ (Notary Public or Commissioner of Deeds) Affix Seal of Registered Architect or Professional Engineer Here

18. AFFIDAVIT OF APPLICANT
State of New York)
County of) SS.
being duly sworn, deposes and says: That he reside at _____ (Print Name) _____ and that: (Check One)
_____ (Address)

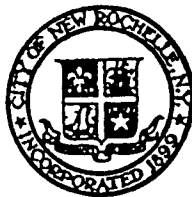
A. He is the owner of the premises described hereon.
B. He is the _____ (Title of Office) _____ of the New York Corporation _____ (Name of Corporation) with offices at _____ (Address of Corporation) _____
C. He is a General Partner of _____ (Name of Partnership) _____ with offices at _____ (Address of Offices) _____ and that said partnership is duly authorized by the owner to make this application.
D. He is the Lessee of the premises and is duly authorized by the owner to make this application.
E. He is the Architect or Engineer duly authorized by the owner to make this application.
F. He is the Contractor duly authorized by the owner to make this application.
That the information contained in this application and on the accompanying drawings are true to the best of his knowledge and belief. The undersigned hereby agrees to comply with all the requirements of the New Rochelle Building Code, Zoning Ordinance and all other laws pertaining to same, in the construction applied for, whether or not shown on Plans or specified in this application.
Sworn to before me, this _____, 19____, _____ (Signature of Deposant)
_____, _____ Telephone No. _____

19. AFFIDAVIT OF CONTRACTOR
State of New York)
County of) SS.
being duly sworn, deposes and says: That he resides at _____ (Print Name) _____ and that: (Check One)
_____ (Address)
A. He does business as _____ (Name of firm) _____ with offices at _____ (Address of firm) _____ and that he is the contractor, duly authorized by the owner for the work proposed.
B. He is the _____ (Title of Office) _____ of the New York Corporation _____ (Name of Corporation) with offices at _____ (Address of Corporation) _____ and that said corporation is the contractor, duly authorized by the owner for the work proposed.

C. He is a General Partner of _____ (Name of Partnership) _____ with offices at _____ (Address of Offices) _____ and that said partnership is the contractor, duly authorized by the owner for the work proposed.
D. The provisions of the Workmen's Compensation Law do not apply to him in that all work to be performed under this application will be performed by him and that no labor is or will be at any time employed by him at the subject location in the City of New Rochelle, N. Y.
The undersigned further states: That the work will be performed in accordance with the Building Code of the City of New Rochelle, and all other applicable Codes and Regulations whether or not shown on the Plans and Specifications in this Application, and assumes responsibility for all acts and work performed by Sub-contractors, Laborers and Materialmen in connection with the work to be performed.
Sworn to before me this _____, 19____, _____ (Signature of Deposant)
_____, _____ Telephone No. _____
_____, _____ (Notary Public or Commissioner of Deeds)

City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

Writer's Telephone:
(914)



City of New Rochelle
New York

LOUIS GOODMAN, R.A., C.E.O.
BUILDING OFFICIAL

NUMBER - 97-1991

CERTIFICATE OF COMPLIANCE - BUREAU OF BUILDINGS

TO: Gerald Golomb
358 North Ave.
New Rochelle, NY

DATE: March 21, 1991

ZONED DISTRICT: C-2

PERMIT NO.: 42059

LOCATION: 358 North Ave.

BLOCK: 1206 LOT(S): 19

THIS IS TO CERTIFY that all of the work performed under the above
Permit No. - 42059 - to construct one story rear addition to dry cleaner
establishment

has been completed, inspected and found to comply with the New
Rochelle Building Code and Zoning Ordinance of the City of New
Rochelle, New York.

Additional Approvals:

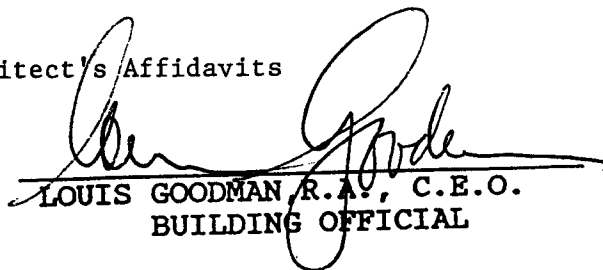
Per Architect's Affidavits

:dcb

PW:js

3/22/91
P.W.

SPECIAL CONDITIONS:


LOUIS GOODMAN, R.A., C.E.O.
BUILDING OFFICIAL

BUILDING PERMIT

BUREAU OF BUILDINGS
CITY OF NEW ROCHELLE, N. Y.

No. 42059

Zone District: C-2 Block: 1206 Lot (89) 19

Date 8/12/87

Permission is granted to owner: G. GOLOMB

To CONSTRUCT ONE STORY REAR ADDITION TO DRY CLEANER ESTABLISHMENT

Located at 358 NORTH AVENUE

in accordance with approved plans and as specified in the application on file at the Office of the Bureau of Buildings and in accordance with all applicable City Ordinances and State Laws affecting such construction.

CONDITIONS OF PERMIT This permit will become null and void if construction is not started within Ninety (90) days of above date, or if construction is abandoned or suspended for a period of Six (6) months.

Approved plans must be retained on job for Inspector's use.

THIS BUILDING OR ANY PORTION THEREOF SHALL NOT BE OCCUPIED UNTIL A CERTIFICATE OF OCCUPANCY IS ISSUED.

☒ Final survey required for certificate of occupancy. (2 copies)

INSPECTIONS Request in writing, on forms furnished, the following inspections at least 24 hours before requiring same:

A. For Frame Construction:

1. Soil & Form - Footings excavated and properly formed ready for concreting. All forms to be tight.
2. Footing - After footings are stripped, before backfill, and before walls are constructed.
3. Survey - As built, survey necessary on all new structures and addition to structures.
4. Framing - Roughing, all framing exposed, no insulation or interior wall covering. Roof tight, Mechanical trades completed.
5. Drainage - Underground drain piping and dry wells exposed. All leaders properly connected to dry wells or to curb.
6. Final - Mechanical trades inspected and approved. Project completely finished, ready for Occupancy.

- B. For Ordinary, Fire Resistive and Fireproof Construction:** All of the above inspections (excluding Framing) plus inspection at critical points, prior to covering up, of all work.

THIS PERMIT IS ISSUED PURSUANT TO APPROVAL:

☐ (A) By Board of Appeals on Zoning with a variance for

☐ (B) of a Special Permit by Board of Appeals on Zoning as per plans submitted

☒ (C) by the Planning Board

☐ (D) by the City Council

☐ (E) by the Board of Standards and Appeals

Case No.	Res. No.	Date
	23-87	6/30/87

☒ (1) This permit does not include any of the following:

File for the following under separate application and plan:

- | | |
|--|--|
| <input type="checkbox"/> (a) Signs | <input type="checkbox"/> (k) Dry Cleaning Equipment |
| <input type="checkbox"/> (b) Parking Lot | <input type="checkbox"/> (l) Support, fire hazard, noise level for any type of machinery or equipment. |
| <input type="checkbox"/> (c) Fire Escapes | <input type="checkbox"/> (m) Underpinning, shoring or sidewalk bridges |
| <input type="checkbox"/> (d) Sprinkler System | <input type="checkbox"/> (n) County Roads |
| <input type="checkbox"/> (e) Demolition | <input type="checkbox"/> (o) Permission to lower curbs, or construct a driveway from Dept. |
| <input type="checkbox"/> (f) Heating System | of Public Works on |
| <input type="checkbox"/> (g) Air-Conditioning | <input checked="" type="checkbox"/> (p) Other: Plumbing, Electrical, HVAC |
| <input checked="" type="checkbox"/> (h) Mechanical Ventilation | |
| <input checked="" type="checkbox"/> (i) Gasoline Storage Tank | |
| <input type="checkbox"/> (j) Elevator, Escalator, Dumbwaiter | |

SPECIAL CONDITIONS

1. South portion of rear addition to be filed separately.
2. Fire Dept. final inspection required prior to Certificate of Compliance.
3. Comply with NRPA 32 - Chapter 4.
4. All solvents to be non flammable - Class IV.
5. Contractor to request all inspections.
6. R.A. to submit Energy Affidavit.

LG:dc



BUILDING OFFICIAL

POST IN A CONSPICUOUS PLACE



Location #17 May St.

Formerly Part of Block

Lot

Apport. No.
Date

19.2.2 Valuation

2000

Section

Block 1206 Lot

1

BUREAU OF ASSESSMENT		CITY OF NEW ROCHELLE N.Y.		OWNERSHIP RECORD					
Conveyed	Recorded	Entered	From Whom to Whom	Address	Mortgages	R.S.	Tot.Consid.	Liber	Page
			<i>Anna Michael, Eke of</i>						
			<i>Eva G. Schmeider</i>	<i>360 North Ave.</i>					
			<i>Sarah M. Schmeider</i>						
			<i>Isaac Schmeider & w</i>						
			<i>James W. Gray & Sons Inc</i>						
			<i>GERALD GOLOMB</i>						

STATE OF NEW YORK
COUNTY - Westchester
CITY - NEW ROCHELLE
SWIS - 551000

2 0 0 5 F I N A L A S S E S S M E N T R O L L
T A X A B L E SECTION OF THE ROLL - 1
TAX MAP NUMBER SEQUENCE
UNIFORM PERCENT OF VALUE IS 003.28

PAGE 1308
VALUATION DATE-MAY 01, 2005
TAXABLE STATUS DATE-MAY 01, 2005

TAX MAP PARCEL NUMBER	PROPERTY LOCATION & CLASS	ASSESSMENT	EXEMPTION CODE	TAXABLE VALUE	SCHOOL
CURRENT OWNERS NAME	SCHOOL DISTRICT	LAND	TAX DESCRIPTION		
CURRENT OWNERS ADDRESS	PARCEL SIZE/GRID COORD	TOTAL	SPECIAL DISTRICTS		ACCOUNT NO.
4-1206-0014	May St & Lockwood Ave		COUNTY TAXABLE VALUE	1,050	
368 North Avenue Mgmt	311 Res vac land		CITY TAXABLE VALUE	1,050	
Co	NEW ROCHELLE CS 551000	1,050	SCHOOL TAXABLE VALUE	1,050	
Attn: Shapiro	Built: 0000; Zone: R-4	1,050	CS000 COUNTY SEWER NR DIST	1,050 TO C	
27 Country Ridge Rd	ACRES 0.10		CR001 COUNTY REFUSE #1	1,050 TO	
Scarsdale, NY 10583	EAST-0689688 NRTH-0758769	32,012			
*****	FULL MARKET VALUE				
366 North Ave					
4-1206-0016	483 Converted Re		COUNTY TAXABLE VALUE	43,800	
368 North Avenue Mgmt	NEW ROCHELLE CS 551000	35,000	CITY TAXABLE VALUE	43,800	
Co	Built: 1921; Zone: R-4C-	43,800	SCHOOL TAXABLE VALUE	43,800	
Attn: Barry Shapiro	4 units		CS000 COUNTY SEWER NR DIST	43,800 TO C	
27 Country Ridge Rd	ACRES 0.20		CR001 COUNTY REFUSE #1	43,800 TO	
Scarsdale, NY 10583	EAST-0689753 NRTH-0758803	1335,366	FC001 COM FIRE INSP 1	.00 FE	
*****	FULL MARKET VALUE		RRF05 RES REFUSE FEE 5	.00 MT	
358 North Ave					
4-1206-0019	481 Att row bldg		COUNTY TAXABLE VALUE	40,000	
Golomb Gerald	NEW ROCHELLE CS 551000	27,000	CITY TAXABLE VALUE	40,000	
Attn: Park Place Manageme	Built: 1913; Zone: C-2	40,000	SCHOOL TAXABLE VALUE	40,000	
46 Park Pl	FRNT 90.00 DPTH 101.00		CS000 COUNTY SEWER NR DIST	40,000 TO C	
PO Box 1860	ACRES 0.21		CR001 COUNTY REFUSE #1	40,000 TO	
New Rochelle, NY 10802	EAST-0689804 NRTH-0758753	1219,512	FC002 COM FIRE INSP 2	.00 FE	
*****	FULL MARKET VALUE				
354 North Ave					
4-1206-0023	482 Det row bldg		COUNTY TAXABLE VALUE	20,000	
Love Realty Corp	NEW ROCHELLE CS 551000	14,250	CITY TAXABLE VALUE	20,000	
354 North Ave	Built: 1905; Zone: C-2	20,000	SCHOOL TAXABLE VALUE	20,000	
New Rochelle, NY 10801	FRNT 40.00 DPTH 104.00		CS000 COUNTY SEWER NR DIST	20,000 TO C	
*****	ACRES 0.10		CR001 COUNTY REFUSE #1	20,000 TO	
	EAST-0689837 NRTH-0758690		FC001 COM FIRE INSP 1	.00 FE	
	DEED BOOK 12329 PG-151	609,756			
*****	FULL MARKET VALUE				
350 North Ave					
4-1206-0025	482 Det row bldg		COUNTY TAXABLE VALUE	20,000	
Nardozi James P	NEW ROCHELLE CS 551000	14,200	CITY TAXABLE VALUE	20,000	
63 Hillside Ave	Built: 1906; Zone: C-2	20,000	SCHOOL TAXABLE VALUE	20,000	
New Rochelle, NY 10801	FRNT 39.00 DPTH 108.00		CS000 COUNTY SEWER NR DIST	20,000 TO C	

CITY NEW ROCHELLE
CITY HALL
515 NORTH AVENUE
NEW ROCHELLE, NY 10801

APPLICATION FOR PUBLIC ACCESS TO RECORDS

DATE: September 12, 2005

TO: CITY CLERK

FROM: Preferred Environmental Services

ADDRESS: 325 Merrick Avenue, East Meadow, New York 11554

PHONE NUMBER: (516)-357-8200

I HEREBY APPLY TO INSPECT THE FOLLOWING RECORDS:

DEPARTMENT NAME: Fire Department

DESCRIPTION: Records pertaining to fire department inspections, fire incidents, Storage/registration records pertaining to hazardous materials, underground storage tank records for: Schmucklers Cleaners at 358 North Avenue, New Rochelle

PURPOSE: Information necessary for the preparation of an Environmental Assessment


William Schlageter

Preferred Environmental Services
Representing

For Agency Use Only

APPROVED
DENIED

For the following reasons:

☒ Confidential Disclosure

☐ Part of Investigatory Files

☐ Unwarranted Invasion of Personal Privacy

☐ Record of which this Agency is Legal Custodian cannot be found

☐ Exempted by statute other than the Freedom of Information Act

☐ Agency does not have possession of requested records

☐ Other (specify) _____


Signature


Title

Notice:

Within five (5) days after mailing or personal delivery of denial, you have a right to appeal a denial of this application to the appeal officer, c/o City Manager, who must fully explain his reason for such denial in writing seven days after receipt of appeal. Such appeal must be dated and be accompanied by a true copy of the original application made to the records access Officer.

914 654
0000



PREFERRED ENVIRONMENTAL SERVICES

325 Merrick Avenue, 2nd Floor, East Meadow, NY 11554 • Tel: (516) 357-8200 • Fax: (516) 357-8175

September 12, 2005

Freedom of Information Officer
Westchester County Department of Health
145 Huguenot Street
New Rochelle, NY 10801

Re: Freedom of Information Request
Schmuckler's Cleaners
359 North Avenue
New Rochelle, New York

To Whom It May Concern:

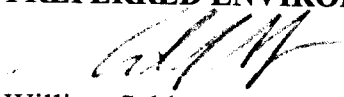
Preferred Environmental Services (Preferred) has been retained to prepare a Phase I Environmental Site Assessment (ESA) for the above-referenced property. As part of the Phase I ESA, we are respectfully requesting to review any and all information maintained by the Westchester County Department of Health associated with the subject property. Information pertinent to our Phase I ESA includes, but is not limited to sanitary waste disposal systems, underground injection control features, records of health department inspections, health department violations, storage and use of hazardous and/or regulated materials, etc.

Should you need any additional information or if there are any fees involved in the review of Westchester County Department of Health records, please feel free to contact me.

I thank you for your anticipated cooperation in this matter.

Sincerely,

PREFERRED ENVIRONMENTAL SERVICES


William Schlageter
Project Manager/Senior Hydrogeologist

Andrew J. Spano
County Executive

Department of Health
Joshua Lipsman, M.D., M.P.H.
Commissioner

September 16, 2005

Preferred Environmental Services
325 Merrick Avenue 2nd Floor
East Meadow, NY 11554
Att: William Schlageter

Re: Freedom of Information
Request No. 0574
Schmuckler's Cleaners
359 North Avenue
New Rochelle, New York

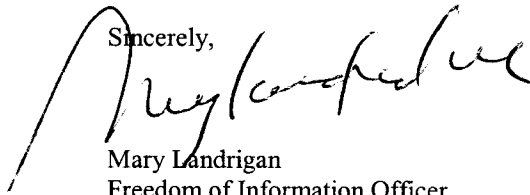
Dear Mr. Schlageter:

This is to acknowledge the receipt of your Freedom of Information request dated September 12, 2005 which was received in this office on September 16, 2005.

Your request has been forwarded to the appropriate staff for response; it is anticipated that you will have a response to your request by October 7, 2005.

If you need to communicate with us in the future, please use the "Request Number indicated above. The FOIL office number is: (914) 813-5004. Thank you.

Sincerely,



Mary Landrigan
Freedom of Information Officer

ML/ns



Photograph No.1: Subject property at 358 to 364 North Avenue, New Rochelle, New York.



Photograph No. 2: Slop sink within All American Sports Wear.



Photograph No. 3: Air compressor located within the basement.



Photograph No. 4: Filters within window well along western wall of basement.



Photograph No. 5: Cut copper lines within basement.



Photograph No. 6: Sump pit within boiler room.



Photograph No. 7: Water staining and hole within slab floor of the basement.



Photograph No. 8: Two floor drains within northeastern portion of the basement.



Photograph No. 9: Steam Boiler room.



Photograph No. 10: Steam vent pipe.



Photograph No. 11: Steam press area.



Photograph No. 12: Clothes washing machine.



Photograph No. 13: Slop sink and containers of cleaning/laundry agents.



Photograph No. 14: Current dry cleaning equipment.



Photograph No. 15: Dry cleaning chemicals within equipment room.



Photograph No. 16: Hazardous waste storage room.



Photograph No. 17: Storm drain exterior to the western wall of the building.



Photograph No. 18: Grass-covered area at northwestern portion of the property where subgrade drywell is located.



Photograph No. 19: Adjoining property to the north of the subject property.



Photograph No. 20: Surrounding property to the south of the subject property along North Avenue.



Photograph No. 21: Property to the east across North Avenue.



EDR® Environmental
Data Resources Inc

"Linking Technology with Tradition"

Sanborn® Map Report

Ship to: Ms. Beth Christensen
First Search Technology
10 Cottage Street
Norwood, MA 02062

Order Date: 9/13/2005 **Completion Date:** 9/14/2005

Inquiry #: 1509691.1S

P.O. #: na

Site Name: 358 North Ave

Address: 358 North Ave

City/State: New Rochelle, NY 10801

Customer Project: na

1012696EDR

781-551-0470

Cross Streets:

Based on client-supplied information, fire insurance maps for the following years were identified

1896 - 1 - map	1992 - 1 - map
1903 - 1 - map	1993 - 1 - map
1911 - 1 - map	1994 - 1 - map
1931 - 1 - map	1995 - 1 - map
1942 - 1 - map	1996 - 1 - map
1951 - 1 - map	
1990 - 1 - map	
1991 - 1 - map	

Total Maps: 13

Limited Permission to Photocopy

(the reseller) is not authorized to make any copies of the fire insurance maps accompanying this Report. As a condition of the reseller's client receiving limited permission from EDR, this Report must be delivered to such client in its entirety with the accompanying Sanborn Maps. The reseller's client is permitted to make up to THREE photocopies of this Sanborn Map Report and the accompanying Sanborn Maps, solely for the limited use of its customer. No one other than the reseller's client is authorized to make copies. Upon request made directly to an EDR Account Executive, such client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the reseller, its client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

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SITE

LAWN

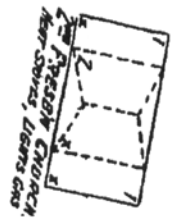
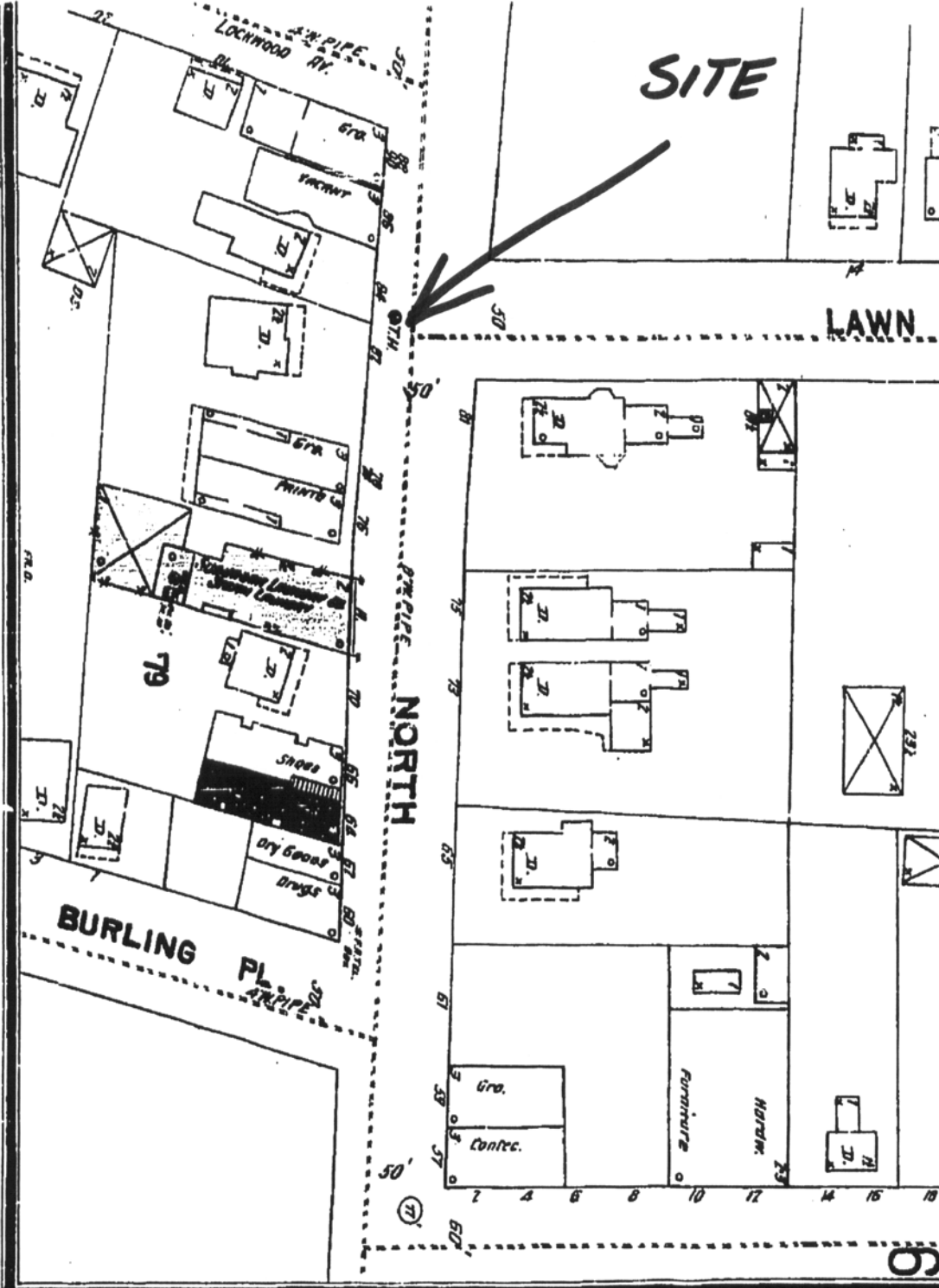
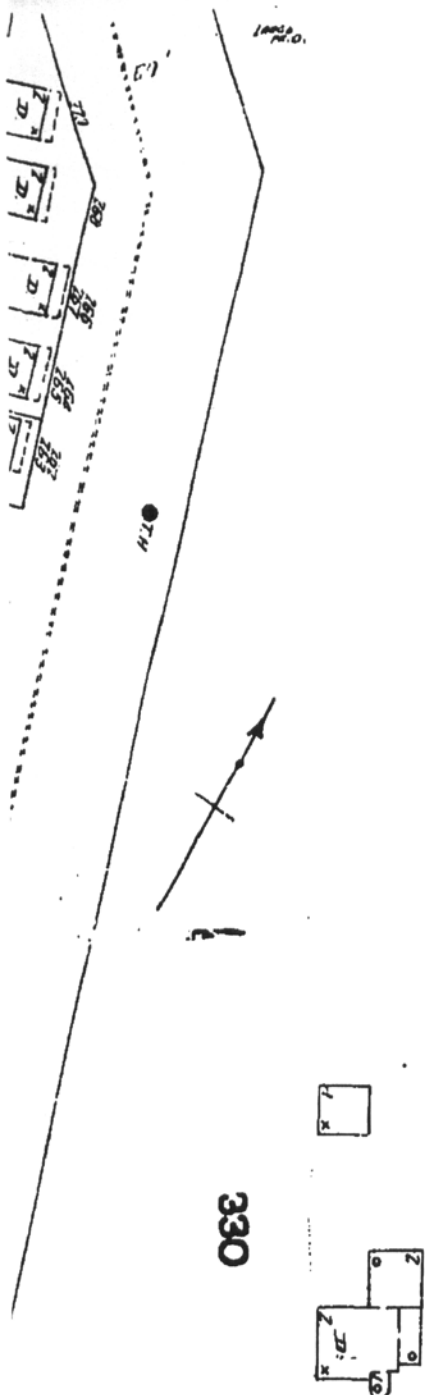
NORTH

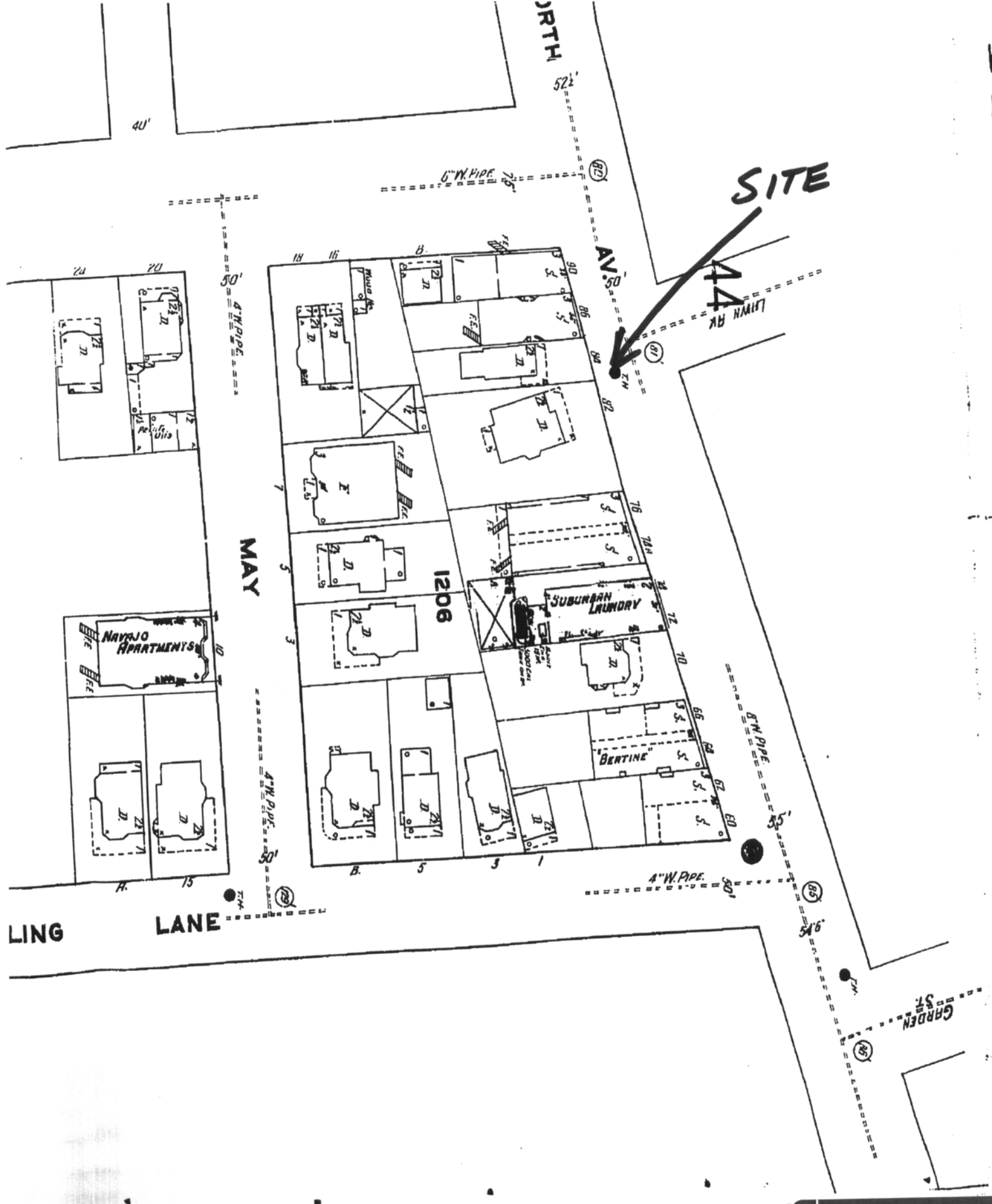
BURLING PL.

LOCKWOOD AV.

330

1903





1911

DOD

AV.

SITE

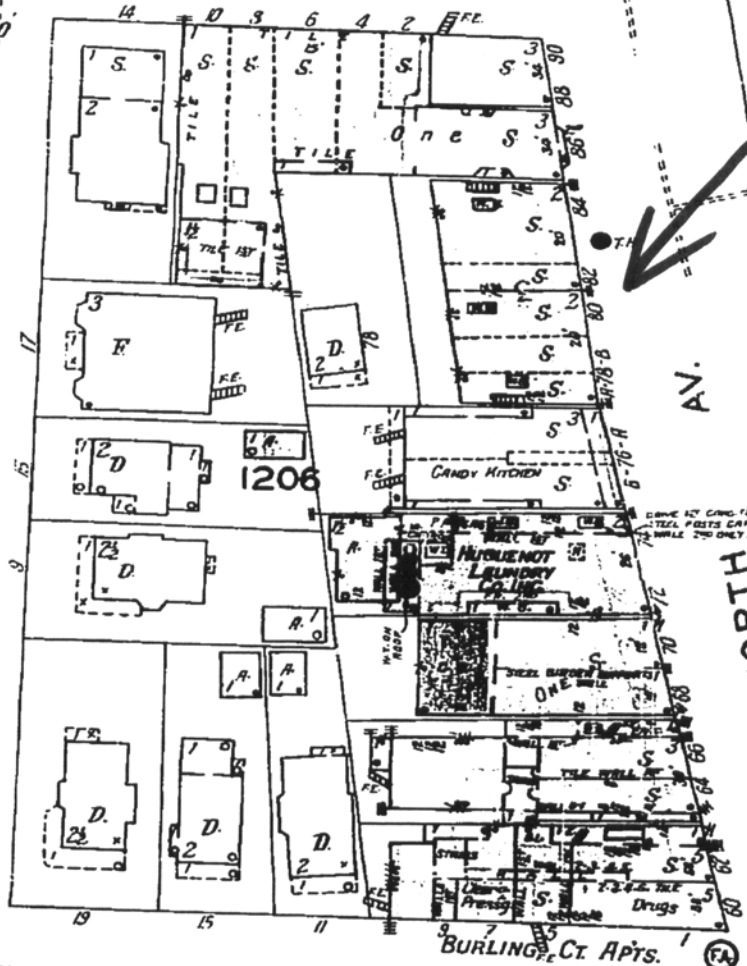
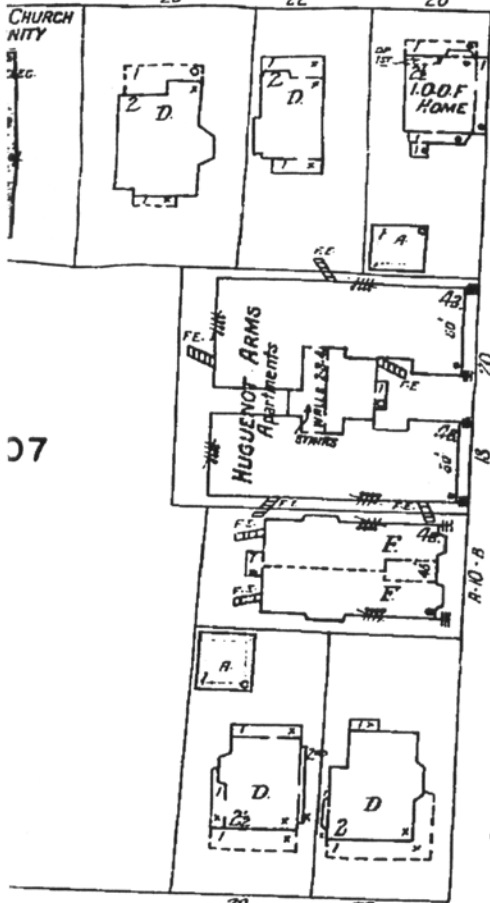
LAWN AV.

NORTH

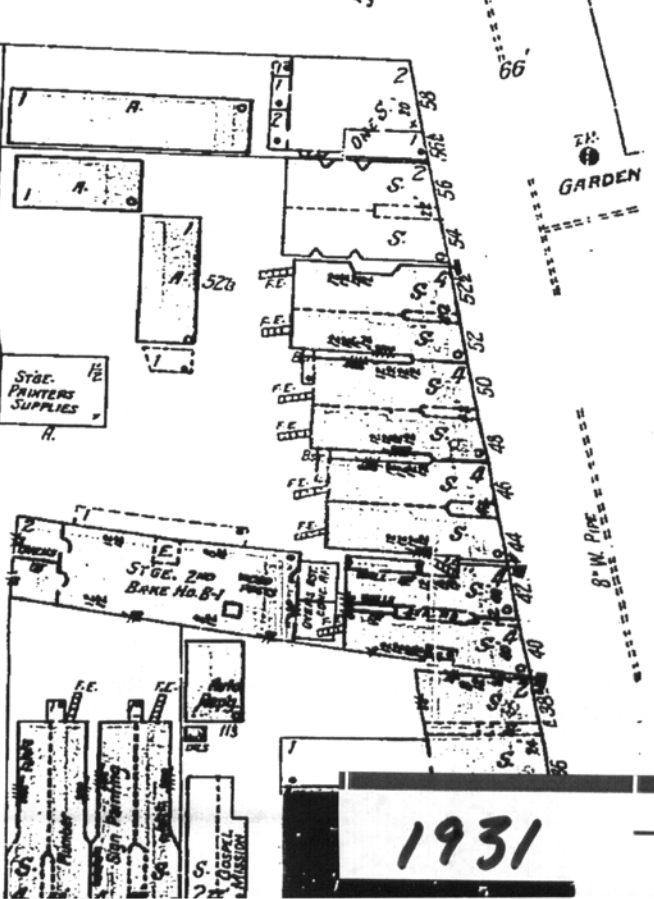
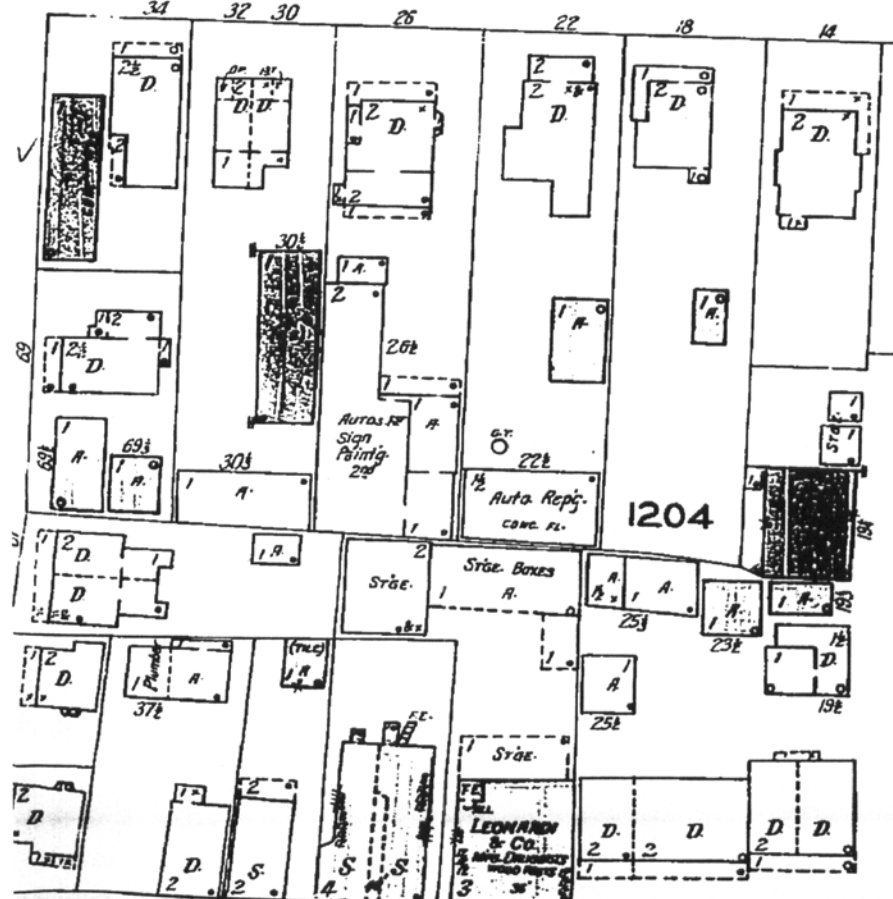
10

GARDEN

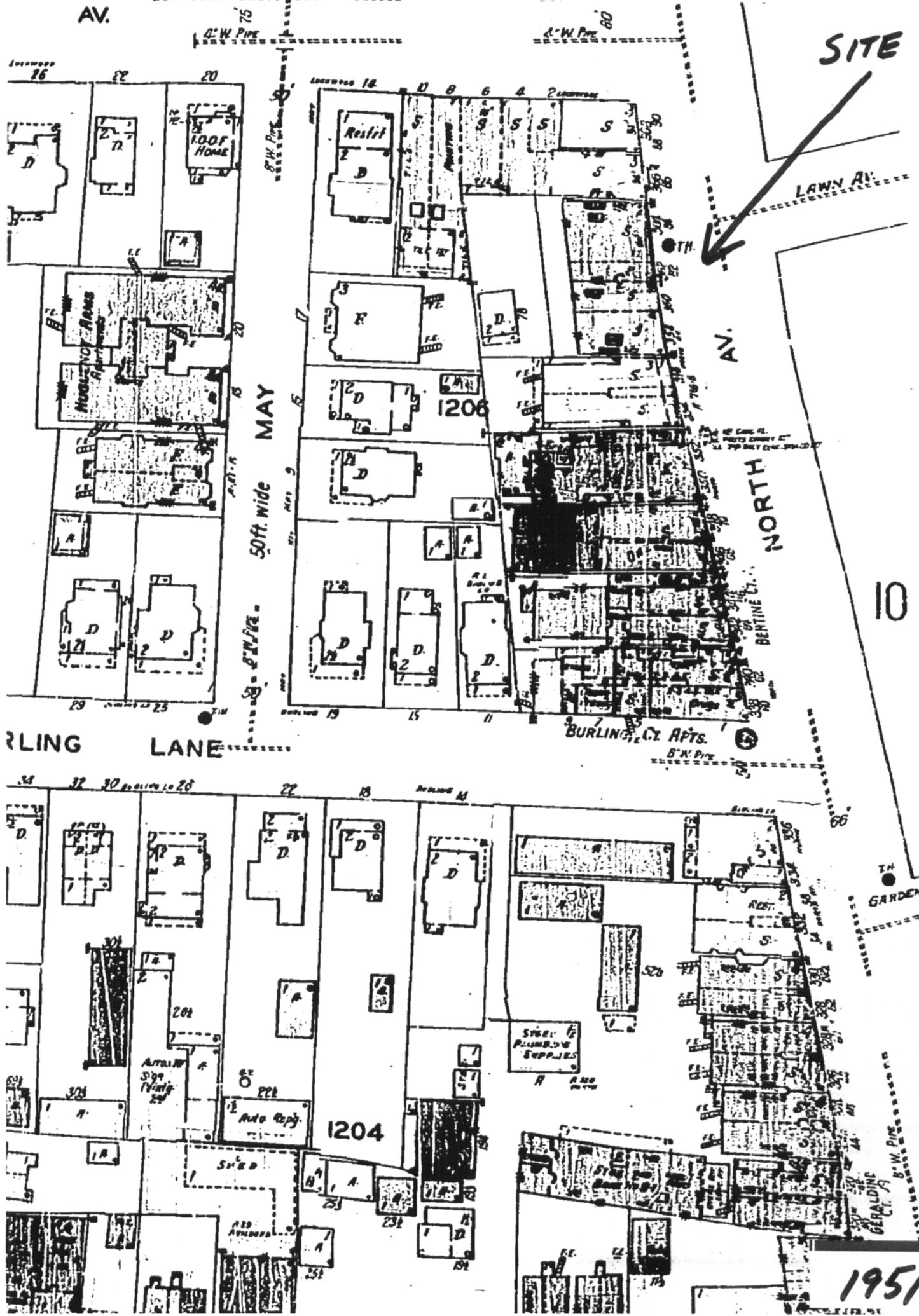
1931

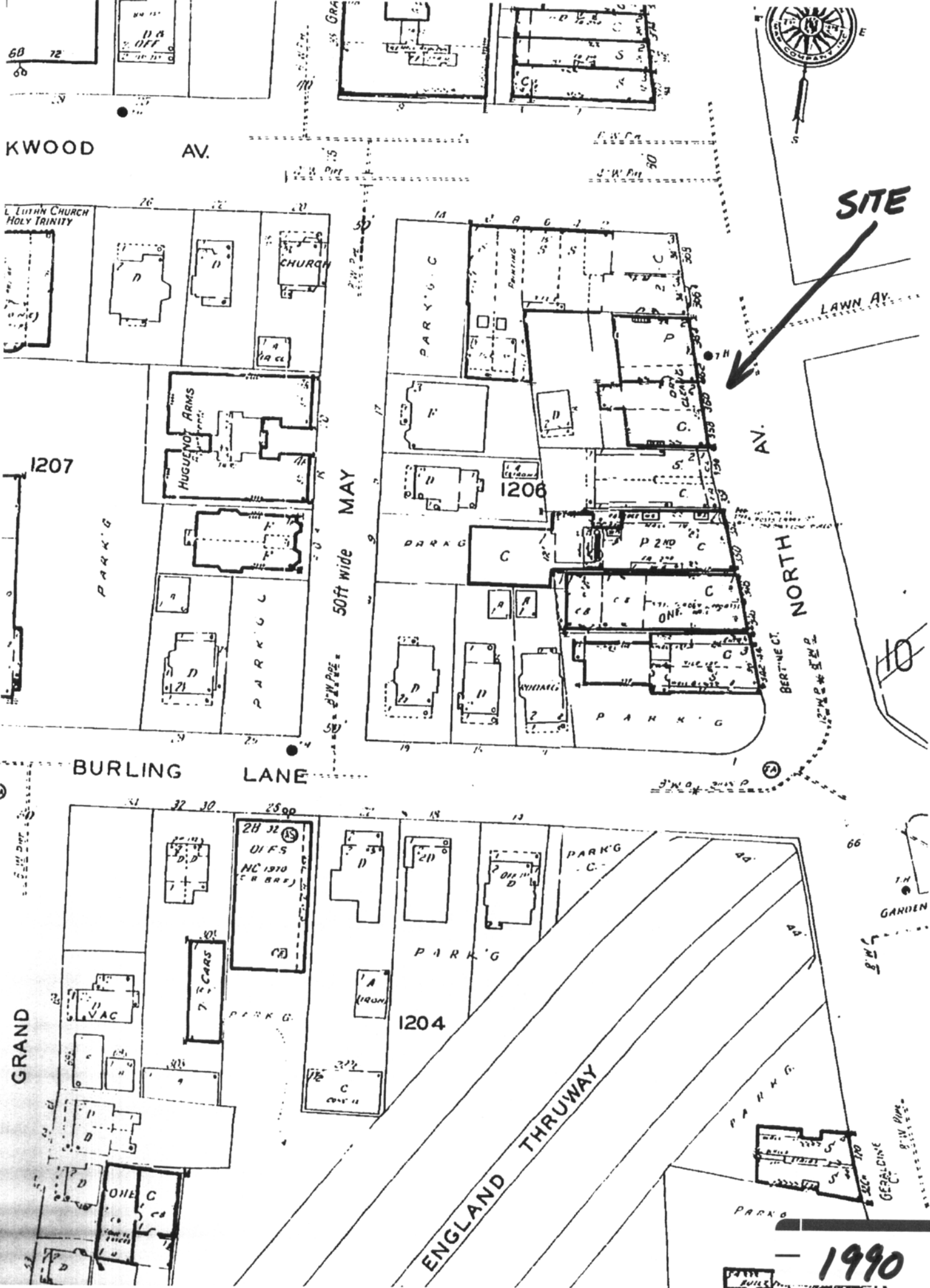


BURLING LANE



SITE





SITE

LAWN AV.

AV.

NORTH

BERTINE CT.

BURLING LANE

50ft wide MAY

KWOOD AV.

LUTHER CHURCH
HOLY TRINITY

CHURCH

HUGUENOT ARMS

1206

PARKING

C

P 2ND

C

ONE

PARKING

28 32 D.F.S. NC 1910 (RARE)

1204

PARKING

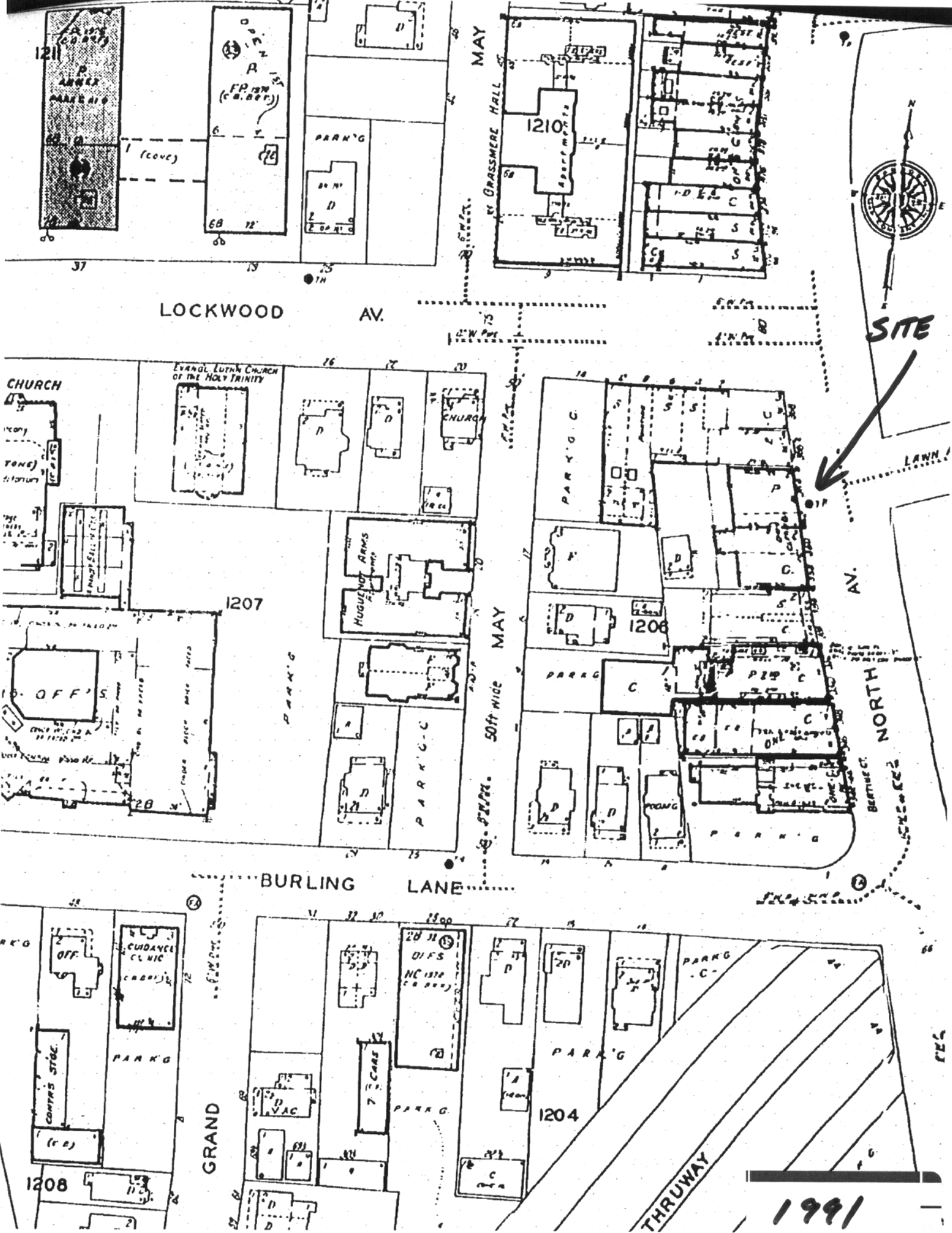
PARKING

ENGLAND THRUWAY

GARDEN

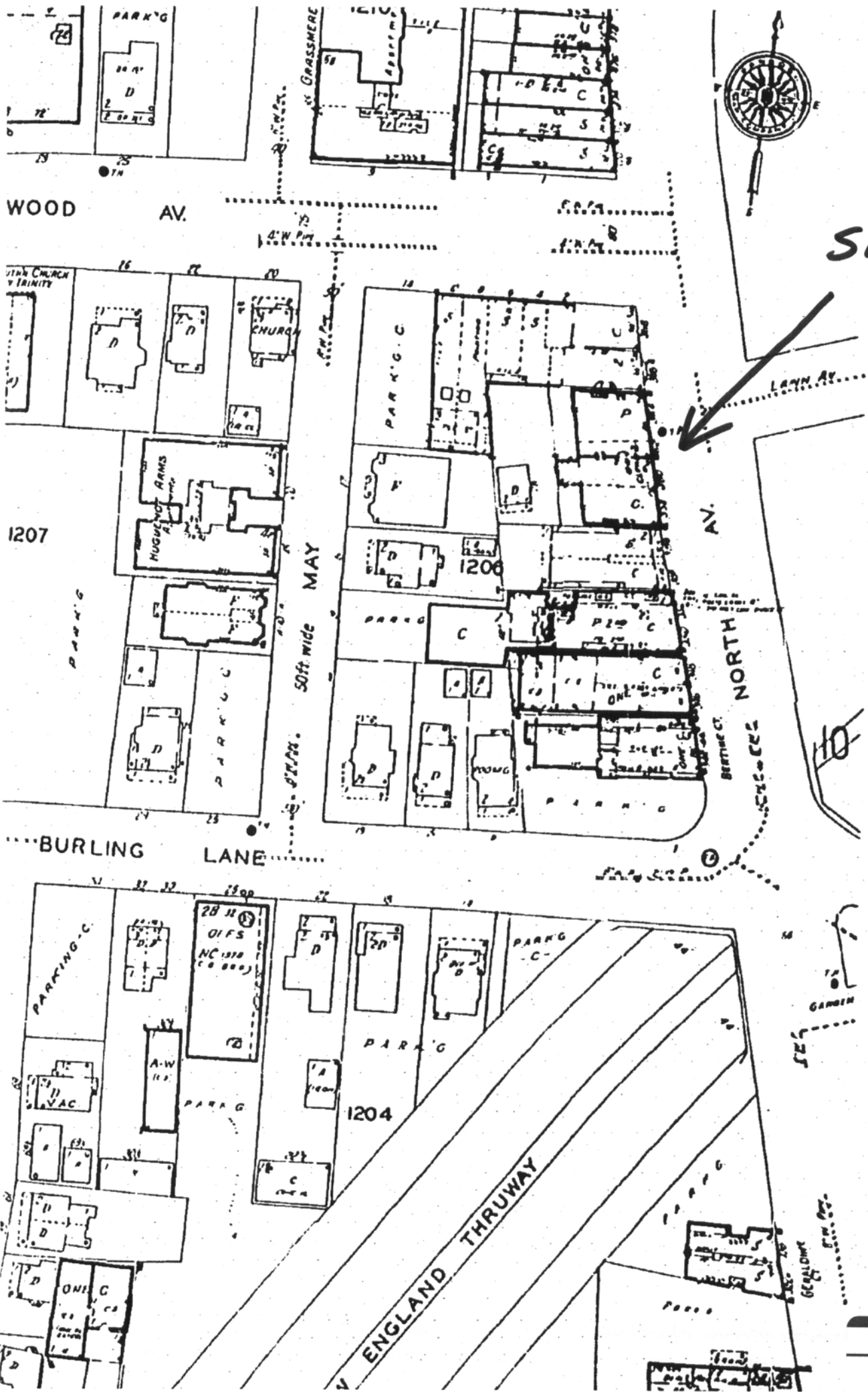
GEORGE

1990



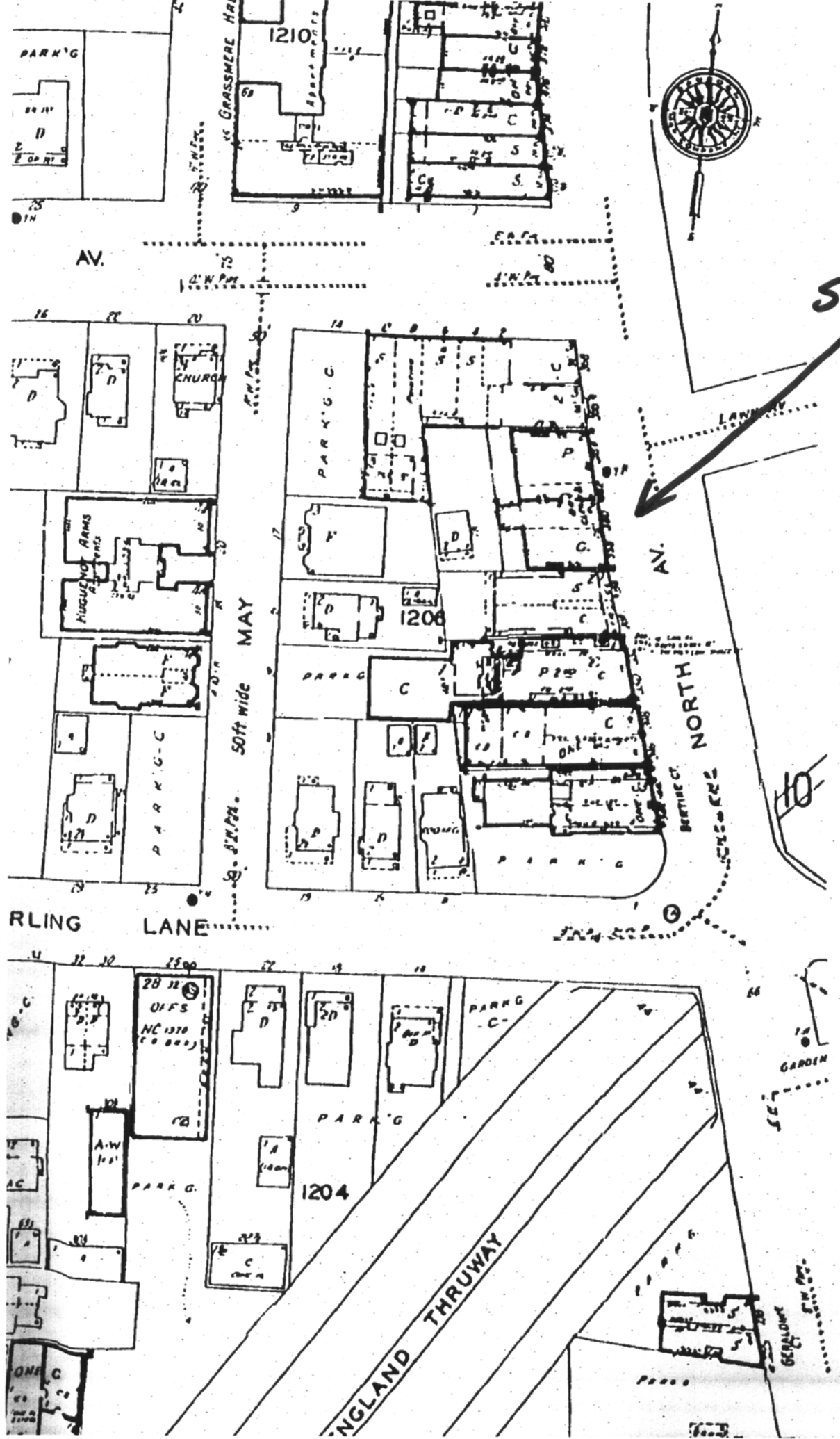
SITE

1991



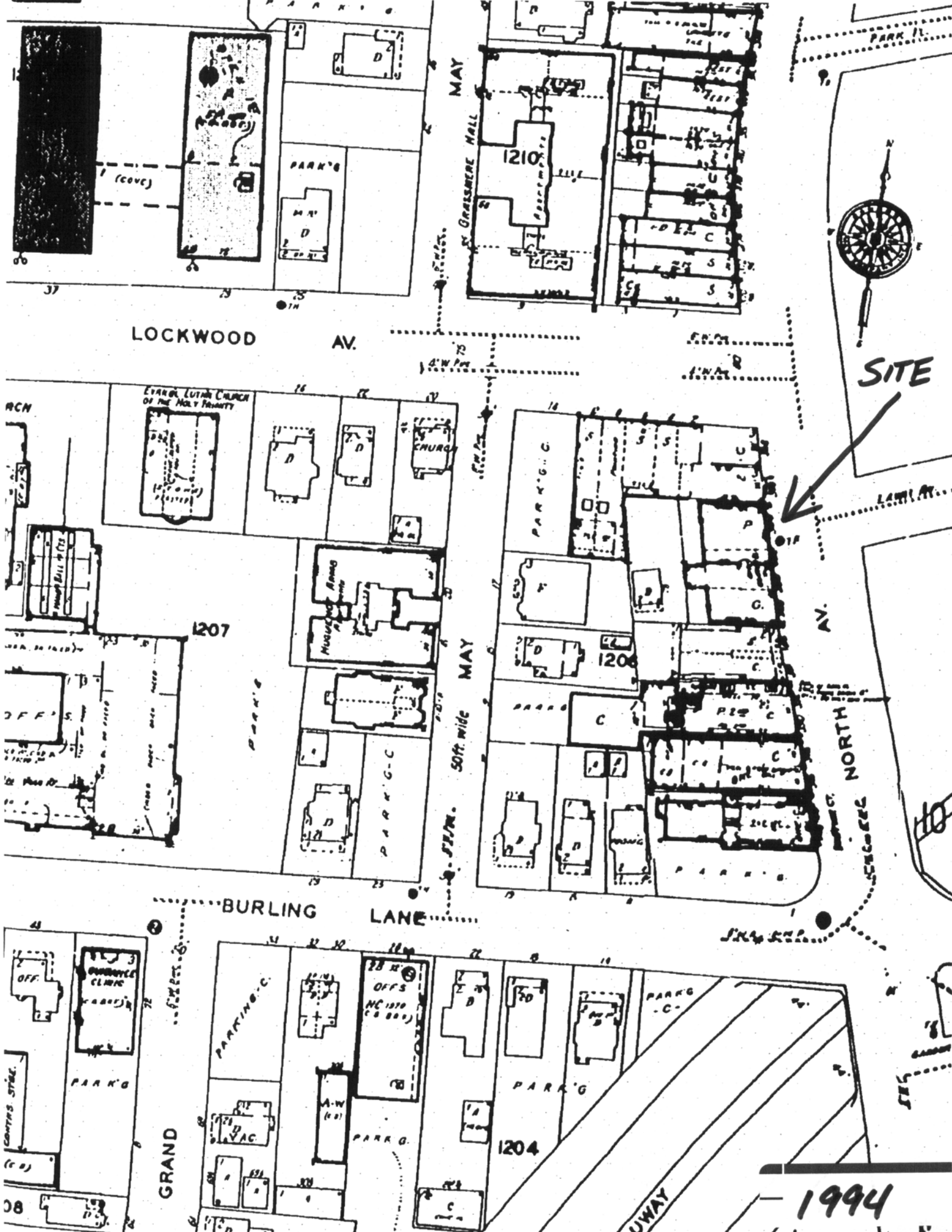
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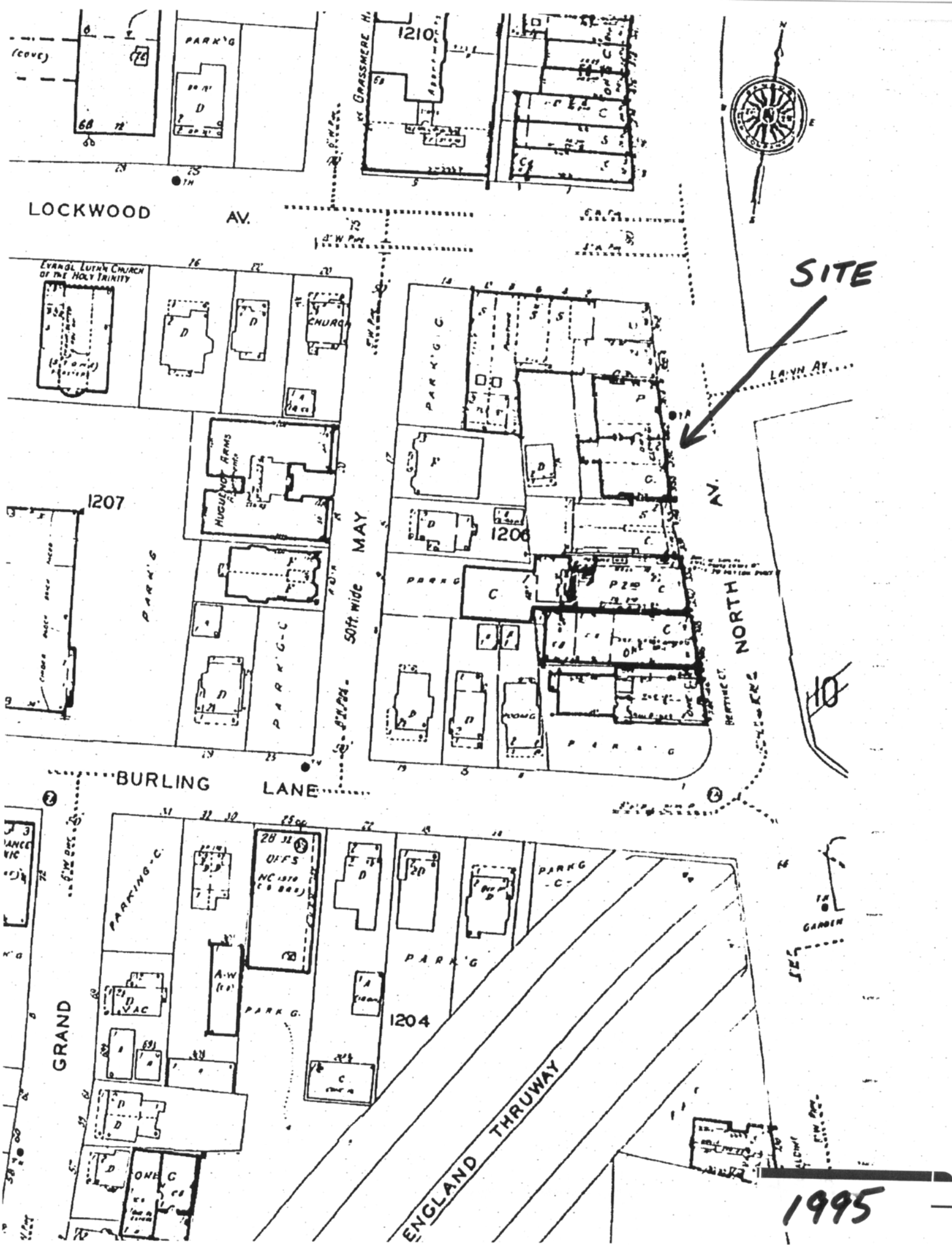
1992



SITE

1993



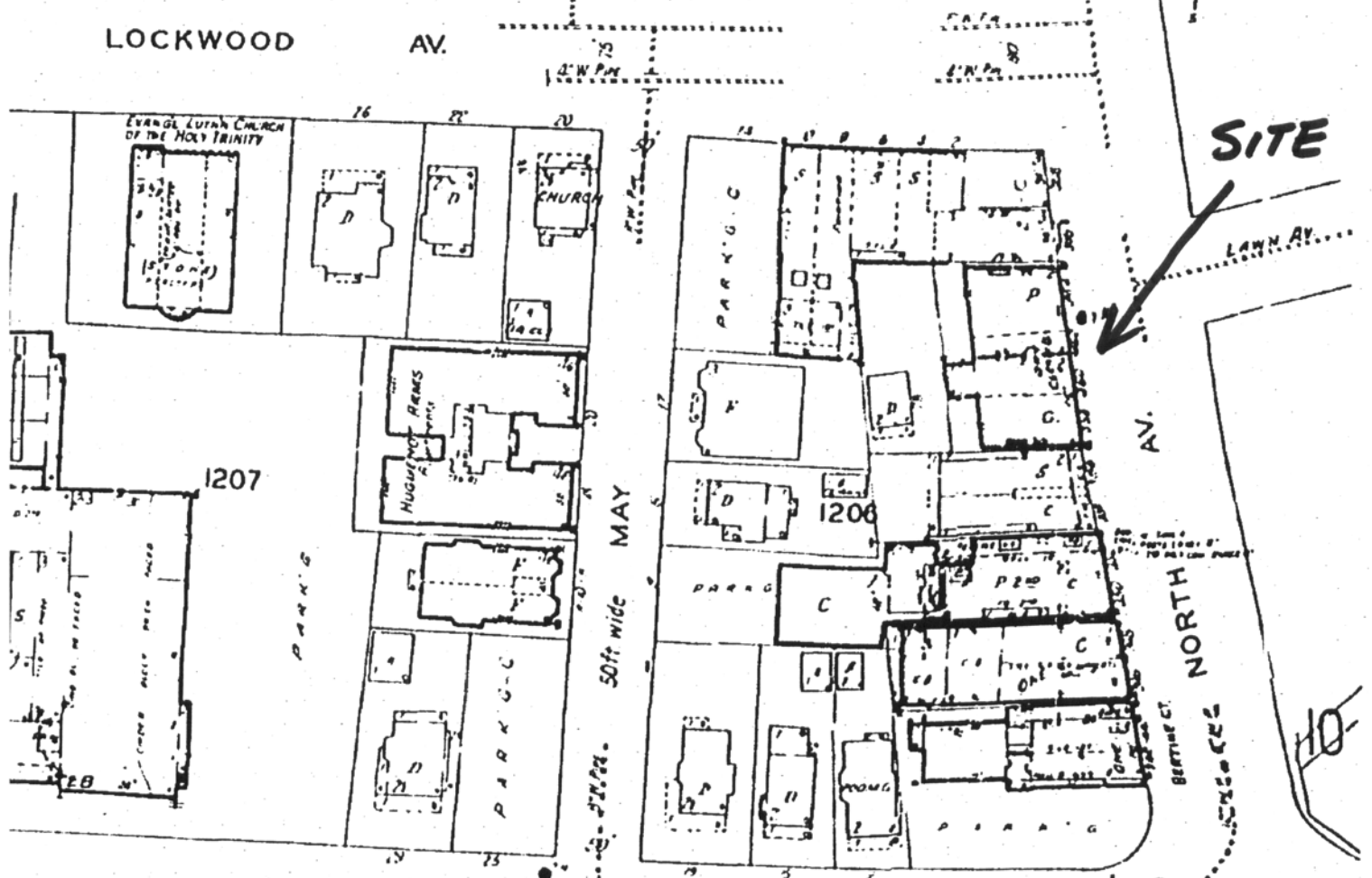


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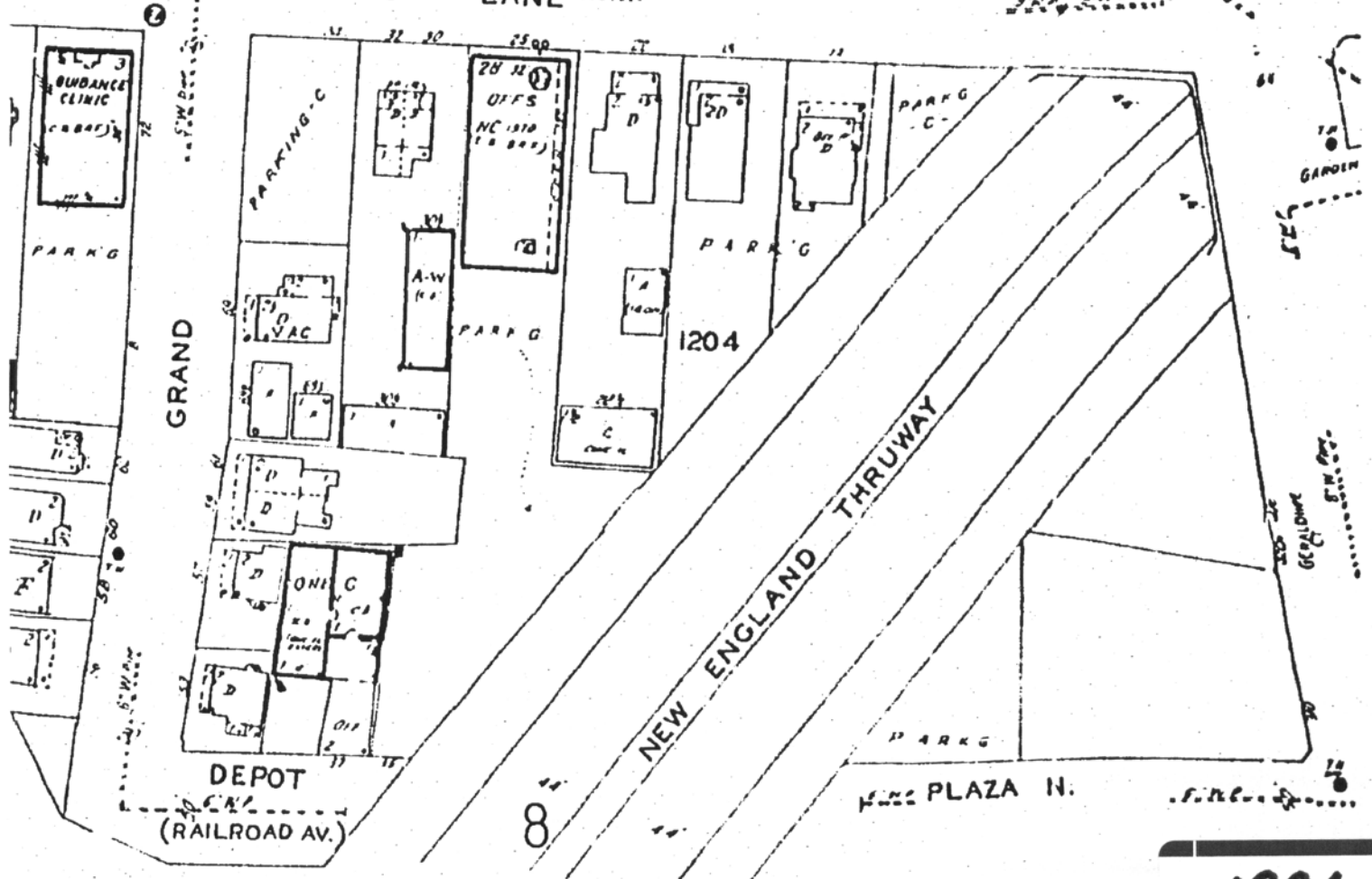
1995

LOCKWOOD AV.

SITE



BURLING LANE



1996

EXHIBIT I

Section VI Project Description

The purpose of the Project is to remediate the property located at 358-364 North Avenue in New Rochelle, New York under the Brownfield Clean-Up Program. The property is a commercial property. The building is currently occupied by Schmuckler's Dry Cleaners and a separate silk screening and embroidery service for athletic clothing. The second floor is comprised of commercial tenants, law firms, travel agencies, and other professional services. The surrounding properties include commercial use retail establishments, apartments, and professional offices. The area is zoned as Downtown Business.

Prior sampling and analysis of soil samples collected by Berninger Environmental Inc. ("BEI") have indicated that soils at the subject property are impacted with actionable PCE concentrations. Although not encountered in the soil borings, groundwater underlying the subject property has the potential to have been impacted from historic dry-cleaning activities. Based on this sampling, it is recommended that an Investigation Work Plan be prepared and performed to delineate soil impacts and define groundwater impacts.

It is difficult to estimate the exact time and activities involved in the project schedule. Once additional sampling is completed and BEI can understand the extent of the contamination, a proper estimate of the project schedule can be determined.

Please also refer to Phase I Environmental Site Assessment. (Attached hereto as Attachment A)

HNJ Brownfield Application

EXHIBIT II

Section VII Site Environmental History

6) Owners (Please also refer to Appendix D of Phase I Environmental Site Assessment.)

a) Gerald Golomb

Address

3260 South Shore Drive Apt. 63C

Punta Gorda, Florida 33955

Property acquired on December 26, 1979 and sold to current owner on August 23, 2005.

No relationship with requestor

b) James McGoe and Sons, Inc.

Address-Unknown

Property acquired on August 1, 1967

No relationship with requestor

c) Eva Schmuckler

Address Unknown

Property acquired on August 1, 1921

No relationship with requestor.

7) Operators

The buildings on the site is and has been operated by Schmuckler's Cleaners since 1914. The current co-owners of Schmuckler's Cleaners are Patrick Korbel and Tom Briter. This business has operated on the first floor and the basement of the building. Currently, *All Sports Athletic Wear* is also located on the first floor.

On the second floor of the buildings are attorneys offices, tourism offices, and other professional businesses. These types of services also made up the past uses of the second floor of the buildings.

HNJ Brownfield Application

EXHIBIT III

VIII BCP Application Contact List Information

- 1) **The Chief of Executive Officer and Zoning Chairperson of each County, City, Town and Village in which the site is located.**
 - a) **Mayor of New Rochelle**
Timothy C. Idoni
515 North Avenue
New Rochelle, NY 10801
 - b) **Planning Board Chairperson of New Rochelle**
Anthony Carbone, Esq., Chairman
515 North Avenue
New Rochelle, NY 10801
 - c) **CEO of Westchester County**
Andrew J. Spano
432 Michaelian Office Building
White Plains, NY 10601
 - d) **Zoning Board Chairperson of Westchester County**
Cheryl Winter Lewy
432 Michaelian Office Building
White Plains, NY 10601

HNJ Brownfield Application

2) Residents, Owners, Occupants of the Site and Properties Adjoint to the Site:

Occupants of 358-364 North Avenue (See also, Attachment B)

- a) 362 - All Sports Athletic Products
- b) 360 - Schmuckler's Cleaners (1st Floor and basement)
- c) 358 - Ivor McGee – upholstery (2nd Floor)
- d) 358 - Howard Finkelstein, Attorney at Law
- e) 358 - American Bus Safari, East Coast Tours (vacant)
- f) 358 - Jacky Limousine Corporation (vacant)
- g) 358 - Joyce's Beauty Salon (Room 1-A)
- h) 358 - Frazier Davidson and Daniel Body, Attorney's Offices (vacant)

Occupants located to the West of the Site at 17 May Street (6-family apartment building) (See maps Attachments E and F)

- a) Robert Peterman
- b) Yvette Washington
- c) John and Latrice Philip
- d) Tammy Palmer
- e) Eneida Pagan
- f) Frank Gillepsie

Occupants located to the North of the Site (See maps Attachments E and F)

Commercial building with a dentist office located inside, and several other commercial buildings along North Avenue.

Occupants located to the South of the Site (See maps Attachments E and F)

Several commercial facilities along North Avenue.

HNJ Brownfield Application

3) Local News Media.

The Standard Star is the local newspaper. Their address is 92 North Avenue New Rochelle, NY 10801. Their telephone number is 914-696-8255.

4) Public Water Supplier.

United Water New Rochelle is the local water supplier. Their address is 415 Huguenot Street New Rochelle, NY 10801. Their telephone number is 914-632-6900.

5) Any person who has requested to be placed on contact list.

At this time, no person has requested to be placed on the site contact list. If this changes, we will add any interested parties.

6) The administration of any school or day care facility.

Principal:	Mr. Donald Conetta	(914) 576-4502
Assistant Principal:	Mr. Joseph Starvaggi	(914) 576-4504

New Rochelle High School is located northwest of the site approximately a mile and a half away. The address is 265 Clove Road New Rochelle, NY 10801. The telephone number is 914-576-4500.

7) The location of a document repository.

The location of the document repository for the project is New Rochelle Public Library. The address is 1 Library Plaza New Rochelle, NY 10801. The telephone number is 914-632-7878.

HNJ Brownfield Application

EXHIBIT IV

Section IX Land Use Factors

- 1) Yes, North Avenue is and will continue to be a commercial district zoned for commercial uses. (See Comprehensive Plan Attachment D). Schmuckler's Cleaners has operated a dry cleaning business serving the surrounding residential areas and will continue that use.
- 2) Yes, as mentioned above, the site will continue to operate Schmuckler's Cleaners, and All Sports Athletic Products on the first floor of the building with professional and commercial offices on the second floor of the building. This area is zoned as Downtown Business on North Avenue and will continue to be zoned Downtown Business to support the commercial uses on this portion of North Avenue. (See Zoning Map Attachment C).
- 3) Yes, The Comprehensive Plan for the City of New Rochelle, adopted by the New Rochelle City Counsel in 1996 is consistent with the proposed use. (See Comprehensive Plan Attachment D). The Comprehensive Plan explains that North Avenue must be maintained to permit and increase commercial uses for residents east and west of North Avenue who need to use the services and stores on North Avenue. No zoning changes or transition areas have been identified on North Avenue near the site.
- 4) No, there is no group of people, including a racial, ethnic, or socioeconomic group, that will bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. The residents that live in the apartments located on 17 May Street are denoted as Section 8 apartments where rent assistance is provided to residents. However, the project will not affect them in an unfair manner and, if anything, will improve the area for these residents.
- 5) No, research does not indicate any federal or state land use designations proximate to the site.
- 6) Yes, early indications from studies completed by Westchester County are that the population of the City of New Rochelle is increasing. The most current estimated increase in population was 0.9% over the period of 1990-1993. (See Comprehensive Plan, City of New Rochelle, New York Attachment D). This increase does support the proposed use because the dry cleaners is a commercial use that is continuing and will support more residents in the community who desire use of the service.
- 7) Yes, North Avenue is the City of New Rochelle's primary north-south roadway. Street parking is available, and North Avenue has direct access to the New England Thruway. New Rochelle's major utilities, including sewage, water supply, solid waste, and electricity, all appear sufficient to handle the project's needs.
- 8) No, research does not indicate any important cultural resources, including federal or state historic or heritage sites or Native American religious sites proximate to the site.

HNJ Brownfield Application

- 9) No, research including review of the City of New Rochelle Harbor Management Plan adopted by the New Rochelle City Council in 1999 (see attachment G) does not indicate any waterways, wildlife refuges, wetlands, or critical habitats of endangered species proximate to the site.
- 10) No, the City of New Rochelle Harbor Management Plan does not indicate any floodplains proximate to the site.
- 11) No, research including a review of Schedule B of the title report does not indicate any institutional controls currently applicable to the site.
- 12) The buildings surrounding the site are composed of older buildings with ground floor retail uses. On 17 May Street, as mentioned previously, currently there are apartments, and professional offices. On the North Avenue side of the site, the building is used for commercial uses including Schmuckler's Cleaners, and All Sports Athletic Products. Proximate to the site across North Avenue to the east are many commercial use retail establishments located on the east side of North Avenue which continue to the north and south. To the northwest of the site approximately 3 blocks away is New Rochelle Hospital Medical Center, with residential uses to the east and west of North Avenue.
- 13) Please refer to Phase I Environmental Site Assessment.
- 14) Please refer to Phase I Environmental Site Assessment.

HNJ Realty Brownfield Application

ATTACHMENT A

Phase I Environmental Site Assessment

ENVIRONMENTAL SITE ASSESSMENT

• PHASE I •

SCHMUCKLER'S DRY CLEANERS

358 - 364 NORTH AVENUE
NEW ROCHELLE, NEW YORK 10804

PREPARED FOR

HNJ Realty, LLC and Garfunkel, Wild & Travis, P.C.

303 East 57th

10J

New York, NY 10022

PREPARED BY

BERNINGER ENVIRONMENTAL, INC.

90-B Knickerbocker Avenue

Bohemia, NY 11716



October 2005

HNJ Brownfield Application

ATTACHMENT B

Bureau of Buildings Records

358 North Avenue

OWNER

SECTION

4

BLOCK

1206

LOT

19

20

BUREAU OF BUILDINGS

CITY OF NEW ROCHELLE, N. Y.

NEW BUILDINGS				CERTIFICATE OF OCCUPANCY		ELECTRICAL PERMITS			VIOLATIONS		
PLAN NO.	FILED	FINISHED	TYPE OF BLDG.	DATE	NUMBER	FILED	FINISHED	CERT. NO.	TYPE	FILED	REMOVED
		1914	2 St.Br.	6/23/37	1666	3/13/46		364	BC	1/11/80	2/13/80
			Stores &	3/11/91	CC#	7/22/60	8/19/60	4686	BC	2/13/80	4/2/80
			Office		92-1991	2/16/67	2/20/67	11328			
			(1/2 of bldg.								
			on lot #19)			4/5/82	6/8/82	16011			
			2 St.Fr.Dw.				4/1/88	6/29/88			
							4/9/88	6/35/88			
ADDITIONS AND ALTERATIONS				TEMPORARY PERMITS		SIGNS			REMARKS		
17167	3/18/37		Add.								
44488	4/11/91	3/11/91	addition	4/17/50	1369						
				4/2/51	1938						
				11/20/52	2918						
						PERMIT NO.	FILED	FINISHED			
						22916	9/24/48	10/27			
						35092	1/31/67	7/14/72			
DEMOLITIONS				DEPT. OF LABOR		AREAWAYS					
				3/8/37	16,938			A(1)			

364 North Avenue				SECTION 5 BLOCK 1206 LOT 19							
BUREAU OF BUILDINGS				CITY OF NEW ROCHELLE, N. Y.							
NEW BUILDINGS				CERTIFICATE OF OCCUPANCY		ELECTRICAL PERMITS			VIOLATIONS		
PLAN NO.	FILED	FINISHED	TYPE OF BLDG.	DATE	NUMBER	FILED	FINISHED	CERT. NO.	TYPE	FILED	REMOVED
637	7/23/13	1913	2St. Br.	3/21/91	C. Com.	2/6/46	Feb/46	266	E/V	7/28/60	4/24/62
			Stores &	#97	- 1991	1/22/47	May/47	1624	BC-Excav.	7/15/87	
			Office	7/29/99	CO#	3/7/47	Dec/47	1732			
			(1/2 of bldg.		213-99	7/21/59	9/15/59	93266			
			on lot #20)		214-99	6/24/60	7/11/60	4574			
					215-99	7/14/60	8/15/60	4653			
ADDITIONS AND ALTERATIONS					223-99	6/4/65	1/21/66	9668			
21827	1/15/47		Alt.		224-99	2/10/67	2/20/	11325			
42059	8/12/87	3/21/91	-construct	TEMPORARY PERMITS							
			one story rear addition to	1/29/48	8	3-1-87		57-85			
			dry cleaner establishment	6/15/51	2093				REMARKS		
49332	11/30/98	7/29/99	awning	6/17/52	2547	SIGNS			Sign Information on reverse		
			Pick Up & Del.	6/4/52	2622	PERMIT NO.	FILED	FINISHED	side of card.		
49331	11/30/98	7/29/99	awning			23706	3/15/50	Mar 50			
			Embroidery			35091	1/31/67	7/14/72			
49330	11/30/98	7/29/99	awning	-Screen Printing							
49329	11/30/98	7/29/99	awning	-Custom Tailoring							
DEMOLITIONS											
49328	11/30/98	7/29/99	awning	- DEPT. OF LABOR		AREAWAYS					
			Smucklers Clean	11/14/46	ST-3204			A(1)			
49327	11/30/98	7/29/99	awning	over 1st fl. windows							

ATTACHMENT C

Zoning Map

H - Hospital

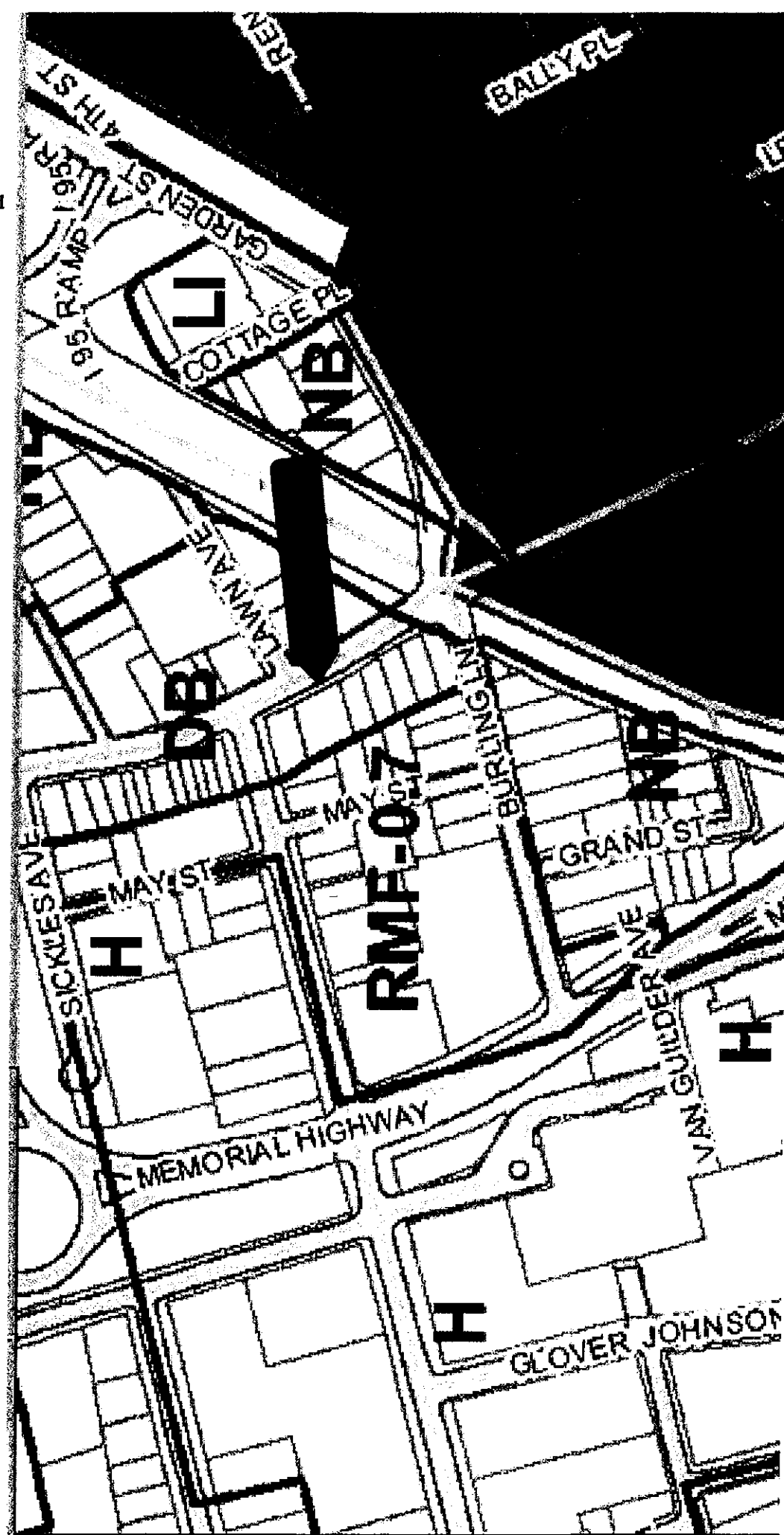
DB - Downtown
Business

LI - Light
Industry

NB - Neighborhood
Building

RMF - Residence
Multi-
Family

DMUR - Downtown
Mixed
Use
Urban
Renewal



HNJ Brownfield Application

ATTACHMENT D

**Comprehensive Plan
City of New Rochelle, New York**

COMPREHENSIVE PLAN
City of New Rochelle, New York

Prepared by the:

Comprehensive Plan Advisory Committee
New Rochelle Department of Development
Saccardi & Schiff, Inc.

Adopted by New Rochelle City Council
July 30, 1996

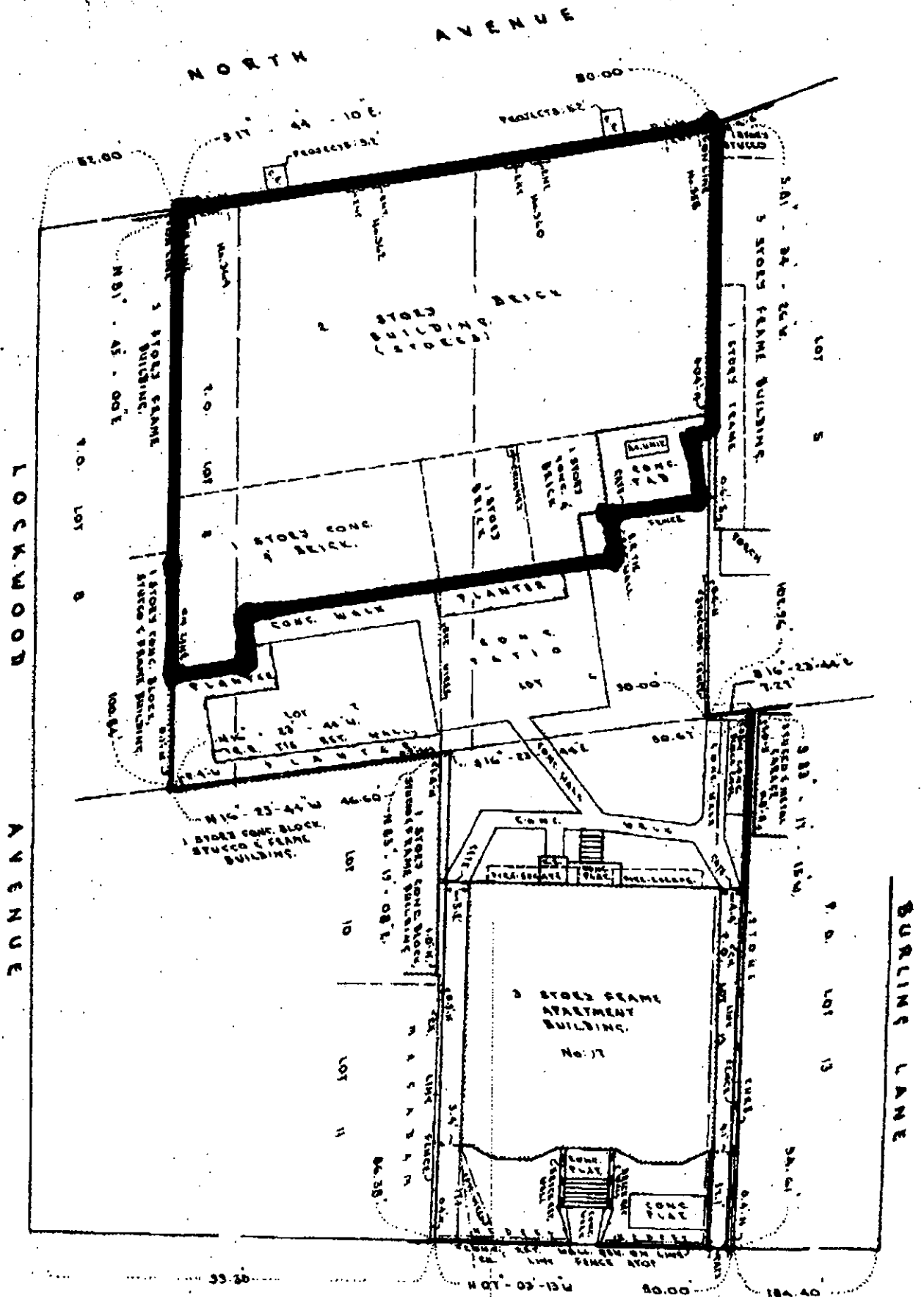
ATTACHMENT E

Map of Target Property and Adjacent Buildings

ATTACHMENT F

Map of Target Property and Surrounding Area





ATTACHMENT G

City of New Rochelle Harbor Management Plan



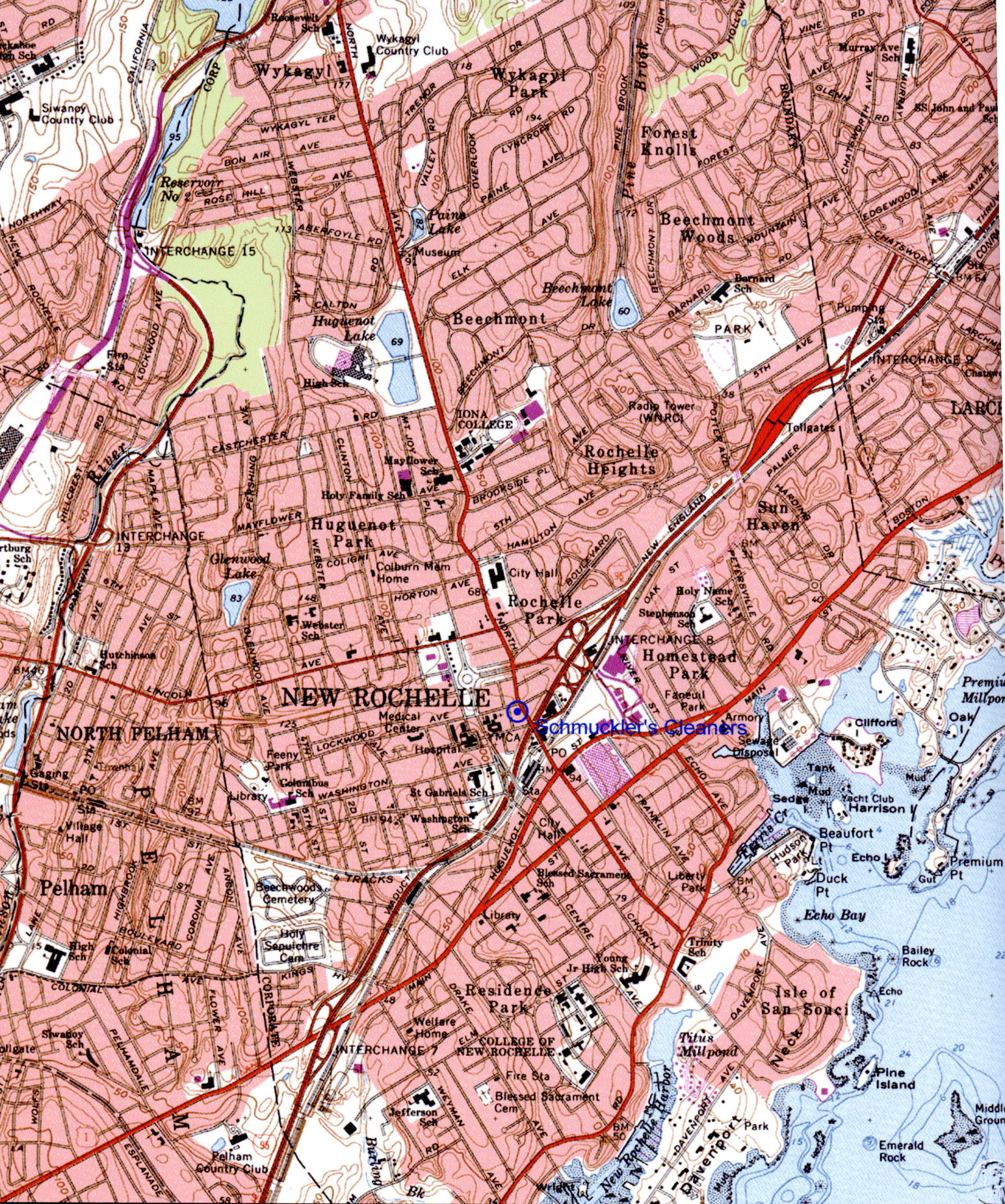
FINAL REPORT

City of New Rochelle Harbor Management Plan

Adopted by the
New Rochelle City Council
November 16, 1999
(City Council Resolution No. 255)

***Cashin Associates, P.C.
Engineers and Architects***

1200 Veterans Memorial Highway, Hauppauge, New York 11788 - (516) 348 - 7600
601 Brickell Key Drive, Suite 606, Miami, Florida 33131 - (305) 579 - 2006
50 Tice Boulevard, Woodcliff Lake, New Jersey 07675 - (201) 930 - 1600



<Default> - 1 Markers, Length = 0 feet

Schmuckler's Cleaners - 040° 54' 50.4" N, 073° 47' 06.6" W

Name: MT VERNON
 Date: 10/24/105
 Scale: 1 inch equals 2000 feet

Location: 040° 55' 08.3" N 073° 47' 08.8" W
 Caption: Schmuckler's Dry Cleaners
 359 North Avenue
 New Rochelle, NY 10804



FINAL REPORT

City of New Rochelle Harbor Management Plan

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#10 00

FINAL REPORT

**CITY OF NEW ROCHELLE
HARBOR MANAGEMENT PLAN**

Submitted to:

City of New Rochelle

Prepared by:

**CASHIN ASSOCIATES, P.C.
Engineers and Architects
1200 Veterans Memorial Highway
Hauppauge, New York 11788**

**Department of Development
City Hall
515 North Avenue
New Rochelle, NY 10801**

February 1998

This report was prepared with financial assistance from the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund, Local Waterfront Revitalization Programs.

CITY OF NEW ROCHELLE - HARBOR MANAGEMENT PLAN

FINAL

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February 1998

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Section One

Introduction

EXECUTIVE SUMMARY

The management area for this Harbor Management Plan (HMP) encompasses the coastal waters and adjoining upland properties in the City of New Rochelle, Westchester County, New York. The main water bodies within the study area include Echo Bay, Premium Mill Pond, New Rochelle Creek, the Lower Harbor, and Long Island Sound. The numerous ponds, basins and creeks that feed into these waters are also important components of the City's Harbor Management Area.

The City of New Rochelle Department of Development has prepared a Local Waterfront Revitalization Program (LWRP) concurrently with this HMP. The LWRP is primarily concerned with upland portions of the coastal zone, while this HMP focuses mainly on the City's coastal water bodies and the interconnection between the shorefront with the water. Thus, certain management issues are more fully addressed in the LWRP, including zoning and land use. Additionally, the LWRP presents the City's coastal management policies and administrative actions needed for program implementation.

The main goals of this HMP are:

- to ensure public and vessel safety during the use of the City's surface waters for recreational and commercial purposes;
- to ensure continued and enhanced public enjoyment of the harbor, including increased opportunities for recreation and access to the waterfront; and
- to ensure that the integrity of significant natural resources in the harbor is preserved and, where practicable, improved.

The City of New Rochelle Harbor Management Area contains a mix of uses and supports a variety of water-related activities, summarized briefly as follows:

- The Inner Harbor area (i.e., the Lower Harbor, New Rochelle Creek, and a number of associated basins and ponds) - supports a large number of marinas and yacht clubs that form the locus of the City's important recreational boating industry
- The easterly shore of Davenport Neck - contains a concentration of private beach clubs
- The Echo Bay area - serves as the City's main vessel mooring area, and contains the City Marina

- Public park facilities and open space areas - scattered throughout the waterfront, including: Cameron and Sharkey Parks and the "Bird Sanctuary" in the Inner Harbor area; Glen Island County Park, spanning between the Lower Harbor and Long Island Sound; Davenport Park on the Sound; and Hudson and Five Islands Parks on Echo Bay

The City waterfront also contains a number of underutilized or deteriorated properties that present opportunities for revitalization. These include:

- Davids Island - This vacant property covers a total area of 120 acres, approximately 42 acres of which are underwater. Except for a 4.6-acre parcel owned by Con Edison, the entire upland portion of the property is owned by the City of New Rochelle. A number of different development plans have been proposed for Davids Island over the past 15 years, but there is no active proposal at this time.
- The Head of Echo Bay, near Main Street - Previously, this portion of Echo Bay (which includes the Con Edison, Tessa Tuck Tape, former Sentinel Oil, Frost Sand and Gravel (Nelstead Concrete), and Echo Bay Marine Services properties) had supported a concentration of industrial facilities. However, many of these uses have been or are gradually being phased out, and the City is pursuing the revitalization of this area pursuant to the recommendations in the Comprehensive Plan. The Department of Public Works facility at City Yard is a non-water-related use in this area that is being considered for relocation as part of the revitalization effort. Acquisition of the adjacent New York State Armory site by the City also presents an opportunity for planned waterfront development.

In order to advance the three management goal enumerated above, this plan proposes or recommends that a number of measures be undertaken by the City of New Rochelle and other involved agencies, summarized as follows:

Proposed Water Use Map

It is recommended that the City officially adopt a water use map and associated new local law which delineate and define: navigation channels, fairways, mooring areas, anchorage areas, pierhead lines, and swimming/bathing beach areas. The draft text of the proposed Harbor Management Law, which would replace Chapter 196 ("Marinas") of the City Code, is contained in Section X of the LWRP. This new law would adopt the proposed Water Use Map by reference.

Proposed Local Laws

- A) appropriate amendments to the City zoning law to advance the City's goal of encouraging water-dependent uses to remain and to allow for suitable expansion (see the LWRP for further discussion)
- B) amendment of the Marinas Law (Chapter 196) to prohibit the operation of motorized vessels within 200 feet of the shoreline of any bathing beach and to establish City-wide vessel speed limits
- C) standards to guide the local review of applications for new or expanded private docking structures

Proposed Projects

- A) evaluate the feasibility of dredging in the approach channel to the City Marina, in terms of financial costs and benefits, potential environmental impacts, and the actual level of navigational hazard presented by the presence of shoals and reefs at this location
- B) dredge the Federal Channel in New Rochelle Creek to its full eight-foot project depth and 120-foot project width, to improve navigation conditions
- C) seek the removal of deteriorated structures (e.g., decayed wooden bulkheads and docks) at various locations in New Rochelle Creek to eliminate a potential source of waterborne debris that can pose a navigation hazard and to improve aesthetic conditions - some of these structures are located on privately-owned lands, and their removal would require cooperation by the respective property owners
- D) implement physical improvements at Five Islands Park, including: construction of sun shelters and additional plantings of shade trees at suitable locations; restoration of the beach area; and establishment of a launching facility for small, non-motorized boats; the primary use at this facility should continue to be relatively low-intensity, passive recreation
- E) comprehensively analyze of the City's stormwater drainage system so as to formulate possible structural solutions to mitigate sediment and contaminant loads carried by this system to coastal waters, focusing on the Stephenson Brook watershed, but also including the Burling Brook watershed and the smaller watersheds draining into Neptune Basin, and the watershed areas of Wright Island Basin and Ferris Creek
- F) install signs at the Neptune Park parking lots under City control to discourage use by individuals destined for Glen Island Park

- G) consider the financial and technical feasibility of establishing a terminal on the City of New Rochelle waterfront for a high speed ferry link to New York City and Long Island
- H) undertake small-scale wetland restoration projects, such as in the shoal areas of Echo Bay (including the small islands in the bay, some of which are part of the Five Island Park complex) and the shallow area off Davenport Park
- I) seek to restore the tidal connection to Pryer Manor Marsh, in order to improve habitat quality
- J) install additional vessel waste pump-out facilities along the City's waterfront, at a minimum including a new pump-out station in the Inner Harbor area, where presently there are no such facilities
- K) examine alternatives for revitalizing the City's facilities at Cameron and Sharkey Parks, to enhance and increase public access to the waterfront, possibly considering the re-establishment of dockage for large boats

Proposed Procedural Actions

- A) install nighttime markers along the South Inlet into the Lower Harbor and along the approach to the City Marina, to improve navigational safety
- B) continue to operate the bascule bridge to Glen Island 24 hours per day, to maintain the safest navigational route to the Lower Harbor during the nighttime (midnight to 8:00 a.m.) time period
- C) remove navigational impediments from New Rochelle Creek, including vessels and, possibly, docking structures that extend into the channel
- D) implement stepped-up enforcement and stricter penalties for the taking of shellfish from local uncertified waters, to reduce the occurrence of shellfish poaching in City waters and to minimize the potential human health hazard from eating contaminated shellfish
- E) continue efforts to revitalize of the Main Echo Urban Renewal Area (including City Yard and the former Armory site), in accordance with the recommendations contained in the Comprehensive Plan
- F) review the procedures that apply to the installation and maintenance of ground tackle in the Echo Bay mooring area, to address complaints of deficiencies in the operation of this program

- G) avoid further marina development in Titus Millpond, to protect natural resources and minimize environmental impacts
- H) mitigate the environmental impact caused by the hand-feeding of waterfowl by means of a public education program that includes improved signage at heavily used waterfowl feeding locations (e.g., Neptune Park, Davenport Park, and Five Islands Park)
- I) do not amend the recently adopted Comprehensive Plan's recommendation to maintain the status quo in terms of uses allowed at the beach clubs on Davenport Neck without first carefully evaluating the traffic and off-site parking implications (and other potential environmental impacts) that could be caused by opening the membership beach clubs to general public use
- J) consider a "fee in lieu of" requirement as an alternative for providing public access on Davids Island, whereby the developer provides a specific amount of money to the City, as agreed to during the negotiations for the sale of Davids Island, that would be used by the City to improve public access at one or more other locations, either at existing public facilities or new sites

SECTION 1

INTRODUCTION

1.1 **Harbor Management Goals and Objectives**

This document describes the Harbor Management Plan (HMP) for the City of New Rochelle, New York. This plan is an integral component of the City's Local Waterfront Revitalization Program (LWRP). Whereas the LWRP focuses mainly on upland or "land-side" issues, especially land use activities, the HMP addresses the "water-side" aspects of coastal zone planning in the study area.

The primary goal of this plan is to implement policies and actions, as described in Section 6, which advance the City's coastal zone management objectives pertaining to the waterways within the City's jurisdiction. The main harbor management objectives are enumerated as follows:

- to ensure public and vessel safety during the use of the City's surface waters for recreational and commercial purposes;
- to ensure continued and enhanced public enjoyment of the harbor, including increased opportunities for recreation and access to the waterfront; and
- to ensure that the integrity of significant natural resources in the harbor is preserved and, where practicable, improved.

These harbor management planning objectives have evolved from extensive analysis of waterways uses and issues undertaken for the LWRP and the Comprehensive Plan, as supplemented by new analysis undertaken during the development of this plan. Vital input was also obtained from "stakeholders" (i.e., individuals and organizations that have a stake in the actions that affect the City's waterways and adjacent uplands), as well as other involved and interested parties. The process by which this plan was developed is described more fully in Section 1.3.

1.2 **Benefits of a Harbor Management Plan**

This HMP is expected to result in a number of important economic and environmental benefits to the City of New Rochelle and its citizens, including the following:

- By maintaining or improving the positive economic aspects of the present man-made and natural environments, commercial and residential property values will be protected and enhanced.
- The completed HMP will increase the predictability and efficiency of the regulatory process, which will decrease the expenditure of time and funds by project applicants, and decrease the time consumed by government agencies for project reviews. Proposed actions that are consistent with the HMP (and which do not conflict with other regulatory and statutory requirements) will be allowed to proceed more quickly than occurs in the absence of a plan. Proposed actions that are not consistent with the plan, and which cannot be modified to achieve consistency, will not proceed. Government agencies at the city, county, state and federal level, which have participated in developing the HMP, will also be required to conduct their activities in a manner that is consistent with the plan's goals, objectives, and policies. This includes agency actions related to funding and permitting, as well as direct agency actions.
- By establishing investment priorities for harbor improvements, more efficient and effective use will be made of limited public dollars. Establishing investment priorities will also serve to stimulate private sector activities and investments.
- The completion of an HMP as a component of an LWRP increases the likelihood that county, state and federal grants will be obtained for a variety of projects ranging from research, design and other preconstruction activities, to small-scale construction and land acquisition projects. This will reduce the cost to the City for necessary or beneficial harbor improvements.
- Provisions for new or improved amenities in the waterfront area will strengthen recreational boating activity and benefit related businesses.
- Delineating areas for moorings, navigation, and other in-water uses will reduce unnecessary conflicts in the City's waterways, which will make these activities more enjoyable and orderly for all involved.
- Protecting and enhancing natural resources will ensure that the City's waterways remain attractive to area residents, waterfront property owners, and visitors. A clean environment is a key factor in the local quality of life, as well as commercial and residential property values.
- An approved HMP confirms the City's commitment to improving its waterways, and demonstrates to public funding entities that projects have widespread community

support and are realistic, and that project funds will be well spent. As a result, the City would be more likely to be successful in obtaining county, state, and federal grants to implement its plan. In addition, the City would be more likely to receive technical assistance from a variety of government agencies to implement the HMP.

- An approved HMP will also demonstrate to private sector investors the local commitment to the waterfront. As a result, the HMP will give investors confidence to undertake development projects to improve existing businesses or to establish new businesses and amenities that are consistent with the HMP.

1.3 Harbor Management Planning Process

This report is a joint undertaking by the City of New Rochelle and the New York State Department of State (NYSDOS), Division of Coastal Resources and Waterfront Revitalization. Technical assistance was provided by Cashin Associates, P.C. The City obtained grant funding for this project from NYSDOS, through the State's Environmental Protection Fund for Local Waterfront Revitalization Programs.

In 1992, the New York State Legislature adopted an amendment to the Waterfront Revitalization and Coastal Resources Act (Article 42 of the Executive Law) which enhances the ability of municipalities to effectively manage the waterways within their jurisdiction through the development of a Harbor Management Plan. Under this legislation, any municipality that has adopted an LWRP prior to July 1994, or which has completed a DGEIS for the LWRP prior to that date, is given the option of voluntarily developing an HMP. For municipalities that do not meet these criteria, an HMP is a required component of any LWRP subsequently submitted for State approval. This latter case applies to the City of New Rochelle, which has developed a draft LWRP, but has not yet completed the DGEIS for the program.

After the 1992 amendment to Article 42 was passed, NYSDOS developed a series of implementing regulations which specify procedures for the development and approval of HMPs. This document complies with all of the requirements set forth in those regulations, as well as with NYSDOS' "Guidelines for the Preparation of Harbor Management Plans".

The LWRP for the City of New Rochelle is being completed concurrently with this HMP. It is planned that the HMP and LWRP will undergo concurrent environmental review pursuant to the provisions of the State Environmental Quality Review Act (SEQRA) after draft versions of both documents have been accepted by the City Council.

The contents of this HMP, especially with regard to the issues that were examined, reflect input provided by stakeholders during a meeting that was sponsored by the City in July of 1996. The participants at that meeting, which numbered about 60, were presented with a discussion draft description of preliminary issues developed by the City Department of Development and Cashin Associates. The entire group of attendees was divided into two separate workshops (i.e., the Echo Bay area, and the New Rochelle Harbor/Creek and outer island area) to facilitate open discussion. The information provided during those workshops was used to expand and elaborate upon the issues list, which has helped to focus the inventory and analysis sections of this document. At the close of the meeting, stakeholders were encouraged to submit written comments to the City Department of Development to expand upon the discussion that occurred during the workshops.

A second stakeholders meeting took place on September 19, 1996 to obtain public input on the principal recommendations contained in the preliminary draft HMP. Additional opportunity for public comment on the HMP will be provided during the SEQRA public hearing, which will be scheduled after the draft plan has been submitted to the City Council and a Draft Generic Environmental Impact Statement (DGEIS) has been written for the project. It is anticipated that this will occur in the spring of 1998.

1.4 Geographic Description of the Harbor Management Area

The City of New Rochelle Harbor Management Area encompasses all of the open marine waters within the City's jurisdiction, below the mean high water line, as well as all properties which directly abut those waters. The waterways adjoining the mainland can be subdivided into two main areas: Echo Bay and its tributaries, including Premium Mill Pond and Ferris Creek; and New Rochelle Creek and the Lower Harbor, including Titus Mill Pond, Wright Island Basin and pond, Neptune Basin, and Neptune Pond.

A portion of Long Island Sound also lies within the Harbor Management Area. This area contains several islands, including Davids Island, and a number of smaller islands (i.e., Goose, Columbia, Pea, Pine, and Huckleberry Islands). A number of other small island (i.e., Harrison, Clifford, Sedge, Echo and Tank Islands) are located in Echo Bay. It should be noted that only the shoreline of Davids Island is covered in this HMP; the important land use issues applying to the inland portion of the island are addressed separately in the LWRP.

1.5 Political and Regulatory Jurisdictions

Jurisdiction over the waterways within the City of New Rochelle and its shoreline is divided among numerous entities at multiple levels of government. Although the City of New

Rochelle exercises the primary authority over decisions pertaining to these waters, Westchester County, the State of New York and various Federal agencies regulate certain areas and activities in and around the Harbor Management Area. The current roles and responsibilities of the primary agencies and entities that affect the use, management and conservation of the study area are discussed briefly below. Table 1-1 presents a summary of this information.

City of New Rochelle

The City of New Rochelle exercises multi-faceted responsibilities with respect to activities in the coastal waters within its boundaries and areas of the adjoining watershed. More specifically, the City has the exclusive authority to regulate land use activities within its boundaries, and has the exclusive authority to regulate the surface water use of coastal waters within its boundaries and extending for a distance of 1,500 feet seaward of those boundaries. The City's authority over upland areas is important with respect to this HMP due to the fact that these lands contribute stormwater runoff, and associated contaminants, which discharges to coastal waters via diffuse overland flow and concentrated flow in drainage channels.

The City also has various other responsibilities, which include: planning studies for both the harbor area (e.g., this HMP) and the adjacent upland (e.g., the LWRP and the Comprehensive Plan); enforcement activities, including on-water oversight performed by the Harbor Patrol; maintenance and construction of the City roadway system (including stormwater drainage appurtenances) and other City-owned infrastructure.

Westchester County

The County of Westchester is involved in various activities related to this Harbor Management Plan. The Department of Parks owns manages Glen Island County Park (some of the facilities are operated by private contractors). The Department of Health Services conducts water quality testing, and regulates the installation of on-site wastewater disposal systems and other activities that have human health implications. The Department of Environmental Facilities operates and maintains the New Rochelle sewage treatment plant.

New York State

Various New York State agencies are involved in the coastal affairs of the City of New Rochelle. The New York State Department of Environmental Conservation (NYSDEC), the New York State Department of State (NYSDOS) and the Sea Grant Institute have primary responsibility for the planning, management and/or the execution of research within this area.

TABLE 1-1

**Current Roles and Responsibilities of the Agencies
that Affect the Use, Management and Conservation
of the City of New Rochelle Harbor Management Area**

KEY AGENCIES	Review Development Projects	Establish Land Use/ Environmental Regulations and Development Policies	Issue Development and Resource Management Permits	Enforce Regulations	Planning/Technical Assistance	Natural Resource Management	Land Ownership/Management	Environmental Resource Assessment/ Land Use Planning Studies	Special Projects	Navigation	Public Access and Recreation	Public Information/Education	Conservation Advocacy
Federal Agencies:													
U.S. Army Corps of Engineers	X	X	X	X				X	X	X	X		
U.S. Coast Guard	X			X	X				X	X		X	
U.S. Department of Interior	X				X	X	X	X			X	X	
U.S. Food and Drug Administration				X					X			X	
National Oceanic and Atmospheric Administration		X		X	X	X		X		X		X	X
U.S. Environmental Protection Agency	X	X			X			X	X			X	X
Federal Emergency Management Agency					X							X	
State Agencies:													
Department of Environmental Conservation	X	X	X	X	X	X	X	X	X		X	X	X
Department of State	X				X			X	X	X	X	X	X
Office of Parks, Recreation and Historic Preservation	X	X		X		X	X		X	X	X	X	X
Office of General Services	X	X	X				X						
State Grant Institute					X			X				X	
Westchester County Agencies:													
Department of Health	X	X	X	X	X	X		X	X			X	X
Department of Planning	X			X	X		X	X	X		X	X	X
Department of Public Works	X			X	X				X	X		X	X
Department of Environmental Facilities	X		X	X					X			X	X
City of New Rochelle Boards and Departments													
City Council	X	X					X				X		X
Zoning Board	X	X	X				X				X		X
Department of Development	X			X	X		X	X	X		X	X	X
Department of Public Works	X			X	X			X				X	X
Office of Parks and Recreation				X	X	X		X	X		X	X	X
Portmaster			X	X	X	X				X	X	X	
Port Patrol				X						X	X	X	
Harbor Planning Official	X		X	X	X	X						X	X

NYSDEC manages the State's recreational and commercial fisheries, tidal and freshwater wetlands, and other natural resources common to the coastal environment. NYSDEC is responsible for preservation of water quality throughout the State, including the administration of the permit program under the State Pollution Discharge Elimination System (SPDES), and oversight of spill remediation activities. NYSDEC also oversees the implementation of the requirements of the National Shellfish Sanitation Program, including enforcement activities with regard to the illegal taking of shellfish from uncertified waters.

NYSDOS, through its Division of Coastal Resources and Waterfront Revitalization, has developed and administers the State's Coastal Management Program, which provides waterfront planning services for local government and has consistency review authority¹. NYSDOS also administers the grant programs (including the Environmental Protection Fund under which this HMP is being developed) associated with the State's Coastal Management Program.

The Sea Grant Institute is a consortium of the State University and Cornell University. Sea Grant conducts a program of research, advisory service work and education that is directed at improving the wise use and conservation of the State's marine and freshwater resources.

The State Office of General Services (OGS) manages State-owned underwater lands, including both currently submerged lands located seaward of the mean high water line and formerly submerged lands that have been filled. The OGS' primary responsibilities are to: 1) oversee the issuance of land grants, leases, and easements for State-owned underwater lands; 2) authorize the placement of docks and other marine structures on State-owned underwater lands; 3) investigate conflicts regarding riparian/littoral rights²; and 4) ensure that actions undertaken by other State and Federal agencies (especially under the regulatory

¹ "Consistency review" refers to the process by which an agency (the Department of State, in this case) evaluates a given proposed project, law or other action to ensure that it conforms with the policies contained within the New York State Coastal Management Program.

² Littoral or riparian rights provide the legal assurance that the owner of an upland property along the waterfront can gain access to adjacent navigable waters, but in a manner that does not interfere either with the corresponding rights of the owners of neighboring waterfront properties or with the rights retained by the general public under the public trust doctrine (see note 3 below). In New York State, littoral/riparian rights are not equivalent to a guaranteed right to fill the shoreline or to build a dock or similar shoreline structure. Such projects are addressed on a case-by-case basis, and involve balancing the rights of the applicant versus the potential impacts that the project would have on adjacent property owners, the general public, and the environment.

programs of NYSDEC and the U.S. Army Corps of Engineers) that affect State-owned underwater lands occur in a manner that does not infringe upon the public trust³.

Federal Government

The Federal agencies involved in harbor-related activities vary greatly in their roles and responsibilities. The U.S. Army Corps of Engineers is responsible for maintaining the Federal channels that lie within the waters of the City of New Rochelle Creek, and for regulating dredging and the installation of in-water structures (e.g., docks, jetties, breakwaters, etc.) within the waters of the United States, through a permit system. Often, a separate permit is required from the Department of the Army for actions that also require a tidal wetlands permit from NYSDEC.

The U.S. Coast Guard is primarily charged with overseeing all waterborne activities in Federal waters, but their responsibilities overlap locally into all coastally-connected navigable waterways. The U.S. Coast Guard places and maintains navigational aids in Echo Bay, the North and South Inlets to New Rochelle Harbor, and in the vicinity of Davids Island. The U.S. Coast Guard undertakes general law enforcement activities, such as imposing fines and/or penalties for reckless or negligent vessel operation, enforces the zero-tolerance policy regarding the shipping of illegal contraband, and conducts marine inspections of recreational boat safety equipment. Other responsibilities of the U.S. Coast Guard include responding to search and rescue requests, and enforcing the provisions of the Federal Water Pollution Control Act.

The following agencies are within the National Oceanic and Atmospheric Administration (NOAA): the Office of Ocean and Coastal Resources Management, which is responsible for administering the federal Coastal Zone Management Program; the National Weather Service, which is responsible for issuing weather forecasts and coastal storm warnings; and the National Ocean Service (NOS), which is responsible for conducting bathymetric surveys, preparing the nautical charts used by boaters for navigation, and determining changes in sea level and publishing tide tables.

Adjacent Municipalities

The City of New Rochelle is bordered to the southwest by the Village of Pelham Manor and the City of New York, and to the northeast by the Town of Mamaroneck and Village of Larchmont. Each of these municipalities has the authority to regulate over-water activities (e.g., moorings, anchorage areas, vessel speeds, etc.) within their respective boundaries and to a distance of 1,500 feet outside of those boundaries. This creates a situation where

³ See Section 3.5 for further discussion of the Public Trust Doctrine.

jurisdiction overlaps in areas along the common boundaries between adjoining municipalities. Jurisdictional overlap is particularly complicated in the South Inlet channel leading to the Lower Harbor, where the boundaries of three municipalities coalesce.

SECTION 2

THE LAND SIDE: USES, PUBLIC ACCESS AND INFRASTRUCTURE

2.1 General Land Use and Zoning Patterns

The City of New Rochelle waterfront primarily contains mixed-density residential development, with areas of recreational, commercial and water-related uses. The waterfront can essentially be broken for discussion into five functional areas. These include the Echo Bay area, Davenport Neck, Upper New Rochelle Creek, the Lower Harbor area, and the outer islands. The land uses and zoning districts found in these areas are discussed as follows. Table 2-1 contains a brief description of the uses permitted in the zoning districts. The LWRP also provides an extensive description of land uses and zoning regulations.

• Echo Bay

Waterfront land uses in the Echo Bay area include a mix of recreational, institutional, industrial, residential and commercial. Recreational uses include Hudson Park, Five Islands Park, Echo Island and Leif Erikson Park. Hudson Park, being the largest, contains a large area of beachfront and is home to the New Rochelle Rowing Club, the New Rochelle Harbor Patrol office and dock, and the Wildcliff Theater/Museum. Five Islands Park is comprised of a group of five islands, three of which are interconnected. This City-owned facility provides a variety of recreational opportunities. Echo Island is utilized by the Echo Bay Yacht Club, and contains a small beach, dock and clubhouse. Leif Erikson Park is a small pocket park located at the head of Ferris Creek.

Upland of Five Islands Park is the Salesian School, which is a private Roman Catholic facility. Adjacent to this institutional use is the Westchester County sewage treatment plant, which is located on the waterfront, along the eastern channel of Snuff Mill Creek and Echo Bay. Other land uses found in the vicinity of Snuff Mill Creek, include a mix of commercial and industrial activities. From west to east these include: the former Con-Edison property, which is now vacant; the former Sentinel Oil property, which is now owned by the Jonel Development Corporation and utilized by the Landscape Depot; Echo Bay Marine Services, which formerly operated a small marina and boatyard which was acquired by the City through "in rem" proceedings in May 1993; the Frost Sand and Gravel (Nelstead concrete plant); the New York State Armory; City Yard, which is a City of New Rochelle municipal facility; a small number of auto repair and auto sales establishments, which are located along Main

Section Two

The Land-Side: Uses, Public Access and Infrastructure

- Public park facilities and open space areas - scattered throughout the waterfront, including: Cameron and Sharkey Parks and the "Bird Sanctuary" in the Inner Harbor area; Glen Island County Park, spanning between the Lower Harbor and Long Island Sound; Davenport Park on the Sound; and Hudson and Five Islands Parks on Echo Bay

The City waterfront also contains a number of underutilized or deteriorated properties that present opportunities for revitalization. These include:

- Davids Island - This vacant property covers a total area of 120 acres, approximately 42 acres of which are underwater. Except for a 4.6-acre parcel owned by Con Edison, the entire upland portion of the property is owned by the City of New Rochelle. A number of different development plans have been proposed for Davids Island over the past 15 years, but there is no active proposal at this time.
- The Head of Echo Bay, near Main Street - Previously, this portion of Echo Bay (which includes the Con Edison, Tessa Tuck Tape, former Sentinel Oil, Frost Sand and Gravel (Nelstead Concrete), and Echo Bay Marine Services properties) had supported a concentration of industrial facilities. However, many of these uses have been or are gradually being phased out, and the City is pursuing the revitalization of this area pursuant to the recommendations in the Comprehensive Plan. The Department of Public Works facility at City Yard is a non-water-related use in this area that is being considered for relocation as part of the revitalization effort. Acquisition of the adjacent New York State Armory site by the City also presents an opportunity for planned waterfront development.

In order to advance the three management goal enumerated above, this plan proposes or recommends that a number of measures be undertaken by the City of New Rochelle and other involved agencies, summarized as follows:

Proposed Water Use Map

It is recommended that the City officially adopt a water use map and associated new local law which delineate and define: navigation channels, fairways, mooring areas, anchorage areas, pierhead lines, and swimming/bathing beach areas. The draft text of the proposed Harbor Management Law, which would replace Chapter 196 ("Marinas") of the City Code, is contained in Section X of the LWRP. This new law would adopt the proposed Water Use Map by reference.

Proposed Local Laws

- A) appropriate amendments to the City zoning law to advance the City's goal of encouraging water-dependent uses to remain and to allow for suitable expansion (see the LWRP for further discussion)
- B) amendment of the Marinas Law (Chapter 196) to prohibit the operation of motorized vessels within 200 feet of the shoreline of any bathing beach and to establish City-wide vessel speed limits
- C) standards to guide the local review of applications for new or expanded private docking structures

Proposed Projects

- A) evaluate the feasibility of dredging in the approach channel to the City Marina, in terms of financial costs and benefits, potential environmental impacts, and the actual level of navigational hazard presented by the presence of shoals and reefs at this location
- B) dredge the Federal Channel in New Rochelle Creek to its full eight-foot project depth and 120-foot project width, to improve navigation conditions
- C) seek the removal of deteriorated structures (e.g., decayed wooden bulkheads and docks) at various locations in New Rochelle Creek to eliminate a potential source of waterborne debris that can pose a navigation hazard and to improve aesthetic conditions - some of these structures are located on privately-owned lands, and their removal would require cooperation by the respective property owners
- D) implement physical improvements at Five Islands Park, including: construction of sun shelters and additional plantings of shade trees at suitable locations; restoration of the beach area; and establishment of a launching facility for small, non-motorized boats; the primary use at this facility should continue to be relatively low-intensity, passive recreation
- E) comprehensively analyze of the City's stormwater drainage system so as to formulate possible structural solutions to mitigate sediment and contaminant loads carried by this system to coastal waters, focusing on the Stephenson Brook watershed, but also including the Burling Brook watershed and the smaller watersheds draining into Neptune Basin, and the watershed areas of Wright Island Basin and Ferris Creek
- F) install signs at the Neptune Park parking lots under City control to discourage use by individuals destined for Glen Island Park

TABLE 2-1

ZONING DISTRICTS IN THE NEW ROCHELLE HARBOR MANAGEMENT AREA

<u>Zoning Classification</u>	<u>As-of-Right Uses</u>
R-1A One-Family Residence	One-family detached residences, schools, churches, parks, professional offices and customary home occupations
R-1AD Waterfront Residence	Any use permitted in an R-1A district except attached townhouses or cluster housing; one-family detached residences; yacht clubs, boat storage and repair facilities, and associated structures; and annual membership clubs
R-1B One-Family Residence	Any use permitted in an R-1A district; railway or public service passenger station; and bus shelters
R-2 Two-Family Residence	Any use permitted in an R-1B district; one-family semi-detached and two-family dwellings; and restaurants located within municipal marinas
R-3B Garden Apartment	Any use permitted in an R-2 district; residences for not more than six families; and multiple dwellings
R-4 Three-Story Apartment	Any use permitted in an R-3B district
R-5 Six-Story Apartment	Any use permitted in an R-4 district; lodging and boarding houses; and offices for physicians, surgeons and dentists
R-6 Twelve-Story Apartment	Any use permitted in an R-5 district; stores and shops; services establishments (with exceptions); fully enclosed eating and drinking establishments; business, professional or government office
PUD-1 Planned Unit Development	Residences; stores and shops; personal and business service establishments; business and professional offices; public utility and government offices and structures; private education facilities; marinas and other marine-related structures and uses; select recreational uses; heliports and terminals (minimum parcel size is 50 acres)

TABLE 2-1 (Continued)

ZONING DISTRICTS IN THE NEW ROCHELLE HARBOR MANAGEMENT AREA

<u>Zoning Classification</u>	<u>As-of-Right Uses</u>
PUD-10 Planned Unit Development	One-family detached dwellings; churches and other places of worship; public schools; and City of New Rochelle municipal uses
NR-2 Neighborhood Retail	Retail stores and shops (excluding drive-throughs); service establishments (with exceptions); fully-enclosed restaurants (with no outdoor dining); business, professional and government offices; public utility structures; fire and police stations; dry cleaning shops; bus shelters on city property
P-1 Public Utility Use	Ferry slips and houses; structured parking; underground transmission lines; temporary construction sheds and trailers and security control structures associated with the development of Davids Island; and City of New Rochelle parks and open space
C-1 General Commercial	Any uses permitted in an NR-2 district; uses permitted in an R-5 district, except certain dwellings; undertakers and funeral parlors; enclosed garages and lots for storage of certain vehicles; for-profit schools and academies; theaters, auditoriums, bowling alleys, skating rinks, indoor tennis courts and indoor racquetball and squash courts; manufacturers of products for retail sale; boatyards; bus shelters on city property; and truck gardens, nurseries, greenhouses, and arboretums
CM-1 Commercial Marina District	Piers, docks, marinas, boat launches and boat storage; boat building and repairs; boat sales and service facilities; certain restaurants; retail and service facilities; and annual membership clubs

TABLE 2-1 (Continued)

ZONING DISTRICTS IN THE NEW ROCHELLE HARBOR MANAGEMENT AREA

Zoning Classification

As-of-Right Uses

O-B Office Business

Business, professional and government offices; banks; fully-enclosed restaurants (without take-out or drive-up service); health and recreational clubs; public and private schools; churches and other places of worship; and City of New Rochelle municipal uses

M-1 Light Manufacturing

Retail stores and shops, excluding drive-ups; personal and business services establishments; automobile repair shops and sales establishments; fully enclosed restaurants and amusement establishments (with no outdoor service); business, professional, government or public utility offices; for-profit schools and academies; hotels; bus shelters on City property; car rental lots (with restrictions); bars and nightclubs; farms, truck gardens, nurseries and arboretums (with restriction); open or enclosed vehicle storage; animal hospitals; wholesale sales and storage facilities; dry cleaning establishments; open, unenclosed manufacturing areas; and manufacturing, fabrication, assembly or other product-handling facilities, with restrictions

M-3 Heavy Manufacturing

Any use permitted in an M-1 districts; trucking terminals; truck and trailer storage; open storage areas, excluding junkyards, builder's supplies, coal, and lumber, and contractor's materials

Street; and the former Tesa Tech (Tuck Tape) site, which previously manufactured tape products.

The Ferris Creek portion of Echo Bay primarily contains marine commercial land uses. These include: the City of New Rochelle Marina site, which also contains a municipal parking area, a restaurant, a building housing a few commercial uses, and the New Rochelle Department of Traffic Services. The southern shoreline of Ferris Creek is the site of the Polychron Marina; the Hudson Park Bait and Tackle Shop, which also rents skiffs; and Dudley's Parkview Restaurant.

The Echo Bay area contains a large mix of zoning districts. The Ferris Creek area, including Hudson Park, the City and Polychron Marina properties, and the properties at the head of the creek are zoned CM-1 (Commercial-Marina). The area along Snuff Mill Creek, from the former Con-Edison site to City Yard, is zoned M-3 (Heavy Industry). The sewage treatment plant, the former Tesa Tuck Tape manufacturing site, and the properties that front along the south side of Main Street are zoned O-B (Office Business). The Salesian School property is zoned PUD-10 (Planned Unit Development). The remaining lands surrounding Echo Bay, which include the Sutton Manor residential development, Five Islands Park and Echo Island, and the Premium Mill Pond area, are zoned for residential use (R-1B and R-3B, and R-1A, respectively). The only exception to this is Tank Island, which is zoned C-1 (General Business).

- Davenport Neck

The waterfront portion of Davenport Neck contains a mix of residential and water-related land uses. The northern portion of the Neck is almost exclusively developed with single-family residences. Exceptions include the Waterside Arms and San Souci Homeowners' Association properties and the site of the former New Rochelle Shore Club (which is slated for residential development).

The southern portion of Davenport Neck is developed with private membership beach clubs on the east, yacht clubs and a small area of residential development on the west, and a Con Edison substation. There are also two areas of public open space in this area (Davenport Park and the "Bird Sanctuary"), one private residence, and a small area of vacant land at the southwestern end of the Neck. There is also one large vacant parcel, which was formerly the Riviera Beach Club, that is proposed for residential subdivision. The beach clubs each offer a variety of recreational activities, have beachfront areas. These clubs legally provide catering services to their members and at membership-sponsored events, although the clubs have in the past been issued violations for events not catering to their members but to the general public. The yacht clubs offer a full range of marine services and extensive boat dockage.

Zoning in the Davenport Neck area permits single-family residential development as well as the operation of yacht clubs and annual membership clubs. The zoning districts found in the northern portion of this area, which primarily allow single-family residential uses as-of-right, include R-1A and R-1B (One-Family Residence districts). The R-1AD (Waterfront Residence Uses) classification covers the former New Rochelle Shore Club site and the Oaks of Mt. Sinai Hospital property. The southern portion of Davenport Neck, which includes the eastern shoreline of New Rochelle Creek, is zoned R-1AD. This zoning classification permits residences, annual membership clubs and yacht clubs.

- New Rochelle Creek

The western shoreline of New Rochelle Creek contains a mix of medium and high-density residential development, commercial establishments, and marine commercial uses (which include six marina and docking facilities). There is also a parcel of vacant land that was approved for high-density residential use and a marina, but the site has not yet been developed. The marinas are arranged along the shoreline, with commercial and residential uses situated along Pelham Road, in the upland area. The lower portion of the creek, near the Glen Island bridge, contains Wright Island Marina; private, single-family residences; Neptune, Cameron and Sharkey Parks; and the Fort Slocum Dock and adjoining parking area. The City-owned parkland fronts on the creek and offers shoreline fishing and other passive recreational opportunities.

The upland area along Pelham, on the western shoreline of New Rochelle Creek, is zoned for a mix of residential and commercial development. The residential districts include R-3B (Residence Garden Apartments), R-4 (Residence Three-Story Apartment), R-5 (Residence Six-Story Apartment), and R-6 (Residence Twelve-Story Apartment). Commercial zoning districts include C-1 (General Commercial) and NR-2 (Neighborhood Retail). The R-4, R-3B and NR-2 zoning districts, which stretch from Wright Island Marina to the site of the formerly proposed Harbor Club, extend out over the surface waters to the center of New Rochelle Creek. The surface waters in the remaining, northerly portion of the Creek, including Titus Mill Pond, are zoned R-1A (One-Family Residence).

Zoning districts in the lower portion of the Creek include R-3B, which extends over the upland residences, the parks, and the surface water area to the center of the Creek. The Fort Slocum Dock and parking area are zoned P-1 (Public Utility Use). The Wright Island Marina is zoned C-1.

- Lower Harbor

The Lower Harbor area contains a mix of recreational and marine commercial uses, with some medium and high-density residential development found along the western shoreline of Neptune Basin. Recreational uses are predominant, and include: Glen Island County Park and

the New York Athletic Club Yacht Club. Glen Island Park provides a wide range of water-related recreational uses. The yacht club offers boat dockage and other water-related uses as well as a variety of upland recreational activities. The lower portion of Neptune Island contains the Huguenot Yacht Club, Glen Island Yacht Club, and a single-family residence. Both yacht clubs provide upland marine services as well as waterfront docking facilities.

The entire Lower Harbor area is zoned for residential development. Glen Island County Park and the New York Athletic Club site are zoned R-1A (One-Family Residence). This district extends over the majority of the surface waters in this area. The residential uses on Pelham Road, along the western shoreline of Neptune Basin, is zoned R-3B and R-3C, which allows multi-family residential development. The R-3B zoning extends into the center of Neptune Basin. The lower portion of Neptune Island is zoned R-1B (One-Family Residence). This zoning classification extends offshore in the vicinity of the Huguenot and Glen Island Yacht Clubs.

- The Outer Islands

Pine Island, which is located off the eastern shoreline of Davenport Neck, is a small bedrock outcrop that is utilized by the New Rochelle Rowing Club for recreational purposes. Davids Island, the former site of a U.S. military installation, now lies vacant and unutilized. This island contains a number of abandoned structures associated with its former military usage. Pea and Huckleberry Islands are owned by the Huguenot Yacht Club and the New York Athletic Club Yacht Club, respectively. These undeveloped islands are used seasonally for water-related recreation. Goose Island contains a single-family residence. Columbia Island contains an abandoned structure associated with its former use as a broadcasting station. With the exception of Davids Island, which is zoned PUD-1 (Planned Unit Development), all the outer islands are zoned R-1B (One-Family Residence).

2.2 Water Dependent Uses and Support Facilities

Water-dependent uses contribute significantly to the long-term economic vitality and public enjoyment of coastal areas. A water-dependent use is a use that requires a location on, in, or directly adjacent to the water in order to function or exist. The City of New Rochelle Harbor Management Area contains a number of water-dependent uses. These comprise both public and private facilities and include marinas and boatyards, yacht clubs, beach clubs, waterfront parks and the sewage treatment plant. These facilities are discussed as follows.

The information presented below was obtained from a combination of sources, including the fifth edition of Embassy's Complete Boating Guide and Chartbook for Long Island Sound (1995), field observations, and personal communications with facility operators. This information does not necessarily reflect current records of facilities as documented by

Certificates of Occupancy or as otherwise may be approved in accordance with applicable laws and regulations.

A. Marinas, Boatyards and Yacht Clubs

The New Rochelle waterfront contains a variety of marinas and docking facilities. Some are privately operated and open to the general public, and a few are private membership establishments. The City also operates a municipal marina in the Echo Bay area. Of the five marinas and eight yacht clubs in the City of New Rochelle Harbor Management Area, one has a public vessel waste pump-out (Municipal Marina) and five have fueling dock facilities. The marinas, yacht clubs and other docking facilities located in the New Rochelle Harbor Management Area are outlined in Table 2-2.

B. Charter and Excursion Boating Operations

Fort Slocum Dock, located just north of the bascule bridge that spans New Rochelle Harbor, is the port of the *Klondike Princess* and the *Klondike IX*. These boats are utilized for open party fishing, moonlight cruises and chartered affairs. *Klondike* vessels have been docking at Fort Slocum since around 1980 (P. Pearson, August 29, 1996). Previously, they operated out of Ferris Creek.

The *Klondike Princess* is a 100-foot vessel that is utilized for chartered and moonlight cruises. These events, which may include weddings and other types of affairs, are conducted anytime of day during the operating season. This boat can accommodate up to 150 passengers.

The *Klondike IX* is also a 100-foot vessel that operates between April and November for recreational fishing charters. This vessel sails once daily, seven days per week. The *Klondike IX* can carry up to 120 passengers for fishing excursions, which are conducted primarily in Long Island Sound waters. Bait sales and tackle rentals are provided to patrons.

Both the *Klondike Princess* and the *Klondike IX* are utilized for moonlight cruises. On average, approximately 75 cruises are conducted each season. The boats generally sail to the Statue of Liberty and surrounding waters.

The *Shamrock* is another, smaller charter vessel that operates from the Fort Slocum Dock. This boat, which is operated for recreational fishing purposes, measures 55 feet in length and can carry up to 50 passengers.

TABLE 2-2

MARINAS IN THE NEW ROCHELLE HARBOR MANAGEMENT AREA

FACILITY	Maximum Number of Slips	Transient Berths	Maximum Vessel Length	Year-Round (Y) Seasonal (S)	Dockside Utilities (1)	Launch Service/ Dinghy Dock	Fueling Dock	Pump-Out Station	Repair Services	Lift/ Crane (tonnage)	Boat Storage (2)	Restaurant Dining Facilities	Upland Amenities (3)	Membership Required/ Private	Comments
City Marina	400	✓	42	Y	WE	D	✓	✓		L20	WD	✓	✓		Offers boat towing service to municipal mooring area in Echo Bay; leases space to New York Sailing School
Polychron Marina	40		30	S					✓	C10	W	✓	✓		Bait and tackle available at the adjacent Hudson Bait and Tackle Shop
Titus Mill Marina	24		26	Y	WE						W				Another floating dock that can accommodate up to 26 vessels is planned for inside Titus Mill Pond.
Snug Cove Marina	27		60	Y	WETC						W			✓	This is a private facility that leases slips on an annual basis only.
Five Slips Yacht Club	5		45	Y	WE									✓	This is a private dock with berths that are leased on an annual basis.
Hayes Harbor Club	4		45	Y	WE									✓	This is a private dock with berths that are leased on an annual basis.
Wright Island Marina	130	✓	65	Y	WETC		✓	✓	✓	L50	WD	✓	✓		Offer a brokerage for new and used boats.
Castaways Yacht Club	90	✓	65	Y	WETC		✓		✓	L35	WD	✓	✓		
Neptune Boat Club	50		40	S	E				✓	C35	WD			✓	

TABLE 2-2 (continued)

MARINAS IN THE NEW ROCHELLE HARBOR MANAGEMENT AREA

FACILITY	Maximum Number of Slips	Transient Berths	Maximum Vessel Length	Year-Round (Y) Seasonal (S)	Dockside Utilities (1)	Launch Service/Dinghy Dock	Fueling Dock	Pump-Out Station	Repair Services	Lift/Crane (tonnage)	Boat Storage (2)	Restaurant Dining Facilities	Upland Amenities (3)	Membership Required/Private	Comments
Imperial Yacht Club	100	✓	75	Y	WETC	D	✓		✓	L70	WD	✓	✓	✓	Also operate a 19-slip dock on the western shore of New Rochelle Creek, which has water and electric service. Offer marina dockage to non-members.
Huguenot Yacht Club	68	✓	65	Y	WET	DL				C15 L15	WD	✓	✓	✓	This facility can accommodate up to 40 vessels at nearby floats and moorings; a pump-out facility is proposed in the coming year.
Glen Island Yacht Club	32	✓	60	Y	WET	D			✓	L32	WD			✓	This facility provides additional dockage at nearby floats.
New York Athletic Club Yacht Club	105	✓	75	S	WET	L	✓			L C	WD	✓	✓	✓	This facility provides additional dockage at nearby floats and moorings.

(1) W = Water
E = Electric
T = Telephone
C = Cable TV

(2) W = Wet/In-Water
D = Dry/Upland

(3) Amenities include restrooms, showers, laundry, ice, bait, groceries, pool, etc.

NOTE: The Echo Bay Yacht Club operates a small facility on Echo Island during the summer season. This private membership club utilizes moorings in the municipal mooring area in Echo Bay and operates a launch service from a leased slip at City Marina. The Echo Island facility contains a clubhouse with dining area, beach and dock.

Source: Embassy's Complete Boating Guide and Chartbook to Long Island Sound, 1995; supplemented by personal interviews conducted by Cashin Associates, P.C.

2.3 Public Access and Recreation

The waterfront throughout the City of New Rochelle Harbor Management Area contains a variety of water-dependent recreational uses which provide excellent opportunities for public access to the shoreline. Passive and active recreational uses, including beaches, parks, marinas and boat launch ramps, represent a primary resource to the area. The public and private recreational facilities that offer public access to the waterfront in this area are discussed below.

A. Public Parks and Beaches, and Other Public Access Points

The New Rochelle Harbor Management Plan Area contains eight public parks that provide access to the waterfront and opportunities for water-related recreation. These parks are outlined in Table 2-3. Of the eight park facilities, only two provide swimming access and only one provides boating access. Four of the eight provide shoreline fishing opportunities.

B. Private Beach Clubs and Other Recreational Facilities

• New Rochelle Rowing Club

The New Rochelle Rowing Club is headquartered at Hudson Park, in the Echo Bay area. The Club operates on a seasonal basis and has approximately 200 members. This Club utilizes Pine Island, which is located off the eastern shore of Davenport Neck, for recreational purposes. They have constructed a small dock at the southwestern end of the island and moor their vessels in a cove adjacent to the island. A launch is operated from the island to access the moored vessels.

• Waterside Arms HOA

The Waterside Arms Homeowners' Association is located at the northern end of Davenport Neck, near Hudson Park. This private facility is utilized by contributing members of the Waterside Arms apartments and includes a large area of open lawn and beachfront.

• Surf Club

The Surf Club is located on the eastern shoreline of Davenport Neck, directly north of Davenport Park. This private facility accommodates a membership clientele on a seasonal basis (generally from Memorial Day to Labor Day). The approximately 300 member families (the maximum number allowable under the Certificate of Occupancy) have full use of all outdoor facilities. On-site amenities available to club members include tennis courts, a

TABLE 2-3
PUBLIC PARKS AND BEACHES

FACILITY	ACREAGE	SWIMMING SUN- BATHING	PLAY- GROUND	BALL- FIELDS	FISHING ACCESS	BOATING ACCESS	BOCCY, SHUFFLE- BOARD, HORSE- SHOES	BAND- SHELL	PICNIC AREA	COMFORT STATIONS	SCENIC VIEWING	PASSIVE RECREA- TION	Comments
Five Islands Park	15.75		✓	✓	✓		✓	✓	✓	✓	✓	✓	Three of the five islands are interconnected.
Leif Erikson Park	.25											✓	Consists primarily of lawn area.
Hudson Park *	10.0	✓	✓		✓			✓	✓	✓	✓	✓	Contains green houses and gardens; site of the Wildcliff Museum.
Davenport Park	18.5										✓	✓	Deed restrictions preclude the development of amenities for active recreational activities.
Neptune Park	2.6								✓		✓	✓	Consists primarily of a grove of shade trees and lawn area.
Cameron Park	1.5				✓						✓	✓	Utilized primarily for shoreline fishing.
Sharkey Park	.5						✓					✓	Contains 11 horseshoe courts.
Glen Island County Park	65.0	✓	✓	✓	✓	✓			✓	✓	✓	✓	Contains a miniature golf course and the Glen Island Casino; access restricted to County residents only.

* The New Rochelle Rowing Club and the Harbor Patrol Station are located at this park.

swimming pool, and a beachfront area with cabanas. The Surf Club also provides year-round, indoor catering services for member families and their guests. Maximum occupancy would increase to 845 people, if the club's expansion is completed as approved by the Planning Board.

- Davenport Beach Club

The Davenport Beach Club is located on the eastern shoreline of Davenport Neck. This private club has a maximum allowable enrollment of 300 member families under the Certificate of Occupancy and has a membership of approximately 165 families (M. Rossi, August 28, 1996). The club is also open to club members for catered affairs. On-site amenities include tennis courts, a swimming pool and a wide area of beachfront.

- Green Tree Beach Club

Green Tree Beach Club is located on the eastern shoreline of Davenport Neck. A maximum of 403 member families is allowed at this facility under the Certificate of Occupancy. The club also provides catering to club members throughout the year. The Green Tree Beach Club operates a large clubhouse which offers outside dining. An in ground swimming pool and a wide area of beachfront are also available. An application has been filed for additional dining and cocktail facilities.

- The VIP Club (formerly the Eldorado)

The VIP Club business is located on the southeastern shoreline of Davenport Neck. This private facility is open year-round. The maximum allowable membership is 405 families under the certificate of occupancy. On-site amenities at the club include a large clubhouse with restaurant and catering services, a swimming pool, tennis courts and a large area of beachfront with cabanas. No docking facilities are available at this site.

In 1996, the Eldorado Beach Club business was sold into new ownership. This facility will continue to operate as a private beach club under the VIP name.

- The Oaks

The Oaks is a private beachfront facility that is operated by Mt. Sinai Hospital Alumni Association. It is located on the eastern shoreline of Davenport Neck, in the vicinity of the VIP Club, and utilized as a vacation rest home for nurses. It is only used during the summer season and contains no recreational amenities aside from the beachfront.

- Beckwith Pointe Beach Club

Beckwith Pointe Beach Club is located at the extreme southern end of Davenport Neck. This private facility offers a variety of services to its membership, which numbers approximately 500 families (S. Cassara, August 28, 1996), which is the maximum permitted membership under the Certificate of Occupancy. On-site amenities include a clubhouse, swimming pool, tennis courts, and a wide area of beachfront with cabanas. The club is also considering expanding through the installation of docking facilities in the cove area located on the western side of the property (along the shoreline of New Rochelle Creek). This club is open during the summer for the regular members and year-round for catering activities for member families and their guests.

- San Souci HOA Recreation Area

The San Souci Homeowners' Association recreation area is located on the eastern shoreline of Davenport Neck, generally west of (or behind) Pine Island. This private recreation area reserved for use by members of the association. Membership is comprised of area homeowners who have contributed to the development and continued maintenance of this facility, which includes a small clubhouse, a pool, tennis courts, a wide area of beachfront, and a small dock that provides access to moorings in the adjacent cove and the open waters of Long Island Sound (R. Cohen, August 27, 1996). This association is actually comprised of separate membership units based on which amenities a homeowner has chosen to fund. Those who have contributed to the pool and/or tennis courts have open access to these amenities.

- The Anchorage HOA Marina

The Anchorage Homeowners' Association is located on the western shoreline of Davenport Neck, along the shoreline of New Rochelle Creek. This private recreation area is restricted to use by 33 association member who pay an annual fee that is used to cover facility maintenance costs. This site contains an inground swimming pool and pool house, a small picnic area and playground, and a marina that provides dockage for approximately 25 vessels. At present, not all of the slips are utilized. Annual association dues includes use of the pool and upland area, members who utilize boat slips pay a minimal additional fee based on the overall length of their boat (A. Kamer, August 29, 1996). It was noted that the Anchorage Marina has incurred storm-related damage in the recent past.

- Shady Glen HOA Dock

The Shady Glen Homeowners' Association dock is located on the eastern shoreline of New Rochelle Creek. This docking structure is restricted for use by residents of the Shady Glen condominiums. It can accommodate approximately eight vessels.

- New York Sailing School

The City of New Rochelle leases space within the marina building to the New York Sailing School. This organization leases two slips in the marina and eight moorings in the anchorage area located offshore of Hudson Park. The school provides sailing lessons in the waters of Echo Bay and Long Island Sound.

C. Waterfront Restaurants

There are a small number of waterfront restaurants located along the shoreline. Two restaurants are found in the Ferris Creek area of Echo Bay, two are located on New Rochelle Harbor, and one is situated within Glen Island County Park. An additional restaurant is located on a hillside overlooking New Rochelle Creek (but is not actually located on the waterfront.)

On Ferris Creek, *On the Waterfront Restaurant* is located on Sutton Manor Lane, adjacent to the City Marina building. This restaurant is situated on property that is owned by the City of New Rochelle. Open year-round, this facility has both indoor and outdoor dining.

Dudley's Parkview Restaurant is located on the southeastern shoreline of Ferris Creek, adjacent to the Polychron Marina. It can be accessed from the mainland or by boat. This establishment is open year-round, and offers outdoor table service along the waterfront.

The *Wright Island Marina Restaurant* is located within the Wright Island Marina facility. This establishment is elevated to offer second-story views of the adjacent waterfront. It can be accessed from the mainland or by boat. This restaurant is open year-round and offers both indoor and outdoor dining.

The Imperial Yacht Club, located on Davenport Neck, has a restaurant on-site that is currently called *The Harborview Cafe*. This restaurant services members of the yacht club and boaters and is open year-round. It is not open to the general public. Each year the Yacht Club leases this facility to a new operator so its name is subject to change. This restaurant can be accessed from the mainland or by boat, and offers both indoor and outdoor dining.

Glen Island Casino Restaurant is located within Glen Island County Park. This facility provides daily and nightly public dining as well as catering for private affairs.

2.4 Harbor Infrastructure

Harbor infrastructure consists of roadways, parking areas, bridges, shoreline protection structures, stormwater outfalls, and sanitary waste disposal facilities situated within the Harbor Management Area.

A. Roadways and Parking

The primary roadways serving the Harbor Management Area are: Pelham Road, which spans between Travers Island and the City Marina; Main Street (Boston Post Road, U.S. Route 1), which touches the Harbor Management Area at the head of Echo Bay; Glen Island Approach, which connects Glen Island to the mainland via the bascule bridge; Church Street, which is the primary roadway access between Davenport Neck and inland areas; Davenport Avenue, which runs down the middle of Davenport Neck; and Premium Point Road, which is the primary roadway along the northeast shore of Echo Bay.

Public parking is provided at a number of locations in the Harbor Management Area, including: Glen Island, to serve the needs of the users of that County Park facility; Neptune Park, which is intended for users of the adjacent park and party boats, but reportedly has been used by out-of-County residents wishing to gain access to Glen Island Park; the City Marina, including a tiered parking structure; Hudson Park, to serve users of that facility; and Five Islands Park, which serves the users of that facility. It is reported that the limited parking available at Five Island Park, and a higher parking fee relative to other City parks, may result in a lower utilization of the park than would otherwise occur.

The only significant bridge in the Harbor Management Area is the Glen Island bascule bridge, which is discussed separately in Section 3.3.A. Pryer Manor Road and Premium Point Road cross the northern and southern ends of Premium Pond, respectively, over small bridges.

Shoreline protection structures are discussed separately in Section 4.3.D. The stormwater drainage system along the City's waterfront is described in Section 4.1.D. Sanitary waste disposal is discussed in Section 4.1.E. The handling of vessel wastes is discussed in Section 4.1.F.

2.5 Historic Resources

The City of New Rochelle's waterfront has played an important role in the life of the community. This area has a long history of commercial use, including the operation of lucrative mills, ship building and trade businesses, grazing lands and farms, as well as early homesteads and recreational amenities. Local waters supplied an abundance of shellfish and finfish as well as a means of waterborne transport and trade. For three centuries an array of commercial vessels, packet ships, schooners, sloop ferries, whaleboats, tankers, freighters and ferries plied these waters. Vessels from as far away as the West Indies frequented local docks. The growth of commercial steamboats in the early 1800s helped to increase the popularity of the area, allowing more people to access the shoreline and offshore waters of Long Island Sound. A brief summary of the history of the New Rochelle waterfront, as outlined in a publication prepared by the City of New Rochelle and news articles provided by a local historian, is as follows.

Davenport Neck Area - Davenport Neck has a long history of marine-related use. The first documented inhabitants were the Siwanoy Indians. French Huguenot refugees, who were fleeing religious persecution, established New Rochelle in 1688. Livestock was raised, salt hay meadows were farmed and orchards cultivated by 17th and 18th century settlers. These settlers utilized local waters to transport locally-grown agricultural products to outlying areas. In the early 1700s a tidal mill and dam was built in the area now known as Titus Mill Pond. This mill processed local harvests into flour and cider, and trees into lumber and charcoal for local use and export. Completion of the Erie Canal and the operation of mills in upstate New York led to the decline and eventual abandonment of this mill in 1830.

After the Revolutionary War, Davenport Neck was purchased by Newberry Davenport, who also purchased Glen Island and Davids Island. The Davenport family owned the lands on the Neck for 145 years; the outer islands were sold off. There are two residences constructed by the Davenport's that remain today. These structures, which are listed on the National Register of Historic Places, are located outside the study area.

As railroad travel developed, Davenport Neck, like many parts of New Rochelle, became an attractive location for large residential estates and country homes for the wealthy. Today, these mansions house picturesque beach clubs, with the entire area containing a mix of marinas and yacht clubs, beach clubs and residential development.

Echo Bay - Historically, Echo Bay supported both commercial and recreational water-related uses. As previously noted, a multitude of vessels sailed to and from docks in this area. Today, with the exception of the Snuff Mill Creek area, the majority of Echo Bay is utilized for marine-related recreation.

The property on Ferris Creek that now contains the City Marina was purchased in 1690 for the development of a shipbuilding and West Indies trading business. In 1694 this land was sold to Joshua Ferris, who renamed it Ferris Creek. Ferris ran a tavern on the land. In 1827, the property was purchased by David Harrison who built a dock in an attempt to re-establish local docking activities. The area eventually was developed as the New Rochelle Coal and Lumber Company. The Neptune Storage, an overseas packing company, was located adjacent to the coal and lumber yard. Another coal and lumber yard was operated by Alexander Hudson from the site of the present Harbor Patrol dock. These businesses, as well as other local area maritime operations, relied on waterborne transport. The City of New Rochelle purchased the lands on the north shore of Ferris Creek in 1945 and redeveloped the area as a municipal marina. A boathouse was constructed, bulkheading was installed, and the dock area was improved. Between 1947 and 1957, the marina received a number of other improvements, including the construction of new piers and slips and the dredging of Ferris Creek. Additional large investments in the 1960s transformed City Marina into a major boating facility.

The channel situated north and east of the Sutton Manor residential development is known as Snuff Mill Creek. This inlet of Echo Bay is the site of a former Snuff Creek Grist Mill that was built in the early 18th century. A similar mill, the Crystal Lake Mill, was located at the head of the eastern channel of Snuff Mill Creek (in the Stephenson Boulevard area). In addition, a grist mill was operated at the head of Premium Mill Pond during the Revolutionary War. Around 1801, this mill was replaced by a new mill and dam that was constructed on Premium Point. Like the dam on Davenport Neck, this mill (which was reportedly one of the largest flour mills in the country) went into decline and was torn down in 1883.

Hudson Park is the first official City of New Rochelle parkland. Previously known as Bonnefoy Point, this land was used as a picnic grove as early as 1842. A dock was constructed along the shoreline that was originally utilized for picnicking but was later used for commercial shipping purposes. In 1873 Alexander B. Hudson and Thomas Disbrow purchased this land. The site became known as Hudson's Grove after Hudson bought out his partner to claim full ownership of the property. In the late 1800s Hudson sold parkland to the City of New Rochelle. The City went on to acquire several adjoining parcels, including Wildcliff, a property donated to the City by Clara Prince. Wildcliff was designed by Alexander Jackson Davis and built in 1858.

The Five Islands complex includes Oakwood (the largest), Big Harrison, Little Harrison, Sedge and Tank Islands. The three largest islands were prominent summer recreation areas in the early 1800s. David Harrison purchased Big and Little Harrison Islands in 1827. He and his son were buried on Little Harrison Island and the island became known as Burial Island (their crypt remains, although the bodies were removed many years ago). Big Harrison Island is the former location of the New Rochelle Yacht Club, which was founded in 1885 and was officially closed in 1967. Thereafter, Harrison Island was used as a dump by the

City. Sedge and Tank Islands are virtually underwater at high tide and were never actively inhabited.

The Five Island Park was developed by the City of New Rochelle, who purchased this cluster of islands between 1968 and 1971. The City linked Oakwood Island to the mainland and provided access from Oakwood Island to Little and Big Harrison Islands with footbridges.

Echo Island, in Echo Bay, was acquired by C. Oliver Iselin in 1889. This island was later developed as the site of the Echo Bay Yacht Club (which still exists today). Hudson Park has also historically been utilized for recreational purposes. What originated as a large picnic grove and beach was eventually purchased by the City of New Rochelle to become Hudson Park and Beach, one of the City's most popular waterfront recreation areas.

New Rochelle Creek Area - Neptune Island, in New Rochelle Creek, was purchased by William Turpin in 1828 and called Moses Island. Turpin built a causeway to connect the island to the mainland, as well as a steamboat dock and a tavern (in the area known today as Cameron Park). For the next five years the steamboats that had previously used the piers at the end of Town Dock Road transferred their operations to this dock. In 1837, Isaac Underhill constructed the Neptune House summer resort hotel, which enjoyed great popularity for over 40 years. Thus the island came to be known as Neptune Island. Underhill was part owner of many steamboats that brought passengers and freight to the Neptune Island dock. In 1847, a private ferry began operating between Neptune dock and Glen Island. In the 1850s water shuttles and other various vessels transported passengers from Neptune Island to a number of Long Island destinations. In 1862, a ferry also operated between Neptune Island and Davids Island to transport injured Civil War soldiers to DeCamp Hospital (discussed below). Remnants of the former docking structures can be seen today directly off the eastern shore of Cameron Park.

The Neptune House gradually fell into decline and the island was purchased by Adrian Iselin, who subdivided it for four private residences. Salvaged materials from the hotel structure were used to construct nearby residences. In 1885, Iselin offered a large portion of the island to the City of New Rochelle under the condition that it be used exclusively as parkland. This is the area known today as Neptune Park. At the time the hotel was operating, a dock was constructed to service steamboats as well as pleasure and fishing boats. Thus, people could easily travel between New Rochelle and Manhattan. In 1919, the federal government purchased the area that included the dock and an adjacent 1.7-acre parcel to provide access to the Fort Slocum facility on Davids Island. Today it is known as the Fort Slocum dock and is the port for the Klondike and Shamrock charter boats.

Glen Island (formerly known as Locust Island), which was the main island in a small cluster of islands, was originally developed in 1847 as a private residence and contained a large mansion. The small outer islands were primarily used for fishing. These islands were

purchased in 1879 by John H. Starin, who owned and operated a transportation company. Starin developed this area as an amusement park and used his fleet of twelve steamboats to transport visitors to and from the site. The 54-acre main island was connected to these smaller islands by covered footbridges, and developed the outer islands with various attractions.

The 102-acre park gained international fame because it offered such a remarkable variety of attractions and amenities. During its height of operation, this park attracted up to 20,000 persons a day. The island's main attraction was a re-created German castle, which contained a beer garden. The ruins of this castle remain today. Grand Cafe was constructed which hosted a wide variety of well-known performers during the big band era. It is interesting to note that all of the attractions, rides and amusements at the park were offered to the public for free.

In 1923, this property was sold to Westchester County. The County redeveloped these lands as Glen Island Park, which opened to the public in 1924. The open water area between the islands was filled to create the large island that exists today, and sand was barged in to create a new beach. In 1929, the drawbridge was constructed to connect Glen Island to the mainland. The Grand Cafe was replaced by the Glen Island Casino. Today, Glen Island is the County's second most utilized park.

Davids Island and the Outer Islands - This island was owned by a number of people prior to its purchase by Thaddeus Davids in the mid-1800s. It was originally settled by the Siwanoy Indians, who were attracted by its lush vegetation and plentiful waters. Until its purchase by Davids, it was extensively used for farming and grazing. Access to the island was originally provided by a ferry that was docked at the foot of Town Dock Road. In 1867 Davids sold the island to Simeon Leland, a local innkeeper who intended to build a hotel on the land. However, Leland subsequently sold to the U.S. government who utilized the land for DeCamp General Hospital to treat injured Civil War soldiers. In 1897, the federal government renamed the property Fort Slocum. This facility was used to process and train troops for the Spanish American War, and World Wars I and II. After World War II, the base was used for a number of military-related purposes until it was deactivated in 1966.

When the army base closed, the City of New Rochelle purchased the island and shortly thereafter sold it to Consolidated Edison. After failing to develop this site as a nuclear power-generating plant, the property was sold back to the City. In 1977, the City designated Davids Island as an Urban Renewal Area. At present, the island remains unutilized.

Columbia Island (also known as Little Pea Island) earned its name after being purchased by the Columbia Broadcasting System. It once contained a large transmission tower. The island was eventually sold to the College of New Rochelle for marine biology research. The College sold it to a private party in the late 1980s.

Big Pea Island was purchased by the Huguenot Yacht Club in 1936 and used for water-related recreation. It once contained a few small structures but they were destroyed in a severe storm. The yacht club continues to hold ownership although the beach structures were never rebuilt and the island stands unutilized.

Huckleberry Island has been owned by a subgroup of the New York Athletic Club since 1921. This island was also used for water-related recreation and contained a small number of structures, but is no longer actively utilized. The island has become a natural refuge for a variety of waterbirds, and has been designated as a significant coastal fish and wildlife habitat by the State (see Section 4.2.B).

2.6 New Rochelle Harbor/Echo Bay Maritime Center

The New York State Department of State has identified ten "maritime centers" along the State's Long Island Sound coastline (Draft Long Island Sound Coastal Management Plan, March 1994). The New Rochelle Harbor and Echo Bay area have been included in this special management category. The following information is taken from the Draft Long Island Sound Plan.

State investments in Maritime Centers, combined with various incentives and regulatory streamlining, will encourage the development of new working coast uses within, rather than outside, Maritime Centers. The dispersed development of new working coast uses outside Maritime Centers would be likely to have more significant adverse impacts on the environment and established residential communities than will the concentration of working coast uses in Maritime Centers.

For the Long Island Sound Coastal Management Program, the working coast is described as locations where: individual public or private marinas, yacht clubs, and boat yards exist; concentrations of commercial or recreational fishing vessels exist; petroleum products, aggregates, or other waterborne commerce are imported or exported; or ferries arrive or depart from the shore. Dredging is an important activity that occurs in channels and basins throughout the Sound to ensure safe navigation and anchorage in Maritime Centers.

Maritime Centers will foster effective regional growth management in the Long Island Sound region by directing the growth of water-dependent commercial and industrial uses to commercially developed harbors, while ensuring the protection of natural resources and residential communities. Siting new water-dependent uses in areas already developed with commercial uses will ensure a degree of compatibility with existing harbor uses. It will also ensure the long-term strength of water-dependent uses as well as the long-term preservation of the economic, natural, and maritime values of the Sound region. Water-dependent commercial and industrial uses will be discouraged from siting outside Maritime Centers. These uses should locate outside of Maritime Centers only if the use has unique siting

requirements that cannot be met adequately in a Maritime Center and all potential significant impacts are mitigated.

Maritime Centers can protect existing water-dependent uses, associated land-based support facilities, and underutilized commercial waterfront land suitable to accommodate future growth of water-dependent uses. This can be achieved primarily through State and local policies and local zoning that reduce competition for commercial waterfront land from non-water-dependent uses. A priority in each Maritime Center will be developing Local Waterfront Revitalization Programs that give preference to water-dependent commercial and industrial uses to minimize competition with non-water-dependent uses.

Designating commercially developed harbors as Maritime Centers does not imply that there is an abundance of undeveloped waterfront properties available for the growth of new water-dependent uses. Rather, in many harbors, there are only significant opportunities for redevelopment of under utilized waterfront properties that are currently developed but contain vacant or deteriorated structures; partially developed, but additional development potential exists; or developed with an inappropriate or nonconforming use and could be redeveloped with a waterfront commercial use. Preference should be given to promoting and facilitating the development of new water-dependent uses on underutilized waterfront properties in Maritime Centers.

By targeting and directing the growth of water-dependent commercial and industrial uses in Maritime Centers, public investment in waterfront infrastructure will be more fully used. By identifying Maritime Centers as targets for state investment assistance, government will be able to better plan improvements for inadequate or deteriorated coastal infrastructure, such as navigation channels, piers, bulkheads, boat ramps, water and sewer lines, and pump out stations. This infrastructure, which is often too expensive for many water-dependent businesses to maintain or provide, is necessary to sustain water-dependent uses and improve the quality and attractiveness of the working coast. Establishing Maritime Centers will also better enable the public sector to target existing economic assistance programs to strengthen the region's waterfront economy.

By establishing Maritime Centers as areas where state and local governments desire commercial water-dependent uses and activities, the regulatory process can become more predictable and less onerous. Increased predictability in governmental decision-making will allow the private sector to invest in projects and developments with greater confidence. The regulatory process will become less reactive and more proactive, since Maritime Centers will represent - to regulators, investors, and the public - areas that are suitable and appropriate for working coast uses.

Existing and proposed uses in Maritime Centers will be required to comply with applicable natural resource, land use, and water use regulations to maintain or improve environmental

quality in Maritime Centers. To ensure that environmentally responsible growth and redevelopment occurs in Maritime Centers, environmental standards will be as rigorous and thorough as they would be for projects outside Maritime Centers. It is recognized that environmental and economic objectives are mutually supportive, not mutually exclusive, since a high quality environment supports and enhances economic growth and development. However, based on specific, state-approved management plans for Maritime Centers, the review process may be shortened for water-dependent uses and activities that are consistent with the Maritime Center plan, since there will be the presumption that the use is compatible with the harbor location.

The following criteria are used to identify Maritime Centers:

- concentration of large and intensive water-dependent commercial or industrial uses
- sheltered locations and suitable hydrologic conditions, such as sufficient water depth and good flushing
- sufficient water depths, navigation channels, anchorage and turning basins, piers and docks, and land-based infrastructure essential for the operation of water-dependent commercial and industrial uses exists or can be provided more easily and at less cost
- the physical conditions, necessary to meet the unique siting and operational requirements of most water-dependent commercial and industrial uses that ensures the efficient and effective operation of water-dependent uses
- close proximity to central business districts where commercial uses can be located that are inappropriate for siting on the waterfront, but are complementary or supportive of water-dependent uses
- absence of extensive areas of high value natural resources, such as beaches, dunes, bluffs, wetlands, harvestable shellfish beds, bird habitat or other fish and wildlife habitat; and absence of exceptional surface water quality.

Section Three
The Water-Side:
Uses, Activities, Underwater Lands &
Visual Resources

SECTION 3

THE WATER SIDE: USES, ACTIVITIES, UNDERWATER LANDS AND VISUAL RESOURCES

3.1 Surface Water Bodies in the Harbor Management Area

The offshore area within the City of New Rochelle includes the following main water bodies, as shown in Map 1:

- New Rochelle Lower Harbor, which lies between Glen Island on the east and Travers and Neptune Island on the west;
- New Rochelle Creek (also call the Upper Harbor), which lies between Davenport Neck to the east and the mainland to the west;
- Echo Bay, which is enclosed by Davenport Neck to the southwest and Premium Point to the northeast; and
- Long Island Sound, which extends to the south of the embayment and harbor areas.

The following smaller water bodies are also included in the Harbor Management Area

- Neptune Basin and Neptune Pond, which extend to the north from the Lower Harbor;
- Wright Island Basin, which extends to the north from New Rochelle Creek;
- Titus Mill Pond, which is connected to the north end of New Rochelle Creek;
- Ferris Creek, which is a tributary on the west shore of Echo Bay;
- Snuff Mill Creek, which is a bifurcated tributary in the northwest corner of Echo Bay (with the eastern branch receiving the discharge from Stephenson Brook); and
- Premium Millpond, which opens to the western portion of Echo Bay, and receives flow from Pinebrook via the tidally influenced Premium River.

There are two entrances to New Rochelle Harbor and Creek from Long Island Sound, the North and South Inlets, which pass to either side of Glen Island. The South Inlet is also known as Hog Island Channel. Echo Bay has a single, relatively wide connection to the Sound.

The South Inlet channel is divided among the municipal boundaries of the City of New Rochelle, the Village of Pelham Manor (Town of Pelham in Westchester County), and Bronx County within New York City. Premium Millpond, Premium River, and Echo Bay straddle the boundary between the City of New Rochelle and the Village of Larchmont (Town of Mamaroneck in Westchester County). The remaining water bodies enumerated above, except for Long Island Sound, are situated entirely within the City of New Rochelle.

3.2 Recreational Boating and Other In-Water Recreational Uses

The waters of the City of New Rochelle support an important recreational boating industry, both in terms of the large number of people who gain access to coastal waters from boats based in City waters and as a source of revenue to the local economy. The land-side facilities that sustain recreational boating in the study area, including marinas, yacht clubs, and charter and excursion boat docks, which are described in Section 2.2, and a small number of private boat docks. This section of the Harbor Management Plan, and the companion sections on navigation (Section 3.3) and mooring/anchorage areas (Section 3.4), discuss in-water conditions and activities related to recreational boating and other water-side recreational uses.

Recreational boating is an important water-dependent use in the City of New Rochelle Harbor Management Area. This area has easy access to Long Island Sound, and is a generally short journey from New York City waters and Manhattan. New Rochelle has a well-protected harbor, with numerous marinas, and some good anchorages areas in the outlying waters. The New Rochelle waterfront has a long history of maritime use, and over the years has become increasingly more popular as a haven for summer boating and marine recreation.

The summer boating season brings a significant increase in boating activity in both Echo Bay and New Rochelle Harbor. This increased boating activity results in a limited amount of congestion; however, this has not been reported to be a major problem. Areas that experience some higher degree of boat traffic include: Ferris Creek, where the Polychron and City Marinas are located; Lower New Rochelle Harbor in the vicinity of the floating dock structures that line the channel; and New Rochelle Creek. These are the three areas with the greatest concentration of yacht clubs and marinas, so it is not surprising that boating traffic, and the number of incoming and outgoing boats, would increase during the height of the season.

During the period extending from April 1st through November 30th, and under certain conditions, the City of New Rochelle permits persons to live aboard their vessels. The vessel must be suitable for general navigation and capable of leaving its slip or mooring unassisted. The vessel must be equipped with a functioning marine toilet, as approved by NYSDEC. Living aboard vessels is allowed between December 1st and March 31st upon the issuance of a permit from the City Bureau of Marinas, Docks and Harbors.

Other local in-water activities include jet skiing and the operation of personal watercraft, water skiing and tubing, diving, windsurfing, and swimming. Jet skis and personal watercraft are operated throughout the waters of the New Rochelle Harbor Management Area. As specified in Section 196-21 of the City Code, water skiing, surfing, windsurfing, or the operation of personal watercraft or boats for towing a person, is prohibited within 200 feet of any beach within the jurisdictional limits of the City, unless otherwise authorized in writing.

Swimming generally occurs at areas where lifeguard protection is provided, including the beach clubs along the southern and eastern shoreline of Davenport Neck, as well as at Hudson Park and Glen Island Park. Hudson Park is the only City park that permits swimming. Swimming is prohibited at other City waterfront parks, pursuant to Section 224-14C of the City Code (Public Bathing).

Unprotected swimming also takes place from beaches on Echo Island, Pine Island, Pea Island and Huckleberry Island, and from private residences and homeowners' association facilities. No swimming is permitted in boat channels, and diving or jumping into public waters from any dock, pier, or rock in a public park is prohibited.

Waterskiing, and to a lesser degree the towing of innertubes, also occurs throughout the open waters of the Sound and in the vicinity of some of the outer islands. This activity is prohibited in designated navigation channels. Windsurfing is also very popular, particularly in the Echo Bay area, which is well protected.

Diving is practiced in the area around some of the outer islands. Pen-Aqua Diving, among other companies from the New York City area, utilize the local waters for diving instruction. Pen-Aqua currently has a mooring set offshore of Huckleberry Island for this purpose.

3.3 Navigation

A. Navigation Channels and Lanes

There are two Federal navigation channels that serve active boating facilities in City of New Rochelle waters, described as follows:

- A Federal channel starts at Hog Island and extends westward through the Lower Inlet, then turns to the north around the southwestern tip of Glen Island, terminating in the Lower Harbor approximately at the mid-point of Travers Island. Project dimensions are 100 feet in width, 8 feet in depth, and 0.4 mile in length. This channel was established in 1937.
- A Federal channel starts off the Fort Slocum Dock and extends into New Rochelle Creek and terminates approximately 400 feet south of the Titus Millpond dam. Project dimensions are 120 feet in width, 8 feet in depth, and 0.6 mile in length. This channel was established in 1931.

There is a third designated Federal channel that extends southward from the former dock facility on Davids Island. This channel, which has been inactive since Davids Island was vacated, has approximate project dimensions of 0.2-mile length, 13-foot depth, and 40-foot width over most of its distance. The project widens to about 60 feet in the area of the former dock.

A number of non-Federal channels also exist in the City's waterways, including the following:

- An approximate 0.3-mile channel extends from the northerly terminus of the Federal Channel in the Lower Harbor to the North Inlet. This channel is generally 50 to 60 feet wide. Beneath the Glen Island bascule bridge, the horizontal clearance is 59 feet and the vertical clearance at high tide is 13 feet. The depth of this channel is indicated on the navigational charts as being generally in the 7 to 8-foot range.
- The North Inlet, between Glen Island and Davenport Neck, connects the Lower Harbor and New Rochelle Creek to the open waters of Long Island Sound. According to the navigational charts, this channel is 13 feet deep at its westerly end, and gradually deepens as it proceeds into the waters to the west of Davids Island. At the easterly end of the North Inlet the channel forks to the north and south around Davids Island.

- A City of New Rochelle-designated channel extends from the mouth of the City Marina basin southeastward through Echo Bay. This channel is shown on the navigational charts as being approximately 30 feet in width past Hudson Park, and widens to the south as the water deepens into the main part of Echo Bay.

B. Aids to Navigation

The waters in the City of New Rochelle are marked by numerous aids to navigation that are maintained by the U.S. Coast Guard. A channel-by-channel description of these markers is given below.

- The southerly leg of the South Federal Channel, between Hog Island and the southwestern tip of Glen Island, is marked by unlighted buoys.
- There are presently no navigational markers on the North Federal Channel. However, the position of the channel is well-delineated between the shoreline docking structures, although some of these structures may actually extend into the channel (see Subsection C below).
- The western end of the North Inlet Channel, where it connects to the channels in the Harbor, is marked on the southerly side by a light on a fixed structure. An unlighted buoy is present at the eastern end of the inlet.
- Unlighted buoys generally are used to mark the channels extending to the north and south from the North Inlet, around Davids Island. However, Aunt Phoebe Rock is marked by a fixed light and the obstructions to the north of Davids Island are marked by a lighted buoy. The inlet between Huckleberry Island and Middle Ground is also marked by a lighted buoy.
- Unlighted buoys are used to mark the approach to the City Marina, past Hudson Park. The entrance to Echo Bay is marked by a lighted buoy.

C. Navigation Hazards

The waters of the City of New Rochelle contain a number of navigational hazards, including the following.

- Isolated rocks and reefs are present at various locations throughout the Harbor Management Area, especially on the east side of Glen Island, around Davids Island and the outer islands in Long Island Sound, along the eastern shore of Davenport Neck, and in the vicinity of the islands in Echo Bay.

- A number of sunken and exposed wrecks are also present in City waters, including: on the eastern shore of New Rochelle Creek, near Beckwith Pointe; near Sedge Island, in Echo Bay; and to the southeast of Pea Island. These wrecks occur in areas that are not generally used for vessel traffic and, therefore, do not pose a significant hazard to navigation.
- Within New Rochelle Creek, there are a number of natural and man-made navigation hazards, including: shoaling of the channel due to the lack of recent maintenance dredging; the presence of tug boats, barges, and floating cranes in the waters off Beckwith Pointe, at the mouth of the Creek; and the encroachment of some docked vessels into the navigation channel, and the possible extension of some docking structures themselves into the channel.
- The presence of a number of deteriorated structures at a number of locations within the Creek (e.g., along the easterly shore between Beckwith Pointe and Imperial Marina, to the west of the City Bird Sanctuary, and off Neptune Point), including decayed wooden bulkheads and docks, which create a potential source of waterborne debris that can pose a navigation hazard.
- The South Inlet is difficult to navigate during the lower half of the tidal cycle due to the presence of shoals and rocks. The lack of lighted buoys along this channel makes nighttime navigation particularly dangerous.

D. Vessel Speed Zones

The City of New Rochelle Harbor Patrol enforces speed limit restrictions in Ferris Creek, the upper and lower portions of New Rochelle Creek, and the upper and lower inlets to New Rochelle Creek and the Lower Harbor area. These areas are No Wake Zones with a posted speed limit of four miles per hour. There are no established speed limits in the open waters of Long Island Sound or other offshore areas of the New Rochelle waterfront.

E. Dredging and Dredged Material Disposal

The Federal channel in the Lower Harbor was first dredged in 1937, with a volume of 23,000 cubic yards removed. This channel was re-dredged in 1971, when a volume of 43,000 cubic yards was removed. The Federal channel in New Rochelle Creek was established in 1931, with a volume of 33,000 cubic yards removed. Neither of these two channels has been dredged in the recent past, nor do the U.S. Corps of Engineers have any pending plans to undertake the maintenance dredging of these channels.

Both Federal channels have shoaled considerable during the long period without dredging. The South Inlet-Lower Harbor channel is generally avoided by local boaters, especially during the lower portion of the tidal cycle, and nighttime navigation in this channel is especially dangerous.

The shoaling of the channel through New Rochelle Creek has created navigational difficulties that affect a large number of local boaters. Many operators of deep-draft vessels tend to navigate along the edges of the Federal channel, where depths are greater due to the regular dredging of the adjoining marinas and yacht clubs. This increases the potential for vessel collisions.

The private marinas and yacht clubs in the New Rochelle Harbor/Creek area are responsible for maintenance dredging in their own basins. The disposal of dredged material has been somewhat problematic because of the presence of contamination (especially metals and petroleum products) in the bottom sediments at many locations in these waterways. However, the required dredging has generally been accomplished using disposal sites in Long Island Sound. Prospects for more timely processing of dredging applications have been improved by the recent opening of an additional open-water disposal site in the Sound.

The head of Ferris Creek, which contains a portion of the City Marina basin, has shoaled significantly due to the introduction of sediment via stormwater inflow. This sedimentation problem has resulted in a reduction in the available number of slips, and has made this area accessible only to shallow-draft vessels. Shoaling has also created navigational problems in the approach channel to the marina. Dredging has not recently been performed in either the marina basin or the approach channel.

In 1997 the City hired a marine consultant to assess the technical and financial feasibility of dredging the City Marina basin. Extensive environmental testing of marina sediments will be required to determine appropriate methods for disposal of this material. If this sediment is found to be contaminated according to standard criteria, special disposal methods (such as the placement of a cap of clean sand on top of the deposit) would be required. For highly contaminated material, authorization to proceed with dredging may be problematic because of possible opposition on the part of agencies having control or input with respect to the designated disposal site in the Connecticut portion of Long Island Sound.

F. Operation of the Glen Island Bascule Bridge

Vessel access to the Lower Harbor is provided via two entrances, the South and North Inlets. Boats entering through the North Inlet must pass beneath the Glen Island bascule

bridge. The vertical clearance at high tide is listed on the navigational charts as 13 feet at the center of the arch.

Currently, a bridge attendant is present 24 hours per day year-round. Opening of the bridge is available on demand at all times, with the vessel operator needing only to signal the bridge attendant by means of a horn blast.

During the 1995 peak season (May through October), the bridge was opened 44 times between midnight and 8:00 a.m.. This represents a drop in activity relative to the same period in 1994 (69 openings). During the November 1994 through April 1995 off-peak period, the bridge was opened 20 times between 8:00 p.m. and 8:00 a.m. Bridge openings dropped to four times during the same time period of the 1995-95 off-peak season. In 1996 the County attempted to restrict the availability of the bridge operator during the midnight to 8:00 a.m. shift, but this proposal ultimately was not accepted.

3.4 Mooring Areas and Anchorages

The annual mooring of vessels in New Rochelle waters is regulated by the City of New Rochelle, pursuant to Section 196-29 of the City Code. No vessel shall be moored or anchored in any area designated as a permanent anchorage without a permit. Annual mooring permits, which are issued by the City of New Rochelle Harbormaster, are valid between March 1st through November 30th. No vessel may remain at any mooring from December 1st through February 28th. Assigned moorings and floats can only be utilized by a second party upon authorization from the Harbormaster.

It is the responsibility of the owner of any vessel assigned to a permanent mooring to furnish, install and maintain the ground tackle and mooring buoys or rafts. Only equipment specified in the City Code may be utilized for mooring purposes. All permanent moorings must be inspected at least once every three years.

No moored vessel may obstruct a designated navigation channel or otherwise interfere with vessel traffic in these areas. In addition, no vessels may be moored, anchored or operated within 100 feet of the safety line maintained at public beaches or the sundeck or rocks surrounding Hudson Park.

The City of New Rochelle issues permits for permanent moorings located in the large anchorage area located in the vicinity of Echo Island, in Echo Bay, and the smaller mooring area located southeast of Hudson Park. Although the number of available moorings varies depending on the size of the vessel and water depths, there are generally 100 usable moorings at all times in this area.

In addition to these special anchorage areas in Echo Bay, the City of New Rochelle also has designated a number of general and special anchorages in other offshore areas. The eastern shoreline of Davenport Neck has been designated as a general anchorage area, which includes the area north of Davids Island and east of Huckleberry Island. Another general anchorage has been designated in the area of the lower inlet (Hog Island Channel) to the Lower Harbor. This anchorage lies west of the federal channel that runs between Glen Island and Davids Island. All of New Rochelle Creek and the Lower Harbor have also been designated as special anchorage grounds. In addition, a special anchorage area is located off the eastern shore of Glen Island, in the vicinity of the inlet cove (south of the casino).

Vessels also presently moor in the cove located offshore of Davenport Park and the San Souci Homeowners' Association facility, southwest of Pine Island. These moorings are utilized by members of the homeowners' association and the New Rochelle Rowing Club (who utilize Pine Island). A few moorings can also be found in Upper New Rochelle Creek, off Beckwith Pointe, and in the Lower Harbor in the vicinity of the New York Athletic Club and Glen Island County Park.

3.5 Commercial and Recreational Finfish Harvesting and Finfishing

The waters of Echo Bay and Long Island Sound support a wide variety of finfish, shellfish and crustaceans. Lobsters are sought after by both commercial and recreational fishermen. Finfish taken from these waters include flounder, eel, striped bass, bluefish, blackfish (tautog), scup, and black sea bass, and occasionally weakfish and Atlantic mackerel. Shellfish found in the local waters include lobsters, clams, crabs, oysters and mussels.

As noted in Section 4.1, the waters in the City of New Rochelle Harbor Management Area are closed to the harvesting of shellfish. However, these waters are abundant with a variety of marine life. Clams are of particular interest to shellfish harvesting interests on the eastern end on Long Island. Because of these closures, the illegal poaching of mussels and clams in uncertified offshore waters is an increasing problem. It was also noted that during the winter season, certain entities have secured permits from the NYSDEC to transplant clams to the cleaner waters of western Long Island Sound for cleansing and subsequent harvesting (J. Heine, CNR Harbor Patrol, August 29, 1996).

There are two local lobstermen that operate out of the New Rochelle area. One docks his vessel in Ferris Creek, the other operates out of Upper New Rochelle Harbor. They set traps in the open waters of Long Island Sound. Aside from a few individuals that may harvest lobster for recreational purposes, there is no other significant lobster harvesting activity in this area.

As discussed in Section 2.2.C, there are two commercial fishing boats that operate from Fort Slocum Dock. Both vessels, the Klondike IX and the Shamrock, are open party charter boats that cruise Long Island Sound waters for a variety of finfish.

The Klondike IX operates once a day, seven days per week, from late spring through November. In the spring the waters are fished primarily for flounder. In May fishermen seek flounder and blackfish. Bluefish and striped bass are the predominant catch from May to October, and blackfish in November. This vessel can carry up to 120 passengers.

The Shamrock is a recreational charter fishing boat which operates on a seasonal basis. This vessel measures 55 feet in length, and has a maximum capacity of approximately 50 passengers.

Shoreline fishing is also very popular at certain locations along the waterfront. This activity occurs from the shoreline of Cameron Park, the eastern shore of Hudson Park, and from various locations at Glen Island Park. The use of public piers, docks, floats, breakwaters or beaches in the City of New Rochelle Harbor Management Area for finfishing is restricted to City residents and requires a resident fishing permit, as specified in Section 224-19 of the City Code (Saltwater Fishing). Fishing is prohibited at all times from the City Marina and Davenport Park. No fishing is allowed from the sun pier at Hudson Park, or from any public beach within the City, between May 1st and September 30th.

Section 224-19 also prohibits any fishing activity in federal navigation channels that may interfere with vessel traffic or the public safety of boat passengers or persons utilizing public docks or adjacent parking areas. The cleaning of fish is also not permitted on any public shoreline structure or beach, and the disposal of fishing refuse or debris is prohibited in these areas or into adjoining public waters.

3.6 Public Trust Doctrine and Underwater Lands

A. Overview of the Public Trust Doctrine

New York, upon attaining Statehood, succeeded the King of England in ownership of all lands within the State not already granted away, including all rights and title to the navigable waters and the soil under them (Public Lands Law, section 4; People v. Trinity Church, 22 N.Y. 44, 1860; Langdon v. Mayor, 93 N.Y. 129, 1883). Broadly speaking, the State holds title to the vast stretches of foreshore and submerged lands along the Atlantic Ocean and Long Island Sound, and all underwater lands not otherwise conveyed away by patents or grants. The State holds title to these tidelands and submerged lands in its sovereign capacity in trust for the use and enjoyment of the public, under the *public trust doctrine* (People v. Steeplechase Park Co., 218 N.Y. 459, 1916; Appleby v. City

of New York, 271 U.S. 364, 1926; Coxe v. State, 144 N.Y. 396, 1895). This legal doctrine emerged from the ancient concept that the King had the right of way, an "incorporeal hereditament", to all navigable streams and waterways; the underlying theory being the protection of the public interest in fisheries and navigation.

The Public Trust Doctrine provides that underwater lands and foreshore lands (i.e., lands between the high and low tide lines or mean high and low water lines) be held by the State of New York in trust for the people, who have certain rights in these lands. When the foreshore is covered by the tides, the public may use the water covering the foreshore and underwater lands for boating, bathing, fishing, recreation and other lawful purposes. When the tide is out, the public may pass over the foreshore as a means of access to reach the water for these purposes, may travel along the foreshore, and may lounge and recline on foreshore lands, provided that such activity does not cause impairment of habitat areas.

State title to the public foreshore and submerged lands, and the power of disposition, is incident and part of its sovereignty which cannot be surrendered, alienated or delegated, except for some public purpose or some reasonable use for the public benefit, and without impairing public rights in the remaining lands and water. Inherent in the nature of public trust lands is that they support diversified and important ecosystems without which many public rights, including fishing, swimming and the like, would be impossible to enjoy. The public interest demands the preservation and conservation of this vital natural resource against pollution, overuse, destruction and infringement by others, whether public or private.

It is in the public interest that State, City and other governmental ownership of public trust lands be maintained and when possible recovered from private ownership. Where full public ownership no longer exists, the application of the Public Trust Doctrine requires that any remaining rights of the public to use such lands should be preserved and protected for present or future enjoyment.

Occupation of public trust lands by littoral and riparian owners for purposes of gaining access to navigable waters should be undertaken in a reasonable manner which does not unnecessarily interfere with the public's right of passage upon, and use of the waters overlying such lands, and other public trust purposes. Considerations of public safety, resource protection and the need for access at a given location may be utilized as factors in determining the level and types of access to be provided. Public use of publicly-owned foreshore and underwater lands, and lands immediately adjacent to the shore shall be discouraged only where such use would be inappropriate for reasons of public safety, military security, or the protection of coastal resources.

Physical access to trust lands is often hindered by natural features, development conditions, or land ownership patterns along the shoreline. In some areas, for example, the intertidal portion of trust lands have been entirely eliminated, as has occurred where bulkheads extend into the littoral zone. In areas where intertidal lands remain, access to these lands by the general public may be blocked by the presence of private property along the waterfront. Importantly, the Public Trust Doctrine does not grant the public the right to pass over private property in order to gain access to the trust lands beyond. In some cases where public lands are present on the shorefront, perpendicular access to trust lands is limited by residency restrictions, such as are typically applied to municipally-owned parklands. In other areas, lateral access along the public foreshore is obstructed by docks, groins, and similar structures.

A number of guidelines have been established by New York State for use in determining if a given proposed action is consistent with the requirements of the Public Trust Doctrine. These guidelines are summarized below.

- 1) The action should not entail unnecessary obstruction or encroachment by a riparian or littoral land owner to the detriment of the public's right of access over and use of the foreshore and the waters above trust lands. If while reasonably exercising riparian or littoral rights, the public's right of access along the foreshore or other trust lands is obstructed, the property owner should afford a limited easement on the adjacent upland for the public to pass.
- 2) With the exception of projects undertaken in furtherance of the commerce of the State, riparian and littoral owners are not entitled to any use of public trust lands which is inconsistent with the public right to obtain access for navigation or which unreasonably interferes with other public rights under the Public Trust Doctrine. Furthermore, it is inappropriate for a riparian or littoral owner to occupy public trust lands for a private use that is not dependent on a waterfront location. Uses which do not fulfill this water-dependency criterion include, but are not limited to, residences, bars, and restaurants.
- 3) Agencies having regulatory and planning jurisdiction over public trust lands should assure that any grants, funding, permits, leases, licenses, or other approval actions involving private use of public trust lands contain conditions and restrictions necessary to protect public rights while enabling the limited purpose of the grant, lease, etc. to be realized. In addition, agencies should, as trustees of public trust lands, endeavor to enforce available statutory and common law remedies for redress of any violation of public trust rights and for the recovery of public access to these lands.

Any action which unreasonably and unnecessarily limits or interferes with public trust rights such as commerce, navigation, fishing, and recreation, without having a significant overriding public benefit, shall be deemed inconsistent with the requirements of the Public Trust Doctrine.

- 4) Filling of the foreshore and other public trust lands may occur only in limited circumstances. These are:
 - a. To advance public access goals in a manner which does not significantly affect other objectives of this Harbor Management Plan. Examples include fill necessary for the construction and maintenance of boat launches, public trailways and beaches and foreshore areas lost as a result of natural forces.
 - b. To restore wetlands and other habitat areas which have been destroyed by dredging and other human activities or by natural forces.
 - c. To construct, maintain and protect projects necessary for the public welfare and to promote the commerce of the State. Examples include filling necessary for the protection of public roadways.
- 5) Agencies in their actions should not approve any action or project, including a land transaction, until all conflicts are resolved to make the action consistent with the requirements of the Public Trust Doctrine.

B. Underwater Land Ownership

As discussed in Section 3.6.A above, the lands underwater in the City of New Rochelle Harbor Management Area are primarily owned by the State of New York and held in the public trust. These State-owned bottom lands generally extend seaward of the mean high water line, which can shift in position over time due to the effects of erosion and accretion. Other parcels of former State underwater lands have been conveyed into private ownership (via land grants) or have been authorized for certain private uses (through easements), as discussed in Section 3.6.C below.

C. Underwater Land Grants and Leases

The lands underwater in the City of New Rochelle Harbor Management Area are managed by the New York State Office of General Services (OGS). No private party can rightfully encroach onto these lands without proper authorization from the State. Such authorization occurs when the State has conveyed the interest in the underwater lands, through the issuance of grants, leases, easements or lesser interests (licenses or permits), to private entities. Grants generally convey full interest and title to the

submerged and/or filled lands. Leases, easements and other lesser conveyances provide partial or no interest in these lands.

Pursuant to Article 6, Section 75 of the Public Lands Law, the OGS Bureau of Land Management oversees the conveyance of interests in State-owned underwater lands and/or former underwater lands (where the latter refers to an area of bottom land that has been artificially filled but for which title remains with the State) to allow the owners of shorefront, upland property the right to utilize and occupy these lands, mostly for the purpose of accessing navigable waters. The Bureau primarily issues conveyances for the construction of docks and associated marine-related structures on these lands. Shorefront property owners who wish to construct a commercial dock or private, non-commercial dock exceeding 4,000 square feet in area (including the perimeter area) must obtain such a conveyance. Non-commercial structures measuring less than 4,000 square feet in size require no such action.

Since the early 1800s, a number of conveyances (primarily grants) have been issued by the State for underwater lands in the Harbor Management Area. Many of these grants, which are shown on the State Underwater Land Grant Index Maps and outlined in Table 3-1, were issued for the express purpose of either *commerce* or *beneficial enjoyment*. Grants issued for commerce, which were generally issued in the early part of the 1800s, were given to shorefront businesses for specific, restricted activities. The specific conditions of the grant, which typically required filling and on-site improvements, were written into the Letter of Patent issued to the grantee, and were subject to inspection by the State to ensure compliance with said conditions. If the conditions were not followed, the State had the right to bring action to declare the land grant void and recover ownership per Section 78 of the Public Lands Law. Beneficial enjoyment grants were given to shorefront property owners without restriction, although around 1890, the State began to restrict these grants as well. In either case, the grantee was given full ownership rights to the bottom lands.

As listed in the Table 3-1 and shown on Map 3, the State OGS records indicate that a total of 91 underwater land grants were issued by the State of New York in the City of New Rochelle Harbor Management Area. Only five grants were issued for commerce. Approximately 50 grants were issued for beneficial enjoyment; however, the last grant of this type was issued in 1938. Any conveyances issued after this date were unspecified on the State Underwater Land Grant Index Maps. The Letters of Patent written for these unspecified grants, as well as for the grants issued for commerce and beneficial enjoyment, must be thoroughly researched to accurately determine the full extent of ownership.

Currently, it is the State's practice to issue easements for underwater and former underwater lands. The issuance of an easement is a simple process that grants the right to use and occupy the lands, but does not convey any ownership interest. The State

TABLE 3-1

UNDERWATER LAND CONVEYANCES

<u>Grantee</u>	<u>Date</u>	<u>Area</u>	<u>Type</u>
<i>Lower Harbor:</i>			
1. M.J. Whittall	November 17, 1917	19,056 s.f.	BE
2. Estate of Jane Edgar	June 15, 1896	3.176 ac	BE
3. New York Athletic Club	June 6, 1888	16.68 ac	BE
4. New York Athletic Club	May 21, 1920	42,117 s.f.	BE
5. New York Athletic Club	May 21, 1920	12,616 s.f.	BE
6. New York Athletic Club	December 30, 1965	74,132 s.f.	Easement **
7. Samuel A. Everitt	May 25, 1910	1.151 ac	*
8. Joseph J. Caspi/Lee Parry	March 29, 1971	13,258 s.f.	*
9. Martin J. Keogh	November 22, 1889	1.315 ac	BE
10. Martin J. Keogh	November 16, 1882	1.668 ac	BE
11. Westchester County	June 24, 1927	18,252 s.f.	BE
12. Katherine Keogh	September 3, 1929	10,003 s.f.	BE
13. Charles O. Bech	September 8, 1925	31,256 s.f.	BE
14. Huguenot Yacht Club	December 28, 1965	96,900 s.f.	Easement **
15. Albert Lion	October 1, 1931	3,428 s.f.	BE
16. Huguenot Yacht Club	October 1, 1931	4,957 s.f.	BE
<i>New Rochelle Creek:</i>			
17. Martin J. Keogh	February 9, 1894	0.8 ac	BE
18. Westchester County	March 27, 1931	20,002 s.f.	BE
19. Martin J. Keogh	October 27, 1900	0.2 ac	BE
20. City of New Rochelle	February 16, 1932	29,719 s.f.	BE
21. Isaac Underhill	April 17, 1845	0.5 ac	Commerce
22. Neptune Realty Company	September 4, 1918	10,076 s.f.	BE
23. City of New Rochelle	April 5, 1960	81,394 s.f.	*
24. Neptune Realty Company	September 23, 1921	16,684 s.f.	BE
25. Arthur Rosenbaum	December 3, 1928	30,007 s.f.	BE
26. Katherine Keogh	May 16, 1931	4,372 s.f.	BE
27. Katherine Keogh	October 13, 1926	72,729 s.f.	BE
28. John & Anna Mann	January 14, 1975	12,267 s.f.	*
29. Lewis Brothers Boatyard, Inc.	September 19, 1967	25,405 s.f.	*
30. Lewis Brothers Boatyard, Inc.	December 6, 1967	91,378 s.f.	Easement **
31. Woodland Associates	July 31, 1969	22,739 s.f.	*

Notes: The grant numbers in this table are cross-referenced to Map 3

BE - Beneficial Enjoyment

#21 was released and surrendered on 2/8/32

* Letters of Patent must be reviewed to determine extent of ownership

** All easements were issued for a 25-year term

TABLE 3-1 (Continued)

UNDERWATER LAND CONVEYANCES

<u>Grantee</u>	<u>Date</u>	<u>Area</u>	<u>Type</u>
<i>New Rochelle Creek:</i>			
32. Peter Lind Hayes	January 24, 1969	8,453 s.f.	*
33. B.T. Icard	September 8, 1988	14,246 s.f.	*
34. Peter Lind Hayes	October 31, 1966	4,200 s.f.	Easement **
35. Adrian Iselin, Jr.	December 10, 1885	0.19 ac	BE
36. Adrian Iselin, Jr.	December 10, 1885	0.96 ac	BE
37. Fred R. Kern	August 19, 1959	22,961 s.f.	*
38. Fred R. Kern	March 17, 1969	30,257 s.f.	*
39. Grace Davenport & Others	December 26, 1888	6.43 ac	*
40. Thomas Gorziska & Others	November 1, 1985	2.14 ac	*
41. Anthony & Johanna Giacobbe	July 8, 1981	21,010 s.f.	*
42. Davenport Yacht Corp.	August 27, 1964	74,178 s.f.	*
43. Anthony & Johanna Giacobbe	December 1974	15,040 s.f.	*
44. Newbold Edgar	September 9, 1886	17.87 ac	BE
<i>Davenport Neck:</i>			
45. William E. Iselin	February 6, 1890	3.09 ac	BE
46. Riviera Shore Club, Inc.	July 2, 1956	62,320 s.f.	*
47. Adolph H. Mohr	February 8, 1967	5,143 s.f.	Easement **
48. C.O. Iselin	February 1, 1894	4.373 ac	BE
49. Mary A. Loomam	June 30, 1906	6.667 ac	*
<i>Echo Bay:</i>			
50. Howard N. Potter	January 17, 1894	5.315 ac	BE
51. Adrian Iselin, Jr.	March 1, 1893	0.48 ac	BE
52. Sarah M. Lawton	March 30, 1893	1.42 ac	BE
53. Town of New Rochelle	June 3, 1893	2.228 ac	BE
54. Town of New Rochelle	September 7, 1888	1.113 ac	BE
55. T. Disbrow & Alex Hudson	June 17, 1871	0.562 ac	Commerce
56. T. Disbrow & Alex Hudson	June 17, 1871	1.496 ac	Commerce
57. Sarah M. Lawton	March 3, 1887	21,640 s.f.	BE
58. Adrian Iselin, Jr.	October 19, 1922	8,077 s.f.	BE
59. J. Grenzabach & R. Carpenter	April 7, 1885	0.55 ac	Commerce

Notes: The grant numbers in this table are cross-referenced to Map 3

BE - Beneficial Enjoyment

* Letters of Patent must be reviewed to determine extent of ownership

** All easements were issued for a 25-year term

TABLE 3-1 (Continued)

UNDERWATER LAND CONVEYANCES

<u>Grantee</u>	<u>Date</u>	<u>Area</u>	<u>Type</u>
<i>Echo Bay:</i>			
60. Charles Hoffmeister	December 10, 1869	0.87 ac	BE
61. New Rochelle Coal & Lumber	September 9, 1927	10,035 s.f.	BE
62. Town of New Rochelle	August 28, 1863	0.8 ac	Commerce
63. Albert Badeau	June 21, 1870	0.248 ac	BE
64. Harvey Baker	August 27, 1863	0.16 ac	BE
65. Thaddeus Davids	August 27, 1863	0.32 ac	BE
66. Oscar Passavant	March 4, 1904	2.885 ac	*
67. Lee Parsons Davis	October 18, 1949	1,411 s.f.	*
68. Thaddeus Davids	July 26, 1864	2.73 ac	BE
69. John Stephenson	April 8, 1889	0.694 ac	BE
70. Bose & Parker, Inc.	December 20, 1945	8,716 s.f.	*
71. Pasquale & Maria Massaro	June 23, 1938	1,590 s.f.	BE
72. P.J. Tierney Sons, Inc.	February 23, 1927	25,242 s.f.	BE
73. Estate of J. Clark Crabtree	October 8, 1958	9,319 s.f.	*
74. Malcolm H. Tuttle	January 24, 1958	15,522 s.f.	*
75. Wykagyl Supply Corp.	December 16, 1926	46,993 s.f.	BE
76. The Echo Manor Realty Co.	June 13, 1907	2.16 ac	*
77. Julia Stephenson	July 8, 1864	1.14 ac	BE
78. John Stephenson	July 18, 1888	0.32 ac	BE
79. John Stephenson	July 8, 1864	0.11 ac	BE
80. Julia Stephenson	April 8, 1887	1.33 ac	BE
81. Clifford Park Realty Co.	September 15, 1912	1.995 ac	*
82. Echo Bay Improvement Assn.	April 16, 1951	968,117 s.f.	*
83. John Stephenson	April 8, 1887	16.23 ac	BE
84. William T. Hall	April 3, 1940	142,696 s.f.	*
85. C. Oliver Iselin	September 10, 1889	6.81 ac	BE
<i>Outer Islands:</i>			
86. Elizabeth Whittingham	July 24, 1940	11.48 ac	*
87. Huguenot Yacht Club	November 15, 1940	38,825 s.f.	*
88. Huguenot Yacht Club	July 24, 1940	199,623 s.f.	*
89. Thaddeus Davids	April 24, 1858	5,445 s.f.	Commerce
90. John H. Starin (A,B,C)	November 27, 1891	26.463 ac	BE
91. John H. Starin (D,E)	December 18, 1879	*	BE

Notes: The grant numbers in this table are cross-referenced to Map 3

BE - Beneficial Enjoyment

#62 was released and surrendered on 7/10/26 and reissued to the New Rochelle Coal and Lumber Co.

* Letters of Patent must be reviewed to determine extent of ownership

** All easements were issued for a 25-year term

retains full ownership in these lands. Easements are written for up to 40 years (typically for 10 to 20-year periods), for a specific purpose, and must be renewed. In situations where underwater lands have been extensively filled and developed for private use, thereby extinguishing the public interest, and/or where buildings have been constructed which create a hardship for the upland owner, the State will generally issue a grant in an effort to clear title. As noted in Table 3-1 and shown on Map 3, five easements have been issued in the Harbor Management Area. Based on information contained on the State Underwater Land Grant Index Maps, all five easements were written for 25 years, and, therefore all are expired unless recently renewed.

3.7 Visual Resources

The City of New Rochelle's waterfront and waterways generally exhibit positive visual characteristics, both from the vantage point of the shoreline looking out over the water, and in on-shore vistas from the water. Several locations are characterized by especially pleasing views, including the following:

- Echo Bay, south of the Snuff Mill Creek area - This portion of the waterfront includes the Five Islands complex, the Premium Millpond complex, Hudson Park, and the northeastern shore of Davenport Neck. The open waters of Long Island Sound in the distance frames southward views from the shoreline of the bay.
- Southeastern shore of Davenport Neck - This shoreline segment contains low density residential development at the northern end of the neck, various beach clubs (with large areas of open space) at the southern end, and the natural setting of Davenport Park in the middle. Certain locations contain bedrock outcroppings, which provide an added accent to shorefront views, particularly along almost the entire width of Davenport Park, as well as at scattered sites at Hudson Park, The Oaks beach club, and Sans Souci residential community. Pine Island, just offshore from Davenport Neck, also has extensive bedrock outcroppings on the shoreline.
- Glen Island County Park - This site contains extensive areas of open space, mixed with park facilities. The shoreline protection structures are well-maintained.
- Outer islands - Pea, Pine, and Huckleberry Islands are occupied almost entirely by open space and, therefore, present an aesthetically appealing scene to boaters in adjacent waters and in views from nearby shoreline locations. Huckleberry Island has sustained some defoliation, primarily along the eastern side, but also on the western side to a lesser extent. This condition, which has apparently resulted from the damaging effects of feces excreted by roosting birds (especially cormorants), detracts somewhat from the visual resources of that site. Columbia and Goose Islands are developed with a vacant broadcast station and residential home.

respectively, which reduce the natural scenic beauty of these islands relative to the other, less developed outer islands.

Some locations in the Harbor Management Area where negative views occur are noted as follows:

- Head of Echo Bay - The existing facilities in the Main Echo Urban renewal area generally detract from the otherwise positive visual scenic resources of Echo Bay. Aesthetic problems in this area include deteriorated structures, failing bulkheads, miscellaneous rubble and waterborne debris along the waterfront, and some isolated occurrences of shoreline erosion. The waters in this area, especially in the eastern branch of Snuff Mill Creek (at the outfall of Stephenson Brook), contains remnant petroleum contamination and floating oil booms, which further detract from the visual resources.
- New Rochelle Creek - There are several locations in New Rochelle Creek where derelict docks, pilings, and similar structures create a visual blight, particularly during low tide conditions. These include the segments of shoreline at Cameron and Sharkey Parks, between Beckwith Pointe and Imperial Yacht Club, and at the "Bird Sanctuary".
- Wright Island Basin - Rubble and debris are exposed during low tide conditions that is not visually appealing.
- Neptune Basin - The extreme south end of this small embayment contains an oil boom and floatable debris that detract from the generally positive visual resources of the Lower Harbor.
- Davids Island - The visual resources of Davids Island are adversely affected by several conditions, including the presence of a derelict dock at the southwest tip, a crumbling seawall at the southeast tip, and the imposing presence of the existing abandoned structures as viewed from the water along the northeast shore.

Section Four

Environmental Resources and Conditions

SECTION 4

ENVIRONMENTAL RESOURCES AND CONDITIONS

4.1 Surface Water Resources

A. Overview

The surface waters in the Harbor Management Area support and sustain a variety of human uses, as described in Section 3, as well as a number of important natural resources. These two seemingly conflicting aspects of surface water usage are actually closely tied to a common factor, namely water quality. Significant contamination of the water decreases both the level of human enjoyment derived from water-related uses and activities, and the quality and availability of natural marine resources.

The relationship between water quality conditions and the status of natural marine resources is fairly straightforward. Deteriorated water quality has direct, adverse physiological effects on many aquatic plants and animals, which decreases the health of the entire ecosystem.

In addition, pollution can directly reduce or eliminate certain human uses, such as swimming and bathing or finfish and shellfish harvesting. In fact, restrictions of this type apply throughout the coastal waters of the City of New Rochelle, which are permanently uncertified for shellfish harvesting due to chronically high bacterial levels.

Even activities that do not involve contact with the water or the consumption of foods taken from the water can be significantly impacted by poor water quality. More specifically, any in-water activity that is undertaken wholly or partly for aesthetic enjoyment (including recreational boating, passive recreation at waterfront parks, nature study, etc.) is diminished by poor water quality because of the attendant reduction in natural resource quality. This may be manifested in various ways, including a less appealing appearance to the water itself (especially with respect to the presence of floating debris or oily sheens), sparser areas of natural vegetation, decreased wildlife diversity and abundance, and similar effects which give the environment a more barren, less vital appearance.

Contaminants that adversely affect surface water quality originate from many sources. These sources can be grouped into two general categories: non-point sources and point sources. A point source is any input that emanates from a discrete, easily identifiable

location, such as a pipe outfall, channel, ditch, stream, or similar discharge. A non-point source is a diffuse input over a large area, such as direct precipitation or direct input from waterfowl. The distinction between point and non-point sources is not always obvious. Stormwater runoff, for example, may start as a non-point source derived from a large area, and in some areas may be delivered to receiving waters as diffuse "sheet flow". However, if runoff is collected and discharged to receiving waters via an outfall pipe, this is a point source.

The primary factor affecting water quality in the City of New Rochelle Harbor Management Area is contaminant loadings derived from stormwater runoff. Various other sources are also important, including sewage treatment plant effluent, vessel wastes, fecal wastes from waterfowl, and hazardous substance spills. These topics are discussed in Subsections D through H below. Subsections B and C describe overall water quality conditions in the City's waterways.

B. Water Quality Classifications and Use Standards

Discharge standards and water quality classifications have been assigned by NYSDEC to the surface waters in the City of New Rochelle, pursuant to Title 6, Chapter 10 of the Codes, Rules and Regulations of New York State (NYCRR). These classifications set discharge standards and are not necessarily indicative of existing water quality conditions. General water quality classifications for marine waters are summarized in terms of their best intended usage, as follows:

- SA - These waters shall be suitable for shellfishing for market purposes and primary and secondary contact recreation¹.
- SB - These waters shall be suitable for primary and secondary contact recreation and any other use except for the taking of shellfish for market purposes.
- SC - These waters shall be suitable for fishing and fish propagation. The waters shall also be suitable for primary and secondary contact recreation even though other factors may limit the use for that purpose.

¹ Primary contact recreation comprises activities where the human body may come in direct contact with raw water to the point of complete submergence; such uses include swimming, diving, water skiing, skin diving, and surfing. Secondary contact recreation comprises activities where contact with the water is minimal and where ingestion is not probable; such uses include fishing and boating.

- SD - These waters are not primarily suited for recreational purposes, shellfish culture or the development of fish life, and because of natural and man-made conditions cannot meet the requirements of these uses.

Marine and estuarine water quality can be assessed on the basis of a variety of variables, including color, odor, floating and suspended solids, oil, toxic compounds, and other deleterious substances. Water quality classifications in New York State are currently based primarily on three indices: total coliforms, fecal coliforms, and dissolved oxygen.

Within the waters of the City of New Rochelle, the entire area to the west of a line extending from the easterly point of Middle Ground to the northerly point of Huckleberry Island (red buoy #2) is classified as SB waters. These waters (which include New Rochelle Harbor and Creek and adjoining tidal waters, Echo Bay, and Premium Millpond) have consistently failed to meet the criteria for shellfish harvesting due to chronically high coliform levels derived primarily from stormwater runoff. The tidal portion of Premium River, which receives stormwater runoff from the entire Pinebrook watershed, is classified as SC waters.

C. Existing Water Quality Conditions

Pathogens

For the purposes of this HMP, the term "pathogens" refers to the range of disease-causing microorganisms that occur in local marine waters. This includes a variety of viruses, bacteria, and protozoans, which can be transmitted to humans by two routes: the consumption of shellfish that have accumulated pathogens in their tissues through filter-feeding; and the direct introduction of pathogens into the human system via contact with contaminated water, primarily through dermal contact or ingestion.

NYSDEC is the agency that regulates the shellfish industry in New York State. NYSDEC's activities are governed by the requirements of the National Shellfish Sanitation Program (NSSP) which is overseen by the U.S. Food and Drug Administration. The NSSP includes provisions for classifying shellfish beds into four main categories: certified (approved), uncertified (closed), seasonally certified, and conditionally certified (conditionally approved). Certified areas are designated on the basis of regular water quality monitoring showing that coliform bacteria levels conform to shellfish sanitation standards. Seasonal certification can be instituted if coliform levels meet standards during a part of the year, usually during the winter when coliform sources (i.e., stormwater runoff, vessel wastes, etc.) often decrease. Conditional certification can be adopted in areas that comply with the standards under certain conditions, with closure typically being tied to the occurrence of a certain, site-specific rainfall threshold.

Uncertified shellfish areas are designated if water quality monitoring indicates that the area does not comply with requirements for year-round, seasonal or conditional certification. Often, in an effort to control program costs, NYSDEC will not undertake sampling in waters that historically have failed to meet harvesting criteria. This situation applies to the waters of the City of New Rochelle, which are uncertified year-round for shellfishing due to chronically elevated coliform concentrations.

The Westchester County Department of Health (WCDH) is the agency that is responsible for the monitoring of water quality conditions (specifically coliform levels) at local public bathing beaches. According to officials at the WCDH, none of the public beaches in the City of New Rochelle have been subject to closure due to excessive coliform concentrations in recent years.

Dissolved Oxygen

As discussed previously, dissolved oxygen (DO) is one of the primary parameters used for the classification of marine water quality. Since marine animals at all levels of the food chain need oxygen to carry out aerobic respiration, DO is widely used as an indicator of the overall health of the ecosystem. DO levels of 5.0 mg/l (milligrams per liter of water) or greater are generally thought to be protective of marine life. Significant adverse effects are known to result to many animals, especially those that are not mobile, when DO concentrations fall below about 3.0 mg/l for prolonged periods of time, a condition that is commonly referred to as hypoxia. However, according to the findings of the Long Island Sound Study, some less severe impacts are associated with DO levels in the 3.0 to 4.0 mg/l range, and even concentrations between 4.0 and 5.0 mg/l may result in limited biological consequences. DO levels approaching zero, a condition known as anoxia, cause severe impacts, even at short exposure durations (i.e., on the order of an hour or less).

DO monitoring has been performed for many years by the Interstate Sanitation Commission (ISC), which is a body that was founded in 1936 to address water and air pollution issues in the New York, New Jersey, and Connecticut region. Table 4-1 presents DO data collected between 1992 and mid-August 1996 as part of a routine monitoring program conducted by the ISC. The two sampling stations listed on the table (DI1 and DI2) are located directly to the south and north of Davids Island, respectively. These two sites are part of an 18-station sampling grid established by the ISC in western Long Island Sound. Due to budgetary constraints, ISC sampling has been limited to the critical summertime period when hypoxic conditions are most likely to occur.

The 1992-96 ISC data show that DO concentrations in the waters off Davids Island have generally remained above the 3.0 mg/l threshold through the summer. Periods of hypoxia in bottom waters were recorded at both stations during 1994 (July 26 and August 1

TABLE 4-1
DISSOLVED OXYGEN LEVELS IN WATERS
OFF DAVIDS ISLAND

SAMPLING DATE	STATION DI 1		STATION DI 2	
	SURFACE	BOTTOM	SURFACE	BOTTOM
8/19/96	8.0	5.8	7.3	4.0
8/12/96	8.3	4.3	7.2	4.2
8/05/96	4.9	5.1	6.4	5.8
7/29/96	6.4	5.6	6.8	4.7
7/22/96	5.8	4.4	5.2	4.1
7/15/96	5.0	5.0	5.0	4.6
7/08/96	7.6	6.7	9.7	5.0
7/01/96	3.8	3.8	4.2	3.8
9/11/95	5.4	5.6	4.5	4.6
9/05/95	6.0	6.5	5.6	6.0
8/28/95	5.4	5.6	5.0	5.0
8/21/95	6.5	6.1	6.7	6.4
8/14/95	6.6	7.2	6.5	6.2
8/06/95	5.4	5.9	5.6	5.8
7/31/95	6.9	6.1	5.8	5.8
7/24/95	7.0	3.8	8.0	4.4
7/17/95	6.8	6.5	7.2	4.4
7/10/95	5.8	4.1	6.0	2.6
7/05/95	6.3	7.6	5.6	3.8
9/12/94	5.9	6.2	6.0	6.3
9/08/94	6.5	6.6	6.4	6.3
8/29/94	4.2	3.9	4.6	4.2
8/23/94	6.1	5.6	5.8	6.0
8/15/94	4.7	5.0	4.7	4.6
8/08/94	8.4	4.7	8.9	3.5
8/01/94	9.8	2.3	12.5	1.6
7/26/94	3.8	2.6	3.8	2.3
7/18/94	5.1	5.1	5.3	5.2

TABLE 4-1 (continued)
DISSOLVED OXYGEN LEVELS IN WATERS
OFF DAVIDS ISLAND

SAMPLING DATE	STATION DI 1		STATION DI 2	
	SURFACE	BOTTOM	SURFACE	BOTTOM
7/11/94	4.8	4.0	5.4	3.6
7/05/94	9.0	5.3	9.4	6.3
6/27/94	8.4	7.6	9.2	6.5
9/13/93	5.4	5.6	5.4	5.5
9/08/93	4.8	4.9	5.4	5.8
8/30/93	6.2	5.0	6.2	4.8
8/23/93	4.3	4.2	4.4	4.1
8/16/93	6.1	2.4	5.8	2.3
8/09/93	5.5	5.4	7.2	5.2
8/02/93	5.5	3.8	6.1	3.3
7/26/93	7.4	6.7	7.7	6.7
7/19/93	6.5	4.4	7.7	4.0
7/12/93	8.3	4.4	8.9	4.1
7/06/93	8.2	6.6	8.2	6.2
6/29/93	8.4	8.8	9.4	8.6
9/14/92	5.8	5.5	6.4	5.6
9/08/92	5.4	5.2	5.8	5.4
8/31/92	5.0	5.0	5.2	5.2
8/26/92	9.4	6.5	8.6	6.1
8/20/92	--	--	--	--
8/10/92	5.0	4.5	6.6	5.0
8/03/92	7.3	6.2	8.5	5.5
7/27/92	5.2	4.8	5.5	5.1
7/21/92	10.7	7.5	10.8	6.3
7/07/92	8.7	8.6	8.7	7.7

Notes: Dissolved oxygen data, in milligrams per liter, collected by the Interstate Sanitation Commission.

DI 1 = Station to the immediate south of Davids Island

DI 2 = Station to the immediate north of Davids Island

Surface sample collected approximately one meter below the water surface.

Bottom sample collected approximately one meter off the bottom.

samples) and in 1993 (August 16 sample), and at Station DI2 in 1995 (July 10 sample). In all of these cases, the corresponding surface water samples exceeded 3.0 mg/l DO. It should also be noted that a number of samples collected during the analysis period (including some of the surface water samples) contained DO levels in the 3.0 to 5.0-mg/l range, at which certain, less severe biological consequences may occur.

In May 1996, "Save the Sound", Inc. of Stamford Connecticut started collecting weekly water quality data at five sampling locations in Echo Bay, including one station in the east branch of Snuff Mill Creek (i.e., at the mouth of Stephenson Brook), two off Hudson Park, one near the Premium Millpond dam, and one to the south of Echo Island. These data include surface and bottom DO measurements. For the period from May 18 through August 3, all DO measurements exceeded the 3.0 mg/l threshold. Only one measurement (3.4 mg/l recorded on July 6 in the bottom sample collected at the mouth of Stephenson Brook) was below 5.0 mg/l.

The concentration of DO in a marine water body is strongly tied to the input of inorganic nutrients, especially nitrogen and phosphorus compounds. These nutrients are essential for aquatic plant growth and, in the proper quantities, are vital to the sustenance of the entire ecosystem. In excess, however, nutrients can spur too much plant growth (often referred to as an algae "bloom"), producing a plant biomass that overwhelms the ability of the herbivores to consume this material. Nitrogen compounds (ammonia, nitrate and nitrite) are typically the limiting nutrient for plant growth in marine environments and are the critical factor in the occurrence of most algae blooms.

As the overabundant plant material produced by an algae bloom decays, oxygen is consumed in the water column, especially near the bottom where the decaying matter accumulates. If the rate at which DO is consumed through decay exceeds the rate at which oxygen is replenished through exchange with the air and oxygen generation via photosynthesis, the level of DO in the water decreases. In the summer, the water column typically becomes divided into two layers, with warmer water (heated by the sun) floating on top of a cooler layer of water that extends to the bottom. This condition of stratification reduces the degree of mixing that occurs between the surface (where oxygen is added to the water from the air) and the bottom (where most of the organic decay occurs). As a result, the bottom portion of the water column is particularly prone to depressed DO levels during the summer. In fact, the westerly portion of Long Island Sound, including the area that extends through the City of New Rochelle, has historically suffered from chronically low summertime levels of DO in bottom waters, often approaching anoxia.

The Long Island Study, which was sponsored by the U.S. Environmental Protection Agency, concluded that hypoxia is the most critical problem facing the Sound, and that the control of nitrogen inputs (from both point and non-point sources) is needed to

effectively address that problem. In response, Westchester County formed a Committee on Non-Point Source Pollution in Long Island Sound, in which the City of New Rochelle participates. The purpose of this group is to develop a plan to mitigate non-point source pollution through land use controls, local ordinances, "best management practices", and education. The plan is expected to be completed by the end of this year.

The New Rochelle Environmental Partnership was formed in 1995 in an effort to raise community awareness of how the actions of individuals can affect the local environment. This group is comprised of numerous governmental, community, environmental, and institutional entities that have signed a commitment to promote that goal through a partnership effort, particularly as related to the Stephenson Brook watershed.

The term "best management practices" refers to actions that use readily available and easily implementable technology to minimize pollution from non-point sources. These can include both structural and vegetative measures. Vegetative solutions often entail the use of wetlands to provide filtration and treatment to stormwater (i.e., "biofiltration") or to provide buffers between areas of development and surface waters. Structural solutions are detention ponds, catch basins, leaching pools, and similar devices which reduce that amount of stormwater-derived contaminants reaching surface waters.

D. Stormwater Runoff

Stormwater runoff is generated by rainfall or snowmelt which, under the influence of gravity, flows to the sea. Precipitation includes some atmospheric contaminants, most notably the compounds that comprise "acid rain", but by far the largest fraction of the contaminant load contained in stormwater runoff is collected from the land surface.

Even in pristine areas, stormwater runoff contributes contaminants to receiving waters. Pathogens (i.e., disease-causing microorganisms) and nutrients from the fecal wastes of natural wildlife populations can be a substantial source of water quality degradation in some areas. However, human activities in the coastal zone, especially land development, generally have an overriding effect on contaminant inputs to stormwater discharges, particularly in densely populated areas such as the City of New Rochelle.

Land development alters stormwater drainage characteristics within a watershed. Most importantly, development results in the replacement of permeable natural land surfaces (i.e., woodlands, meadows, etc., into which rainwater readily infiltrates) with impervious surfaces (i.e., paved roadways, walkways, building roofs, etc., which shed most of the rainfall). Even in areas cleared for development that are subsequently replanted with landscaping, the replacement vegetation generally has a lower capacity for absorbing rainwater than the original vegetation; this is especially true with respect to turf areas.

As a result, development generally increases the amount of runoff, which results in an increase in the amount of contaminants carried from the land surface to receiving waters.

The impact of stormwater runoff on surface water quality can be mitigated to a large degree by the implementation of structural control measures (e.g., catch basins, leaching pool systems, detention basins, etc.), which serve the multiple purposes of storing a specific volume of stormwater, allowing the stored water to be recharged to groundwater, and creating conditions by which sediment particles can settle out of suspension. The sediment removal function of stormwater management structures is particularly important, since most contaminants are associated with fine-grained sediment particles. As sediment is removed from the stormwater, therefore, so too is a large fraction of the contaminants.

Structural appurtenances typically were not included in stormwater drainage systems in older developments, due to the less stringent environmental regulations in-place prior to the 1970s. Consequently, the stormwater runoff generated in communities that predate those regulations, including most of the City of New Rochelle, is typically discharged directly to bay and harbor waters with little or no reduction of discharge volume or removal of sediment (or contaminants). Structural mitigation devices may be retrofitted into the stormwater management systems of existing developments to improve the water quality of the effluent if topography and groundwater conditions are favorable. However, such projects are usually very expensive.

In addition to detention and recharge structures, the control of contaminant loadings in stormwater can be effected by measures that reduce the generation of non-point contaminants at the source. Such measures generally have to be applied over a wide area, ideally encompassing the entire watershed², in order to be most effective. Public education is a critical component of non-point source mitigation, since a large portion of the contaminant loadings contained in stormwater runoff is initially derived from the cumulative, small inputs from individual properties.

The City of New Rochelle is divided among seven major watersheds, which are described as follows:

² A "watershed" (or "drainage area") is the entire area within which precipitation generates runoff that eventually discharges at a single point, such as a stream mouth or stormwater outfall. Watersheds can usually be delineated fairly accurately on the basis of topography, whereby high points in the landscape separate adjoining watersheds. However, the presence of artificial drainage systems can complicate the delineation of watersheds, especially on a small-scale.

- **Hutchinson River** - A narrow corridor of land on the western side of the City is contained within this watershed. The Hutchinson River discharges to Long Island Sound via Eastchester Bay in the Bronx, outside of the Harbor Management Area.
- **Burling Brook** - The southwest corner of the City is contained within this watershed, which extends into the Village of Pelham Manor. Burling Brook discharges via a six-foot culvert into Neptune Basin, and thence to Lower New Rochelle Harbor.
- **Stephenson Brook** - This approximate 2,010-acre watershed is contained entirely within the City's boundaries, and comprises about one-third of the total land area in the City. The brook discharges through a 20-by-16-foot box culvert into Snuff Mill Creek at the head of Echo Bay, adjacent to City Yard.
- **Pinebrook** - Approximately 760 acres at the southeast corner of the City is contained in this watershed, which extends into the Town of Mamaroneck. Pinebrook discharges into the Premium River, which flows into Premium Pond and thence to eastern Echo Bay. The Premium River and Premium Pond straddle the boundary between New Rochelle and Mamaroneck.
- **Sheldrake River** - Approximately 950 acres at the northeast corner of the City is contained within this watershed, which extends into various municipalities to the east. Sheldrake River is a tributary of Mamaroneck River, which discharges to Long Island Sound via Mamaroneck Harbor, outside of the Harbor Management Area.
- **Shore Watershed** - This approximate 1,100-acre watershed actually comprises a number of small drainage areas that discharge to the coastal waters in the City of New Rochelle between Neptune Basin and Stephenson Brook.
- **I-95 Watershed** - New York State owns and maintains a major storm drainage system that collects runoff from I-95 and discharges to the Head of Echo Bay, near Huntington Place and Evans Place.

In total, there are more than 85 miles of storm drainage pipes in the City of New Rochelle, all of which are owned and maintained by the City (except for the I-95 system). All of these storm drains are independent of the sanitary sewer system (i.e., there are no "combined" stormwater and sanitary sewers).

In December 1996 the City adopted amendments to its Land Development regulations. One new provision of these regulations requires that a subdivision of five or more lots

incorporate plans for retaining and treating the first one-half inch of rainfall. If it can be demonstrated that retention basins are not practical for any given application, other methods recommended in the current NYSDEC Stormwater Management Guidelines may be used as substitutes, including oil/grit separators.

E. Sanitary Wastewater Disposal

The City of New Rochelle is divided among three sanitary sewer districts. Eighty percent of the City's land area, including almost the entire waterfront is contained within a district that is served by the sewage treatment plant (STP) located at the head of Echo Bay. Wastewater disposal for two waterfront areas on the mainland occurs via on-lot sewage disposal systems. These non-sewered areas are: the large-lot residential community along the eastern shore of Echo Bay and western shore of Premium Pond; and the southern end of Davenport Neck (e.g., Davenport Yacht Club, Green Tree Beach Club, The Oaks, The VIP, Beckwith Pointe Beach Club, Castaways Yacht Club, Imperial Yacht Club, and Harbor View Cafe). Other scattered sites throughout the Harbor Management Area may also be served by on-site, subsurface wastewater disposal systems.

Davids Island is currently vacant, but had previously been served by its own (now defunct) primary treatment STP when the island was occupied. The smaller islands in the Harbor Management Area that are not connected by roadway to the mainland are mostly undeveloped and, where sanitary waste disposal occurs, it is handled by on-site systems. This includes active facilities on Pine, Echo, and Goose Islands, as well as the currently vacant facilities on Columbia Island.

The Westchester County STP at New Rochelle is situated on the eastern shore of the east branch of Snuff Mill Creek (at the outfall of Stephenson Brook), at the head of Echo Bay. This County-owned and operated facility was constructed as a primary treatment plant in the mid-1950s, when it replaced a prior treatment plant that was located on the City Yard property. The STP presently provides secondary treatment, via covered oxygenation tanks, which were installed during a plant upgrade completed in 1982. The current service population is estimated at approximately 80,000 persons.

The STP has a design capacity of 13.6 million gallons per day (MGD), and currently operates at approximately 15.5 MGD, or slightly over capacity, during average flow conditions. However, peak daily flows can be as high as 45 MGD. Although, as mentioned previously, the sanitary sewer system is separated from the storm drain system, the piping throughout much of the former system has deteriorated to the point where significant infiltration of groundwater occurs, especially during wet weather periods. This accounts for the excess flows from the STP during peak periods that may

exceed the plant's design capacity by more than 200 percent, under which conditions the facility is unable to provide secondary treatment.

Disinfection at the New Rochelle STP occurs using chemical treatment with sodium hypochlorite. The present system is effective in killing bacteria, but does not fully eliminate odors, especially with respect to the processing (i.e., dewatering and thickening) of sludge. Most odor complaints come from residents on Boston Post Road, to the northwest of the plant. The County has implemented improvements to provide deodorization by means of a sodium hypochlorite mist and aeration as part of a general facility upgrade (including equipment replacements) at an approximate cost of \$6 million.

The outfall pipe for the STP is 54 inches in diameter and is constructed of reinforced concrete. This pipe extends for a total distance of about one and one-half miles through Echo Bay and out into Long Island Sound.

The STP's current permit under the SPDES program (i.e., State Pollution Discharge Elimination System, which is required for all major point discharges) expires in 2003. Pursuant to the recommendations of the Long Island Sound Study (LISS), an aggregate nitrogen cap of 5,200 pounds per day was instituted in 1993 for the combined effluents from the four Westchester County STPs that discharge to the Sound. The individual cap for the New Rochelle plant is 1,620 pounds per day.

The County plans to achieve LISS nitrogen reduction goals in phases. First, the Mamaroneck plans would be retrofitted for nitrogen reduction, under Clean Air/Clean Water Bond Act monies for which an application is pending. If that project is successful, the County would then look to upgrade its Blind Brook Plant in a similar manner. The County does not consider that the New Rochelle STP lends itself readily to upgrading for nitrogen abatement, short of a total reconstruction and, consequently there are currently no plans for this type of improvement at New Rochelle.

Approximately 2,800 dry tons of sewage sludge is generated each year by the operation of the STP at New Rochelle. According to the Interstate Sanitation Commission (ISC) 1995 annual report, approximately 2,700 additional dry tons per year is received for disposal at the New Rochelle STP via pipeline from the County's Mamaroneck facility. About two-thirds of this amount is disposed by incineration in on-site furnaces. The remaining one-third of the sludge is trucked to an out-of-state disposal site, presently located in Virginia, where it is used as landfill cover. A \$2.7 million improvement to the sludge dewatering and pumping systems was completed in 1994. The engineering plans for an estimated \$5.5 million furnace upgrade have been completed, and it is anticipated that this work will be undertaken toward the end of 1998.

On December 12, 1986, NYSDEC imposed a sewer extension moratorium on the New Rochelle Sewer District because the plant consistently operates above its permitted flow capacity. This moratorium is still in effect. An investigation has been completed to identify the sources of infiltration and inflow that cause the overcapacity conditions. Most of the problem concerns the local collection piping, which is under the jurisdiction of the City of New Rochelle and the other municipalities that are served by the New Rochelle STP. The County's jurisdiction is confined to trunk lines, which comprise only a fraction of the total length of piping and which tend to be in generally better physical condition overall. Thus, in order to address the New Rochelle STP's chronic overcapacity problem, it is the local governments that would be required to make the necessary repairs to the collection piping. In order to facilitate this process, the County has submitted an application on behalf of the municipalities for Clean Air/Clean Water Bond Act monies to fund the project. In addition, the County has offered to assist the municipalities in procuring low interest loans through the State Revolving Loan Fund. In 1996, the New Rochelle City Council adopted a resolution recommending to Westchester County that the County issue bonds to finance repairs needed in New Rochelle and other communities.

F. Vessel Wastes Discharges

Sanitary waste discharges from boats are a relatively minor contributor to water pollution in the City of New Rochelle, particularly in comparison to the large stormwater discharges delivered to these waters. Unlike certain relatively pristine harbors, in which the potential for contamination due to vessel waste discharges can prompt the closure of shellfish beds that would otherwise be available for harvesting, the waterways throughout the City of New Rochelle are already permanently closed to shellfishing due to stormwater-derived contamination. However, the existence of deteriorated water quality conditions should not be taken as a license for indiscriminate discharge of sanitary wastes from boats (or any other sources). Preserving and improving natural resources is one of the three objectives of this HMP, and ensuring the proper disposal of vessel wastes should be part of the overall program to enhance water quality and achieve the attendant benefits that would be derived by both wildlife and recreational users.

Presently, vessel waste pump-out services are offered at only a single facility along the City's entire waterfront. This pump-out station is located by the Harbor Patrol office at the City Marina. However, the existence of this device is not widely known by local boaters, even those who are based in the Echo Bay area. Maintenance problems have occurred with this facility, further limiting its availability to boaters.

G. Waterfowl

Portions of the Harbor Management Area are heavily utilized by waterfowl, particularly at Neptune Park, Beckwith Pointe, Titus Mill Pond, and Five Islands Park. Fecal wastes from these birds can contribute significantly to the overall pathogen and nutrient levels in the receiving waters. Recreational feeding of waterfowl by people exacerbates this problem by causing species that would normally migrate northward during the spring to remain in the area year-round, and by allowing populations to expand above normal levels due to augmented and easily obtainable food supplies.

The control of waterfowl wastes as a source of surface water contamination is a particularly difficult problem to address. Waterfowl feeding is widely perceived as being an acceptable form of nature-oriented recreation, and is partaken by families with young children and senior citizens alike.

In response to concerns about the waterfowl problem, the City Council adopted a law (Chapter 319) in March 1996 that prohibits the feeding of waterfowl on public property in the City. Violations are punishable by fines up to \$250 and imprisonment of up to 15 days. However, input from stakeholders during the July 1996 meeting indicated that public awareness of the law may be lacking.

H. Toxic Substances

Toxic substances in the marine environment are derived from a variety of sources including urban runoff, marinas, boat repair and maintenance facilities, fuel storage sites, and industrial operations. Heavy metals and petroleum hydrocarbons are the most prevalent of these substances, although agricultural chemicals and other organic compounds (e.g., polychlorinated biphenyls, or PCBs) can also be important at any given location.

As discussed previously, many toxic substances adhere readily to fine-grained sediment particles. These tiny sediment grains tend to be deposited in the relatively quiet waters of bays and harbors, but can become re-suspended into the water column when the bottom is disturbed, such as during storms and dredging operations or as a result of the propeller wash of passing boats. Animals that feed on the bottom or that filter particles from the water column are exposed to the toxic substances associated with the sediment particles. These toxins can be passed up the food chain, where they can bioaccumulate in the upper level predators, including many species of larger fish and fish-eating birds.

There are four sites within the Harbor Management Area that are of significant current concern with regard to the actual or possible presence of contamination that potentially could impact marine water quality and natural resources. These are the Con Ed site, the

Jonel property (former Sentinal Oil Company), Tesa Tuck Tape site, and City Yard. Each of these sites is discussed individually below.

Consolidated Edison Site

This approximate 2.6-acre parcel on the east side of Echo Avenue has 200 feet of shorefront on Echo Bay. A number of buildings had been present on the site, but these have all been demolished and removed. The site is presently vacant.

This property was used by Consolidated Edison (Con Ed) from the 1930s until 1981 as a transformer weigh station and electrical distribution substation. Transformer manufacturing and repair work was also occasionally performed on the site. In the mid-1980s, site testing commenced because of the discovery of PCB contamination.

This site is listed by the U.S. Environmental Protection Agency and NYS Department of Environmental Conservation (NYSDEC) as an inactive hazardous waste disposal site (i.e., the property is both a Federal and State Superfund site). Original PCB levels in the soils measured as high as 500 parts per million (ppm). Initial cleanup of these soils has already occurred, but some PCB "hot spots" still remain.

Contamination has spread to an area of marine sediments in the northwest corner of Echo Bay, which has hot spots of up to 200 ppm PCBs. No groundwater contamination has been detected in association with the PCB releases on the subject parcel. PCB contamination has also occurred on adjoining residential properties, on Faragut Circle, in the Sutton Manor community. The ongoing cleanup, which is expected to be completed by the end of Spring 1998, includes the excavation and removal of the remaining PCB-contaminated upland soils and the vacuum extraction of contaminated marine sediments.

The City of New Rochelle has expressed interest in purchasing this property when the site contamination has been satisfactorily remediated. This site, which is part of the Main Echo Urban renewal area, has been targeted for acquisition so that the City can exercise greater control over redevelopment.

Jonel Property (former Sentinel Oil Company)

This property, which abuts the Con Ed site to the north, was formerly operated as the Sentinal Oil terminal, but is presently used as a plant nursery. A Phase II Environmental Investigation has been completed for the site, as summarized in a report dated October 1995. The testing conducted as part of that investigation revealed the presence of petroleum contamination in the soils and groundwater. However, no floating product was detected in the groundwater.

According to NYSDEC, remediation plans were being finalized for this property in 1996. The information obtained from NYSDEC at that time indicated that the existing 2,000-gallon underground diesel tank was abandoned in-place, and associated piping was removed. Although some contaminated soils were targeted for removal, most of the property was covered with asphalt to provide an impermeable cap which, it is expected, will prevent the lateral spread of contamination. Monitoring wells were also to be installed as part of the follow-up investigation. These wells were to be tested in the field for floating product on a monthly basis, and subjected to quarterly laboratory analysis, to evaluate the degree to which the petroleum hydrocarbons are biodegrading in-situ. If floating product appears during the monitoring program, it is recommended that a groundwater remediation system be installed.

Tesa Tuck Tape Site

The Tesa Tuck (Tuck Tape) industrial facility, which is located at the southwest corner of Main Street and Lefevres Lane, to the north of the STP, is a former State-registered generator/transporter of hazardous wastes. This site is currently vacant and, according to NYSDEC, various drummed chemicals that remained on the site after operations terminated there have since been removed in accordance with applicable regulations. This property is not listed as a State or Federal Superfund site, and is not believed to be an active source of actual or potential toxic contamination to Echo Bay. The site was recently purchased and is the subject of a redevelopment proposal.

City Yard

City Yard occupies an approximate 6.5-acre parcel on Main Street and the western shore of the eastern branch of Snuff Mill Creek (at the outfall of Stephenson Brook), at the head of Echo Bay. This property is actively used for a number of operations by the City of New Rochelle Department of Public Works (DPW), which has occupied the site since 1917.

Present activities at City Yard include facilities for drainage, highways, sanitation, vehicle repairs, machinery and vehicle storage, solid waste composting, and carpentry shop. There are six main buildings on the site with a total floor area of 53,700 square feet. Yard areas are used for various activities, including recyclables transfer, materials storage (e.g., sand, salt, and gravel), vehicle washing, and vehicle parking. Additionally, there are three vehicular fuel dispensers on-site.

A number of the operations at City Yard require the use of hazardous materials. Small quantities of various substances (especially petroleum products and cleaners in drums) are stored at several locations around the site. Additionally, there are a minimum of 12 (and perhaps as many as 14) underground steel tanks on the property used for the

storage of petroleum products. A Phase I Environmental Site Assessment performed for the subject property in November 1994 found that these tanks did not have current tightness tests, which leaves the integrity of the tanks and associated piping in question.

There has been much discussion about possible private redevelopment projects on the City Yard property. No proposals are currently pending. Any such project would have to address the relocation of the City facilities presently at the site. In addition, it is anticipated that unresolved environmental issues concerning the site, as identified in the Phase I Environmental Assessment report cited above, would also be addressed at that time. As part of its application for grant monies under the New York State Clean Air/Clean Water Bond Act program, the City has requested funds to build a salt storage structure at City Yard, which would contain roadway salt used in municipal operations.

Other Toxic Substance Sources

As discussed previously, the stormwater drainage system in the City of New Rochelle generally does not contain pretreatment structures. This allows runoff collected in street drains to be conveyed directly to surface waters without any substantial removal of contaminants. Stephenson Brook, which drains about one-third of the City's total land area, has historically been a significant source of contamination at the head of Echo Bay.

Over the past few years, several major oil spills on the upland watershed area have been carried through the box culvert at the mouth of Stephenson Brook and discharged into Echo Bay. These include a failed underground storage tank at the North Avenue High School and a major fuel oil spill at Macy's. The later incident resulted in the placement of an oil containment boom in the head of Echo Bay that is still in-place. The shoreline sediments in this area have retained a noticeable oil residue to this day.

The November 1994 Phase I Environmental Site Assessment for the City Yard property lists 14 then-active spills of petroleum products that occurred within a one-mile radius of that site. Some of these spills were located in the Stephenson Brook watershed, and would have threatened entry into Echo Bay via the brook's box culvert outfall. Other spills would have posed a potential contamination problem at other points of entry into Echo Bay; this includes two spills that occurred in December 1993 and January 1994 at Echo Bay Marina, which totaled 4,000 and 2,000 gallons, respectively. Four of the spills are classified as storage tanks failures (two in May 1992, and one each in December 1992 and May 1993). Other spills (in March 1992, December 1993, and March 1994) were recorded as the result of the detection of a petroleum sheen on the water at various locations along the west shore of the bay to the north of Ferris Creek, which may or may not have resulted from other documented spills.

Although the amount of product that is actually discharged to the bay is unknown for any given land-based spill, it is clear from the above information that petroleum products are, indeed reaching the bay.

I. Floatable Debris

Floatable debris comprises various solid waste materials that can be found floating in the City's coastal waterways. This includes litter (drink containers, paper, cigarette butts, disposable cups, etc.), pieces of deteriorated shorefront structures (i.e., detached wooden components from docks, bulkheads, etc.), and similar objects. The presence of floatable debris in a waterway can create a serious aesthetic problem, and can also cause a navigational hazard if large-size debris is present. The presence of floatable debris in a waterway also points to basic problems with infrastructure and personal behavior.

Unless combined with sewage, floatable debris is not particularly deleterious to humans. However, some materials that are found in this debris (e.g., medical wastes, including discarded syringes) can cause an extreme negative public perception, even if the occurrence of this type of material accounts for only a small fraction of the debris. Floatable debris can have a serious impact on marine life, especially when this material is ingested or causes entanglement.

In January 1997 the City applied for a matching grant from NYSDEC to install a floatable debris collection system in Snuff Mill Creek, at the outlet of the Stephenson Brook Watershed, which drains more than one-third of the City's upland area. Besides serving to improve water quality in the Echo Bay area, the proposed device would also enable the City to monitor and analyze floatable material that is being carried by the subject stormwater system.

4.2 Ecological Resources

A. Wetlands

Tidal wetlands along the waterfront of the City of New Rochelle have been classified by NYSDEC based on the vegetation they support. The type of vegetation is largely determined by the salinity of the surface water and the degree of inundation.

Tidal wetlands found within the City of New Rochelle Harbor Management Area consist of the following three, major types: intertidal marsh (IM), coastal shoals, bars and mudflats (SM), and littoral zone (LZ), which are briefly described below.

- An IM classification is assigned to those wetland areas located between average high and low tide levels, and within which smooth cordgrass (*Spartina alterniflora*) is the predominant vegetative species. IM areas are the most biologically productive of all wetlands categories, and have high values for flood and sediment control. Even small patches of IM wetland are considered by NYSDEC to be of critical importance.
- SM wetlands are those areas lacking smooth cordgrass that are covered by water at high tide and are exposed or covered by less than one foot of water at low tide. Sediment texture can vary significantly in SM areas, from mud flats in many protected embayments to sandy shoals in areas subject to wave and current action.
- LZ wetlands occur in tidal waters of average depth less than six feet that do not meet the requirements for classification under any of the other wetland categories. SM and LZ areas exhibit extreme variability in their contribution to biological productivity and other tidal wetland values, but are generally less valuable than IM areas in this regard.

The larger areas of IM and SM tidal wetlands that are found in the Harbor Management Area are described briefly as follows:

- The area in Neptune Pond is divided approximately 50/50 into IM and SM wetlands.
- The interior portion of Neptune Basin is almost fully covered with SM wetlands, with small patches of IM wetlands.
- The periphery of Wright Island Basin and the entire area in the cove on the north side of Wright Island is covered with IM and SM wetlands.
- The western shore of Davenport Neck contains extensive areas of IM and SM wetlands, especially to the immediate north of Beckwith Pointe, in the area adjacent to the City Bird Sanctuary, and at the northeast corner of New Rochelle Creek.
- Titus Mill Pond contains a large area of IM wetlands at its northerly end, and is fringed by IM wetlands along most of its eastern and western shorelines.
- The eastern shore of Davenport Neck contains large patches of IM wetlands.

- The head of Echo Bay (especially in Snuff Mill Creek at the mouth of Stephenson Brook, to the northwest of Five Islands Park, and along the south shore and to the north of Oakwood Island) contains extensive areas of SM wetlands. Large patches of IM wetlands are present along the east shore of Oakwood Island and the northeast shore of Echo Bay.
- The eastern and southern shorelines of Davids Island contain several large patches of IM wetlands.
- Goose Island is surrounded by IM wetlands.
- Middle Ground consists entirely of SM wetlands.
- The other outer islands contain patches of IM and SM wetlands.

The vegetated wetlands of the Premium Marsh Complex, including areas of NYSDEC-designated high marsh, are located along the stretch of the Premium River that lies within the Town of Mamaroneck. High marsh (HM) wetland is typically the uppermost tidal wetland zone, extending upland beyond the reach of the normal high tide. According to the NYSDEC tidal wetland maps, HM wetlands are not present along the City of New Rochelle waterfront. However, scattered HM areas may still exist in small patches that are not shown on these maps.

The Pryer Manor Marsh is an area of NYSDEC-designated formerly-connected (FC) wetland that is situated between Dogwood Lane and Pryer Manor Road, in the City of New Rochelle. Most of the area in the marsh is owned by the Pryer Manor Marsh Preservation Association. By definition, tidal flow in FC wetlands is restricted by man-made causes; a culvert beneath Pryer Manor Road connects this marsh to the Premium River. As with many FC wetlands, the Pryer Manor Marsh is dominated by the common reed, Phragmites, which aggressively invades areas where saline tidal inflow becomes restricted.

According to the official NYSDEC maps, Premium Pond and the Premium River consist entirely of LZ wetland. This indicates that the shoreline of these water bodies does not contain a significant extent of vegetated marshes.

In December 1996, the City adopted amendments to its Land Development regulations. One new provision of these regulations states that all existing wetlands of one-quarter acre or more in area are considered to have local significance. Impacts to such wetlands shall be avoided or, where avoidance is not possible, minimized to the fullest practical extent.

B. State and Local Fish and Wildlife Habitats

Two sites within the Harbor Management Area are listed as New York State Significant Coastal Fish and Wildlife Habitats: Huckleberry Island and Premium River-Pinebrook Wetlands. These are discussed individually below.

Huckleberry Island

Huckleberry Island is a State-designated Significant Coastal Fish and Wildlife Habitat that is characterized as a relatively undisturbed, rocky, wooded island, which is an unusual habitat type in the New York City metropolitan area. The approximate ten-acre island is the largest colonial waterbird rookery in western Long Island Sound, and is one of only four such rookeries in the entire Manhattan Hills ecological region. This nesting area probably accounts for many of the egrets and night herons seen in lower Westchester County and on the opposite shore of the Sound.

According to the Long Island Colonial Waterbird and Piping Plover Survey compiled by NYSDEC, Huckleberry Island is currently and has historically served as a significant breeding and roosting area for a variety of wading birds, gulls, and waterbirds. Of particular note, during the ten-year period through 1995, the number of double-breasted cormorants observed at this location has dramatically and steadily increased, from 36 individuals in 1986 to 1,660 in 1995. This reflects a regional trend of increase for this species over recent years, which has been widely attributed to improved water quality conditions. The cormorant had suffered a precipitous population decline during the 1970s and 1980s due largely to egg shell thinning caused by the effect of pesticides. Other species that have been well represented at Huckleberry Island over the past decade include: great egrets, snowy egrets (although no individuals of this species were observed between 1993 and 1995), black-crowned night herons, great black-backed gulls, and herring gulls.

The Colonial Waterbird Surveys do not provide counts for any other location within the study area, other than Huckleberry Island. This implies that Huckleberry Island is the only site in the City of New Rochelle that has been identified as supporting significant breeding populations of waterbirds.

The nesting period for the Huckleberry Island waterbird colony runs from mid-March through August each year. During this time period, it is important to avoid disturbances that would impair the habitat, including significant pedestrian traffic, low-flying aircraft, boat landings, nearby boat traffic, and similar activities. It is also important to minimize human disturbance during the early spring period when roosts are being established and maintained.

Huckleberry Island's upland forest area is important for heron nesting, and losses to this area would have significant adverse impacts on heron populations in the New York City and western Long Island Sound areas. The introduction of mammalian predators, including pet animals, onto the island could also be detrimental to the colonial waterbird populations. Disturbance or elimination of preferred wetland feeding areas (possibly at distant, but poorly documented locations) may also affect these resident birds.

Premium River-Pinebrook Wetlands

This State-designated Significant Coastal Fish and Wildlife Habitat encompasses the following contiguous areas: the eastern portion of Echo Bay extending northward from the line between Premium Point and the southern tip of Echo Island; Premium Pond and the Premium River; and the tidal wetlands of Pinebrook south of Boston Post Road. This area extends into the Town of Mamaroneck and upland locations in the City. Most of the habitat lies outside the Harbor Management Area.

The entire habitat covers approximately 65 acres of diverse and relatively undeveloped tidal river, tidal flats, shallows, salt marsh, and freshwater wetlands, which is unusual in Westchester County. Although adjacent and upstream development and water pollution have degraded the area to some degree, the wetlands complex itself is undeveloped and offers a range of natural communities that support a diversity of fish and wildlife species.

The productive tidal wetlands serve as nursery and feeding areas for a variety of finfish species including alewife, striped bass, blackfish, bluefish, cod, eel, winter and summer flounders, mackerel, menhaden, porgy, weakfish, silversides, and killifish. Although the area is closed to shellfish harvesting due to degraded water quality, a variety of shellfish are still found here, including hard clam, soft clam, blue mussel, American oyster, and bay scallop. Recreational fishing remains locally important.

A variety of coastal wildlife species occur in and around the Premium River-Pinebrook Wetlands. Nesting bird species include black-crowned night heron, ring-necked pheasant, mallard, Canada goose, mute swan, and killdeer. Many species of waterfowl, shorebirds, marshbirds and passerine species feed in the area as residents during the summer, or during the spring and fall migrations. Large concentrations of black duck have occurred during migrations in recent years (as of 1990), while osprey (New York State-designated threatened species) have been observed migrating through the area. Overwintering species include common loon (New York State-designated species of special concern), American coot, greater and lesser scaup, and northern and red-breasted merganser. The use of this area by waterfowl in the winter is affected by the extent of ice cover on Premium Millpond. Harbor seals are occasional visitors to the area.

The primary immediate habitat goals for this area include: preventing further degradation of water quality, especially with regard to the input of contaminants via stormwater runoff carried through the Premium River; preventing loss of wetland area, particularly through excavation or filling; and preserving natural plant communities in the border areas. Water quality improvement and habitat restoration are long-term goals.

According to Town of Mamaroneck officials, a project to dredge the Premium River has just been completed. This action was undertaken to restore wetlands in an area that had suffered from diminished tidal flow due to siltation. The siltation problem arose due to excessive sediment loads carried by stormwater runoff during the development boom in the River's watershed several decades ago. Although dredging has noticeably increased tidal exchange in the River, it is too early to see improvements to wetland conditions, which would occur over the long-term. Dredging of Premium Pond was not undertaken, and is not contemplated at the present time.

Other Areas of Local Importance

Based on field observations made during the preparation of this HMP and information provided by local residents, the vegetated tidal marshes throughout the City are heavily used as feeding areas by wading birds. The wetlands at the head of Echo Bay were identified as being especially important in this regard and, therefore, would be a priority area for any wetland restoration/enhancement projects.

According to the 1975 program narrative for the Five Islands Development Project, these islands have also been identified as an important area for various types of waterbirds. The list of commonly sighted birds provided in that document contains many of the same species that are known to nest on nearby Huckleberry Island, including great black-backed gull, herring gull, and double-breasted cormorant. Mallard and Canada goose were also documented as occurring in the Five Islands complex, both of which are known to nest in the Premium River-Pinebrook Wetlands.

The shoreline of Davids Island has also been noted as an area that is used for foraging by a number of species of waterbirds. A survey conducted in 1987 as part of the Environmental Impact Statement (EIS) for proposed development by Xanadu Properties Associates noted the presence of double-breasted cormorant, great blue heron, green-backed heron, black-crowned night heron, great egret, snowy egret, Canada goose, ring-billed gull, herring gull, great black-backed gull, and least tern (a New York State-listed endangered species).

An avian census during the winter of 1987-88 that was conducted as part of the Xanadu EIS indicates that the waters of New Rochelle Harbor and surrounding Davids Island and

Huckleberry Island are used for overwintering (at least during that study period) by significant numbers of black duck, bufflehead, greater scaup, and common merganser.

Stretches of marine rocky intertidal shoreline occur at various locations along the City of New Rochelle waterfront. These sites include Davenport Park, the North end of Davids Island, and the southeast side of Huckleberry Island. This community type is common along the entire north shore of Long Island Sound, and is classified by the New York State Natural Heritage Program as globally secure. However, the marine rocky intertidal community type is considered to be relatively uncommon in New York State, with fewer than 20 occurrences State-wide.

C. Endangered, Threatened, Special Concern, and Protected Species of Wildlife

One New York State-listed bird species of special concern, the common loon (Gavia immer), occurs within the Harbor Management Area. This species overwinters in the Premium River-Pinebrook Wetlands.

Two other avian species, the great egret (Ardea alba) and snowy egret (Egretta thula), which nest within the Harbor Management Area, are protected under the New York State Environmental Conservation Law. The rookery for these birds is located on Huckleberry Island.

4.3 Flooding and Erosion

A. Natural Protective Features

Protection from coastal erosion is provided by a variety of natural shoreline features. In the City of New Rochelle, these features primarily comprise nearshore areas, beaches, and vegetated marshes. Dunes and bluffs, which are also important natural protective features found throughout Long Island Sound, are absent from the City's shoreline.

Nearshore areas, beaches, and vegetated marshes protect the adjacent upland from coastal erosion by dissipating the energy of incident waves. In general, maximum protection is provided by gradually sloping nearshore areas and wider, more gently sloped beaches; wave impacts are more forceful, and thus the degree of erosion susceptibility is greater, if these features have a steeper gradient. Wide, thickly vegetated marshes also provide the greatest level of protection against waves.

B. Erosion Hazard Areas

The Coastal Erosion Hazard Area (CEHA) within the City of New Rochelle has been designated by NYSDEC pursuant to Article 34 of the New York State Environmental Conservation Law. Lands that lie within the CEHA either are subject to an average long-term recession (erosion) rate of at least one foot per year, or are characterized by the presence of natural protective features (i.e., beaches, dunes, shoals, bars, spits, barrier islands, bluffs, wetlands, nearshore areas, and associated natural protective vegetation). Development and the siting of structures, including erosion protection structures, is regulated in CEHAs to preserve natural protective features and their natural protective benefits, and to safeguard adjacent development and human life. Erosion control structures may reduce or destroy the erosion protection afforded natural protective features and adjacent lands, and may decrease the reserves of sand available to replenish storm losses through natural processes.

The CEHA within the City of New Rochelle has been designated and delineated on maps based on the existence of natural protective features. The CEHA includes areas that lie immediately adjacent to the Long Island Sound, including the western shore of Davenport Neck, and the shorelines areas of Davids Island and the outer islands (Goose, Columbia, Pea, Pine, and Huckleberry). The natural protective features along these shorelines consist primarily of beaches and nearshore areas.

In 1990, the City of New Rochelle adopted a local Coastal Erosion Hazard Area Law (Chapter 127 of the City Code), by which the City assumes the responsibility and authority to implement and administer a coastal erosion management program within its boundaries, pursuant to Article 34 of the New York State Environmental Conservation Law. This local law:

- regulates new construction and the placement of structures in areas subject to coastal erosion, in order to place them a safe distance from areas of active erosion and the impacts of coastal storms;
- restricts public investment in services, facilities, and activities which are likely to encourage new permanent development in erosion hazard areas; and
- regulates the construction of erosion protection structures in coastal areas subject to serious erosion, so as to assure that when the construction of such devices is justified, their construction and operation will minimize or prevent damage or destruction to man-made property, natural protective features, and other natural resources.

C. Flood Hazard Areas

The City contains flood zones that have been designated by the Federal Emergency Management Agency (FEMA). There are several categories of flood zones, as depicted on FEMA's Flood Insurance Rate Maps, based on the degree of susceptibility to flood damage. Four general flood zones exist within the City, as summarized below:

- *V zone* (i.e., high velocity zone, also called the coastal high hazard area) - that area of land which would be subject to breaking waves of three feet or greater height, in addition to still water flooding, during the 100-year storm event
- *A zone* (also called the area of special flood hazard) - that area of land which would primarily experience still water flooding, without significant wave activity, during the 100-year storm
- *B zone* - areas between the limits of the 100-year flood and the 500-year flood; or certain areas subject to 100-year flooding with average water depths of less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood
- *C zone* - areas of minimal flooding

The 100-year floodplain (i.e., the V and A zones) encompasses all or a portion of every waterfront property in the City. The base flood elevation (i.e., the calculated floodwater height above mean sea level during the 100-year storm) varies from 13 feet throughout most of the floodplain in Echo Bay and New Rochelle Harbor, to 18 feet on the eastern shore of Davids Island and the nearby outer island (i.e., Huckleberry and Pea).

The width of the floodplain depends on topography. The most extensive flood zones occur in gently sloping, low-lying areas, such as in the northeast corner of Echo Bay and at the southern tip of Davenport Neck. It is also interesting to note that the floodplain extends all the way through Davenport Neck from Echo Bay to Titus Mill Pond. Therefore, during the 100-year storm event, the main body of Davenport Neck would be completely surrounded by water.

The V zone covers the nearshore areas on the eastern and northern sides of Davids Island, and on the western side of Davenport Neck. The outer islands are also either entirely or partially in the V zone.

D. Shoreline Protection Structures

The majority of the shorefront in the City of New Rochelle, particularly within New Rochelle Creek and Harbor and Echo Bay, has been developed with structural protection devices. The general design and function of the primary categories of structures found in the City are described as follows.

Bulkheads - These wall-like structures are composed of timber, corrugated steel, concrete, masonry, or other materials. Bulkheads are built along the shoreline and are intended primarily to retain upland material, but also provide a barrier against shoreline recession. Bulkheads are common in Ferris Creek, New Rochelle Creek and the Lower Harbor.

Seawalls - Seawalls are similar in appearance to bulkheads, but generally are of sturdier design and are primarily intended to protect the shoreline against direct wave impacts. In some areas of the City, natural bedrock outcroppings have been incorporated into seawall segments. Low seawalls comprised of fieldstone or concrete are a common shoreline protection device in the City, especially along residential properties and at the upland edge of the bathing beaches at many of the beach clubs on Davenport Neck. The shoreline around Glen Island Park and portions of Echo Bay are also protected by seawalls.

Revetments - These devices are also built along the shoreline, but are composed of heavy rocks or concrete rubble that is intended strictly to provide "armoring" for protection against wave attack. Revetments are fairly common throughout the entire Harbor Management Area.

Breakwaters - These structures can consist of uncemented rocks or rubble, concrete, and a variety of other materials. Breakwaters extend into the water from the shore or are located entirely offshore. These structures are primarily designed to provide a sheltered harbor area on the lee side by intercepting or dissipating incoming wave energy. Breakwaters within the Harbor Management Area are found on both sides of the bathing beach at Glen Island Park and around Goose Island.

Groins - These structures, which are usually composed of rock or concrete rubble, but can also be constructed of timber or other materials, are installed perpendicular to the shoreline for the purpose of trapping sediment moving nearshore in the littoral drift system. Two relatively large groins are present in the City, both of which are located at the northern end of Davenport Neck.

The shoreline protection structures throughout the Harbor Management Area are generally in good condition. The shoreline in the western branch of Snuff Mill Creek is

one only segment of the waterfront where shoreline protection is in need of substantial repair. In this area, timber bulkheads are failing, revetments are not functioning, and rubble has been haphazardly placed in an attempt to provide protection. Additionally, a 600-foot segment of fieldstone seawall on the northeastern shoreline of Davenport Park has been damaged by a series of recent northeast storms. In some locations, the land behind the wall has been washed out, and needs to be backfilled. The shoreline protection at Hudson Park and Fire Islands Park has also deteriorated. The City recently received a \$100,000 Federal grant to undertake the restoration of shoreline protection structures at these three park facilities, which will be matched against \$37,500 from its own capital improvement fund. This work is expected to take place in late spring or early fall 1998.

Section Five
Issues and Opportunities of
Local and Regional Importance

SECTION 5

ISSUES AND OPPORTUNITIES OF LOCAL IMPORTANCE

The issues and opportunities that have been identified thus far in the harbor management planning process, including input from the stakeholders, are presented below. These items are grouped in association with the three principle harbor management objectives, which are defined in Section 1.1. A description of potential solutions or actions to address these issues and to take advantage of opportunities is presented in Section 6.

5.1 Objective #1: To ensure public and vessel safety during the use of the City's surface waters for recreational and commercial purposes.

Recreational boating is an important, water-dependent activity in the City of New Rochelle. During the summer season, the City's waterways receive heavy vessel usage, which has created some potential or actual conflicts that adversely affect public and vessel safety. The main issues that arise from these conflicts are enumerated below.

- A) The City's existing Marinas Law (Chapter 196 of the City Code) currently regulates activities that occur at the City Marina and within Ferris Creek, and at City-designated mooring areas. It also contains provisions to regulate the use of certain vessels, waterskiing, living on boats, and the deposition of garbage into public waters, among other things. However, Chapter 196 does not regulate vessel speeds outside of Ferris Creek, the upper and lower portions of New Rochelle Harbor and the North and South Inlets to New Rochelle Creek and the Lower Harbor area. Conflicts sometimes arise outside these restricted areas due to excessive vessel speeds.

Chapter 196 could be strengthened to provide further assurances that the operation of motorized vessels does not create a safety hazard for swimmers and does not unduly interfere with the enjoyment of recreational resources by land-based users. Although §196-21 presently regulates waterskiing and the operation of personal watercraft within 200 feet of the shoreline, a similar buffer limitation is not specified for other motorized vessel activities. Since bathing and swimming are not compatible with motorized vessel operations, these two types of activities should be segregated by establishing mutually exclusive use areas.

- B) The channel approaching the City Marina contains a number of navigation hazards, such as reefs and shoals. Vessel safety would be improved by the elimination of the more serious navigation hazards and/or the installation of nighttime markers.
- C) Navigation through the South Inlet into the Lower Harbor is hazardous during the lower half of the tidal cycle due to the presence of shoals and rocks. Poor marking of this channel makes these conditions particularly treacherous at night, when there can still be a significant volume of traffic returning to the harbor during fair weather conditions in the summer. Most vessel traffic to and from the Lower Harbor avoids this problem area by using the North Inlet (which involves passage under the Glen Island bridge). Complicating the possible implementation of improvements to the South Inlet channel is the fact that this area lies within three separate municipalities (City of New Rochelle, Village of Pelham Manor, and City of New York), which would have to work cooperatively together and with various involved agencies at the State and Federal levels.
- D) The Glen Island bascule bridge is presently manned by the County 24 hours per day, year-round, with opening provided on-demand. In 1996, the County proposed to eliminate the midnight to 8 a.m. bridge attendant's shift in an effort to cut costs. Local boaters expressed strong opposition to this change, mostly because of the hazardous navigation conditions that exist along the only alternative route (i.e., through the South Inlet, which is discussed under item C above). In addition, there was also concern regarding the increase in response time for police to attend to emergencies in the Lower Harbor if the North Inlet is not accessible and police vessels are required to travel around Glen Island. Therefore, the proposal was not accepted.
- E) New Rochelle Creek contains a 120-foot wide Federal channel that provides access to numerous marinas and yacht clubs along both shores. The deterioration of navigation conditions in this channel is a major concern among local boaters. This problem is due to a number of factors, including the following:
- Maintenance dredging of the channel has been deferred for many years, which has resulted in significant shoaling along the channel's entire length. This shoaling has resulted in the grounding of some deep-draft vessels during low tide.
 - Because of shoaling in the channel, operators of deep-draft vessels often prefer to navigate along the edges of the channel, where depths are greater due to the regular dredging of the adjoining marinas and yacht clubs. This increases the potential for boats traveling through the Creek to collide with docked vessels, as well as with vessels exiting the marina and yacht club basins.
 - It is reported that some of the vessels docked at the marinas and yacht clubs in New Rochelle Creek and the Lower Harbor encroach into the channel, and it is possible

that some of the docking structures themselves extend into the Federal channels in these areas. However, a detailed field survey would be needed to make this determination.

- The waters off the westerly tip of Davenport Neck (Beckwith Pointe), at the mouth of New Rochelle Creek, were previously used for the mooring of tug boats, barges, and floating cranes, but during the course of the preparation of this Harbor Management Plan were removed to another location outside of the waters of the City of New Rochelle. It is possible that these vessels did not encroach into the channel, or otherwise present a hazard to navigation. However, these vessels created other problems, especially with respect to their negative effect on visual resources, which are addressed in item M under objective #2 below.
- F) There are a number of locations within New Rochelle Creek (e.g., along the easterly shore between Beckwith Pointe and Imperial Marina, to the west of the "Bird Sanctuary", and off Neptune Point) where deteriorated structures, including decayed wooden bulkheads and docks, are present which create a potential source of waterborne debris that can pose a navigation hazard. These dilapidated structures also create a visual nuisance, especially during low tide condition, which contravenes the intent of harbor management objective #2 to enhance public enjoyment of the City's waterways.
- G) Other than the specific navigational impediments described in items A through F above, it is believed that navigation through New Rochelle Harbor and Creek generally functions safely and efficiently. Although there are reportedly a substantial number of vacant slips in the existing marinas and yacht clubs at the present time, it is possible that additional facilities of this type will be proposed in the future. For example, the "Harborclub" development on the west shore of New Rochelle Creek was approved for a 52-slip marina, which has not yet been constructed, although the seawall was rebuilt. Other possible marina projects have been discussed over the years, including one that would occupy the shoaled area along the east bank of New Rochelle Creek to the immediate north of Beckwith Pointe.

A 24-slip marina was approved at the lower end of Titus Millpond, after a lengthy environmental review process. This project will be allowed to proceed, albeit in a scaled-down form relative to the original proposal for an 89-slip marina, despite the fact that a number of agencies (including the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers), and local civic groups concluded that the Millpond was not an appropriate location for a marina. This project has pointed out the need to develop more specific guidelines for the siting of new marinas and yacht clubs and the expansion of existing facilities.

- H) There is widespread poaching of shellfish from the uncertified waters throughout the City, which creates the potential for outbreaks of human diseases caused by the consumption of contaminated shellfish. This problem arises from a number of factors, including the under-staffing of the Harbor Patrol and the lack of shallow draft patrol boats that can access the mudflat areas which are frequented by poachers. In addition, the penalties that have been imposed on apprehended poachers may not be adequate to deter against that activity.
- I) A number of applications for the construction of new private docks are currently pending before the City, and it is anticipated that other such applications will be submitted in the future. In the past, some applicants have received approvals from other regulatory agencies at the State and Federal levels for projects that may not have conformed with the City's coastal management objectives; the recently approved docking facility in Titus Mill Pond is one such project. However, since the existing City regulations do not contain standards for the evaluation of this type of proposal, there is inadequate guidance for the City's reviewers to objectively assess whether any given project is consistent with local policies. The development of specific standards would provide the City with a powerful tool for regulating the placement and construction of docks and ensuring that these structures do not interfere with or impair other uses of the waterfront and adjoining waters.
- J) A number of applications for private docks are currently pending before the City. Two of these applications propose docks that would be located in close proximity to the actively used community bathing beach at Sans Souci Cove, which poses a potential for in-water use conflicts that can compromise public safety. In particular, siting docks adjacent to public bathing beaches increases the chances for a collision between a boat and a swimmer. Additionally, nearby motorized boating activity can degrade the aesthetic enjoyment of the beach, especially with respect to increased noise levels, and can introduce contaminants into the water (e.g., petroleum products, sanitary waste, bilge water, etc.) which creates a potential health hazard and further degrades the aesthetic quality of the bathing beach. At present, no local standards exist to guide City officials in reviewing dock applications to ensure that an adequate buffering is provided for swimming and other incompatible uses.

5.2 Objective #2: To ensure continued and enhanced public enjoyment of the City's waterways, including increased opportunities for recreation and access to the waterfront.

The issues and opportunities that pertain to this objective mostly fall into three general categories, which are described briefly as follows:

- 1) The City of New Rochelle contains a large number of public, waterfront parks which provide a variety of recreational experiences, including nature preserves and sanctuaries, as well as a full spectrum of passive and active recreation. These parklands should be maintained and, where possible, improved and expanded to enhance public access. Actions to accomplish this objective should be undertaken in a manner that maintains or augments the diversity of the park system.
- 2) Recreational boating facilities (marinas, yacht clubs, boat yards, etc.) are important water-dependent uses that benefit the City and its residents both in terms of the enjoyment of waterfront resources and the generation of substantial economic activity and tax revenues. These uses should be encouraged to remain and, where appropriate, expand.
- 3) Improvement of conditions on the waterfront, especially with respect to the quality of visual resources, will enhance the level of public enjoyment derived from water-related recreational activities. Issues concerning the improvement of environmental conditions in the City's waterways, which would also render benefits in terms of recreational use, are discussed separately under harbor management objective #3.

A more detailed discussion of the main issues and opportunities under harbor management objective #2 is presented below.

- A) The City of New Rochelle waterfront contains a large number of marinas, yacht clubs, and other marine-related, water-dependent uses, especially in New Rochelle Harbor and Creek. As specified above, these uses are encouraged to remain and, where appropriate, to expand. However, the current zoning of the waterfront is somewhat inconsistent with this objective. Some of the City's marinas, yacht clubs, and related facilities are located on properties that are presently zoned for residential use, which does not allow marine commercial-type uses as-of-right; these uses are allowed by special permit, pursuant to Section 331-54 of the Zoning Law. A legal, specially permitted use can be rebuilt in the event of a fire or other destructive event. In general, the objective of sustaining the City's marine commercial waterfront would be greatly advanced by adopting appropriate zoning amendments and/or zone changes.
- B) Existing conditions at the City Yard property detract from the aesthetics at the head of Echo Bay. The shoreline of the site is strewn with debris and erosion is occurring along the banks in some areas. The current highway yard operations on the property are not water-dependent uses, and could conceivably be relocated to an appropriate inland site. This would create the opportunity to redevelop this parcel in a manner that increases public access to the waterfront and enhances the enjoyment of harbor resources.

- C) The entire waterfront in the northwest corner of Echo Bay is deteriorated and underutilized, and presents the opportunity for revitalization in a manner that would improve land use and aesthetic conditions in this area. Some of the more prominent sites at this location are: the Con Edison and Jonel properties, which are presently undergoing remediation or monitoring to mitigate contamination that resulted from former industrial uses; the concrete manufacturing facility, which once operated as a water-dependent use, but no longer functions in that capacity because chronic shoaling of the adjacent nearshore area has eliminated deep water access for barges; the former Tesa Tuck site, which has also been the subject of environmental studies as a result of past industrial activities; and City Yard, which is discussed separately under item A above.

Revitalization of the properties at the head of Echo Bay would allow for the establishment of uses that are better suited for a waterfront location, and are more compatible with surrounding shoreline and upland uses. Redevelopment could also incorporate provisions for increased public access through the installation of a continuous shoreline promenade. This type of amenity is presently lacking along the City's waterfront. Revitalization would also make the area more economically viable, increase tax revenues to the City, and greatly enhance the use and enjoyment of this portion of Echo Bay by local residents and visitors alike. However, there are several constraints that make this revitalization an expensive and challenging undertaking, namely: the difficulty of acquiring an acceptable, large site for relocation of the facilities and operations presently at City Yard, the difficulty of assembling numerous separately-owned properties, and the associated costs for demolition and environmental remediation of these and other nearby sites.

- D) Five Islands Park is a unique public resource, providing users with the opportunity to depart from the City's bustling mainland without the need for a boat. However, this park is underutilized due to insufficient parking, poor visibility from local roadways due to screening by trees and fencing, and a general lack of knowledge of the park's existence. The higher fee to utilize Five Islands Park, relative to other area parks (such as Glen Island County Park), may also discourage use.
- E) Public enjoyment of Five Islands Park could be enhanced through improved facilities, such as sun shelters and more shaded areas. In addition, the beach on Clifford (or Oakwood) Island is presently composed of muddy and rocky sediments that contain some oil and other contaminants, which discourages public usage. Five Islands Park can also be considered for additional amenities, such as a site for the launching of small boats and canoes which can access the nearby shallow waters of inner Echo Bay. Five Islands Park has been identified as a potential site for expanded access for shoreline fishing, which is an activity that suffers from access limitations in and around Echo Bay. Under any improvement plan, however, it is important that Five Islands Park continue to be

used primarily for relatively low intensity, passive recreation in order to preserve the special appeal of this facility.

- F) Shoaling in the City Marina basin has reduced the ability of the facility to accommodate deeper draft vessels, particularly sailboats, and has reduced the total number of slips available. Many slips can presently be accessed only at high tide. Those slips located at the head of Ferris Creek are suitable for shallow draft boats only. Additionally, the City Marina is falling into a state of gradual deterioration and would benefit from an overall "facelift", including upgraded plumbing, to make it more aesthetically appealing and allow the public to take full advantage of this important resource. The City has hired a marine consultant to evaluate the technical and financial feasibility of dredging the marina, and extensive sediment testing is underway.
- G) It is reported that serious deficiencies exist with regard to the installation and maintenance of mooring ground tackle by the present contractor responsible for administering the Echo Bay mooring area, which has resulted in a number of problems. Boats have been known to break loose and equipment is not being inspected and repaired as required. In addition, there are claims that the contractor does not respond in a timely fashion, particularly during emergency situations. Local boaters who would like to use these mooring facilities generally feel that the mooring/sea tow services provided by the current contractor are inadequate, and the use of this mooring area has declined as a result.
- H) The Wright Island Marina Basin receives discharge from several stormwater outfalls. This basin has been dredged numerous times in the recent past due to the rapid accumulation of sediment carried by these drains. Floatables and miscellaneous other debris carried by the outfalls are also a problem at this location during periods of high rainfall, thereby creating an aesthetic problem that spreads outward into the Lower Harbor and adjacent waters. A similar shoaling problem has also occurred in Neptune Basin, caused largely by the sediment loads carried by drainage pipes that discharge into that water body.
- I) The parking lot at Neptune Park presently is open free-of-charge to City of New Rochelle residents and non-residents alike. This policy has been abused by some outsiders, who park their cars at Neptune Park and walk to the nearby Glen Island County Park. Vehicular access to Glen Island Park is restricted to County of Westchester residents with the proper pass, but unrestricted access is allowed for pedestrians and bicyclists. This problem has been exacerbated by the fact that the parking lot is privately operated under the terms of a lease that the City issued to Klondike Charter Boats, and is not under the City's direct control. A previous problem with nighttime security whereby the site has been a locus for underaged drinking, was mitigated through the installation of a fence.

- J) Davids Island is the largest parcel of undeveloped or underdeveloped land in the City. This property is not presently accessible to the public nor has such access been available at any time in the past. However, future development of the island could take into account the feasibility of such public access vis-a-vis the implementation of a development program approved by the City.
- K) The private beach clubs on Davenport Neck presently provide water-dependent and water-related recreational access to club members. One of these properties received conditional approval by the Planning Board to undergo redevelopment, in accordance with the current zoning, to residential use (i.e., New Rochelle Shore Club). Another residential redevelopment application for a beach club property (i.e., Riviera Club), was made in 1996 but was not pursued. Continued redevelopment pressure on the beach clubs raises concerns about the displacement of water-dependent recreational uses and a potential decrease in the level of public access to the shoreline. New additions and major alterations have recently been approved or are being applied for at Beckwith Pointe Beach Club, Green Tree Beach Club, The VIP Club, (formerly the Eldorado), and the Surf Club.

Some of the beach clubs have engaged in catering activities for non-members, which are not permitted under current City law. Large-scale special events at the clubs can create noise problems and traffic congestion on the approach roads (i.e., Davenport Avenue and Church Street). In addition, parking capacity is limited at some of the clubs, which has caused an overflow of parked vehicles onto local streets. The resulting impacts to the adjacent residential communities has prompted a number of complaints from residents and the issuance of violations to the clubs.

- L) The City could benefit from the development of a terminal for a high speed ferry link to New York City and Long Island. Such a service could provide easier access to those outlying areas and enhance the use of the local waterfront. However, the financial and technical feasibility of such a project would have to be assessed.
- M) Up until mid-1997, a number floating structures (which are generically referred to as "barges" below, but which also include cranes and tugboats), were present in the mouth of New Rochelle Creek, off Beckwith Pointe. This use had provided an important service as part of the City of New Rochelle's "working waterfront", including marine construction and maintenance activities within the City, and in that sense was consistent with harbor management objective #1. However, this equipment had a generally negative effect on visual resources, particularly in consideration of the fact that it occupied such a prominent location in the harbor. Furthermore, the presence of the barges appeared to violate a number of City laws and regulations. During the course of this study, the barges were removed to a location outside the City of New Rochelle waterfront, thereby

resolving this issue. However, the discussion and analysis contained in the January 1997 draft Harbor Management Plan is presented here to provide some understanding of the complexity of that issue and to provide insight on how to address future similar conditions, such as several applications currently before the Planning Board to legalize permanent moorings in the Lower Harbor area (see item N below).

The water area where the barges were located is zoned R-3B, which permits multi-family garden residences. A change of zone or variance from the current zoning would be required to legally permit the subject use at this location.

No City mooring permits had been issued for the subject barges, as would normally be required pursuant to Section 196 of the City Code (the Marinas Law). However, this use was not actually a candidate for such a permit, since the current law does not provide for the mooring of barges, nor does it permit mooring to occur on a year-round basis. Additionally, the barges were located within a designated "anchorage area", per Section 196-2A(2)(e) of the City Code. Unlike the designated mooring areas in Echo Bay, anchorage areas are intended for the temporary anchoring of vessels seeking shelter from storms or a short-term location to drop anchor.

Preliminary review of the New York State Land Grant Index Maps indicated that the subject barges were probably situated on State-owned underwater lands, but these maps also showed that underwater land grants were issued in this vicinity. A detailed survey would be needed to accurately determine whether the barges are moored on State land or private property. Regardless of this uncertainty, however, it was clear that the owner/operator of the barges was not the owner of the underwater land in question, nor the owner of the adjoining upland property. Consequently, the barge owner/operator had no inherent right to permanently secure any structures to the underwater land in this area through the use of fixed pilings or other such devices.

If the underwater land in question was under State ownership, only the owner of the adjoining upland property would be eligible to apply for an easement to use or occupy this land; the owner/operator of the subject barges was not eligible for a direct interest in the land. Should these be privately owned (which most likely would coincide with the ownership of the Beckwith Pointe Beach Club), the issue would have been one of proprietary rights.

The numerous legal questions outlined above show that considerable effort would have been needed to bring the subject use into compliance with the City Code. In fact, certain changes to the Code (e.g., revision of the mooring regulations to allow long-term, commercial moorings), as well as a zoning variance or zone change, would have been needed to accomplish this end. However, before any such actions are contemplated, a

decision would have been needed as to whether the subject use should be continued and, if so, whether the present location was the most appropriate site for this use.

Although, as noted previously, the subject use did provide a benefit to other water-dependent uses (in terms of the construction and maintenance of marine structures), it also detracted significantly from the visual resources of the waterfront, and was inconsistent with the City's current zoning code, land use plan, and mooring program. Examination of the entire City of New Rochelle waterfront area does not reveal any location which would have served as a suitable site for the relocation of this use, particularly with respect to the industrial-type activities which are entailed and the attendant effects on visual resources. Importantly, it was also noted that the owner/operator of these barges maintained similar equipment at facilities in nearby Port Chester and City Island, which could have accommodated the needs of marine businesses in the City of New Rochelle that were served by the equipment in New Rochelle Creek. Taken together, these considerations justified phasing out the presence of the subject barges in the Harbor Management Area, recognizing that this may result in some delays in effecting marine construction and repairs along the City's waterfront.

- N) There have been a number of instances in the past where structures, including floats and barges, have been located in City waters without proper authorization. One such case which was recently resolved is described in detail under item M above. Presently, various agencies are investigating the legality of certain docking/mooring structures that have been installed in the Lower Harbor. Such structures require a valid mooring permit from the City, as well as approval from the New York State Office of General Services (OGS) for placement on State-owned underwater lands, if applicable. In order to secure OGS approval, the structure in question must be owned, controlled, or otherwise associated with the adjacent upland property owner. Lacking such direct relationship to the upland, authorization from OGS cannot legally be issued.
- O) Cameron and Sharkey Parks are underutilized City-owned, waterfront facilities in the Inner Harbor area. These parklands offer the opportunity to enhance and increase public access to the waterfront.

5.3 Objective #3: To ensure that the integrity of significant natural resources in the harbor is preserved and, where practicable, improved.

Although the City of New Rochelle's waterways support a high level of recreational activities, especially boating, these waters also contain a variety of important natural resources. Some areas provide wildlife habitat that are significant components of the Long Island Sound ecosystem, particularly with respect to vegetated wetlands (e.g., the Premium Marsh complex) and undeveloped preserve areas (e.g., the bird sanctuary on Davenport Neck and

some of the outer islands). However, even in areas that have been developed or are otherwise used for human activities, preserving the integrity of natural resources serves a vital purpose. Degradation of these resources, either by way of direct physical impacts or indirect impairments that may result from deteriorated water quality conditions, can limit the range of recreational uses available (with swimming/bathing being one of the most sensitive activities) or else substantially reduce the level of enjoyment derived by all recreational users. Therefore this harbor management objective is tied closely to objective #2 (i.e., to ensure continued and enhanced public enjoyment of the City's waterways).

The main issues and opportunities pertaining to the protection of natural resources are discussed below.

- A) Surface water quality is an issue of primary importance in the Echo Bay area. Stormwater runoff and inadequate storm drainage appurtenances are the major source of pollution to these bay waters. The storm drains located next to City Yard (the Stephenson Brook drain), adjacent to the Con Edison property, and at the head of Ferris Creek lack the ability to effectively trap sediments, oil and other debris, or to filter stormwater runoff prior to being discharged to receiving waters (a similar problem was noted previously with respect to Neptune and Wright Island Basins in New Rochelle Harbor/Creek). Storm drains in the upland portions of the Echo Bay watershed (and throughout most of the City, in fact) similarly lack catch basins or other measures to trap sediment and debris.
- B) The operation of the sewage treatment plant (STP) presents a nuisance to adjacent residents. Complaints of noise and odors, especially at night, are common. The STP outfall is located more than one mile from the shore, which reduces the potential for this point source to directly impact in-shore uses and activities in the City's waterways. However, the STP is presently operating over capacity, due to a chronic problem with groundwater infiltration into the collection system, which increases the potential for progressive deterioration of the level of treatment and creates concern that marine water quality in this area will decline further. The County recently completed improvements to the deodorization system, entailing the use of sodium hypochlorite mist, as part of a \$6 million general facility upgrade. It is anticipated that these improvements will mitigate conditions that previously had resulted in persistent odor problems in the area surrounding the STP.
- C) Existing and former industrial uses in the northerly portion of Echo Bay have resulted in a number of environmental problems that require remediation. As discussed under harbor management objective #2, NYSDEC has been actively involved in the oversight of monitoring and clean-up of the Con Edison and Jonel properties. Other sites, such as City Yard, will require future clean-up. Completion of this work, and remediation of

contamination that may exist on neighboring sites (possibly including the Tesa Tuck site), will improve environmental conditions at the head of Echo Bay.

- D) Development of the City's waterfront (including landfilling and the installation of seawalls and bulkheading) over the years has resulted in the loss of a large fraction of the vegetated tidal wetlands that had originally occupied these areas. This development activity occurred decades ago, when the value of wetlands was not fully appreciated, and when the strict environmental regulations that currently protect this resource were not in-place. At present, the only remaining section of prime wetlands is found in the Premium Millpond area. The opportunity exists to reverse this trend, by undertaking small-scale wetland restoration projects, especially in certain areas of Echo Bay (including the small islands in the bay, some of which are part of the Five Island Park complex). Wetlands planting and associated mitigation projects, as emphasized in the Long Island Sound Study, would improve the area in a number of ways, including enhancing habitat value and aesthetic resources, which in turn would increase the level of public enjoyment of the City's waterfront (per harbor management objective #2).
- E) Only one vessel waste pump-out station is present along the City's entire waterfront. This pump-out is located in the Echo Bay area, by the Harbor Patrol office at the City Marina; however, the presence of this facility, is not widely known by local boaters. In addition, maintenance problems have occurred with the City Marina pump-out station, further limiting its availability to boaters.
- F) Titus Mill Pond is an important local congregation area for waterfowl. In addition, this water body becomes mostly mud flats during low tide. The pond has been considered in the past as a potential location for future marina expansion. However, because of the need for a large volume of dredging and the loss of an extensive waterfowl habitat that would result, Titus Mill Pond is not an appropriate location for further marina development (beyond the recently approved, 24-slip marina at that location).
- G) The smaller, outer islands in the City of New Rochelle portion of Long Island Sound (including Pine, Huckleberry, Columbia, Echo, and Pea Islands) are presently utilized primarily for limited passive recreation. Many are comprised of vacant land which generally serves as wildlife habitat. These islands have been prone to storm damage in the past, and in some cases the catastrophic loss of structures has resulted due to wave impacts. In order to minimize future storm damage, these islands should continue to be restricted to the type of low-intensity uses that currently exist.
- H) Huckleberry Island and the Premium Millpond complex are New York State-designated Significant Coastal Fish and Wildlife Habitats, the only such ecological resources in the entire Harbor Management Area. No actions should be undertaken at either of these two locations that would degrade the quality of the habitats.

- I) The hand-feeding of waterfowl and the resultant congregation of these birds at various locations around the City's waterfront is not only a nuisance, but also degrades water quality and aesthetic conditions. This problem is particularly acute at Neptune Park, Glen Island, and Beckwith Pointe in the New Rochelle Harbor area, and Five Islands Park and a few other areas around Echo Bay. Although the City adopted a law (Chapter 319 of the City Code) in March of 1996 to prohibit the feeding of waterfowl on publicly-owned lands, it appears that the public is not aware of this legislation. A program of enhanced public education is needed.

Section Six

Implementation Strategy

Proposed Solutions

SECTION 6

IMPLEMENTATION STRATEGY - PROPOSED SOLUTIONS

The issues and opportunities that have been identified thus far in the harbor management planning process are discussed in Section 5. The proposed solutions to address the issues and take advantage of opportunities are presented below. These proposed solutions have been arranged into four categories: proposed water use map (Section 6.1), proposed local laws (Section 6.2), proposed procedural actions (Section 6.3), and proposed projects (Section 6.4).

6.1 Proposed Water Use Map

In order to create a more orderly use of the City's waterways and reduce in-water vessel conflicts, it is recommended that the City officially adopt a water use map. This map should delineate the following features:

- navigation channels - moorings (including docking facilities) and anchoring would be prohibited in these areas to facilitate vessel movement
- fairways - these are vessel travelways connecting docking facilities to channels; moorings and anchoring would also be prohibited in fairways
- mooring areas - these areas would be reserved for vessels on mooring tackle, mooring rafts or floats. The detached floating docks in the Lower Harbor would be included in this category
- anchorage areas - these areas would be reserved for temporary anchoring. No permanent moorings would be placed in these areas
- pierhead lines - these lines would delineate the allowable outer extent of docking structures
- swimming/bathing beach areas - these lines would enclose an exclusive area for swimming at active bathing beaches within which boating activity would be excluded

The proposed water use map should be adopted through a new local law that describes the purpose of the map, establishes the authority behind the law (including Section 46-a of the

Navigation Law), defines terms, delineates boundaries, establishes enforcement authority, sets penalties for offenses, etc. The draft text of the proposed Harbor Management Law, which would replace Chapter 196 ("Marinas") of the City Code, is contained in Section X of the LWRP. This new law would adopt the proposed Water Use Map by reference.

Navigation Channels

Navigation channels should be designated on the harbor use map along the full length and width of the existing Federal channels (i.e., within New Rochelle Creek and through the South Inlet into the Lower Harbor). The designated Lower Harbor channel should be extended northward from the Federal Channel. This proposed channel extension would run between the westernmost set of mid-water floats and the existing docking facilities on Travers and Neptune Islands. The approximate dimensions would be 50 feet in width and 0.5 mile in length.

An additional channel should be designated through the North Inlet to connect the Harbor channels to the deeper waters of the Sound. This channel should branch as it proceeds eastward, following existing vessel travel lanes to the north and south of Davids Island.

In addition to the channels within and adjacent to New Rochelle Harbor, the existing channel through Echo Bay to and into Ferris Creek (City Marina) would also be designated on the water use map. This channel would widen to the east of Hudson Park as it enters Long Island Sound to encompass the existing travel lanes in that area. Additionally, an approximately 30-foot wide channel would be designated into the western branch of Snuff Mill Creek, connecting to the main channel in Echo Bay between Hudson Park and Sedge Island. Although navigation along this proposed channel is presently limited due to shallow water depths caused by sediment accumulation, this had previously been an important navigation lane for commercial/industrial uses in the Echo Main Area. The official designation of this channel would leave open the possibility of re-establishing navigation in this area in the future.

Fairways

It is proposed that fairways be designated at the following locations to formally establish important travelways off the main channels.

- approximately 40-foot wide lane extending westward into Neptune Basin from the main Lower Harbor channel;
- area to the north of Fort Slocum Dock, on the west side of the main channel in New Rochelle Creek;

- approximately 30-foot wide lane extending westward into Wright Island Basin from the main New Rochelle Creek channel; and
- approximately 60-foot wide lane extending northward from the end of the Federal Channel in New Rochelle Creek to a point just south of the Titus Millpond dam.

Mooring Areas

It is recommended that mooring areas officially be designated to encompass the existing mooring areas in Echo Bay (i.e., off Echo Island and Hudson Park), the cove at the north end of Davenport Neck, the nearshore cove area to the south of Sans Souci on Davenport Neck, and the area occupied by mid-water floats in the Lower Harbor.

Anchorage Areas

The official designation of general anchorage areas is proposed to cover areas where this activity currently takes place, including the waters northeast of Davenport Neck, and the east side of Glen Island.

Pierhead Lines

The recommended pierhead lines would run along the outer edge of the channel in upper New Rochelle Creek to Beckwith Pointe on the east side, and into the Lower Harbor (to the New York Athletic Club Yacht Club) on the west side. The pierhead line would follow the shoreline around Beckwith Pointe, to preclude the installation of shoreline structures that may interfere with navigation in that area. The pierhead line in Titus Millpond would follow the outer limit of the planned docking structure, to preclude the expansion of marina development in the Millpond.

Along the west shore of the Lower Harbor, the pierhead line would generally follow the outer limit of existing shoreline docking structures, across the mouth of Neptune Basin. The pierhead line would generally follow the shoreline to the south of the existing docks at the New York City Athletic Club (after questions have been resolved regarding the position of these docks and associated structures with respect to the westerly edge of the Federal channel), to preclude the future installation of docks along the exposed, southern section of shoreline. On Glen Island, the pierhead would generally follow the shoreline, except where it would extend outward to encompass existing shoreline structures (e.g., the floats for the launching ramp and the floating dock to the north of the ramp).

A pierhead line should also be established around Davids Island. It is recommended that the pierhead line follow the shoreline on the north, east and south sides of the island, due to the exposure of these areas to the open waters of Long Island Sound. Docking structures would

be restricted to the protected west side of the island, under a recommended pierhead line that lies approximately 650 feet from the shore. A breakwater would probably be needed to provide wave impact protection to the potential dockage area at the southwest corner of the island.

Pierhead lines in the City's waterways would delineate areas that include existing docking structures that are situated outside of the designated channels and areas where new or expanded docking structures could be considered. Within the pierhead line, proposed new or expanded docking structures would be approvable subject to the findings of site-specific environmental review. Outside of the pierhead line, new or expanded docks would be precluded to protect navigational safety or important environmental resources. If the proposed pierhead line extends to the edge of a navigation channel as it does in New Rochelle Creek, vessels may not be docked off the end of docking structures that extend out to the pierhead line, since such vessels would extend into the adjacent channel.

Swimming/Bathing Beach Areas

Swimming and bathing beach areas should be protected from incompatible uses by establishing a suitable buffer area that encloses the swimming area. Within this bathing beach buffer area, certain other activities would be excluded. In particular, it is recommended that boats be prohibited within the designated swimming areas due to potential public health and safety concerns and aesthetic considerations (see further discussion under item J of Objective #1 in Section 5.1). The proposed swimming buffer area would extend 200 feet out from the shoreline, which is the same standard that currently is applied by the City for waterskiing and the operation of personal watercraft.

The proposed 200-foot swimming buffer would extend outward from the instantaneous shoreline at any phase of the tide. Thus, at high tide the designated swimming area would be located in a more landward position, and would shift further offshore as the tide recedes. The proposed buffer area would also extend 200 feet along the shore in either direction from the designated bathing beach.

6.2 Proposed Local Laws

- A) It is recommended that the zoning of water-dependent uses along the City's waterfront be amended, as appropriate, to be more consistent with the City's goal of encouraging these uses to remain and to allow for suitable expansion. A parcel-by-parcel analysis of the zoning status of the City's waterfront area is contained within the LWRP.

- B) It is recommended that a new law be adopted to amend or replace the Marinas Law (Chapter 196) to prohibit the operation of motorized vessels within 200 feet of the shoreline of any bathing beach. For the purposes of this recommended law, the category "bathing beaches" would include all public beaches (at all levels of jurisdiction), private beach clubs, and private homeowners' association beaches (see Section 6.1 above for further discussion). In any case where a duly designated navigation channel lies within 200 feet of the shoreline of a bathing beach, an exception to the proposed restriction would allow motorized vessels to operate within said channel, but would prohibit these vessels from crossing into the area between the channel and the beach. In any case where an existing publicly accessible marina, yacht club, boat launching ramp, or similar facility lies within 200 feet of a bathing beach, motorized vessels would be allowed to travel to and from such facility in a path perpendicular to the shoreline at a speed that generates no wake. This proposed law would apply equally to all motorized vessels, including personal watercraft as well as larger boats. The stated purpose of the law would be to protect the public safety by providing an adequate separation distance between motorized vessels and swimmers, as well as to preserve the aesthetic enjoyment of beach goers by creating a buffer area which is off limits to motorized vessels.

In addition to the proposed bathing beach areas, it is also recommended that the proposed new law establish City-wide vessel speed limits. In general, it is suggested that the law require that vessels create no wakes while operating in the vicinity of vessel moorings and docking facilities and in the vicinity of shoreline segments outside of the designated bathing beach areas. It is recommended that the buffer width, within which the no-wake restriction would apply, extend to 200 feet from designated mooring areas, docking facilities and the shoreline, to be consistent with the proposed bathing beach buffer zone described above.

- C) It is recommended that the City adopt a series of standards to guide the local review of applications for new or expanded private docking structures. The following standards are presented for consideration by the City:
- 1) The construction or expansion of docks within the waters of the City of New Rochelle should be included in the City's list of Type I actions for the purposes of State Environmental Quality Review (SEQR). This will require a coordinated review, whereby the involved State and Federal agencies will be required to inform the City of projects being reviewed by those agencies, which will ensure that the City has adequate opportunity for input before permits are granted.
 - 2) New or expanded docks should be discouraged in environmentally sensitive areas, which would include (but not be limited to) Titus Mill Pond, the Premium River-Pinebrook Wetlands, Huckleberry Island, and the shallows of Echo Bay.

- 3) New or expanded docks should not be allowed in areas where such projects would have a significant adverse effect on other water dependent activities, particularly the use of bathing beaches (as designated on the water use map) and other points of public access to the shoreline.
- 4) New or expanded docks should not be allowed in areas where such projects would constitute an impediment to navigation. In addition to requiring conformance with the proposed pierhead line in the harbor area, this standard would preclude dock construction in areas where the nearshore zone contains bathymetric hazards (e.g., partially submerged rocks and reefs, shallow wrecks, shoals, sunken debris, etc.) or other conditions that would compromise safe vessel passage to and from the proposed structure.
- 5) Each application for a new dock should be evaluated in terms of the likelihood that approval of that given structure may provide a precedent for subsequent applications which could result in the proliferation of a series of individual docks along a stretch of shoreline.

6.3 Proposed Projects

Below is a list of projects that are proposed to implement the goals and objectives of this Harbor Management Plan. Where feasible, estimates of probable costs are provided.

- A) The feasibility of dredging in the approach channel to the City Marina should be evaluated in terms of financial costs and benefits, potential environmental impacts, and the actual level of navigational hazard presented by the presence of shoals and reefs at this location. To this end, the City has commenced a program to test the sediments in the area of shoaling in order to characterize this material so that disposal options can be realistically assessed. It is estimated that the cost of this testing will be \$175,000. If dredging is allowed to proceed, it is estimated that the cost of this project (including disposal) may exceed \$1 million. In addition to the recommended dredging, the marina's facilities should also undergo a "facelift", including upgraded plumbing, to improve its aesthetic appeal to the public.
- B) The Federal Channel in New Rochelle Creek should be dredged to its full eight-foot project depth and 120-foot project width, to improve navigation conditions. A testing program would have to be undertaken to characterize the physical properties and volume of sediment requiring dredging before a realistic estimate of project costs can be derived.

- C) The City should seek the removal of deteriorated structures (e.g., decayed wooden bulkheads and docks) at various locations in New Rochelle Creek in order to eliminate a potential source of waterborne debris that can pose a navigation hazard and to improve aesthetic conditions. The main areas targeted by this recommendation are along the easterly shore of the Creek, between Beckwith Pointe and Imperial Marina, to the west of the "Bird Sanctuary", and offshore of Cameron Park. Some of these structures may be located on privately-owned or State-leased lands, and their removal would require cooperation by the respective upland owners.
- D) It is recommended that improvements be implemented at Five Islands Park, including the following: construction of sun shelters and additional plantings of shade trees at suitable locations; restoration of the beach area; and establishment of a launching facility for small, non-motorized boats (e.g., canoes, kayaks, and "sunfish" sailboats). Under any improvement plan, it is important that the primary use continue to be relatively low-intensity, passive recreation in order to preserve the special appeal of this park. It is estimated on a preliminary basis, that these improvements will cost a total of \$200,000 to \$250,000. This cost estimate will be refined when the City determines more precisely the scope of the project.
- E) The City should undertake a comprehensive analysis of its stormwater drainage system in an effort to formulate possible structural solutions to mitigate sediment and contaminant loads carried by this system to coastal waters. The proposed investigation should focus on identifying locations where sedimentation structures (e.g., catch basins, detention basins, etc.) can be retrofitted into the existing system. The primary area of concern should be the Stephenson Brook watershed, which comprises approximately one-third of the City's land area. The Burling Brook watershed and the smaller watersheds draining into Neptune Basin, and the watershed areas of Wright Island Basin and Ferris Creek are also important because of the high rate of sedimentation occurring in these water bodies. The total estimated cost for investigation of the six main watersheds in the City is \$120,000.

Undertaking a comprehensive watershed investigation will lead to a series of recommendations that would not only improve water quality in the receiving waters along the City's shoreline, but would also reduce the nearshore rate of shoaling in these water bodies, thereby reducing the need for dredging in the future. Shoaling caused in large part by stormwater-derived sediment loads has been identified as a problem that adversely affects navigational access in several areas, including Ferris Creek, and Neptune and Wright Island Basins. A separate recommendation is presented under item A above to evaluate the feasibility of dredging in the approach channel to City Marina, in order to remove accumulated sediment and restore navigability in the area of shoaling. This project would render a clear public benefit because City Marina is a public facility, which would justify the expenditure of public funds to perform the dredging. The two

other basins are occupied by private marina facilities, and unless it can be demonstrated that a public benefit would be derived from dredging in these areas, the expenditure of public funds would not be warranted.

As part of the mitigation plan for Stephenson Brook, consideration should be given to the feasibility of implementing a waterfront solution, to work in conjunction with measures in the upland portions of the watershed. In particular, input can be obtained from the applicable regulatory agencies (especially the U.S. Army Corps of Engineers and NYSDEC) regarding the possible conversion of the eastern branch of Snuff Mill Creek into a detention basin to trap sediment and contaminants carried by the Stephenson Brook outfall. This would require the installation of a dam structure across the mouth of the creek to impound water and prevent tidal intrusion. Detailed analysis would be required to assess the engineering feasibility of this project. This concept was discussed with NYSDEC's Regional Water Resources Division, and received positive initial feedback provided, however, that it is demonstrated that all suitable measures be implemented in the upland portion of the watershed and additional stormwater mitigation is still indicated. Thus, based on the preliminary discussion with NYSDEC, it appears that the possible damming of the eastern branch of Snuff Mill Creek would be appropriate for consideration during a later phase of the recommended stormwater mitigation program.

The Westchester County Department of Planning, Watershed Advisory Committee 5 (WAC) has prepared a document titled "Controlling Nonpoint Source Pollution in Long Island Sound" (January 1997), which has been adopted in principle by the New Rochelle City Council. This plan contains a series of recommendations for upgrading existing stormwater management basins within the watersheds of Stephenson Brook, Pinebrook, Burling Brook, and Larchmont Harbor. Many of these recommended projects are located within the City of New Rochelle. Although none are situated within the narrow, shorefront upland contained within the Harbor Management Area (nor, in fact, are they included in the slightly larger area encompassing the Local Waterfront Revitalization Program), these projects would all serve to advance the harbor management goal of improving the integrity of significant natural resources through the enhancement of water quality conditions. Therefore, the WAC recommendations are listed here, so that the implementation of this HMP will be linked to efforts to undertake suitable engineering improvements to the stormwater management systems within the vast watershed areas that contribute runoff to the coastal waters in the Harbor Management Area. The overall recommendation of this HMP for the completion of a comprehensive stormwater management investigation throughout the City would augment the improvements listed below, especially with regard to subsurface portions of the drainage systems that were not included in the WAC study.

WAC 5 recommendations for improvements to stormwater management basins in the City of New Rochelle include the following projects. Costs are not presented here, since all of these project sites are situated in upland watershed areas outside of the City's Harbor Management Area and some projects are situated on private property. See the WAC 5 January 1997 report for more details.

- a. detention basin on Stephenson Brook, between Mildred Parkway and Broadfield Road - perform engineering study to determine feasibility of reconstructing outlet to improve detention time
- b. detention or extend detention basin in Stephenson Brook watershed, adjacent to Pondview Lane (near Wykagyl Country Club) - convert , if necessary, to an extended detention basin; dredge basin to original depth and clean out inlet and outlet; perform engineering study to determine feasibility of reconstructing outlet to improve detention time; replant basin with wetland vegetation
- c. retention basin in Stephenson Brook watershed, adjacent to Oxford Road (at Wykagyl Country Club) - establish a ring of low-maintenance, natural buffer vegetation around the basin; monitor Basin A depth and dredge when needed; after dredging, which is not expected to be needed for many years, replant Basin A with aquatic and semi-aquatic vegetation to enhance nutrient and pollutant removal capabilities
- d. retention basin (Paine Lake) on Stephenson Brook, north of Paine Avenue - enhance buffer vegetation around basin with native species of ground cover and shrubs, where needed; plant aquatic and semi-aquatic vegetation in and around existing sediment flat at basin's outlet
- e. retention basin (Beechmont Lake) on Pinebrook, north of Beechmont Drive - enhance buffer vegetation around basin with native species of ground cover and shrubs, where needed; plant aquatic and semi-aquatic vegetation in shallower depths in vicinity of basin's outlet
- f. retention basins (Huguenot Lake) on Stephenson Brook, north of East Chester Road- restore eastern bank of the basins by establishing dense growth of native herbaceous plants and shrubs; plant aquatic and semi-aquatic vegetation in shallower depths along the perimeters of the basins

In addition to the projects specified above, as a general policy for this HMP and the LWRP, efforts should be made whenever practicable to retrofit stormwater best management practices into existing structural drainage systems. In particular, the New York State Thruway Authority should incorporate Route I-95 roadway project and other

public agencies should seek to incorporate drainage improvements into any major roadway project. Partial funding for such improvements are available through a variety of matching grant programs, including the recently passed New York State Bond Act program, the Environmental Protection Fund (administered by the New York State Department of State) and the Non-Point Source Program (administered by the NYS Department of Environmental Conservation).

Floatable debris and oil in the City's waterways diminishes the level of enjoyment experienced by users. Stormwater runoff is the main source of these materials, especially the discharge from the larger outfalls. Therefore, it is recommended that further investigation be conducted to explore various options for controlling these inputs. A permanent oil stream floatable debris collection device will be installed in the east branch of Snuff Mill Creek to catch surface debris discharged through the Stephenson Brook outfall. The City received approval of its grant application to NYSDEC to undertake this specific project, at an estimated capital cost of \$29,000, with a \$29,000 match of in-kind services provided by the City. Similar measures may be undertaken at the other major outfalls. Installation of permanent booms to collect oil might also be appropriate at some of these locations. Proper engineering evaluations would be needed to identify the most suitable technologies and system designs at each location, taking into account peak flow velocities, outfall and piping dimensions and configurations, and other key parameters. In addition it is important to recognize that any new system will require a significant commitment for maintenance, especially with regard to the timely removal of accumulated oil or debris.

In densely developed areas, like the City of New Rochelle harbor zone, the lack of available space often makes it difficult or impossible to site standard stormwater treatment structures, such as retention ponds, recharge basins, and similar devices. Under such circumstances, a certain measure of stormwater treatment can be achieved by using devices that are generically termed "water quality inlets" or "oil/grit separators". This type of structure had previously been used for relatively small watershed areas, such as parking lots and similar applications. However, in recent years there have been significant advances in technology which now allow water quality inlets to be used to provide treatment for much larger flows. These devices typically comprise precast concrete chambers which are specially designed to allow the settlement of grit while also skimming off floating oils. Regular clean-outs, which are usually undertaken using a conventional vacuum truck, are critical to the long-term functioning of water quality inlets. Such oil/grit separators have been required with the approval of large commercial projects, such as The Home Depot, Price Club, and Palmer Center.

The City of New Rochelle has applied for matching grant funding through the New York State Clean Water/Clean Air Bond Act program to install a total of ten water quality inlets at various locations in the vicinity of the City's waterfront. In addition, the

proposal also includes a coffer dam-type device with a large settling sump at the upper end of New Rochelle City Marina, where a 36-inch drain pipe discharges. The total estimated cost of this project is approximately \$283,000.

- F) It is recommended that signs be installed at the Neptune Park parking lots under City control to discourage use by individuals destined for Glen Island Park. Such signs could state that unauthorized vehicles are subject to towing at the owner's expense. This project would entail minimal costs and could be undertaken by City forces.
- G) Consideration should be given to assessing the financial and technical feasibility of establishing a terminal on the City of New Rochelle waterfront for a high speed ferry link to New York City and Long Island.
- H) One or more small-scale wetland restoration projects should be undertaken to reverse the historical trend of wetland loss due to shoreline development in the City. The shoal areas of Echo Bay (including the small islands in the bay, some of which are part of the Five Island Park complex) are the most likely candidate locations for wetland restoration, because of the degree of protection from wind and waves provided there. The shallow area off Davenport Park may also be a feasible location for this project. However, site-specific investigations would be needed to assess all pertinent factors (including marine sediment characteristics, wave and wind climate, nearshore bathymetry, and shoreline configuration) before actual restoration sites are chosen. It is estimated that this project would cost \$110,000. The City has submitted an application for 50-percent matching grant funding through the New York State Clean Water/Clean Air Bond Act Program with regard to this project. The Westchester County Planning Department has received a Federal grant to allow it, in coordination with the City of New Rochelle, to undertake a wetland restoration pilot project in Echo Bay in the spring of 1998.
- I) A project should be undertaken to restore the tidal connection to Pryer Manor Marsh, which is a formerly-connected tidal wetland in which Phragmites (common reed) has established a monoculture. Re-establishing saline flow into this marsh will cause the natural decline of Phragmites and will allow other, higher value vegetation to become established. The Town of Mamaroneck and City of New Rochelle have jointly submitted an application for funding (estimated cost \$69,000) through the New York State Environmental Protection Fund Program. Since this area is privately owned, agreement and cooperation of the property owners will be needed.
- J) Additional vessel waste pump-out facilities should be installed along the City's waterfront, to minimize the potential for the discharge of marine sanitary wastes to local waters. At a minimum, it is recommended that a new pump-out station be sited in the Harbor area (as close as possible to the North Inlet), since no such facility is presently located on those waters. The estimated cost for each such facility is approximately

\$10,000, assuming that collected wastes can be discharged directly into the County sanitary sewer system. The per-unit installation cost would increase by about \$5,000 if a holding tank were required.

Any new vessel waste pump-out facility that is installed on the City of New Rochelle waterfront should be made readily available at a convenient location to all boaters, at a reasonable cost (or free of charge). In addition, proper maintenance should be performed to ensure maximum usage. The reported operational deficiencies of the pump-out station at the City Marina should be corrected, and timely maintenance should be performed in the future to provide continual availability of this facility.

- K) It is recommended that the City examine alternatives for revitalizing its facilities at Cameron and Sharkey Parks, to enhance and increase public access to the waterfront. Consideration should be given to the possibility of re-establishing dockage for large boats at this location, which historically had served as a steamboat landing. This project would compliment the existing large-boat dockage facilities at the nearby Fort Slocum Dock.

6.4 Proposed Procedural Actions

- A) It is recommended that nighttime markers be installed along the South Inlet into the Lower Harbor and along the approach to the City Marina to improve navigational safety.
- B) It is recommended that the bascule bridge to Glen Island continue to be operated 24 hours per day. This action will maintain the safest navigational route to the Lower Harbor during the nighttime (midnight to 8:00 a.m.) time period.
- C) Navigational impediments should be removed from New Rochelle Creek. These include vessels and, possibly, docking structures that extend into the channel. This objective will be advanced by the adoption of a water use map and accompanying legislation, particularly with regard to the designation of mooring and anchorage areas and the establishment of a pierhead line (see Section 6.1).
- D) In order to reduce the occurrence of shellfish poaching in City waters, and to minimize the potential human health hazard from eating contaminated shellfish, stepped-up enforcement and stricter penalties should be implemented for the taking of shellfish from local uncertified waters.
- E) The City should continue to pursue the revitalization of the Main Echo Urban Renewal Area (including City Yard and the former Armory site), in accordance with the recommendations contained in the Comprehensive Plan. This would achieve the multiple

objectives of improving land use, mitigating contamination on certain of these sites, and improving overall aesthetic conditions.

- F) The City should review the procedures that apply to the installation and maintenance of ground tackle in the Echo Bay mooring area, to address complaints of deficiencies in the operation of this program.
- G) In order to protect natural resources and minimize environmental impacts, further marina development should not occur in Titus Millpond. This objective will be advanced by the adoption of a water use map and accompanying legislation, particularly with regard to the designation of a pierhead line (see Section 6.1).
- H) The hand-feeding of waterfowl has resulted in a increased volume of fecal wastes introduced into local surface waters from these birds. In order to mitigate this impact, it is recommended that a public education program be commenced. In addition, improved signage should be installed at heavily used waterfowl feeding locations (e.g., Neptune Park, Davenport Park, and Five Islands Park) to further discourage this activity.

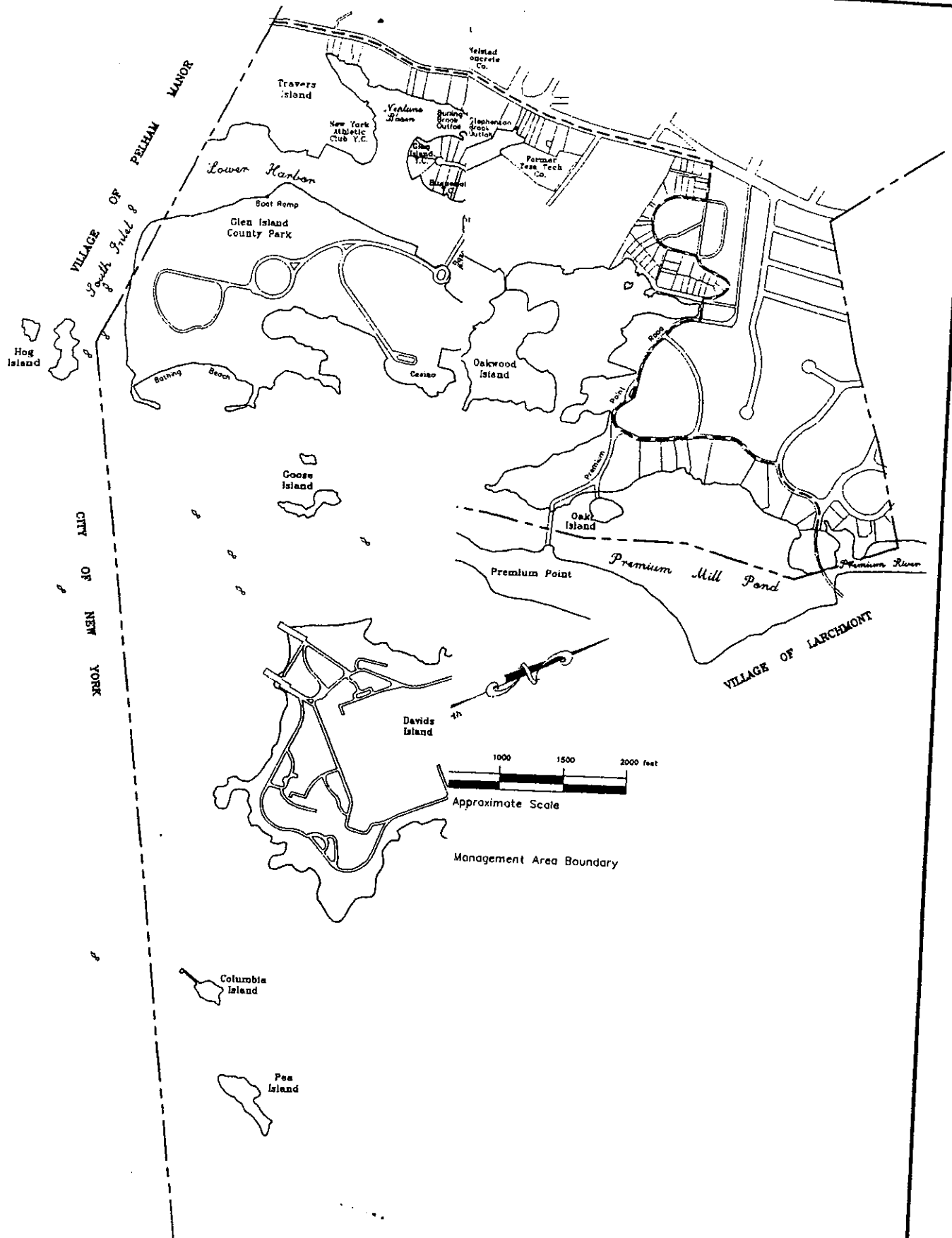
The recommended educational program should include appropriate information on the impacts that artificial food sources have on surface water quality (i.e., increased coliform and nutrient levels), on other aspects of the environment (e.g., overgrazing of vegetation and the aesthetic nuisance created by high concentrations of bird droppings on the ground), and on the birds themselves (e.g., overpopulation and attendant behavioral stresses, and aborted migratory patterns). It is suggested that the proposed program focus on primary school children, who tend to be very receptive to environmental education initiatives. If this recommendation is pursued, contact should be made with officials in the Town of Oyster Bay, on Long Island, which recently commenced this type of program (including the production of an instructional videotape for presentation in the classroom setting).

Enforcement actions for violations of local ordinances are usually employed only as a last resort to recalcitrant individuals. Although this avenue of response is available to the City to achieve compliance with waterfowl feeding prohibitions, the issuance of fines and/or imprisonment is not seen as a desirable approach to addressing this particular problem at this time. A strong and prolonged public education program should precede the initial imposition of any penalties.

- I) The beach clubs on Davenport Neck are an important water-dependent use that provide public access to the shoreline for water-related recreational activities. This use should be encouraged to remain. It is recommended that the City not seek to amend the recently adopted Comprehensive Plan's recommendation to maintain the status quo in terms of uses allowed on Davenport Neck without first carefully evaluating the traffic

and off-site parking implications (and other potential environmental impacts) that could be caused by opening the membership beach clubs to general public use. Although non-member use of the beach clubs would result in greater public access to the City's waterfront, there is insufficient evidence at the present time to conclude that these benefits outweigh potential impacts.

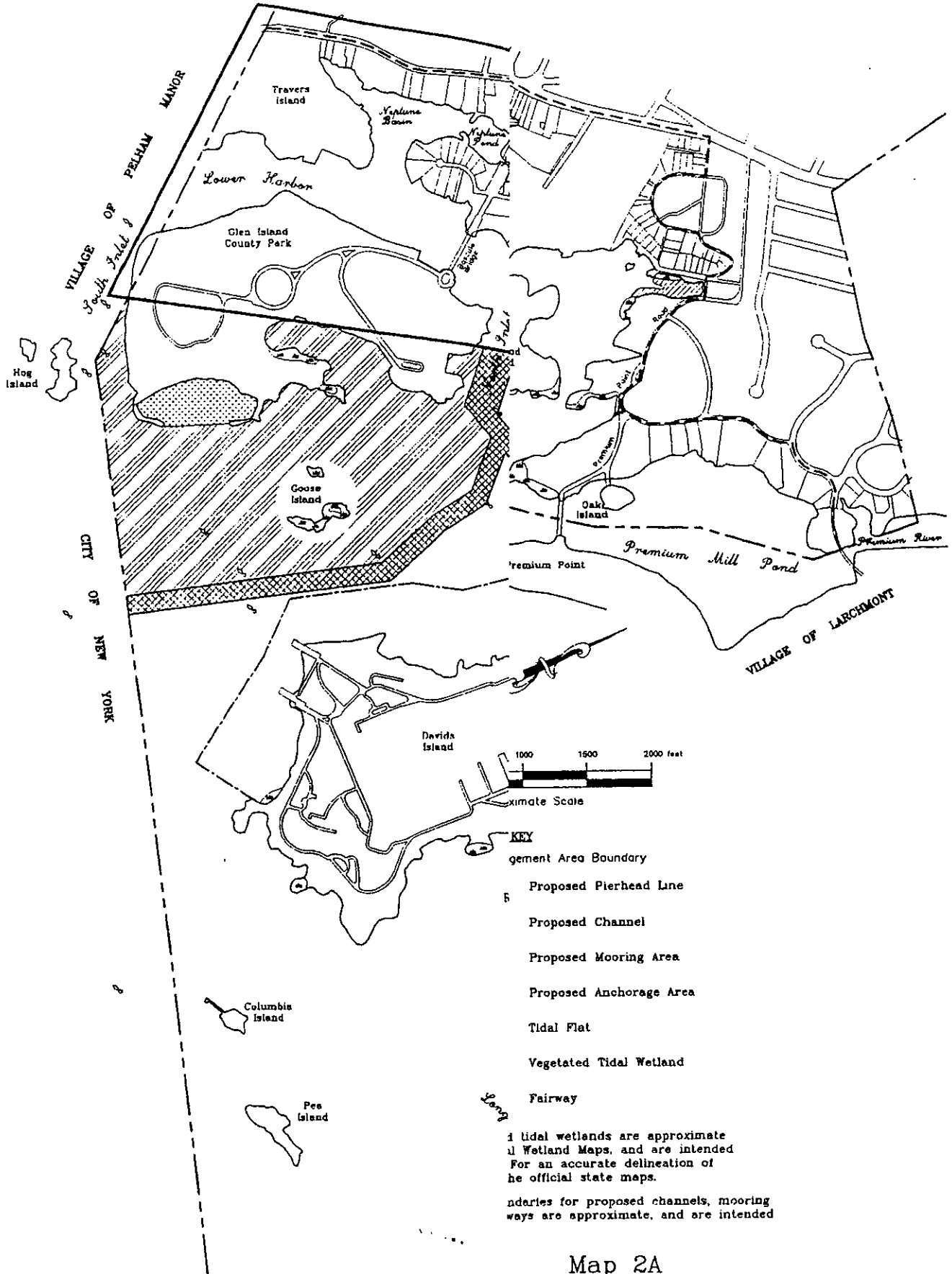
- J) It is recommended that the City implement a policy whereby the approval of the development of Davids Island should not necessarily be based solely upon the inclusion of access for the general public, especially if the development of the island provides the City with revenues that can be used to enhance public uses at other existing facilities or to purchase other lands that can be used to expand public access. This policy could take the form of a "fee in lieu of" requirement, whereby the developer provides a specific amount of money to the City, as agreed to during the negotiations for the sale of Davids Island. This money would be used by the City to improve public access at one or more other locations, either at existing public facilities or new sites. Eligible projects would include, but not be limited to, public waterfront park facility improvements, waterfront land purchases (where public access is to be provided), and studies to develop plans for improvements to City waterfront parks. Special care must be taken to ensure that all improvements implemented under this program are consistent with the other policies, goals and objectives of this Harbor Management Plan, including maintaining the character and diversity of the City's existing park system.



Map Prepared By
Cashin Associates, P.C.
 ENGINEERS · ARCHITECTS · PLANNERS

Map 1
 of New Rochelle
 or Management Area

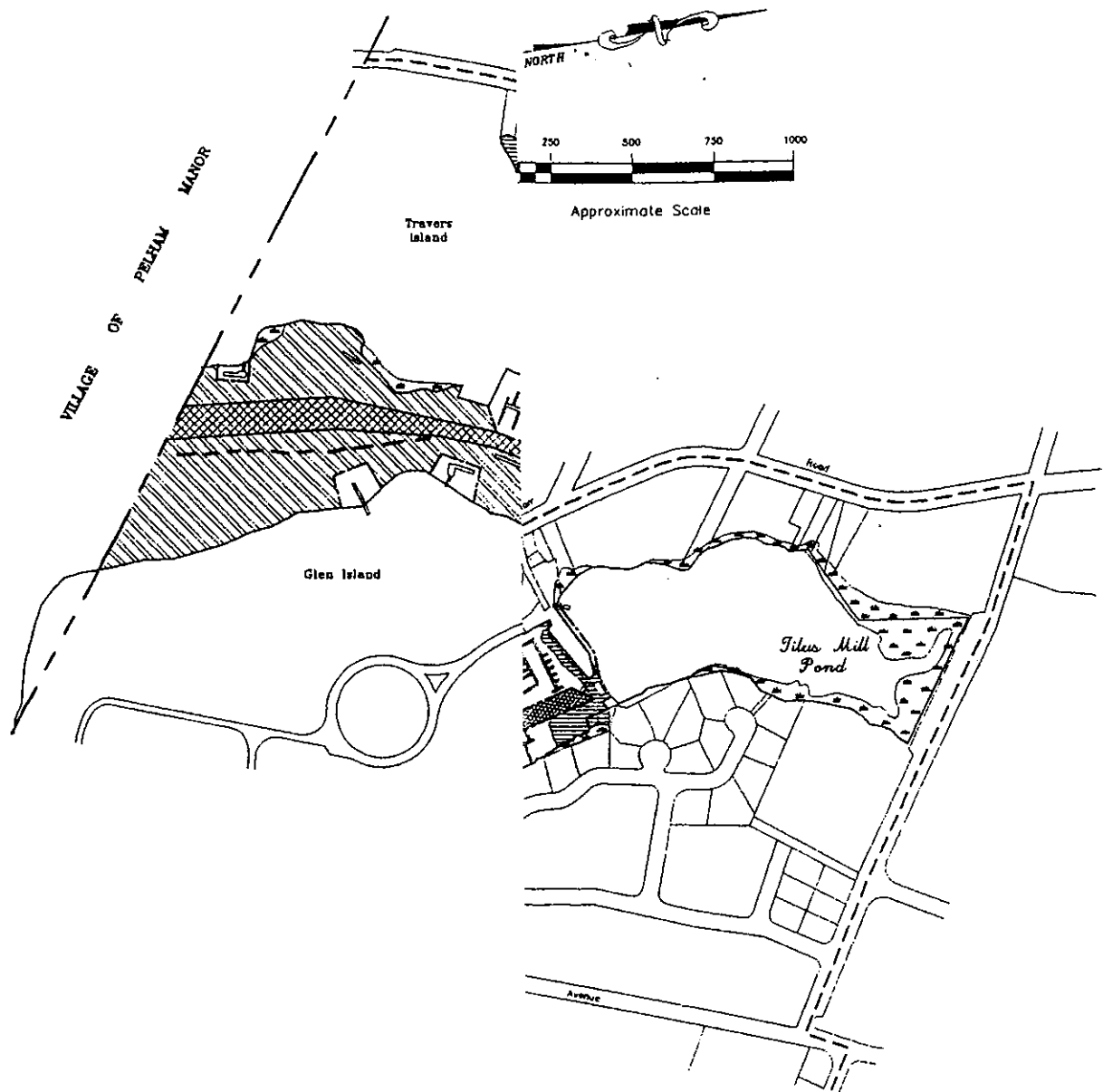
January 1997



Map 2A
 of New Rochelle
 ed Water Use Map

Map Prepared By
Cashin Associates, P.C.
ENGINEERS · ARCHITECTS · PLANNERS

January 1997



Map 2B
 Lochelle Harbor
 Land and Water Use Map
 Harbor and Creek Inset

Hog Island

VILLAGE OF PELHAM MANOR
South Field

CITY OF NEW YORK

Lower Harbor

Green Island County Park

Centerline of 30-foot easement granted to Consolidated Edison, March 7, 1977

Goose Island

Alwood Island

Premium Point

Premium Mill Pond

VILLAGE OF LARCHMONT

Devide Island

1000 1500 2000 feet

proximate Scale

Management Area Boundary

Conveyance
ers on this Map Correspond to Table 3-1

it

Columbia Island

Pee Island

and easement areas shown on this map
and intended for informational purposes
rate delineation of boundaries refer to
the Underwater Land Grant Index Maps.
the Bureau of Land Management at the
Office of General Services.

Underwater Land Grant Index Maps.
Office of General Services.

Map 3 of New Rochelle

Underwater Land Conveyances

Map Prepared By

Cashin Associates, P.C.
ENGINEERS · ARCHTETS · PLANNERS

January 1997

**COMPREHENSIVE PLAN
City of New Rochelle, New York**

Prepared by the:

**Comprehensive Plan Advisory Committee
New Rochelle Department of Development
Saccardi & Schiff, Inc.**

Adopted by New Rochelle City Council
July 30, 1996

The City of New Rochelle

Mayor and City Council

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Members of City Council

Hon. Rhoda Quash, Deputy Mayor

Hon. Noam Bramson

Hon. Alexander R. Eodice

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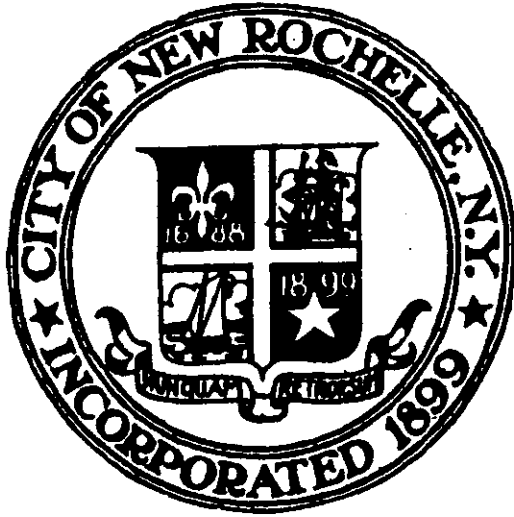
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PREFACE

PREFACE



The City of New Rochelle Comprehensive Plan was developed through a 10-month planning process which built upon a prior nine-month community visions process. The planning consultants, Saccardi & Schiff, Inc. worked closely with the Comprehensive Plan Advisory Committee and the City's Department of Development to develop the plan.

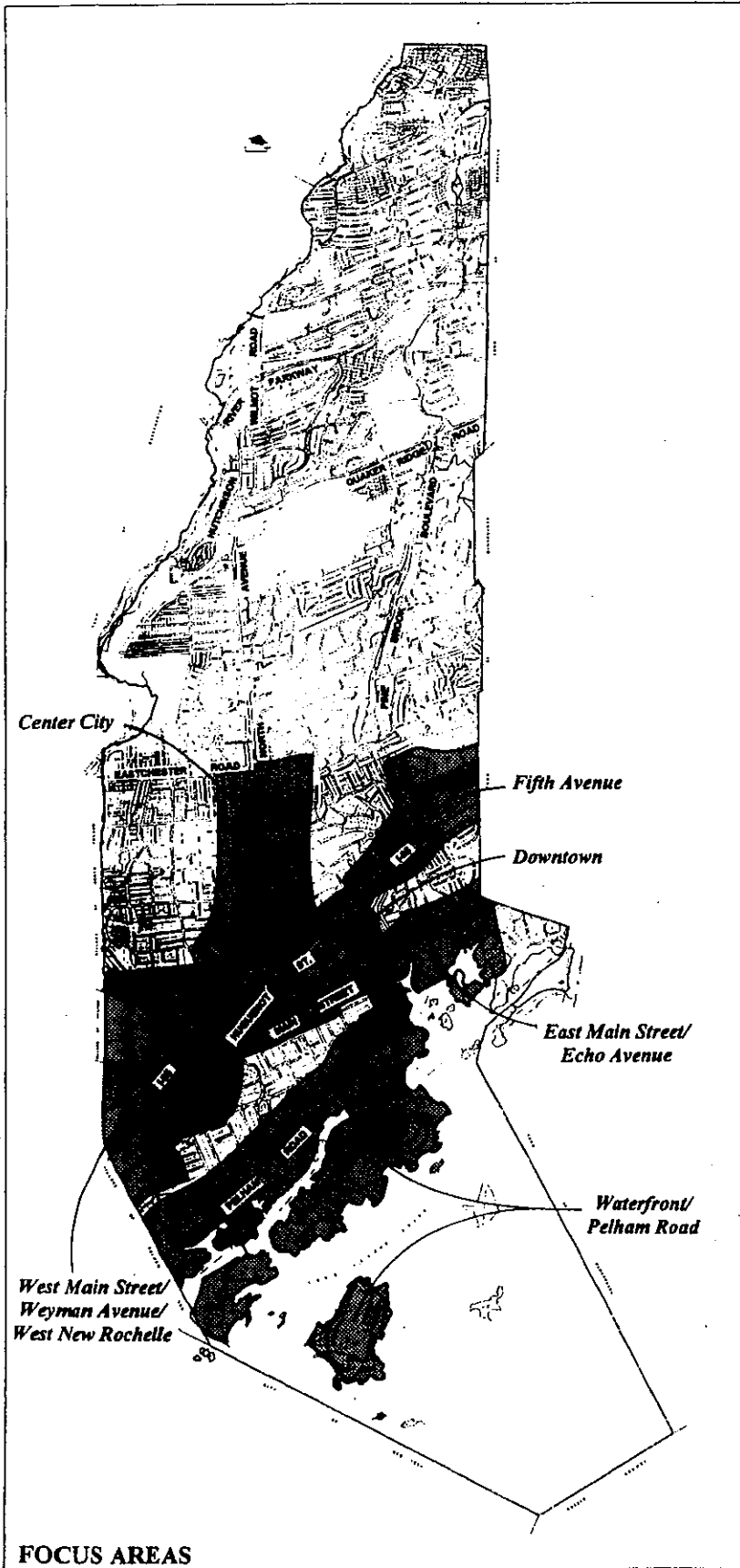
The Comprehensive Plan Advisory Committee assumed a major role in development of the plan. This responsibility included attending periodic meetings with City staff and consultants to discuss a variety of planning proposals and conducting public meetings to review plan proposals.

The plan encompasses a set of planning proposals and potential implementation programs designed to shape the physical environment of this basically built up city within the context of redevelopment, revitalization and limited new development opportunities. The initial step of the process was a study of existing conditions on a citywide basis. This included the traditional documentation and analysis of demographics, economic conditions, housing, transportation, infrastructure and community services and facilities. Next, attention was turned to the areas of the city most in need of alternative planning concepts to either coordinate and update existing or ongoing plans or present new planning proposals. These focus areas include the downtown and are the subject of specific proposals. In other areas of the city, preservation is emphasized within the context of a changing community profile; land use proposals are formulated within the context of contemporary economic and demographic issues. Implementation techniques include public sector initiatives necessary to attract private redevelopment; zoning changes to guide proper development; and identification of programs available to fund required development.

The Comprehensive Plan provides an overall guide for the city's growth over the next 15 or so years. It is intended to be a flexible tool that can respond to changing economic and market conditions and to the availability and allocation of resources needed to implement the various recommendations.

The numerous plans and programs which exist and are ongoing even as this plan has evolved have and will continue to shape the City of New Rochelle. This Comprehensive Plan seeks to weave these plans into a coherent framework establishing an overall planning context that will aid the city in making critical land use decisions as it moves into the 21st century.

I. INTRODUCTION



I. INTRODUCTION

A. New Rochelle's Comprehensive Plan

The New Rochelle Comprehensive Plan is a plan for a built-up city. Within the city, however, are a number of strategically located urban renewal sites and municipally owned or controlled lands, privately owned underutilized sites, and strong institutions and government centers. These provide the opportunity to build upon the city's enduring image and history, its undisputably advantageous location in the region, and an idealized vision for its future. The plan will establish a land use and zoning framework that will guide New Rochelle into the 21st Century.

The manner in which land is used and controlled in the city is a focus of the plan. Utilizing a less traditional approach, the plan also seeks to link numerous discrete ongoing development and redevelopment initiatives to create a cohesive plan that balances attention among competing economic needs, between areas vying either for attention or the distinction of being left alone, and among the traditional issues of transportation, infrastructure, community facilities, housing and education.

These development and redevelopment efforts are centered in the six main focus areas of the city where it was determined that detailed analyses and action plans would be developed.

The six focus areas are:

- Downtown
- Center City
- Waterfront/Pelham Road
- East Main Street/Echo Avenue
- West Main Street/Weyman Avenue/
West New Rochelle
- Fifth Avenue

Center City is a term developed during the Future Visions process for the North Avenue corridor from downtown to Eastchester Road including the New Rochelle Hospital Medical Center.

Outside these areas, the plans for the city will emphasize neighborhood preservation of existing residential, commercial, open space and recreation uses.

While the plan builds upon the Master Plan for the city completed in 1965 and updated in 1977, it is new in that its vision, goals and objectives are tied to a pragmatic realism fostered by the major changes that have transformed the city, the county and the region since then. The lessons learned from efforts to implement the earlier planning proposals have also been utilized in formulating current recommendations.

This comprehensive plan is also new in that it will be subject to the revisions to Section 28-a of New York State General City Law regarding City Comprehensive Plans, formulated by the State Legislative Committee on Local Government, approved by the Legislature and signed by the Governor. In accordance with the new legislation, the term comprehensive plan supplants the former accepted term, master plan. More importantly, the change in name is based on the underlying theory that the plan encompasses all materials regarding the goals and objectives, principles, guidelines, policies, and standards that relate to either the immediate or long term growth or redevelopment of the city.

The new law states that all land use regulations must be in accordance with a comprehensive plan, if such plan is adopted, and further requires that plans for capital projects of any governmental agency on land included in the comprehensive plan are required to take the recommendations of that plan into consideration.

While the adoption of the comprehensive plan is the sole responsibility of the legislative body -- in this case the City Council -- if the plan has not been prepared by the Planning Board it may be referred to the Planning Board for its review and recommendation. This plan was prepared under the aegis of the City Council with direction from a Council-created Comprehensive Plan Advisory Committee (COMPAC) on which three Planning Board members sit. It was referred to the full Planning Board for its review and recommendation; following that, a public hearing was held by City Council. A generic environmental impact statement accompanies the plan in accordance with the requirements of the comprehensive plan law and SEQRA.

B. Summary of Process

1. Future Visions Planning Process

For approximately nine months in 1993-94, the City of New Rochelle conducted a grass-roots, community-wide process to create a Future Vision for the City of New Rochelle, culminating in a summary report published in mid-June, 1994. This Development Vision was intended to provide the City with new, imaginative concepts, which could be evaluated for feasibility during subsequent development of the comprehensive plan.

To undertake this grass-roots effort, a professional "facilitator" was retained to design and orchestrate the interactive aspects of the vision process. In addition, a citizen-based, Future Visions Committee (appointed by the City Council) oversaw the entire effort and served as sponsors and advisors to the process.



The Founding of New Rochelle, 1688

The Development Vision process focused on six issue areas: (1) institutional impacts; (2) the waterfront; (3) commercial and industrial development and infrastructure; (4) neighborhoods and affordable housing; (5) North Avenue Corridor (renamed Center City); and (6) the downtown.

To provide broad-based citizen input in the process, six "Community Stakeholder Input Sessions" were convened in December, 1993 and January, 1994. Each session addressed one of the above focus topics. "Stakeholders" are people who, either personally or as representatives of an organization, association, or group:

- are professionally involved in the topic;
- will be affected by ultimate decisions relating to the topics; or
- are simply interested in or concerned about the topic.

The City invited 50± stakeholders to participate in each of the input sessions, selecting such persons from existing organizations and neighborhoods with input from the Future Visions Advisory Committee. Each input session was chaired by two or more members of the Future Visions Advisory Committee.

Under the direction of the Department of Development, the facilitator designed the agenda and orchestrated the discussions to encourage open and creative input from all participants. Approximately 200 individuals attended the six sessions, generating more than 420 ideas. To solicit additional community input from those unable to attend the stakeholder sessions, the City released several press notices inviting written comments from the public. A summary report on the stakeholder sessions is included in the Appendix.

For each of the six issue areas, Department of Development staff assembled an informational package to supplement the Future Visions concepts developed in the brainstorming sessions. This material provided a technical and historical base for evaluating and supporting some of the ideas that were generated.

2. Comprehensive Plan Process

The Comprehensive Plan of New Rochelle is the result of a 10-month planning effort and process during which the City Council appointed a 12-member Comprehensive Plan Advisory Committee (COMPAC). The COMPAC worked closely with city staff and consultants, taking input from elected and appointed City officials, City department heads and institution executives to develop a concept and plan. The planning process also involved taking the Future Visions concepts and interpreting them as physical land use plans and proposed actions.

The process began with a two-pronged review of ongoing city planning studies and efforts and an examination of existing conditions citywide and in the six focus areas identified as areas of principal concern. Land use conditions were examined in the field and socio-economic conditions were developed and profiled from existing data bases. The status of community facilities citywide was determined through interviews with City department heads and City based institution officials.

These initial steps were followed by an analysis of areas considered to be subject to change. Identification and analyses of problems and opportunities were conducted to build upon the framework laid during the Visioning process. Meetings were held regularly with the COMPAC to review citywide and area-specific planning issues.

Overall citywide goals and objectives were formulated based on many of the Future Visions ideas, providing one additional measure of direction and context for the planning process.

Based on issue identification and refinement, and with input from members of City Council, various action plans were developed for each focus area to solve identified problems and capitalize on existing opportunities. These action plans include redevelopment proposals as well as proposed zone changes necessary for plan implementation.

As part of the continuing review process with the COMPAC, a special joint meeting was held with members of the Local Waterfront Revitalization Program Committee to discuss recommended actions along the City's extensive waterfront.

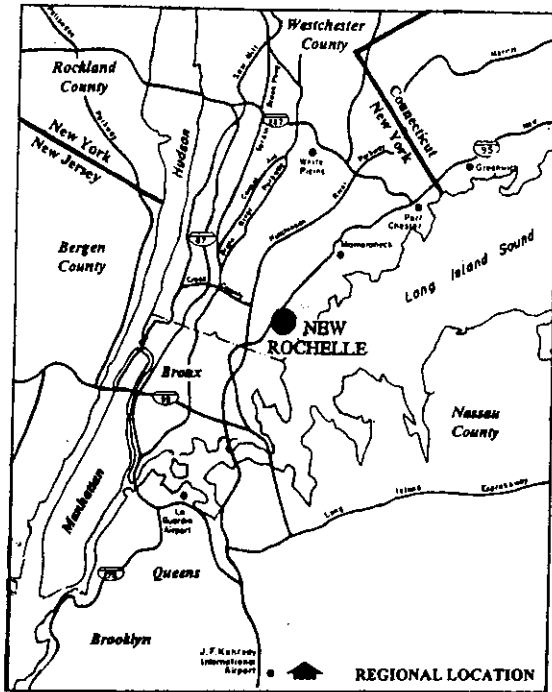
The COMPAC also held a public meeting on April 3, 1995, to present the plan to the community at large and to take its comments and input as part of the planning process.

The Comprehensive Plan will consolidate the longstanding, on-going local area and site specific development and redevelopment efforts of the City, providing an overall context in which these efforts can build towards the city's multi-faceted growth, renewal and development over the next fifteen years or so. The plan, which has a range of development and zoning recommendations, is intended to be sufficiently flexible to accommodate individual private, public and joint development initiatives, while furthering the City's planning and design objectives. The plan will aid the Department of Development staff in guiding the overall revitalization of the City's downtown, waterfront, Center City, North Avenue corridor and other areas of concern. These areas will then help to enhance the healthy residential neighborhoods and well known institutions that have continued to be the city's assets.

II. CITYWIDE CONDITIONS AND PLANNING STUDIES

II. CITYWIDE CONDITIONS AND PLANNING STUDIES

A. Regional and Local Context



The City of New Rochelle is the second largest city in Westchester County and the easternmost of the county's three southern cities, which include Yonkers and Mount Vernon. New Rochelle's 1990 population of 67,265 was only 112 persons greater than that of Mount Vernon, but well below Yonker's figure of 188,082.

New Rochelle, which is 10.67 square miles in area, is approximately 7.5 miles long and two miles wide. It borders seven other Westchester towns and villages and is distinguished by a nine mile coast along Long Island Sound.

The overall population density of New Rochelle, 6,300± persons per square mile, is substantially lower than Mount Vernon or Yonkers, which have 15,300± persons and 10,200± persons per square mile, respectively. The City of White Plains, located approximately two miles north of New Rochelle, had a 1990 population of 48,718 and a density of 4,900± persons per square mile.

New Rochelle's relatively low density is attributable to the fact that, while it is a city, it has two distinct community characters: an older, densely developed urban core with surrounding mixed density residential neighborhoods in the south and low density, almost exclusively single-family residential neighborhoods in the north. Whether north or south, New Rochelle is essentially a built up community. Scattered small parcels of vacant land in the north end, most of which are subject to environmental constraints, are available for residential development. These parcels are all zoned for single-family use at roughly two to four units per acre. Vacant unused parcels in the north end total approximately 20 acres and, if fully buildable, could yield approximately 60± units. If underutilized parcels (e.g., nurseries or driving range uses) are counted, an additional 25± acres are available for development yielding approximately 70 units. In the unlikely event that large private recreation uses such as the 175 acre Wygagyl golf course were to be developed, an additional 375± units could be generated. Urban renewal parcels in the southern portion of the City are available for commercial, office or mixed use development. The largest parcel available for development in the city is the 120 acres (including 40± acres of underwater land) of Davids Island, about ½ mile from the southwestern mainland of the city. This property has the potential to yield more housing units than all other combined parcels in the city or could be developed as a low density, high end residential enclave.

The city's urban core developed around the station of the old New York Central, now the New Haven Division of the Metro North railroad. Along with the later adjacency to the New England Thruway, these transportation assets have given the city the locational advantages of proximity to New York City and accessibility to the surrounding

region. This proximity to Manhattan and accessibility to the region by auto, truck and rail transportation were the historic impetuses to New Rochelle's development and continue to be an underlying strength of the city, particularly in its efforts to revitalize its once prominent downtown.

The traditional downtown consisting of the Main Street, Huguenot Street and North Avenue commercial shopping streets historically was the city's retail center providing department stores and speciality retail shops.

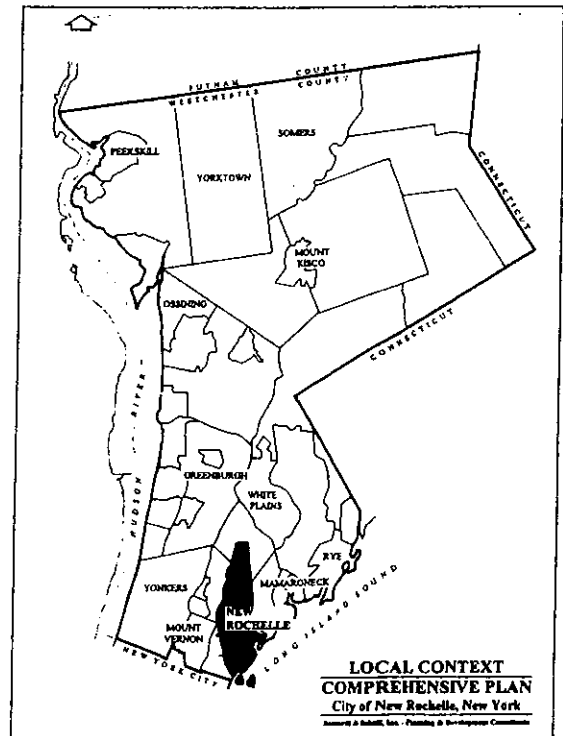
Downtown is accessed by exits 15 and 16 from I-95 and by the Metro-North/Amtrak station adjacent to downtown. Scheduled travel time to Grand Central Station is 35 minutes by train with a similar automotive travel time during non-peak hours.

The North Avenue spine continues north and south of the downtown core as the major north/south avenue in the city. Metro-North tracks and the I-95 roadway mark the edge of downtown and the transition to the one mile corridor of North Avenue from the Thruway to Eastchester Road.

This stretch of North Avenue, including the Memorial Highway corridor with New Rochelle Hospital Medical Center to the west, was named Center City during the Future Visions Process and is referred to as such as one of the six focus areas of this plan.

Memorial Highway is the stretch of state roadway starting at Brook Street that split at Van Guilder Avenue to become a paired one way street system with Division Street, spanning the Thruway and the Metro-North tracks into downtown. At one time, this roadway was intended to continue and provide a link to the Cross County Parkway, but that project was abandoned and went no further than the leg in New Rochelle.

Three major institutions -- Iona College, New Rochelle Hospital Medical Center and the College of New Rochelle -- have been the long standing large institutions in the city. They have served as quality centers for higher education and health services for the people of New Rochelle as well as for those from surrounding communities and the region. These institutions not only represent the cultural, educational, and health care sector of the city's urban fabric, but have been the city's largest employers. Iona College and the New Rochelle Hospital Medical Center are in Center City and the College of New Rochelle is in the Waterfront Pelham Road area. Monroe College, a newer educational institution in the city, has taken its place in the higher education framework of the city as its presence has recently expanded in the downtown.



The waterfront has provided the city with a unique recreational and economic resource. Its 9.3± mile shoreline (3 miles if measured in a straight line from the city's borders) is largely developed residentially with some commercial and a variety of water-related and non-water-related uses. The waterfront has two distinct sections -- the portion along Pelham Road leading to the City Marina, and the portion along East Main Street leading to Echo Bay. Privately owned membership beach and yacht clubs provide access to the water for large numbers of people. City owned parks and marina facilities provide active and passive water-related (e.g. viewing, etc.) and water-dependent (e.g. boating, etc.) activities to the public and the county owned waterfront Glen Island Park is open to all county residents. These public and private facilities attract people from the city and region for the boating, swimming, dining and other active and passive recreation activities enhanced by a waterfront setting.

Some of the city's waterfront is well utilized, fulfilling the Future Visions image of the city as an historic waterfront, seaport town of multi-faceted commercial, recreational and educational uses. Other waterfront areas are characterized by manufacturing and even city uses that are not water dependent or even water-related and commercial uses that turn their backs on rather than opening out to this natural asset.

B. Population

The City of New Rochelle is the second largest city in Westchester County and is an economically and racially diverse community. Based on the Census, the 1980 and 1990 populations were 70,794 and 67,265 persons respectively, a decline of 3,529 (5.0 percent).

New Rochelle was not the only city to experience a decline in population over the last decade. Of the six cities in Westchester County, Yonkers and Rye also had declining populations of 7,269 persons (3.7 percent) and 147 persons (0.1 percent) respectively. Mount Vernon, White Plains and Peekskill grew 0.7, 3.7 and 7.1 percent, respectively, and Westchester County's population increased by 1.0 percent during the same decade.

Early indications from studies completed by Westchester County are that the city's population is increasing. From 1990 to 1993 there was an estimated increase in population of 0.9%. All three cities in the south of the county had increases in population as did White Plains and Peekskill. The increase in population countywide was 1.2%.

Population 1980 - 1990			
	1980	1990	% Change (decrease)
Westchester County	866,599	874,866	1.0
New Rochelle	70,794	67,265	(5.0)
Yonkers	195,351	188,082	(3.7)
Rye	15,083	14,936	(0.1)
Mount Vernon	66,713	67,153	0.7
White Plains	46,999	48,718	3.7
Peekskill	18,236	19,536	7.1

Source: Population Changes by Age, Sex and Race, Westchester County 1980-1990, Westchester County Department of Planning, March 1992.

Race and Ethnicity

New Rochelle's population is diverse ethnically and racially. As of 1990, it was composed of 51,141 whites (76%), 12,166 blacks (18%), 7,247 Hispanics (10.8%), 1,967 Asians (2.9%) and 1991 others (3.0%). There were significant changes in various racial groups in the city's population during the 1980 to 1990 decade. Whites had the largest population decrease of 4,685 persons or 8.4 percent. Hispanics and Asians had the most significant population growth with increases of 3,769 persons or 108.4 percent and 780 or 65.7 percent, respectively. Blacks were the only minority group to experience a population loss during this period, declining by 523 persons or 4.1 percent. Although the black population decreased, it still is the largest minority group in the city, with Hispanics second, and Asians third.

Population Composition 1980 - 1990			
	1980	1990	% Change (decrease)
White (non-Hispanic)	55,826	51,141	(8.4%)
Black (non-Hispanic)	12,689	12,166	(4.1%)
Hispanic (all races)	3,478	7,247	108.4%
Native American (non-Hispanic)	-	80	-
Asian & Pacific Islanders (non-Hispanic)	1,187	1,967	65.7%
Other (non-Hispanic)	1,012	1,911	88.8%
Total Population	70,794	67,265	(5.0%)

Source: Population Changes by Age, Sex and Race, Westchester County 1980-1990, Westchester County Department of Planning, March 1992.

Age Composition

There are several trends in the age composition of New Rochelle's population. First, there were significant decreases in the population of the 0-14, 15-29, and 45-59 age groups: 7.4 percent, 19.1 percent, and 16.9, respectively. In 1980, these three groups represented 43,117 persons or 61 percent of New Rochelle's population; in 1990, they represented 36,618 persons or 54 percent of the population. The 30-44 age group grew 17.7 percent and the 60+ age group grew by 4.5 percent.

These trends are generally consistent with countywide trends. While the school age population declined in the 1980's, the youngest portion of this age group was increasing -- an increase now being felt by school systems throughout the county. The city's growth in the 30-44 age group was consistent with county trends which showed an increase of 22.4%. The countywide trend in growth of persons age 60 and over was also experienced by New Rochelle. While this segment of the city population grew by 4.5%, that of Mt. Vernon and Yonkers grew by only 1.8% and White Plains' elderly population had a slight decline.

The growth in the city's elderly population indicates a growth in the need for special services and alternative housing options for this segment of the population. The growth trend in the youngest age group is being reflected in the need for additional school space.

City of New Rochelle			
Population By Age Range, 1980 - 1990			
	1980	1990	% Change (decrease)
0-14	12,490	11,561	(7.4)
15-29	17,515	14,164	(19.1)
30-44	13,065	15,380	17.7
45-59	13,112	10,893	(16.9)
60+	14,612	15,267	4.5
Total	70,794	67,265	(5.0)

Source: Population Changes by Age, Sex and Race, Westchester County 1980-1990, Westchester County Department of Planning, March 1992.

Households

From 1980 to 1990, households in New Rochelle declined by 472 from 25,789 to 25,317, a loss of 1.8 percent. While countywide the growth in households was larger than the growth in population, New Rochelle's decline, like that of Yonkers and Mount Vernon, is reflective of overall population decline. A continued decline in the number of households would reduce pressure on the local housing market, increase incomes and reduce pressure for conversion of buildings to additional units.

City of New Rochelle			
Number of Households 1980-1990			
Area	1980	1990	% Change (decrease)
Westchester	307,450	320,030	4.1
New Rochelle	25,789	25,317	(1.8)
Yonkers	73,892	72,101	(2.4)
Mount Vernon	25,377	25,175	(0.8)
White Plains	18,902	19,432	2.8
Rye	5,060	5,428	7.3
Peekskill	6,850	7,678	12.1

Source: Household Characteristics, Westchester County 1980-1990, Westchester County Department of Planning, December 1993

The racial composition of the city's households is similar to its overall population's racial composition.

City of New Rochelle		
1990 Household Composition		
Ethnic Group	Total Households	% of Total Households
White	18,358	72.5%
Black	4,200	16.6%
Hispanic	2,094	8.3%
Asian	531	2.1%
Other	141	0.5%
All Households	25,317	100%

Source: Population Changes by Age, Sex and Race, Westchester County 1980-1990, Westchester County Department of Planning, March 1992.

C. Housing



MacLeay Houses

Based on the 1990 Census, 52 percent of the occupied housing units in the city are owner occupied and 48 percent are renter occupied. The vacancy rate in New Rochelle in 1990 was 3.2 percent for rental and 2.6 percent for owner occupied housing indicating a limited housing availability. The shortage of developable land and a growing economy throughout the 1980's resulted in escalating land prices and expensive housing targeted to the most lucrative segment of the market. The extent of cooperative and condominium conversions throughout the 1980's also added to the upward pressure on housing costs specifically for rental units.

The 1980 Census reported median owner occupied house values to be \$89,300. In 1990 the median value was \$321,000, an increase of 260 percent. The average rental price in 1980 was \$264, compared with \$527 in 1990, a 100 percent increase.

New Rochelle has an extensive inventory of assisted housing developed over the years by public and quasi-public agencies to serve a broad range of owner and renter housing needs, for low and moderate income families and elderly in the city. Of the nearly 3,000 assisted housing units, 1,906 are family, 1,011 are elderly and 4 are disabled units. The total comprises 543 family and senior citizen public housing units with the remainder as new and rehabilitated units constructed under a variety of Federal and state programs.

There are extensive waiting lists for apartments in these complexes. The Lawn Avenue project, currently in planning by the city, would add 10 townhouses, each having an ownership and rental unit, to the city's inventory. The rental units will be marketed to seniors.

The Westchester County Affordable Housing Allocation Plan was developed with the obligation of each municipality to produce affordable housing such that 5,000 units countywide within 10 years; i.e., by 2003. According to the Plan, New Rochelle to provide an additional 166 units of affordable housing in addition to its existing units. Lawn Avenue units would count towards this production goal.

Citywide Conditions and Planning Studies

City of New Rochelle Assisted Housing		
Housing Type	Name/Address	No. Units Family/Elderly/Disabled
Public Housing	Hartley Houses; 60 & 70 Horton Street, 51 Wintrop Street	240/0/0
	Peter B. Bracey Apartments; 361 Main Street	100/0/0
	La Rochelle Manor; 111 Lockwood Avenue	0/91/0
	Queen City Towers; 50 Sickles Avenue	0/112/0
Subtotal		340/203/0
New Construction	Washington House; 60 Union Avenue	0/210/0
	Huguenot House; 16 Locust Avenue	0/151/0
	Lincoln Towers; Lincoln Avenue/Guion Place	0/88/0
Subtotal		0/449/0
Substantial Rehab	Drake Avenue	20/0/0
	33 First Street	9/0/0
	288 Webster Avenue	9/0/0
Subtotal		38/0/0
Moderate Rehab	NY36K113001	33/17/2
	NY36K113002	37/13/2
	NY36K113003	51/13/0
Subtotal		121/43/4
Other	Mac Leay Apartments; 550-590 Fifth Avenue	180/0/0
	Carrington Arms; 33 Lincoln Avenue	110/0/0
	Low Savin Apartment United Home for Aged Hebrews; 60 Willow Drive	16/118/0
	Maple Terrace; 55 Maple Avenue	10/90/0
	Huguenot Towers I; 50 Guion Place	146/0/0
	Huguenot Towers II; 80 Guion Place	110/0/0
	Maple Center; 35 Maple Avenue	0/108/0
	New Rochelle Hospital Medical Center; Guion Place	319/0/0
	Drake House; 197 and 217 Drake Avenue	289/0/0
	Trinity Co-op Apartments; 126 Church Street	131/0/0
	Hudson Park Co-op; 164 Church Street	59/0/0
	Lincoln Avenue Town Houses	37/0/0
Subtotal		1407/316/0
Total		1906/1011/4

D. Land Use and Zoning

1. Existing Land Use

Existing citywide land uses are shown in the color foldout map on the following page.

Residential Uses



Forest Heights Homes

Nearly 80 percent of the city's residential land is occupied at a density of between two and nine units per acre. This indicates a low density city characterized by housing units occupying one half to one eighth of an acre.

The north end of the city, beginning north of Eastchester Road, is characterized largely by single-family homes on minimum quarter acre lots. These include post World War II subdivisions as well as the exclusive residential planned enclaves, such as Forest Heights east of North Avenue and the High School, that attracted affluent New Yorkers in the 1920's and 1930's. Several developments in the last 15 years were townhouse or clustered single-family developments which took advantage of provisions regarding clustering in the New York State law and newly created local zoning permitting such developments.

Pockets of higher density apartment style housing are located adjacent to neighborhood commercial uses in the north end. The successful conversion to market rate housing of the former Roosevelt School on North Avenue close to Quaker Ridge Road is one of these multifamily residential uses.

South of Eastchester Road, the city is an eclectic residential mix of housing types in distinct neighborhoods.

Many of the two-family homes, both north and south of the downtown, have been converted from single-family homes; they vary with respect to square footage, lot size and amount of on-site parking. Small, multifamily buildings abound in West New Rochelle and older multifamily buildings with ground floor retail uses are scattered on downtown and Center City side streets and along North Avenue in Center City.

The Rochelle Heights/Rochelle Park Historic District to the east of City Hall, generally between the Boulevard and Fifth Avenue, was created through the efforts of local residents seeking to preserve the integrity of this planned community. The district contains more than 275 examples of late Victorian and turn of the century residential architecture developed primarily from the 1890's through the 1920's.

The greatest concentration of multifamily apartment uses is found in the Pelham Road corridor, where well maintained garden, six-story and higher apartment buildings and complexes create an aesthetically pleasing ambiance and look out over Long Island Sound, some with views of Queens.

Many of these apartments are owner occupied cooperatives and condominiums that provide an alternative to the single- and two-family home option available in the rest of the city. Multifamily land use represents approximately 10% of the city's total acreage.

Extensive senior citizen subsidized and affordable housing is clustered around Downtown, Center City and West New Rochelle.

Commercial and Industrial Uses

The city's commercial and industrial land uses are generally divided into six categories that include: general commercial; automotive commercial; general office; mixed use; heavy commercial; and industrial.

General Commercial Uses

The broad category of general commercial land uses includes downtown, neighborhood and corridor businesses. Together with office uses which comprise a separate land use category, these business and commercial uses cover 344 acres of the city's 6,674 total acres, or five percent of its land area. These general commercial uses include retail businesses, restaurants and service establishments.

Downtown New Rochelle was formerly the hub of citywide commercial activity, attracting shoppers from surrounding communities in Westchester and the Bronx. It has gone through several transformations and is now on the brink of beginning yet another chapter in its ever changing commercial role. When its traditional, albeit small, old time department stores left in the late 1970's, it was still anchored by its new Macy's mall, Bloomingdale's outlet and two downtown movie theaters. City revitalization efforts resulted in construction of a new main branch of the New Rochelle Library with associated community theater and art gallery space as a cultural center in downtown. Sidewalk and building facade improvements also helped to improve the image of downtown. When Bloomingdale's left and the theaters closed in the mid 1980's, a void was left on Main Street; the mall and more concentrated uses along North Avenue continued to serve a more local neighborhood market. Macy's has since closed.

With the exception of longstanding retail uses serving an areawide population such as Talners and I.B. Cohen's and the newer REI



Main Street Retail



North End Retail

outdoor outfitters, Main Street has recently served a largely local neighborhood retail function.

General commercial uses in the city are also located in corridor settings along North Avenue in Center City and the corridor fringes of commercial uses along East and West Main Street. East Main Street's general commercial uses are mostly highway oriented and have on-site parking for individual uses or as part of neighborhood strip shopping centers. The West Main Street corridor is characterized by lot line storefronts which are ground floor uses of older retail or mixed use buildings largely served by on-street parking. Only at the westernmost fringe do uses such as the Thruway Diner provide their own on-site parking.

The North Avenue corridor in Center City has a mix of general commercial uses that principally serve residential neighborhoods to the east and west. The three residential neighborhoods along the corridor are the Mayflower, Fifth Avenue and Beechmont areas east and west of Iona College; the Rochelle Heights, Rochelle Park and Lincoln and Winthrop Avenue areas east and west of City Hall; and the Lawn and Lockwood Avenue neighborhoods south of the Thruway overpass leading to Memorial Highway. The commercial area around Iona College has been transformed over the years from an area that housed fashion related uses serving areawide customers and some college service uses to a more college oriented environment particularly with the relocation of Remin's, an upscale discount women's store.

North Avenue -- in the north at its intersection with Quaker Ridge Road and in the south end at Bonnefoy Place -- serves neighborhood retail functions. In the north end, North Avenue is characterized by a mix of street oriented retail and shopping center commercial uses which extend to the east on Quaker Ridge Road with a strip shopping center anchored by an A&P supermarket. All these uses provide a mix of retail, service and restaurant uses that serve the surrounding apartments and large single-family home neighborhoods.

At its southern end just beyond downtown, North Avenue has an A&P Save-A-Center, and local retail uses in storefronts and a small strip shopping center.

Along Weaver Street close to the Five Corners intersection with Heathcote Road and Wilmot Road, are two strip commercial centers with off-street parking. These centers serve local Scarsdale and New Rochelle residents.

Improvements made several years ago to the Golden Horseshoe Shopping Center, located on Wilmot Road at its intersection with Weaver Street, focused on improving the rear facade and parking to minimize adverse impacts on adjacent residences.

The Pelham Road corridor has a main commercial node of local retail, service and restaurant uses located between Leland Avenue and Icard Lane, including an A&P Superstore, to serve the city's south end neighborhoods.

Two older neighborhood commercial areas of note exist in West New Rochelle on Union Avenue and Webster Avenue. Commercial frontages along Union Avenue are not continuous and in some cases ground floor commercial uses have been converted to residential use.

Two facing streets on Webster Avenue south of Lincoln Avenue provide a block long local commercial node for the benefit of the surrounding neighborhood.

Automotive Commercial Uses

This category includes: (1) automotive dealerships concentrated largely on East Main Street; (2) automotive service uses also concentrated on East Main Street, West Main Street and in the Fifth Avenue corridor; and (3) gasoline stations located throughout the city.

Automotive dealerships and associated and interspersed used car lots form a comparison shopping corridor along East Main Street. An area of used car lots located on North Avenue in the Iona College vicinity for many years has ceased to exist; the vacant lots have not yet been reused. The main new car dealerships not in the East Main Street corridor are the Toyota dealership on Cedar Street and the Mitsubishi dealership on Huguenot Street. Many dealerships have undertaken recent facade and building improvements which have been complemented by the sidewalk and tree planting program completed by the city in the last several years. The mix of public and private improvements has had a major impact on upgrading the visual image of the East Main Street corridor.

In addition to serving as the location for this specialized land use which attracts shoppers to New Rochelle, the East Main Street corridor is an entryway into downtown and the continuation of the aesthetic improvements in the corridor will have positive spinoff effects on the overall image of the downtown and the city.

Automotive service uses include general repair and body shops, specialized repair and service shops, tires and parts sales and car washes. These uses concentrate along East Main Street in close proximity to auto dealerships, and on West Main Street, Horton Avenue and in the Fifth Avenue area. Design issues related to these uses include long, continuous curb cuts which impede tree planting, size and design of signs dictated by national chains and lack of on-site landscaping.



Main Street Automobile Showroom

General Office Uses



Cedar Plaza

Office uses are concentrated in downtown, particularly along the Cedar Street/Huguenot Street entryway. Prominent office locations include the intersection of North Avenue with Huguenot Street where the 12 story K Building -- still New Rochelle's tallest building -- sits across from two bank office buildings and the Main Post Office Branch office. Cedar Plaza, with its pleasing design, signature sculpture and prominent location, presents a graceful entry image to the Huguenot Street corridor general office uses. At the Exit 15 ramps of the Thruway at the western edge of downtown, a relatively new office building is less prominent from Main Street than it is from the Thruway.

Governmental office uses tend to concentrate outside of downtown along North Avenue with City Hall and the County office building in this corridor. Medical office uses are concentrated around New Rochelle Hospital Medical Center in large and small professional office buildings and in smaller buildings converted from residential use.

Mixed Uses

A variety of mixed use buildings and areas of mixed uses exist in downtown and in the North Avenue corridor. The most prominent mixed use building in the city is the Ramada building, a hotel with offices above. Main Street itself has a variety of mixed use buildings with ground floor retail and second story office space; residential uses are not permitted. As in many older downtowns, much of the space above the street needs to be more fully utilized and could benefit from a unified theme such as that of artists' living/work space or space which caters to the design professions to become more viable. The North Avenue corridor has mixed use buildings where ground floor commercial space is accompanied by residential as well as office uses above.

Heavy Commercial and Industrial Uses

Heavy commercial and industrial uses comprise approximately four percent of the city's land area and are found in several distinct locations, all of which are clustered at the edges of downtown and its immediate extensions. To the west of downtown are the city's older industrial areas. Just north of Main Street between Kings Highway and Grove Avenue and south of the Metro North tracks and I-95 is a mix of large and small heavy industrial uses and buildings, sometimes interspersed with longstanding residential uses. Along Webster Avenue are two large multi-story industrial loft buildings. Until very recently, one building housed American White Cross, a manufacturer of hospital related supplies. It is now vacant, and a second building -- the Media

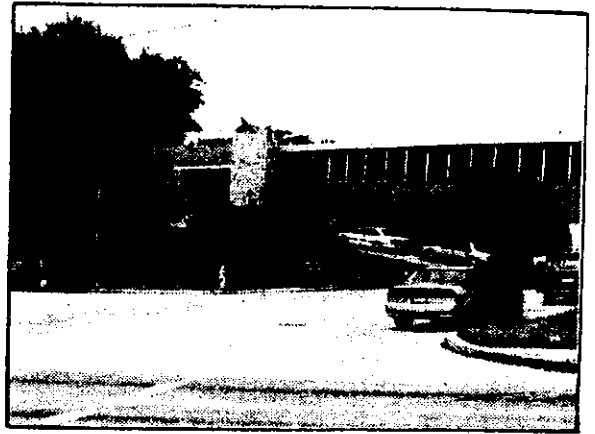
Loft -- has long been converted from industrial use to a loft space for local artists' workshops.

Just across the Thruway, mainly north of Beechwood Avenue, is another heavy industrial area without residential uses that houses medium sized manufacturers. To the north again is another mixed use industrial area with several large low rise industrial buildings along Jones Street and smaller heavy commercial uses scattered on surrounding blocks.

The Weyman Avenue industrial area was traditionally one of the more significant industrial areas in the city, providing a location for larger industrial uses with trucking operations that were unhampered by the conflicts often existing in mixed residential and industrial areas. This area also contained the City's incinerator plant. Recent City policy, however, has eliminated industrial uses from a large part of this area. Seeking to capture the current wave of superstore growth, the city created an urban renewal area covering much of the area including the incinerator site to provide sites for a Home Depot and a membership shopping club. The end result is that the recently completed Palmer Avenue Price Club will relocate to a larger building here and the Home Depot is now under construction.

Industrial uses even have a presence in downtown with the Bally warehouse and retail store outlet and an electronics manufacturer accessed off of Renewal Place; industrial uses continue along River Street and Palmer Avenue. A plastics manufacturer and a marine supply warehouse located at Exit 16 of the Thruway also provide products at retail to the public, in settings less compatible with a downtown. Although light industrial uses line the Palmer Avenue corridor, setbacks, landscaping and planted traffic islands create a business park-like setting. The former Joyce Beverage site at Palmer Avenue and Cedar Street, reused commercially for the Price Club, will again be available for reuse once the Weyman Avenue Price Club is completed. Larger light industrial uses exist adjacent to Oak Street and Potter Avenue along Palmer Avenue with some residential and smaller mixed industrial and open storage uses in the center.

The Fifth Avenue area east of Potter Avenue is characterized by small and medium size industrial and contractors uses mixed with residential uses. These uses coexist on a narrow, not completely improved, street system; many industrial uses have minimal on-site parking. Heavy trucking and automobile traffic create congestion on the interior streets within the area; underutilized sites with open trucking or contractors uses provide opportunities for new development. Recognizing the area's potential for redevelopment, the city issued the Fifth Avenue Industrial Development Study in 1989.



Rawplug

Also at the eastern fringe of downtown and south of Main Street are heavy industrial uses along Huntington Place and the edge of Echo Bay. As part of the Echo Bay Urban Renewal Area, these uses, which include a cement plant, have long been recommended as other than industrial.

The effect of existing city policy and the changing economic environment -- not unique to New Rochelle -- is the reduction of city land devoted to industrial uses and the jobs those uses have traditionally provided in the city.

Public and Quasi Public Uses

Public and quasi public uses include schools, colleges, churches, municipal buildings and facilities, parks, cemeteries, waterfront and institutional uses. These public and quasi public uses comprise 2.5 percent of the city's total land area. The amount of land in this category impacts on the city's financial health since these uses are largely tax exempt. Of eleven cities in Westchester, only Peekskill has a higher percentage of its land uses, 5.1 percent, as public or quasi public uses. For the Cities of Mount Vernon, Rye, White Plains and Yonkers, the respective percentages are 0.3, 1.2, 1.6 and 1.4 percent.

Schools

There are 10 public school sites within the city: seven elementary schools scattered through the city's neighborhoods; two junior high schools, one in the northern and the other in the southern end of the city, and one senior high school, centrally located just north of Eastchester Road along North Avenue. Each school has accessory on-site recreation facilities and some schools have associated playing fields used by local residents as well as serving as school and community wide athletic resources. In recent years, a number of school buildings have been vacated and demolished with the sites converted to other uses. Lincoln Park is the site of the former Lincoln Avenue School; the Washington Street School on Union Avenue has been converted to senior citizen housing; Stephenson Park on Stephenson Boulevard is the site of a former elementary school; the Mayflower School was reused as an Iona College building; and, the Roosevelt School on North Avenue south of Quaker Ridge Road was converted to private multifamily condominium apartments.



New Rochelle High School

There are several private and parochial schools in the city including two large religious preparatory schools in the city's northern section, Ursuline and Iona Preparatory Schools for young women and men respectively, and Salesian and Blessed Sacrament Schools in the city's southern section.

Two of the city's long standing higher educational institutions are Iona College and the College of New Rochelle. Iona College occupies a mixed campus and neighborhood setting on the east and west sides of North Avenue just south of Eastchester Road. The campus on the east side of North Avenue is the older core campus defined by its gated entrance on North Avenue. The west side of North Avenue has provided for expanding needs of the college over the years, including its reuse of the Mayflower elementary school for college purposes and the construction of its new dormitory. The College of New Rochelle also has a campus defined by a gated entry with additional buildings that extend into the surrounding Residence Park residential neighborhood just north of Pelham Road and west of Centre Avenue. Both institutions bring stability and resources to their neighborhoods while, at the same time, creating conflicts related to traffic, parking, housing and noise. Monroe College, a more recent addition to the city's higher education mix, occupies a downtown setting in a blockfront which it has rehabilitated on East Main Street across from the mall. The school has acquired a series of buildings on its blockfront and made facade and interior improvements that have had a beneficial aesthetic and economic impact on this block. Monroe College's improved streetscape will be both a recipient of and contributor to the improved downtown aesthetic once the mall is replaced with more street oriented urban uses.

Health Related Facilities

New Rochelle Hospital Medical Center and private medical related facilities are among the city's largest land uses, covering numerous blocks just north of downtown along Memorial Highway, west of North Avenue and north of the Thruway. Not only is the hospital one of the largest single land uses in the city, it has also traditionally been the city's largest employer providing 1400± jobs. Hospital facilities include medical and nursing home buildings, staff residences and parking lots. Associated uses are large and small medical office buildings built for office use or in residential structures converted to medical office use. Adequate on-site parking for related medical offices is an issue in the area and parking often spills over into surrounding residential neighborhoods. Where hospital uses have traditionally located on the west side of Memorial Highway, the conversion of the YMCA building to professional office use east of the highway has spurred the move of doctors' offices to the east.

Municipal Buildings and Facilities

A major citywide land use category is the buildings and facilities of the city, county, state and Federal governments, most of which are located outside of downtown. Major city facilities include City Hall with its related court and police functions located on North Avenue north of Lincoln Avenue. A new Police/Court building is to be located on the Salesian Don Bosco property adjacent to City Hall. This development



New Rochelle Hospital Medical Center

would create an almost full block government center with related on-site parking. City Yard on Echo Bay and East Main Street, which houses Department of Public Works sanitation and roadway operations, is on a large waterfront site which could be utilized to better aesthetic and economic advantage. This site and the adjacent state-owned Armory site are lynchpins in the revitalization efforts of the East Main Street corridor. Relocation of the yard to an appropriate site or sites elsewhere in the city is being explored.

The Municipal Marina is a unique resource with docking facilities for private marina users directly operated and maintained by the City. Upland facilities include city buildings, often with non-water-related uses, and a municipal parking lot. The upland area provides an opportunity, directly in the City's control, to create an enhanced maritime image for New Rochelle.

The principal municipal facility in downtown is the New Rochelle Public Library which is a citywide cultural institution. This facility, with its art gallery and auditorium, represents a major cultural anchor in downtown. The other cultural institution located adjacent to Hudson Park is the Wildcliff Center for the Arts, an art and cultural center operated by a non-profit organization.

Scattered throughout the city's residential and business neighborhoods are five fire stations and smaller public works sites.

Westchester County owns and operates a major social service and family court facility on North Avenue just north of downtown. The Westchester County Sewage Treatment Plant is located on Echo Bay east of East Main Street.

Parks, Recreation, Open Space and Community Facilities

There are approximately 250 acres of City parks and recreation facilities in New Rochelle. Along with other open space, and parks and facilities owned and operated by others, these provide active and passive neighborhood and citywide opportunities for the city's, and sometimes the county's, residents. There are also numerous private recreational and open space areas. The largest City public parks are: Ward Acres Park, a 67 acre natural area along Quaker Ridge Road; City Park, a 20 acre field along Fifth Avenue; D'Onofrio Park, a 22 acre active facility at Morgan Street and Emmett Terrace; Huguenot Park, a 20 acre park and lake on North Avenue in front of New Rochelle High School; and, Davenport Park, a 20 acre passive open space on the waterfront in Davenport Neck. Other large city parks include Five Islands Park, Hudson Park and Carpenters Pond. There are numerous small neighborhood parks and open space areas that serve individual neighborhoods with playground equipment and basketball courts; a citywide Tennis Center is available on Pinebrook Boulevard in the north end.

Further discussion regarding these facilities is contained in the Community Resources Section of this Comprehensive Plan.

Dauids Island is a 120 acre area of unmaintained open space off the city's mainland, of which about 40 acres are permanently under water. Accessible only by boat and currently undeveloped, it is an underutilized resource in the city.

County parks and open space include the 65 acre Glen Island Park and beach on Long Island Sound and the 112 acre Nature Study Woods along the Hutchinson River Parkway in the city's north end. The Westchester County Park Commission also owns and maintains the Leatherstocking Trail, which begins at Pinebrook Boulevard and runs through other adjacent communities.

Large areas of open space are privately owned recreation uses such as the Wykagyl and Pelham Country Clubs and driving range uses. These private facilities provide open space benefits that merit protection. The Long Island Sound waterfront marinas and clubs on Davenport's Neck also present a large private recreation resource open to city and non-city residents on a membership basis.

The city provides a number of community facilities that serve both young and old members of the community. The three Boys and Girls Clubs, the Hugh A. Doyle Senior Center and the Martin Luther King, Jr. Community Center provide recreation facilities for youth and senior citizens as well as other types of social services. A YMCA is associated with the Boys and Girls Club on Weyman Avenue and a YWHA located on Wilmot Road serves the north end of the city with extensive indoor, year round recreation facilities.

Waterfront

Including all the inlets and islands, New Rochelle has 9.3 miles of shoreline comprised of mixed land uses all of which have been accounted for under one of the other land use categories identified. The unifying character of these diverse uses creates the opportunity to utilize this unique location. The challenge to the city is to enhance waterfront land and water-related uses within its control and to encourage better utilization of privately owned waterfront land and water-related uses.

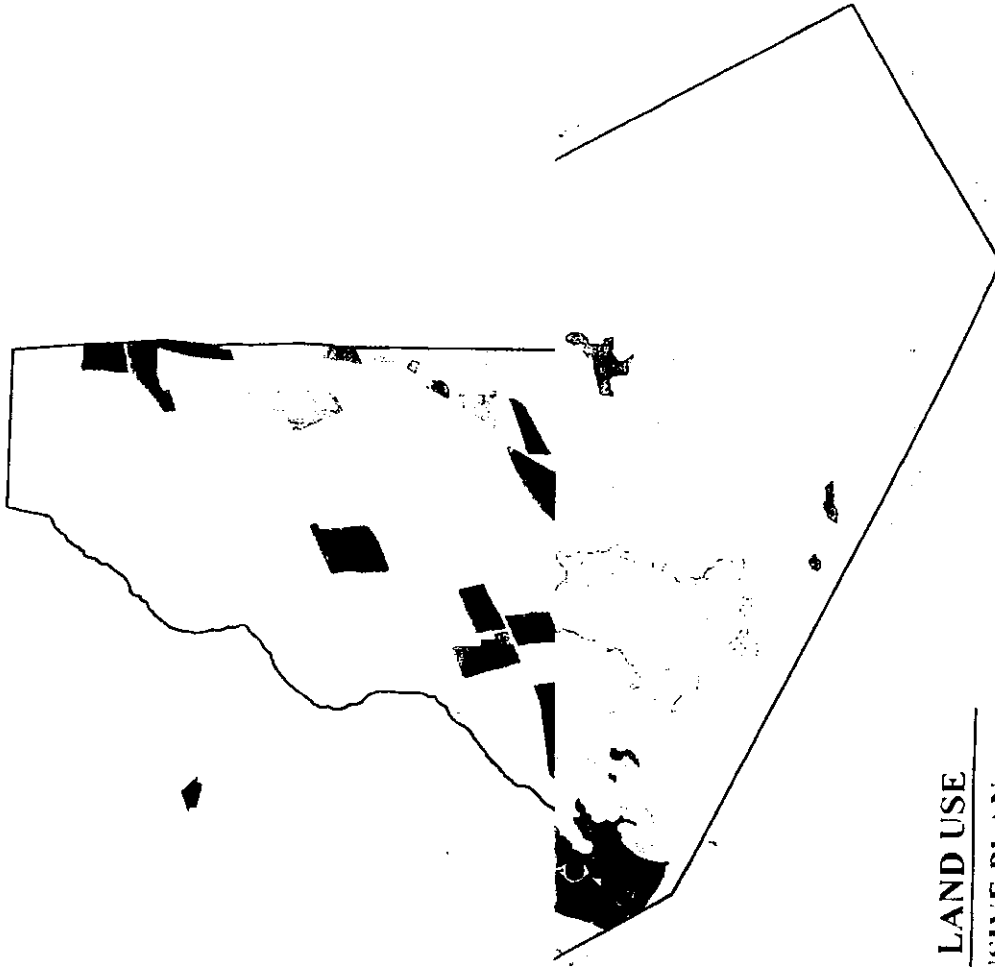
Parking

Municipal parking facilities include garages and surface lots serving the downtown and outlying areas. Major tiered parking facilities include the multi-level garage adjacent to the mall, the Church/Division Street garage and the Municipal Marina parking deck. The garage adjacent to the mall was built to serve mall shoppers, local office workers and commuters accessing the New Rochelle Metro-



Private Open Space

EXISTING LAND USE
COMPREHENSIVE PLAN
City of New Rochelle, New York



North Station a few blocks away. Now serving a largely vacant and planned to be rebuilt commercial facility, the garage needs major renovation which is currently being considered by the city. The Church/Division Street deck was intended to serve a revitalized downtown and a tax assessment district was created to finance its operation. Today it remains underutilized and in need of maintenance, repair, lighting and signage to improve both its accessibility, presence, security and image if it is to be serviceable to a revitalized downtown. The Municipal Marina parking structure is a greatly underutilized seasonal facility. It needs enhanced design elements, improved maintenance and revitalized surrounding uses to become a fully utilized parking resource in the south end of the city. Several surface parking lots in the Marina/Hudson Park area also serve these recreation uses. Two municipal surface parking lots are available to serve users of Neptune, Sharkey and Cameron Parks and the dock located just south of Neptune Park.

Surface lots located between Main Street and Huguenot Street serve the New Rochelle Library and other downtown uses. These surface lots may be interim land uses subject to redevelopment for other purposes as part of downtown development plans. Since they are currently well utilized and their removal would be associated with additional development, adequate new parking must be incorporated with such development to meet existing and future parking needs.

Small scattered municipal lots exist in other commercial areas where parking supply is tight. Examples include the small lots provided behind North Avenue commercial uses just north of downtown where on-street parking is at a premium and other parking opportunities are almost non-existent.

2. Existing Zoning

The City of New Rochelle Zoning Law, originally adopted in 1955 and amended over the years, contains 39 zoning districts: 16 residential, of which four are single-family, and 23 non-residential districts covering institutional, office, commercial and manufacturing uses. Each district is described below.

Residential Districts

The four single-family districts are R-1AA, R-1A, R-1AD and R-1B. The principal characteristic distinguishing among these districts is minimum lot size which varies from 20,000 square feet for R-1AA to 10,000 square feet for R-1A and R-1AD and 7500 square feet for R-1B. The R-1AD district also permits membership clubs as a principal permitted use and is mapped only in the existing marina and waterfront recreation club area of Davenport Neck. The R-1AA district is mapped only in the north end of the city on a number of parcels already largely developed for single-family use as well as on the Wykagyl Country



Single-Family Residences

Club, Ward Acres Park and Sheldrake Lake. The R-1A and R-1B districts are mapped throughout the north end with R-1A predominating south of Quaker Ridge Road and east of North Avenue to Barnard Road and R-1B predominating west and reaching as far south as the Metro-North tracks. The Davenport Neck residential area is zoned R-1A as are areas bordering the Village of Pelham Manor. Older single-family areas around the College of New Rochelle and west are zoned R-1B.

The R-TH, One Family Attached Townhouse Residence, district is a single-family townhouse district which acts as an overlay district because it complies with the density of the underlying zone except for R-1AA where density may be reduced to 10,000 square foot of lot area per dwelling unit. Minimum lot size is four acres and the maximum is 20 acres. The district has been mapped on three parcels in the north end which were developed with townhouses and clustered single-family homes and one site on Mt. Tom Road.



Townhouse Development

The R-2, Two-Family Residence, district permits two-family dwellings, and renting of one nonhousekeeping room in single- and two-family dwellings. The provision for nonhousekeeping rooms, while allowing more flexible housing arrangements and providing opportunities for affordable housing, also has potential impacts on neighborhood character and parking. The minimum lot size is 7,000 square feet per dwelling.

The R-2 district is mapped south of Eastchester Road and Barnard Road in the area at the Pelham border, the Mount Joy and Mayflower Avenue neighborhood, and the Brookside Place area south of Iona College. South of Main Street, areas zoned R-2 are the Stephenson Boulevard, Bayview Avenue, Woodland Avenue, and Hill Street neighborhoods.

The R-2ATH, One-Family and Two-Family Attached Townhouse Residence, district permits these uses only in designated urban renewal areas. The Lincoln Avenue townhouse project has been developed in accordance with this zone.

There are nine multifamily residential districts in the city. The lower density districts include the R-3A, Residence Conversion, the R-3B, Residence Garden Apartment, and the R-3C, Residence Apartment districts. All three districts have a 7,000 square foot minimum lot size and permit Floor Area Ratios (FAR) of 0.4, 0.5, and 1.0 respectively. The R-3A district permits dwellings for not more than six families and permits the renting of nonhousekeeping rooms in one- and two-family dwellings. In addition to uses permitted in the R-3A district, the R-3B district permits subsidized senior citizen housing. The R-3C district permits all uses of the R-3B district but does not permit the renting out of rooms in one- and two-family dwellings. The R-3A and R-3B districts are mapped in several areas west of North Avenue in the

Union Street, Edgewood Park, Clinton Avenue and Glencar Avenue areas. South of Main Street, pockets of the districts are mapped throughout the older residential neighborhoods north and south of Pelham Road. The R-3C district is mapped opposite Whitewood Avenue and at Union Street and Locust Avenue.

The AR-1, Reuse for Residential or Office Purposes, district permits conversion of an existing building to multifamily residential use or office use with the exception of medical or dental offices. The district is mapped on the site of the former Roosevelt School which was converted to multifamily apartment use.

The R-4, Residence Three-Story Apartment, R-5, Residence Six-Story Apartment, and R-6 Residence Twelve-Story Apartment, districts are the medium and high density multifamily market residential zones actually mapped in the city. They vary not only in height but permitted FAR and density with maximum dwelling units per acre ranging from 27 to 48 and 85 respectively with permitted FAR's of 0.7, 1.3 and 4.0 in each district. The R-4 district is mapped in a large area west of North Avenue, north and south of Lincoln Avenue and on several parcels in the Pelham Road corridor. The R-5 district predominates in several pockets south of Main Street and also along Pelham Road. The R-6 district is mapped on a waterfront site with frontage on Pelham Road that has been approved for a multifamily residential use with water-related facilities but not yet developed.

The R-7, State or Federally Aided Housing, Including Nonprofit or Limited-Profit Housing, district permits uses allowed in the R-3B district or subsidized housing. The district is mapped for specific projects which have been constructed which include Washington House, Maple Center and Maple Terrace, Huguenot House and Lincoln Towers. All these buildings provide housing for senior citizens.

The R-8, Residential High-Rise, district which permits a height of 280 feet and a density ranging from 110 to 160 units per acre depending on access to the site, permits health clubs, theaters, and professional offices of limited size in addition to multifamily uses. This district is not mapped anywhere in the city.

Mixed Use, Institutional and Non-Residential Districts **PUD Districts**

Two PUD Districts, the PUD-1 and PUD-10, Planned Unit Development, districts encourage mixed use developments on tracts of land with minimum sizes of 50 and 10 acres respectively.

The PUD-1 permits low, mid- and high-rise residential development, retail office and recreation uses, and transportation and utility uses, including a heliport. This district is mapped on Davids Island. The PUD-10 district permits single-family residences as regulated by the

R1-B, Residence district. Special permit uses include single-family attached uses, multifamily uses in buildings existing prior to 1989, offices in new or pre-existing buildings, and private schools. The PUD-10 district is mapped on the Salesian High School property on East Main Street.

Institutional/Residential Districts

The CR-1, College and College Related Uses, and the H-1, Hospital, districts are the city's two institutional/residential districts. The CR-1 district permits all college related uses on a parcel owned by a college. The bulk and density of such uses are determined by City Council with input from the Planning Board. It is mapped on the portion of the Iona College campus west of North Avenue. The H-1 district permits uses allowed in an R-5 district, medical offices and hospital and related facilities, parking lots, and non-profit housing. The district is mapped on several blocks around New Rochelle Hospital Medical Center and is intended to permit the as-of-right conversion of existing non-hospital related uses to uses that will enhance and strengthen the hospital and its support facilities at its current location.



College of New Rochelle

Commercial Districts

The 11 commercial districts permit a wide range of retail, commercial, heavy commercial, office and marina related uses. The NR-1, Restricted Neighborhood Retail, and NR-2, Neighborhood Retail, districts permit retail, office, service establishments and restaurants. The NR-2 district is mapped on North Avenue and Quaker Ridge Road and on Pelham Road, areas which serve north and south end residential neighborhoods.

The C-1, General Commercial and C-2, Central Commercial districts are the major commercial districts in the city. Both permit the same uses which include permitted uses in the NR-2 district, undertakers and funeral parlors, parking lots, for-profit schools, theater, auditoriums and enclosed recreational facilities, limited manufacture related to goods sold on premises, boatyards and nurseries; residential uses are prohibited. Additional special permit uses include gas stations, car washes and enclosed storage uses. In addition, the C-2 district permits garages by special permit. The permitted FAR's in each district are 1.0 and 2.0 respectively. C-2 is the downtown commercial district and is also mapped on the densest commercial portion of North Avenue just north of downtown. C-1 districts are mapped at the western fringe of downtown on the frontage of Main Street, along the deep frontages of North Avenue, along Union and Drake Avenues, along Pelham Road and in several scattered nodes or small strips. These remaining commercial zones C-3, Central Commercial, C-3A, C-4, C-5, C-6 and C-6A Commercial, districts have FAR's ranging between 3.0 and 4.0. These districts all permit general commercial uses, offices, hotels, new car sales, and bars and

nightclubs. What all districts other than the C-3 limit is the amount of area utilized for retail and personal service establishments. These districts are mapped in a checkerboard pattern on a variety of sites in downtown and are developed with uses ranging from hotels, the mall, the municipal garage and office buildings to a Pizza Hut restaurant.

The CM-1, Commercial Marina, district permits all boat and marina related uses and is a recognition of these specialized uses on particular waterfront sites. The district is mapped on the Municipal Marina.

The three office districts are the O-1 and O-2, Office Building, and OB, Office Business, districts. The O-1 district permits business, professional or governmental offices and private schools. The O-2 district permits business, research and development and professional offices with the exception of medical or dental offices. The OB district permits broader uses which, in addition to business, professional and governmental offices, permit banks, restaurants and health clubs. The O-1 and O-2 are mapped on Union Street between North Avenue and Locust Avenue and on Pelham Road by the Municipal Marina. The OB district is mapped along the north side of Huguenot Street from River Street to Main Street, where it is mapped mainly on both sides of the street east to the city border. The OB district covers the property of the County Sewage Treatment Plant in its entirety and exists largely on uses, including many automotive ones, that do not comply with the zone.

The M-1, Light Manufacturing, M-2 General Manufacturing, and M-3 Heavy Manufacturing, districts permit a wide array of industrial, distribution, manufacturing and heavy commercial uses. Potentially noxious uses are generally prohibited unless a special permit procedure finds that they would not be harmful to the neighborhood. This provision and the list of uses needs to be reviewed. The permitted height and FAR in the three districts vary.

The M-1 district has a two story height limit and no specified FAR; the M-2 and M-3 districts have a six story height limit and respective FAR's of 2.0 and 1.5.



Fifth Avenue Industry

The M-1 district is generally mapped in the Weyman Avenue area, the Palmer Avenue corridor, the Fifth Avenue industrial area, the southern frontage of East Main Street and the downtown parcel accessed from Renewal Place. Large portions of the uses contained in these districts are already commercial in character, are becoming commercial in character, or are planned as commercial in the future. Adjustments to the zoning, therefore, appear appropriate.

Interspersed with industrial uses in the Fifth Avenue area are residential uses which continue in spite of long term zoning to the contrary. Some type of buffering of these uses from the impacts of their industrial neighbors also appears to be appropriate. M-2 districts

just north of West Main Street and in the Jones Street area also are characterized by mixed residential uses that have remained over time. Changes in zoning boundaries as well as additional protections need to be reviewed.

A large M-3 district is mapped from Kings Highway to Grove Street just north of Main Street and north of the Thruway along Beechwood Avenue. The area south of the Thruway has many mixed residential uses and a variety of uses that are well suited to the lighter industrial categories and should be reviewed.

There are two public utility districts, P-1 and P-3. The P-1, Public Utility Use, district permits ferry slips and ferry houses, structured parking and construction uses related to potential construction on Davids Island. This district is mapped on two waterfront parcels on the Glen Island approach road. The P-3, Public Utility Use, Substation District, permits utility substations. It does not appear on the zoning map.

E. Infrastructure

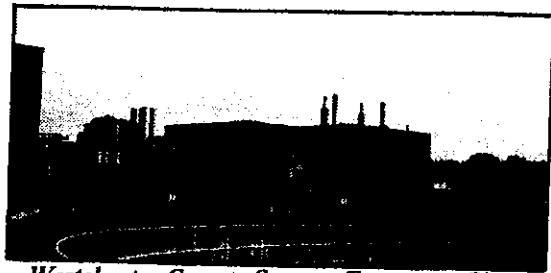
The infrastructure systems of the City of New Rochelle, which include its utilities, roads and public transportation systems, provide critical services for local residents and businesses. The ability of the City to provide quality, consistent services impacts on residents' quality of life and on the willingness and ability of businesses to locate and successfully operate within the city.

1. Utilities

The city's major utility systems are described below.

Sanitary Sewerage System

The city sanitary sewerage systems consist of County trunk lines which are built, owned and maintained by the County and City collector sewers which discharge into the County system. City sanitary sewers, some of which are almost a century old, are maintained by the City with costs included in the City's General Fund. New Rochelle's sewers convey sewerage to three Westchester County Sewer Districts, each with its own treatment plant. Each district has its own operating budget and assesses a tax levy against properties within the district for sanitary waste treatment and disposal. The largest district in the city, the New Rochelle Sanitary Sewer district, covers more than 80 percent of the city's land area. The other two districts are the Yonkers and Mamaroneck Valley Districts. Although the majority of the city is sewerred, some privately-owned sites in lower density residential areas are not connected to City sewers, such as in the Premium Point and the



Westchester County Sewage Treatment Plant

Pryer Manor area near the waterfront. In total, there are more than 180 miles of sanitary sewers in the city.

The Westchester County Waste Water Treatment Plant is owned, operated, and maintained by the County. It is located on LeFevre Lane on Echo Bay and has a design capacity of 13.6 million gallons per day (mgd). The plant, however, has operated above capacity, and current levels are estimated to be about 16 mgd. As a result of this plant operating at levels which are over its capacity, the New Rochelle Sewer District has been subject to a State-mandated moratorium on construction of sewer extensions since 1986, although individual connections can still be made if a sewer is available in an adjacent right-of-way.

To rectify this problem, the New York State Department of Environmental Conservation has mandated that excess inflow and infiltration be reduced from the sanitary sewer system, with work scheduled to begin in 1995. The County hired an engineering consultant to prepare a Sanitary Sewer Evaluation Survey (SSES) of the system that serves New Rochelle, including County trunk lines and City collector and lateral sewers, to identify sources which may be inappropriately entering the system. These sources could include broken lines, infiltration from storm sewers or groundwater and illegal connections, among others. The consultant's work is complete and has been submitted to the County. To accomplish the presently mandated compliance schedule of infiltration and inflow removals in New Rochelle, the consultant has estimated that \$9.8 million will need to be spent over the next four to five years.

Water Supply System

The water line and treatment plant that serves New Rochelle are owned, operated and maintained by United Water of New Rochelle, a private supplier. Located at 415 Huguenot Street in New Rochelle, the company pumps an average of 19 million gallons per day to New Rochelle and other surrounding communities that are served by the water company. The source of the majority of water delivered to New Rochelle is the New York City Catskill Reservoir/Aqueduct system. In total, more than 180 miles of public water lines exist in the city. Although the water company is a private entity, because it is providing a public utility, its rates are approved by the State Public Service Commission.

Storm Drainage System

Storm water is collected in swales, brooks, ponds, rivers, underground culverts, catch basins and pipes, most of which eventually discharge storm water without treatment into Long Island Sound. The largest storm drain owned and maintained by the City runs under Stephenson Boulevard and discharges into Echo Bay adjacent to City Yard. Along

the Boulevard, the drain is a very large box culvert, measuring 16 feet by 11 feet; at the Echo Bay outlet, it is 20 feet by 16 feet. New York State also owns and maintains a major storm drainage system that collects runoff from I-95. This drain also discharges storm water into Echo Bay near Hutchinson Place and Evans Place, where the drain structure is six feet in diameter. In the western section of the city, another major storm drainage catchment area discharges into and runs within Burling Brook. It eventually runs underground to discharge storm drainage near Neptune Park, where the culvert is six feet in diameter. There are no County storm drains in the city. In total, there are more than 85 miles of storm drainage pipes and culverts in New Rochelle.

There is no tax district for storm drains, and the storm drainage system is built totally independent of the sanitary sewer system. Costs to repair and maintain the storm drainage system come out of the City's General Fund.

Other Utilities and Services

Electric Service is provided by Consolidated Edison (Con Ed), primarily by overhead cables on utility-owned poles in the older neighborhoods of the city. In newer subdivisions, cables are underground. In general, city residents and businesses are adequately served by Con Ed. The New York Power Authority has a feeder line which runs under Long Island Sound to Long Island crossing Davenport Neck near Beckwith Pointe. Gas is also provided by Con Ed. All gas lines are underground and service appears to be adequate.

Telephone and cable facilities within the city are provided by New York Telephone and TCI Cable, which respond to consumer demands for service. These are predominantly overhead facilities in the city and considered adequate for consumer demand.

Solid waste is collected twice a week at curbside and trucked to a transfer facility in Mount Vernon. From late October to late January, the City picks up leaves swept to curbside or located in paper bags. They are transported to Mount Vernon and transferred to an upstate New York compost facility; the City pays a "tipping" fee for disposal. Throughout the year, recyclable materials are taken to a site in New Rochelle, where they are picked up by a private hauler and taken to a resource recovery facility in Yonkers. State laws to increase the amount of recycled materials to 26 percent of total refuse and to include all multifamily buildings in the recycling program will have future operating and budgetary impacts. City costs associated with refuse collection and disposal, including fees to the transfer station operators, are included in the City's General Fund and absorbed in the City's general ad valorem tax rate.

The City is a participant in the County's Refuse Disposal District No. 1. A tax is charged to each property owner in the District to cover the county's cost of landfill maintenance and refuse disposal. This is one of the costs that make up the "County Tax" on property tax bills. Commercial, industrial, and institutional owners pay private operators to remove refuse and other wastes in excess of two receptacles per property allowed to all property owners.

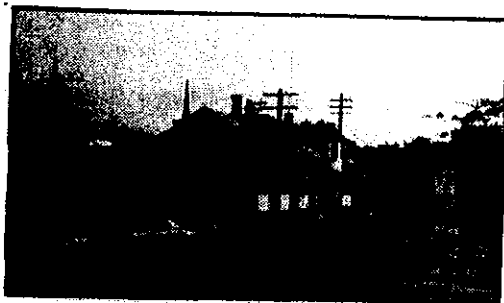
The overall sanitation system is functioning in a satisfactory manner. Pavement sweeping to clean debris is performed at least once a week on all city streets and more often in business districts. Operations begin in late winter and continue into late fall or early winter, when freezing conditions make it impossible to operate the equipment, which utilize water. Sidewalk cleaning and snow removal are the responsibility of the respective property owners.

The Con Edison substation on Echo Bay has been identified as a hazardous waste site by the State Department of Environmental Conservation. Appropriate remediation measures are being developed between Con Ed and the State and will be required prior to any redevelopment of the site undertaken as part of the Echo Bay Urban Renewal Plan.

2. Transportation

New Rochelle has been and continues to be a node of transportation activity for the Sound Shore communities of Westchester County. With two full I-95 interchanges leading into and out of the city and situated at the last exit before the Larchmont toll, New Rochelle is a hub for activity in the southeastern county. Metro-North and Amtrak lines have always come through the city but the relocation of the Westchester Amtrak stop here from Rye several years ago consolidated New Rochelle's central transportation role.

The rehabilitation of the city's historic station building has enhanced the ambiance for the more than 1,870± Metro North peak hour commuters and 940± non-peak hour commuters who utilize the station daily. In addition, Amtrak's ridership is increasing and it is seeking 230 parking spaces at the New Rochelle station to accommodate passengers. An elevator has been installed to provide handicapped and other access to and from Railroad Place South, on the downtown side of the tracks.



New Rochelle Train Station

Over 300 Westchester County Bee-Line buses serve the railroad station and over 150 serve the Main/Huguenot area daily, carrying passengers to the Bronx and New York City and throughout Westchester County. Also, Adirondack Trailways, Greyhound, Short Lines, and Peter Pan Trailways operate long distance bus service to and through New Rochelle with over 25 stops daily from Long Island, New Jersey, upstate New York, and Massachusetts.

The convergence of these transportation nodes and linkages in New Rochelle has already resulted in development of a plan for an Intermodal Transportation Center. Once completed, it will consolidate New Rochelle as the transportation hub in the southern county at the same time that it increases activity in and around the downtown. Business compliance with the Clean Air Act, which requires larger companies to prepare and implement plans to reduce passenger car dependency, will enhance the feasibility and utilization of the proposed Intermodal Transportation Center.

Road Classifications

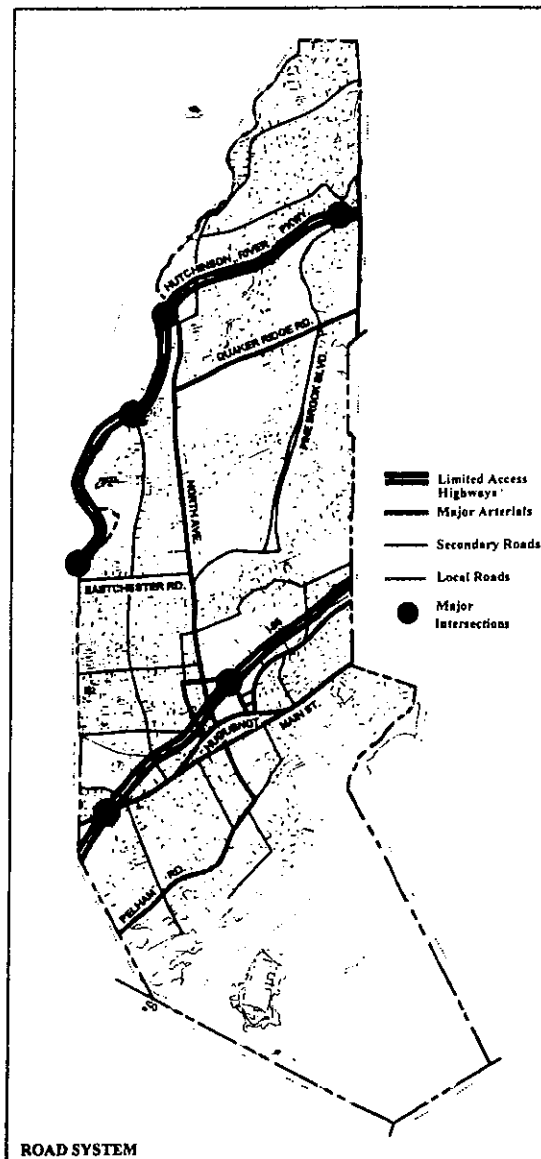
The roads within New Rochelle comprise a hierarchical series of limited access highways, major arterials, secondary roads and local roads that provide access to and throughout the city. The basic street pattern is north-south and east-west, with the exception of Huguenot Street which intersects Main Street at an angle. The results of the awkward intersection geometry are mitigated by the one-way direction of each street.

In addition to the arterials, secondary roads and local roadways, New Rochelle is traversed by two limited access highways: the Hutchinson River Parkway in the north and the New England Thruway (Interstate Route 95) in the south. These roadways are designed for high-speed travel on an inter-regional basis and provide no direct access to the abutting land uses; furthermore, there is only limited access from major streets for vehicles entering and exiting at the interchanges.

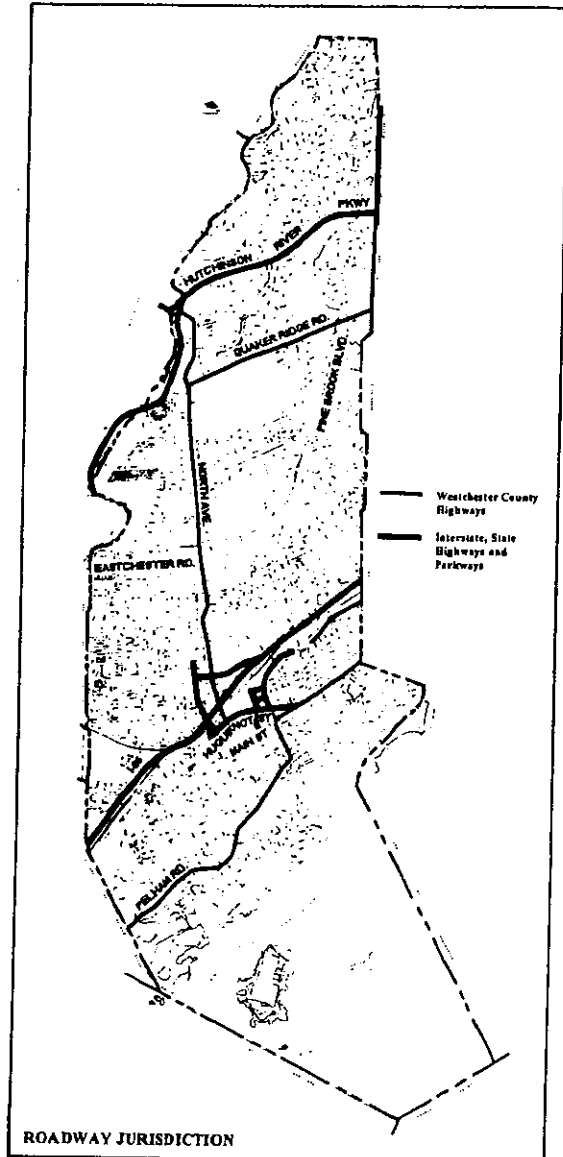
The major arterial roadways in the city provide relatively high capacity routes into, through and around the downtown and adjacent areas. The city's major arterials are North Avenue; Main Street/Huguenot Street; Memorial Highway, Pelham Road, Mill Road, Weaver Street, Palmer Avenue, Quaker Ridge Road and Cedar Street.

The secondary roads---or collectors--- provide for significant linkages between the major arterials or transition between the major arterials and the local roads. Secondary roads provide access to the downtown, waterfront and Center City and to the major residential neighborhoods. The city's secondary roadways include: Pinebrook Boulevard, Beechmont Drive, Fifth Avenue, Coligni Avenue, Brook Street, Eastchester Road, Webster Avenue, Lincoln Avenue, Union Avenue, Kings Highway, Weyman Avenue, Potter Avenue, Stephenson Boulevard, Echo Avenue, Centre Avenue, Stratton Road and Wilmot Road.

The remainder of the roadways within New Rochelle are generally local roads which provide access to individual land uses rather than a "through" function.



The 175 miles of roadways within New Rochelle are maintained largely by the City's Department of Public Works, Bureau of Highway Maintenance. The Interstate and State highways, including I-95, the Hutchinson River Parkway and segments of Memorial Highway, Huguenot Street, Palmer Avenue, Cedar Street, Harrison Street, River Street and Weaver Street, are under the jurisdiction of the New York State Department of Transportation. County roadways within the city which are maintained by the Westchester County Department of Transportation, include: Pelham Road, Echo Avenue, East Main Street, North Avenue north of Huguenot Street, Quaker Ridge Road, and segments of Mill Road and Palmer Avenue.



While the state and county have jurisdiction over some of the roadways with higher traffic volumes and, generally, greater truck traffic, the City is responsible for other busy streets and the vast majority of roadways, most of which are in residential areas. Accordingly, the City is involved in the construction, repair, maintenance and cleaning of these roadways which are almost exclusively surfaced with asphalt. The condition of most roadways in New Rochelle is generally good, with many maintenance and roadway improvement projects programmed by each jurisdiction, as stated in the Westchester County 1994 Capital Budget and Five Year Capital Program, the New York State Five Year Transportation Improvement Program, and the City's Capital Budget.

Characteristics of Major Arterials

The following is an overview of the characteristics of the major arterials in the city, including the number of lanes, adjacent land uses and general traffic volume levels. Traffic activity within the downtown area and along the major arterials leading into it can be significant, particularly during peak periods. Redevelopment activity in the downtown, including development of the Intermodal Transportation Center, is only expected to increase this activity.

North Avenue. North Avenue is the City of New Rochelle's primary north-south roadway, extending from the city's northern residential neighborhoods through Center City's mixed institutional and retail uses south to the city's downtown, where it is lined almost continuously with commercial uses extending almost to the waterfront. The width of North Avenue varies; generally it carries two lanes of traffic in each direction with separate turning lanes provided at several intersection approaches. On-street parking is permitted on many block faces limiting traffic flow essentially to one lane in each direction. The posted speed limit throughout the city on this roadway is 30 miles per hour. North Avenue provides access to the New England Thruway at Exit 16. Thus, a portion of North Avenue travelers use this major arterial as a conduit to the highway, particularly during the peak commuter hours. At its north end, North Avenue also provides access to the Hutchinson River Parkway.

The North Avenue Corridor Study, completed by the County in March, 1994, studied the roadway from Eastchester Road to Pelham Road. Its major recommendations relate to the need for new traffic signal equipment, subsequent signal coordination, removal of selected on-street parking designations, and prohibition of on-street parking during peak hours in certain locations to increase capacity.

Main Street. Main Street is the major east-west arterial carrying traffic from the city's east and west borders through the downtown where it is a paired one way system with Huguenot Street. Main Street links New Rochelle with the Villages of Pelham and Pelham Manor to the west and the Town of Mamaroneck and Village of Larchmont to the east. To the east, between the Town of Mamaroneck and its pairing with Huguenot Street, Main Street carries two lanes of traffic with parking where permitted. Automotive dealer, repair and maintenance uses and a mix of commercial and heavy commercial uses characterize this stretch of the roadway. At its western end, Main Street is also a mix of general commercial, some automotive and heavy commercial uses; side streets to the north contain the city's older industrial uses with heavy trucking activity. In this area, it carries four lanes of traffic and on-street parking on its north side. Through downtown, Main Street is one-way heading east with three lanes of traffic and on-street parking on both sides in selected areas where expanded sidewalks limit parking. Reduction in width of some sidewalks is planned to increase available on-street parking.

Huguenot Street. Huguenot Street carries traffic from and back to Main Street through downtown. It is a one-way westbound, four-lane arterial east of North Avenue and two lanes with on-street parking west of North Avenue. The street acts both as a boundary to the city's older downtown and as frontage for its urban renewal sites. Its intersection with North Avenue is a major downtown intersection where the central Post Office, K office building, and two bank office building anchors are located at each of the four corners. Planned new development along the street on large vacant parcels that will have on-site parking will increase traffic on this portion of the roadway.

Memorial Highway. Memorial highway runs from Main Street to Lincoln Avenue. The portion from Burling Lane north to Lincoln Avenue is an 80 foot wide arterial; south of Burling Lane it becomes a one-way paired street system with Division Street that crosses the Thruway. Memorial Highway is one way heading north away from downtown and Division Street is one way heading south into downtown. Memorial Highway necks down from 60 feet at Huguenot Street to 40 feet at Main Street where roadway has been taken to create a pedestrian plaza. Sometimes known as the "Highway that goes nowhere," Memorial Highway stops abruptly at Lincoln Avenue where it meets two-lane Brook Street. Planned as part of an abandoned connector roadway project to link I-95 and the Cross County Parkway, it has a traffic circle at a grand scale for the truncated roadway it now

serves. Memorial Highway moves vehicles exiting and entering I-95 both into and out of downtown and provides direct access to New Rochelle Hospital Medical Center.

Pelham Road. Pelham Road is the southernmost arterial in New Rochelle. It carries traffic from the city's western border with the Village of Pelham Manor to its intersection with Echo Avenue; it functions as an arterial only to North Avenue. Pelham Road is a four-lane, two-way roadway with some on-street parking that limits traffic flow to one lane in the affected direction. The roadway is lined with well maintained apartment buildings, some low rise residential uses small shopping centers. Locally known as "Shore Road", it provides access to the city's waterfront uses that line New Rochelle Creek and the Long Island Sound.

The **Pelham Road Corridor Study** completed in March, 1994 by the County, made recommendations regarding needed improvements in the corridor. The County recommended new traffic signal equipment at signalized intersections, installation of a closed loop computerized signal system, restriction of parking for 200 feet in either direction of a signalized intersection and provision of opposing left turn lanes, which would improve traffic flow, increase roadway capacity, and provide additional on-street parking.

Palmer Avenue. Palmer Avenue is an east-west arterial south of I-95 which functions as a major entryway to downtown, as well as a service road to the Thruway between New Rochelle, Larchmont and Mamaroneck. In the eastern part of New Rochelle, it is lined with medium density apartment buildings and is a three-lane roadway with on-street parking on the south, reducing travel lanes to one in each direction. It widens out to a six-lane roadway west of Potter Avenue where light industrial buildings and a new Price Club have been developed to the north and mixed, generally low density, residential uses have been developed to the south. There are turning lanes along the length of the roadway.

Cedar Street. Cedar Street is a one-way, three-lane roadway with no on-street parking that serves as an arterial taking traffic flow from Exit 16 of the Thruway to downtown via the Huguenot Street leg of the one-way downtown loop. It is also a leg of the one-way loop that provides access from Palmer Avenue to River Street and Echo Avenue. It serves as a traffic and visual entryway to downtown with the Cedar Plaza office building and urban scale sculpture defining what this and other entryways should strive for visually.

Palmer Avenue/Ramada Plaza. These streets are the paired one-way streets leading west and east respectively that link Palmer and Echo Avenues with Cedar Street. They both carry three lanes of traffic and Ramada Plaza provides north and south turning lanes.

Echo Avenue. Between Huguenot Street and Cross Street, Echo Avenue is the one-way arterial portion of a longer roadway which pairs with Cedar Street to carry traffic out of downtown and back to the Thruway and Palmer Avenue. It is a three-lane roadway with no curbside parking.

Quaker Ridge Road. Quaker Ridge Road is a major east-west arterial in the north of the city providing a connection between Weaver Street and North Avenue. At its eastern end, it provides north and south access to Pine Brook Boulevard, a north-south collector street serving the city's northern residential neighborhoods. It carries two lanes of traffic in each direction with no curbside parking and traverses residential neighborhoods and Ward Acres Park. At its southwestern end, it is lined with retail and shopping center uses which, along with institutional uses on North Avenue, create heavy turning movements at this intersection.

Weaver Street. As a county roadway that defines the city's boundary with Scarsdale for much of its length, Weaver Street serves as a north-south arterial in the northern end of the city. A two-way roadway that carries one lane of traffic in each direction, Weaver Street is a heavily utilized roadway that carries traffic from its northern end at five corners in New Rochelle and Scarsdale to its intersection with Route 1 in Mamaroneck in the south. Along its length, it acts as a feeder route to the Hutchinson River Parkway.

As a result of a **Weaver Street Corridor Study** undertaken by the County 10± years ago, improvements were made which included turning lanes at key intersections to relieve severe queuing conditions during the morning and evening peak traffic hours. Relocation of the southbound entrance to the Hutchinson River Parkway to Pinebrook Boulevard off of Stratton Road has also acted to redistribute traffic and encourage greater use of secondary Pinebrook Boulevard as a parallel roadway to Weaver Street.

Mill Road. The very short leg of Mill Road within New Rochelle acts as a collector road because it carries traffic from the end of North Avenue to the Hutchinson River Parkway. It is a four-lane roadway with no parking that continues into the Town of Eastchester.

Parking

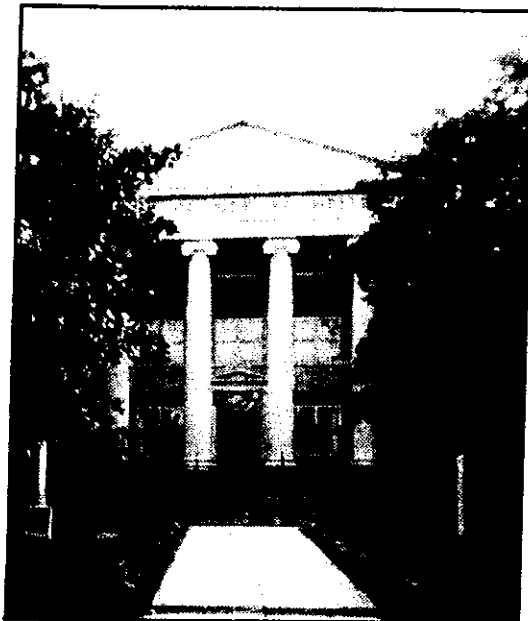
The City of New Rochelle regulates parking and operates numerous parking facilities, particularly in the downtown area. The following summarizes the number of spaces and meters available in 1994:

1994 Parking Spaces Available		
Location	Type	Number Spaces
Mall Garage	Permit	1,167
	Metered	527
Church/Division Garage	Permit	330
	Metered	60
Other Off Street Facilities	Permit	1,266
	Metered	699
On Street	Metered	500
Subtotal	Permit	1,596
	Metered	1,259
Total		4,206

Source: City of New Rochelle, Department of Development

F. Community Resources

Community resources are the underpinnings of a community that create a quality of life that is supportive of the needs and interests of residents and businesses living and operating within a community. Provision of services, their continuation and strengthening, must be integrated with elements of the comprehensive plan, particularly since some of these resources act to stabilize and revitalize surrounding neighborhoods with their positive spinoff effects.



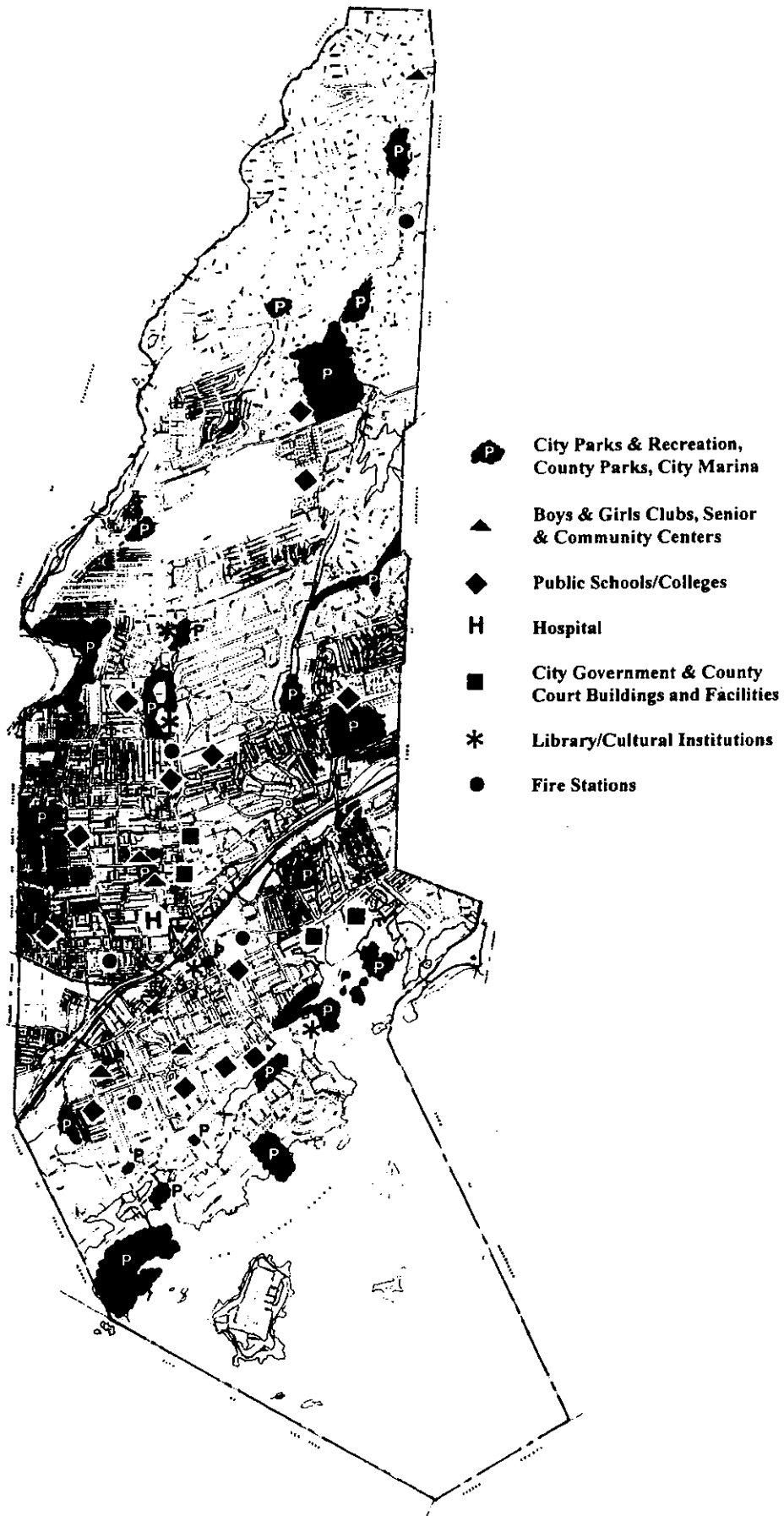
City Hall

Each of the major community facilities and services in the city is described below.

1. Municipal Buildings and Uses

City Hall

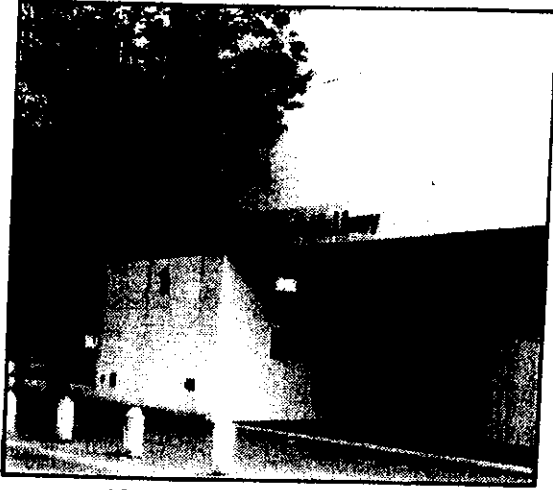
City Hall is located on North Avenue in the center of the city establishing a government presence outside of the downtown. City Hall houses city administrative functions, police and city court functions and offices of the Board of Education. Creation of the adjacent Police/Court Building will broaden the government center presence. One building on the Don Bosco site will be demolished for construction of the new facility and the church will remain to be reused as a community center to serve the surrounding neighborhood. The plan has been designed to include on-site parking for police vehicles which will free up spaces in the Hamilton Avenue area where they are currently parked. The vacated space will be reallocated for use by other city functions.



COMMUNITY FACILITIES

The Board of Education occupies the top two floors of City Hall from which all school administrative functions are carried out.

Library



New Rochelle Public Library

The New Rochelle Public Library is the major city facility in downtown and is the city's largest cultural institution. The library has been operating in New Rochelle for over 100 years, but its large, architecturally distinguished three-story facility on Lawton Street, with accompanying plaza and connection to North Avenue, was completed in 1979. With over 200,000 volumes, the library has the fourth largest collection of books and serves the second largest population of the 38 public libraries within Westchester County. It is open Monday to Saturday with evening hours three days a week, and is closed Saturdays during July and August.

The Library is substantially funded by the City and its operations are overseen by a seven member Board of Trustees who are appointed by the Board of Education for five year terms. The library is regulated by the State Department of Education under a Charter from the State University of New York.

A system of reciprocity between the consortium of public libraries throughout the county makes the library's resources available to those with cards from other libraries and allows New Rochelle cardholders to borrow books from other facilities. Numerous cultural and community activities take place within the library and its associated spaces including an art gallery in the lobby, a tea shop and a theater which highlights performances by local theatrical and music groups. There is also a meeting room which is made available to local community groups. A new addition to the library will include access to the Internet in the summer of 1995.

The renovation and reopening of a branch of the library closed in 1990, on North Avenue near the high school has been proposed by a community group. The Partnership for the Childrens Library has been organized as the fundraising arm of this group which seeks to restore this facility as a Childrens Library which would be run by the New Rochelle Public Library. Services provided by the library have been responding to the growth in the City's Hispanic population. The library's neighborhood Family Center offers pre-school story hours, after-school homework help and monthly parenting programs with a Spanish translator. English as a second language classes have been offered for Spanish and French-creole speaking persons. These programs have been funded by the City's Community Development Block Grant Program.

Police

The City of New Rochelle is patrolled by its own police force. Currently there are approximately 230 persons in the department: 190 full-time sworn police officers and 40 civilian personnel such as school crossing guards of whom 20 are full and 20 are part-time.

The Department contains three principal divisions: Police Services, Staff Services, and Criminal Investigations, each under command of a Police Captain.

The Police Services Division is responsible for providing uniform police services throughout the city. The Department has three patrol tours: 12 A.M. to 8 A.M.; 8 A.M. to 4 P.M.; and 4 P.M. to 12 A.M. -- that are staffed 365 days a year. Officers assigned to patrol tours are responsible for a variety of services which include all crime prevention and traffic related actions.

The Staff Services Division provides the Department with many auxiliary and support services it needs to operate efficiently and effectively. Its six units include Records, Support, Communications, Training, Court Liaison and Jail units.

The Criminal Investigations Division has four units -- General Investigations, Property Theft, Special Investigations and Forensic units.

In 1994 the Department brought the "beat cop" back to the City of New Rochelle by making community policing the dominant style of policing throughout the city. This program, dubbed PACT (Police and Community Together), is committed to involve both the police and community in addressing neighborhood needs. The Department also established bicycle patrols on five patrol beats to provide police officer mobility and enhance relationships between the officer and the community.

Police services will function more efficiently once the new Police/Court facility is constructed.

Fire Department

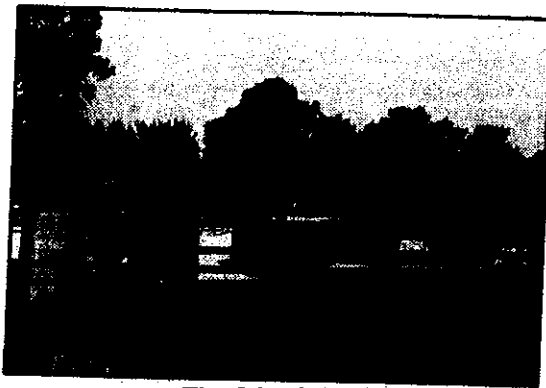
The New Rochelle Fire Department is a full-time, full-service department staffed by more than 150 paid professional firefighters. The Department's administrative headquarters are located at 90 Beaufort Place, adjacent to City Hall. The Department operates five engine companies, three ladder companies and a heavy rescue staff. These companies operate out of five fire houses which cover the city at the following locations: 1 Harrison Street; 176 Webster Avenue; 155 Drake Avenue; 756 North Avenue; and, 496 Stratton Road. The largest station is the Harrison Street-Downtown Station. The

Department responds to an average of 4,500 and 4,800 fire and emergency medical calls per year. The City's ambulance service is provided through a contract with a private company. This service is actually administered by the Office of Emergency Services. The Fire Department is also responsible for enforcement of the Fire Prevention Code, and consequently makes fire and housing code inspections throughout the city on a regular basis.

Public Works

The Department of Public Works provides and maintains the city's physical facilities. It provides services that include repair and construction of sewers and drains; all construction and cleaning activities related to city streets; maintenance of city-owned buildings and structures; refuse and recyclable collection and removal as well as numerous other maintenance and repair functions. City Yard, located on East Main Street fronting on Echo Bay, houses the three principal Public Works Bureaus: (1) Streets and Highways; (2) Sewers and Drains; and (3) the Central Garage. The Traffic and Street Lighting Bureau is located at 40 Pelham Road.

Parks and Recreation



Five Islands Park

The City's Bureau of Parks and Recreation operates under the Supervision of the City Manager's Office. The Bureau is responsible for the maintenance of existing parks and for the recreation programs which operate in these parks and other facilities throughout the city. Numerous opportunities for private recreation exist at the beach, yacht and country clubs and other facilities open to the general public throughout the city. If only the 250± acres of city parks are counted, the city park acreage represents 3.75 acres of park per 1,000 persons. When Glen Island Park is added, the figure rises to 4.7 acres of parks per person. In both cases, the City measures favorably against national planning standards that recommend approximately 2.5 acres per 1,000 persons.

Overall there are 35 City parks and playgrounds all with varying facilities serving passive or active recreation functions. The range of facilities at each park is identified in the City Parks table. Among all its park resources the City's waterfront parks provide special amenities and opportunities. Five Islands Park, completed with funds under the Federal Urban Parks Program, is a beautifully designed park that provides nature trails, a children's playground, a sunbathing beach and footbridges linking two of the islands to the mainland. A small parking area, however, limits vehicular access. Hudson Park and the City's three other waterfront parks -- Sharkey, Neptune and Cameron Parks -- need to be improved. The Municipal Marina, located at the entrance to Hudson Park, provides approximately 400 boat slips and 300 off-shore moorings. It also offers services related to boating, such as launching, hauling, repair and storage facilities. The City owns several

Park	Acres	Swimming Baseball	Play ground	Pavement Recreation	Rolling Bleeding	Nature Garden	Flower Course	Amph Theater	Ice Skating	Boat, Shuffle & Horseback	Ballfield	Hand ball	Tennis
WATER RELATED													
Hudson Park	10	✓	✓	✓	✓			✓					
Hudson Park Beach		✓											
Five Islands Park	15		✓		✓	✓		✓		✓	✓		
Davenport Park	20	✓		✓		✓							
Cameron Park	2.6				✓					✓			
Sharkey Park										✓			
Neptune Park	1.5									✓			
Huguenot Park	20		✓	✓			✓		✓				
Glenwood Lake	6			✓	✓			✓					
Paine Lake	2.7			✓	✓				✓				
Beechmont Lake	7.5			✓	✓				✓				
Carpenter's Pond					✓	✓			✓				
Flower's Park	20	✓	✓					✓			✓	✓	
Lincoln Park	4	✓	✓								✓	✓	
Leif Ericson Park	.25					✓							
NATURAL AREAS													
Ward Acres	67					✓							
NEIGHBORHOOD PARKS													
Eddy Foy Park	.5		✓	✓									
VPW Tot Lot	.25		✓	✓									
Seacord Park	1		✓	✓									
Sycamore Park	3		✓								✓	✓	
Stephenson Park	5		✓	✓			✓				✓		
Fooney Park	4		✓	✓		✓						✓	
Roosevelt Park	4		✓	✓			✓					✓	
Pinebrook Park	5		✓	✓							✓	✓	
Maplewood Park	4		✓									✓	
Hartley Field	3										✓		
Park Place	.5											✓	
Sickles Avenue Site	.5												
Fancuil Park	.5												
West Main Street Park	.25												
Van Etten	.25												
TENNIS FACILITIES													
Pinebrook Tennis Center	2												✓
New Rochelle H.S.													✓
Albert Leonard Middle School													✓
Bennard Elementary School													✓
David Elementary School													✓
Isaac Young Middle School													✓
FIELDS													
Donofrio Park	22		✓					✓			✓		
Sycamore	3										✓		
Pinebrook Field	.5										✓		
Aiclo Field											✓		
Albert Leonard M. S. Field											✓		
Columbus School Field											✓		
Davis School Fields 1 & 2											✓		
New Rochelle H.S. Front Field											✓		
Isaac Young M.S. Field											✓		
Jefferson School Field											✓		
Ward School Field											✓		

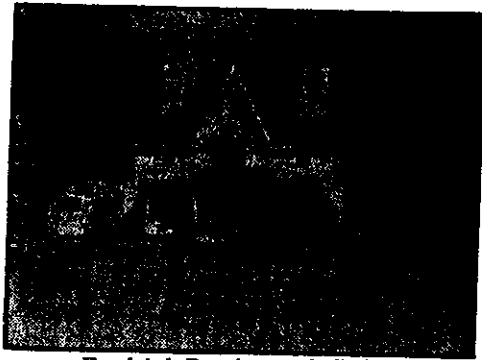
buildings on the marina property which are not all utilized for water-related uses. While the City is currently considering whether it should continue to act as the direct provider of these marine services, it is clear that the Marina facility could be better utilized to enhance the City's unique position as a waterfront community.

Recent investments in two of the city's larger and better utilized facilities -- Lincoln and City Parks -- are in progress to ensure that they are meeting the city's recreation needs based on its changing demographics. Improvements at City Park have included a new parking lot, a youth football and soccer field under construction and a field house which is in design. At Lincoln Park, improvements have included new basketball courts with tot lot, swimming pool and field improvements proposed. There currently is interest in developing an enclosed ice hockey and skating facility in the city; appropriate sites and methods of financing and construction are under discussion.

The City's recreation programs also address the needs of special groups such as senior citizens and the developmentally disabled. The main senior facility is the Hugh A. Doyle Senior Center on Davis Avenue close to downtown. Senior activities are provided there daily and on Saturdays. Satellite programs for seniors are conducted at the Martin Luther King, Jr. Community Center on Lincoln Avenue and at the August Mascaro Boys' and Girls' Club on 7th Street.

Special programs provided for developmentally disabled individuals from 5 to 21 years of age include a day camp program that operates during the summer.

2. Cultural Facilities



*Frederick Remington's Painting
of His Home in New Rochelle*

The cultural and historic facilities of a community support many of the educational and business functions adding vitality and creating building blocks for economic development. New Rochelle has long been recognized within Westchester County for its ethnically and racially diverse population, which has contributed to its rich history and culture. Thomas Paine, Carrie Chapman Catt, Norman Rockwell, Eddie Foy and Frederick Remington are some of the nationally recognized persons who have lived in the city. New Rochelle's cultural institutions host activities geared to local audiences with some facilities starting to program to a regional draw. New Rochelle Library organizes art exhibits, theater and opera productions, film festivals, concerts, lectures and book sales. The Wildcliff Center has, for the last several years, been home to the Wildcliff Center for the Arts, Inc., a group whose theater, concerts and art events are programmed to attract a viewing audience beyond the boundaries of New Rochelle.

The arts community in New Rochelle is well served by existing organizations and facilities. The New Rochelle Council of the Arts, an umbrella organization appointed by the City Council has, for 18 years,

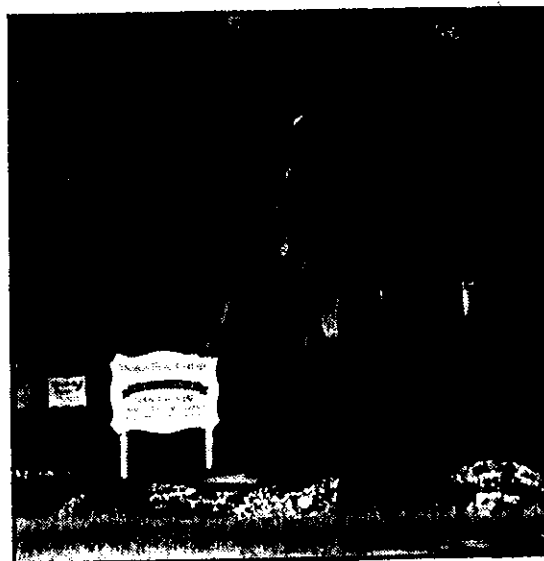
organized art shows, concerts, classes, and other activities at different sites. The Castle Gallery of the College of New Rochelle, located in historic Leland Castle, mounts several art exhibits each year which attract New Rochelle residents. The Media Loft, located on Webster Avenue just south of the Thruway, is an industrial loft building which was converted for use as artists' work space over ten years ago. There is an annual open house and sale of goods produced by loft artists. This successful artists' space has stimulated interest in providing not only work space but living/work space in some of the other loft buildings in and around downtown, including upper story space over retail uses along Main Street, where residential uses are not currently permitted. Artists uses provide the impetus for galleries and tie into the city's artistic heritage that includes Norman Rockwell and Frederick Remington. A major arts and crafts fair has utilized Five Islands Park as a venue.

3. Historic Resources

New Rochelle's historic resources date back to its settling by French Huguenots and include its role in the American Revolution as the home of Thomas Paine, author of the political tract "Common Sense". The Thomas Paine Cottage at the corner of North Avenue and Paine Avenue is listed on The National Register of Historic Places; it was moved to this site in 1910 from the top of Paine Avenue and Lyncroft Road. The New Rochelle Historical Society offers guided tours of the Thomas Paine Cottage and the Thomas Paine Museum on North Avenue, and is planning a series of indoor and outdoor programs such as walking tours, video programs, and an annual colonial fair.

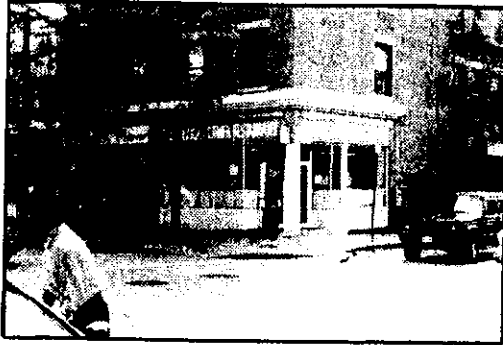
The Lispenard-Rodman House located on Davenport Avenue is the City's oldest house and was recently designated a Federal landmark; parts of the building date to as early as 1696. Numerous other individual buildings have been identified as of local historic interest by the city's Historical and Landmarks Review Board (HLRB). In 1985, the New Rochelle City Council, mindful of the need to preserve the city's historic resources, enacted an ordinance establishing regulations and restrictions for the protection of historic places, buildings and works of art. The legislation established the HLRB and made it overseers of the legislation. The legislation was the basis for establishing the City's only historic district, the Rochelle Park-Rochelle Heights Local Historic District. The district encompasses two turn-of-the-century planned residential developments located generally to the east of City Hall.

Numerous properties including local churches, residences of distinction, and historic cemeteries have been identified as local historic landmarks. The existence of the HLRB and the historic legislation establishes the framework within which existing landmarks can be preserved and in which other areas or buildings of merit can be identified.



Jacob Leisler arranged the purchase of land which became New Rochelle for the Huguenots.

4. Community Diversity



Main Street Ethnic Restaurant

The city's diverse racial and ethnic populations greatly enhance the cultural fabric of the city. The Holy Trinity Greek Orthodox Church on Mill Road organizes a Greek Festival every September. St. Gabriel's Church on Calabria Plaza stages a procession with religious floats from its church to the Blessed Sacrament Church every December 11th to celebrate the Virgin of Guadalupe. The Italian community holds the Feast of Saint Anthony at Saint Joseph's Church on Washington Avenue and stages a parade in the West End with a float supporting a statue of Saint Anthony. The Club Hispano Mexicano annually celebrates Mexican Independence Day on downtown streets and parking lots, and Pasada, a Mexican religious organization, has sponsored a Christmas procession around the mall.

The African-American community organizes several art and cultural appreciation exhibits at City Hall, the Library, the Club Caribe, and at Wildcliff Center each year. In addition, there is a neighborhood celebration honoring Malcolm X's birthday on May 19th at Hartley Field. The Jewish community holds an annual Holocaust remembrance service at local synagogues. The Coalition of Mutual Respect, consisting primarily of African-American and Jewish representatives, holds an annual service commemorating Martin Luther King's birthday at Temple Israel on Pine Brook Boulevard in the north end. An International Multi-Cultural Festival was organized at Library Plaza in September, 1994 to bring these diverse groups together.

The School Board has also been actively involved in raising awareness of and celebrating the community's diversity. The high school holds an annual International Festival in April, including crafts, clothing, artwork, music, dancing and native foods. The PTA sponsors an International Dinner, and several New Rochelle elementary schools stage international events.

5. Community Events

Long standing annual civic events act as civic gatherings that build community cohesiveness and pride. The Thanksgiving Day Parade on North Avenue and Main Street, the Veteran's Memorial Day Ceremonies and Parade from Hamilton Avenue to Hudson Park, the 4th of July fireworks celebrations at Huguenot Park, the children's Munchkin Day Parade around the Library, and visits to the Haunted House in Ward Acres during the entire month of Halloween have become expected annual events.

6. Not-For-Profit Community Services

The city is well served by a number of not-for-profit organizations and facilities that provide services for its low and moderate income population and those with special needs. The New Rochelle

Neighborhood Revitalization Corporation is a neighborhood based non-profit housing sponsor in the city. Established in 1979, it has acted to develop, sponsor and manage assisted housing projects. The local Community Action Program operates out of the Martin Luther King Jr. Community Center on Lincoln Avenue as do various youth and elderly programs. The Salvation Army, HOPE Community Services, Inc. and several churches in the community provide soup kitchens for the City's homeless population and those in the community who are hungry. Other food programs are provided through the City's Meals on Wheels program and through the Hugh Doyle Senior Center. Not-for-profit groups operate community residences for special needs populations in the community ranging from substance abusers, the emotionally disturbed and developmentally disabled children and teens, and victims of domestic violence. HOPE Community Services, Inc. operates an AIDS Drop in Center for AIDS sufferers or those suffering from related diseases.

The structure of community services including those for youth and the elderly are generally in place. Not-for-profit organizations must now work to adapt their services to the needs of a more culturally diverse population, many of whom speak English as a second language.

7. Public Schools

The City of New Rochelle is served by 10 public schools: seven elementary schools, two junior high schools and a senior high school. The Board of Education consists of nine members who are elected at large for five year terms. The school budget is passed by the Board of Education which is elected on a staggered basis by the general electorate.

The ethnicity of the student population does not mirror the overall ethnicity of the city's population with black and Hispanic students representing a higher percent than in the general population.

Ethnicity of New Rochelle Schools				
City	18% Black	7% Hispanic	69% White	5.5% Asian & Other
Schools	28.6% Black	17.6% Hispanic	49.8% White	4% Asian & Other

Source: 1990 Census data; CAR 12/93.

Increases in Hispanic students and decreases in white students in the school system has been taking place over the last few years. From 1989-90 to 1992-93, the total number of students enrolled in New Rochelle public schools increased seven percent, from 7,359 to 7,870 students. During that same period, the total number of students with limited English proficiency increased 67 percent, from 349 to 582, placing additional demands on special programs.

Public School Enrollment by Race/Ethnic Origin and Limited English Proficiency								
	1989-90		1990-91		1991-92		1992-93	
	No. Students	% Enroll	No. Students	% Enroll	No. Students	% Enroll	No. Students	% Enroll
American Indian, Alaskan, Asian or Pacific Islander	295	4.0	308	4.1	324	4.2	317	4.0
Black (Non-Hispanic)	2115	28.7	2154	28.9	2215	28.6	2249	28.6
Hispanic	965	13.1	1095	14.7	1279	16.5	1385	17.6
White (Non-Hispanic)	3984	54.2	3907	52.3	3929	50.7	3919	49.8
Total District	7,359	100	7,464	100	7,747	100	7,870	100
Districtwide Limited English Proficiency	349	4.7	422	5.9	545	7.0	582	7.4

Source: City of New Rochelle, Board of Education

While school officials take great pride in the school district's racial and ethnic diversity and the national recognition it has received in providing first class educational services to such a diverse student population, the costs of doing so have increased as those groups requiring special services and attention have increased.

Capital improvements required to serve the increasing school population have included \$30 million in bonds sold to rehabilitate New Rochelle Senior High School (\$17.2 million), and to improve and expand Ward (\$8 million) and Webster (\$4.8 million) elementary schools. Some grants have been received from Federal and state sources to provide specialized educational services. However, no guarantee exists that these grants will be available indefinitely.

According to the 1995 Final Budget, total operating costs for Special Education represented more than 10 percent of the School District budget. In April, 1994, the Special Education Department had a staff of 120, including 62 teachers and 35 teaching assistants. The School District has had increasing difficulty keeping up with State mandates to provide educational and supportive services for its disabled students. New mandates and costs associated with existing mandates continually increase while the District receives no additional financial support. According to the 1994-95 Budget, students with special needs who place additional demands on the district included: homeless students; pregnant teenagers; substance abusers; children of divorced families; abused/neglected children; foster children; children who reside in group homes within the city; new immigrants; and at-risk transfer students.

For the 1994-95 school year, approximately 72 percent of the school budget was funded by real property tax revenues, which have decreased as the assessed value of property has declined. Small Cities Aid to New Rochelle Schools, one of the components of state aid, has also declined. To offset some of these declines, the school district has been authorized to receive revenue from the utility tax and has made transfers from other funds.

8. Higher Education

The city's three institutions of higher education are Iona College, The College of New Rochelle, and Monroe College.

Iona College is a comprehensive four year institution that also offers graduate degree programs. Its current enrollment is approximately 6,500, half of whom are day and half evening students. There are approximately 1000 students in residence on the campus including some students who reside at the College of New Rochelle and at Concordia College in Bronxville. More than 500 students live off campus in apartments in the residential neighborhoods surrounding Iona College. The college presented a ten year modernization and stabilization plan to the City several years ago. The intent was to make certain improvements to the campus including adjustments necessary to meet the requirements of the American with Disabilities Act (ADA). Longstanding issues with the surrounding community relate to on-street parking by students, expansion by the college into surrounding residential streets and noise from student activities, particularly from the nearby bars on North Avenue and from college athletic events. While the college has several on-campus parking lots, these are often not available to students or are perceived as inconveniently located. Declining enrollment, down from a high of 7400 students several years ago, has reduced some of these pressures, but there has still been some discussion by City Council regarding the possibility of banning non-residents from parking on streets in the area.



Iona College

The College of New Rochelle has an undergraduate program of liberal arts and nursing, a graduate school, and a School of New Resources. Total enrollment at the New Rochelle campus is 2300 students for day and evening programs. The college provides 540 beds in four residence halls and estimates that fewer than 100 students find off-campus housing in the surrounding community. About 25 percent of the faculty and 35 percent of the non-faculty professional and support staff live in New Rochelle. The college provides 200 on-campus parking spaces and estimates that approximately 600 spaces are taken on the local streets by college related users. Shared parking arrangements with the United Hebrew Geriatric Center make off-street parking spaces available after 5 PM; parking is also available evenings at the Isaac Young Middle School. The college does not indicate that it has any program for expansion in the community. The college's gravest concern is the lack of entertainment and shopping resources for

its students in the downtown and the lack of a safe, well-lit route to downtown should such revitalized uses be available in the future. The lack of movie theaters, shopping facilities and an environment perceived as safe have negative impacts on the college's ability to enroll students. Since the college is an anchor for its neighborhood, this is also an issue of concern for the City.

Monroe College is a two year degree granting college that issues the Associate degree. Its main branch is in the Bronx and it opened in New Rochelle on Main Street across from the mall in 1983. The school now enrolls 400 day and evening students at this campus. The closing of Macy's and the lack of activity at the adjacent mall have also had an impact on enrollment because students want an environment that is positive and provides amenities outside of the classroom. Redevelopment of the mall site should act as a support for the college.

G. Economic and Fiscal Conditions

1. Economic Conditions and Base

New Rochelle has experienced great changes in its economic base in the last two decades -- changes which reflect new populations, new traffic patterns, new technologies, the emergence of the regional shopping mall and the newest retail phenomenon of power centers and superstores. Where, at one time, large department stores defined New Rochelle's central business district, today, mainly local businesses which service the neighborhood retail needs of the adjacent community remain. Continuing redevelopment and revitalization efforts by the City are beginning to have a positive impact downtown. The largely vacant Macy's mall is to be demolished and redeveloped with street oriented retail and multiplex uses. The vacant RKO theater on Main Street is to be redeveloped as a multiuse retail center. Vacant sites on Huguenot Street are also the subject of current redevelopment initiatives for mixed commercial uses.



Price Club

At the east and west peripheries of downtown, a Price Club opened in 1994 and a Home Depot is under construction and is scheduled to open in 1996. These are the city's first superstores which will add more employment to this retail category. The reverse side of this retail growth will be the decline of the city's manufacturing trade.

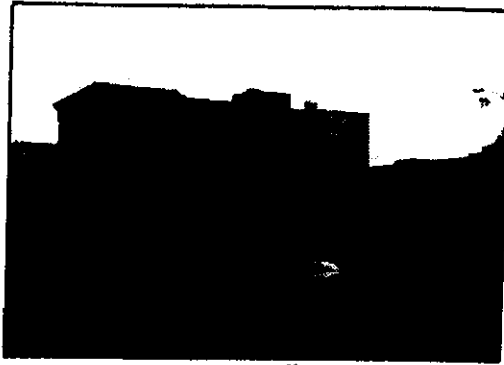
Institutional employment by the hospital and colleges may fluctuate but will still remain a large source of employment in the city.

1993 - Economic Base of New Rochelle			
Establishments and Services	Number	Employees	Percent of Total
Retail Trade Establishments	661	4,696	18.9
Wholesale Trade Establishments	183	1,782	7.2
Manufacturing Establishments	114	3,785	15.3
Misc. Service	537	3,038	12.3
Apparel and Accessories Stores	77	510	2.1
Automotive Dealers	30	369	1.5
Building Materials, Hardware, Garden Supply Establishments	9	76	0.3
Drug and Proprietary Stores	23	130	0.5
Eating/Drinking Places	94	802	3.2
Fabricated Metal Products	19	500	2.0
Food Stores	79	620	2.2
Furniture, Home Furnishings and Equipment	49	403	1.6
Gas Service Stations (Automotive Service)	38	167	0.7
General Merchandise	10	1,053	4.3
Misc. Retail	119	640	2.6
Primary Metal Industries	4	600	2.4
Health Services	141	2,390	9.6
Education Services	90	1,760	7.1
Business Services	68	1,030	4.2
Personal Services	54	222	8.9
Legal Services	30	110	0.4
Misc. Repair Services	24	110	0.4
Total	2,453	24,783	100.0

Source: **Municipal Information**, 56th Edition. Office of the City Clerk. City of New Rochelle, 1993.

Compiled by Saccardi & Schiff, Inc., 1995.

Local manufacturing industries in the city have provided a longstanding base for employment of local skilled and unskilled workers and a stable land use and tax base. Opportunities for such uses to continue and for newer uses to locate should be fostered by the Comprehensive Plan.

*Monroe College*

Retail trade, which once formed the backbone of downtown and neighborhood shopping areas, is growing outside these traditional locations. It will also replace manufacturing jobs with lower paying retail jobs as New Rochelle mirrors the national trend toward a more service oriented economy.

In the category of institutional industry, Iona College has downsized in the last several years while Monroe College has grown. Due to changes in the health care industry, New Rochelle Hospital Medical Center recently laid off some of its work force.

Employment and Income Characteristics

Employment rates in the City of New Rochelle have traditionally been in the moderate range -- better than those of Mount Vernon, but lagging behind rates of White Plains, Yonkers and Westchester County as a whole. While these rates fluctuate from year to year, in May 1993, unemployment rates for these communities were: Mount Vernon 8.6; New Rochelle 6.0, White Plains 5.8%, Yonkers 5.6, and Westchester County 5.6.

New Rochelle's median household income levels compare favorably to those of surrounding communities but are lower than those of Westchester County as a whole.

Comparative Median Household Income Levels					
Area	1988 Census	1990 Census	Percent Change '80 - '90	1997 Projection	Percent Change '92 - '97
West. County	\$22,719	\$48,556	113.7%	\$69,519	26.4%
New Rochelle	\$20,910	\$43,575	108.4%	\$62,488	26.1%

Source: National Planning Data Corporation

2. Fiscal Conditions

Tax Rates and Jurisdictions

Property owners in New Rochelle pay ad valorem taxes to five different taxing jurisdictions.

Tax Rate (Per \$1000 Assessed Valuation)

Taxing Jurisdiction	1994	1993	1992	1991	1990
City	88.963	88.963	78.158	73.456	69.462
County	49.360	53.717	53.717	53.717	51.651
Garbage	6.766	7.356	7.356	7.053	7.197
Sewer	10.817	12.192	12.192	11.611	11.611
School	185.910	169.110	159.733	139.578	125.982
Single-Family Home Average Valuation (\$000)		363,545	363,545	383,151	391,222

While the City tax rate was the same in 1994 as in 1993, it increased 28 percent since 1990. Over the same period, the School District tax rate increased 47.6 percent, a significant impact on property taxes since the School District tax represented more than half of the taxes paid by a homeowner in 1994 (54.4%). City, County, garbage and sewer taxes represent 26, 14.4, 2 and 3.2 percent respectively of a New Rochelle homeowner's tax bill.

The increased tax rates are a reflection not only of the increased need for certain types of city and educational services but of two property conditions -- the amount of exempt property in the city (approximately \$155.5 million of property was tax exempt in 1993) and the increase in reductions of assessments..

3. Tax Base

The total assessed value of all property in the city is \$520 million. Due to large numbers of tax exempt properties, the total assessed value of all taxable property in the city (land, building, and fixtures) was \$363.5 million in 1993. The tax exempt value as a percent of total assessed value is, therefore, approximately 30 percent.

The largest category of tax exempt properties are those owned by the City; private, non-profit and City schools represent other large exemptions. The city's publicly aided housing and its religious and health institutions also significantly add to the total of exempt properties.

City of New Rochelle Tax Exempt Properties	
Type of Exemption	Amount of Exemption
1. City of New Rochelle	\$23,180,450
2. Non-profit Educational Institutions	22,926,600
3. City School District	21,314,300
4. State of New York	19,446,020
5. Religious, Charitable/Moral Institutions	14,513,700
6. Hospital	13,730,000
7. Non-profit Private Housing	11,425,950
8. County of Westchester	8,909,650
9. Industrial Development Agency	4,134,900
10. Veterans	3,895,994
11. Railroad Property	2,267,850
12. Municipal Housing Authority	1,550,000
13. Urban Renewal	1,426,850
14. Senior Citizens	1,434,141
15. United Nations Delegations	909,000
16. Other	4,414,110
Total	\$155,479,515

Source: City of New Rochelle, Department of Finance.

Filings for tax certioraris increased since 1989 due to the economy's impact on the real estate industry and the glut of vacant office space on the market. Since the real estate market has stabilized and the city's large taxpayers have already filed for reductions, it is hoped that the certiorari process has peaked and will not continue to cause major declines in the tax base.

Tax Certiorari Refunds				
Tax Year	A.V.	Reduction in A.V.	Rate City/\$1,000	Cost of City Refunds
1989	\$11,766,398	\$3,222,816	65.530	\$211,191
1990	5,322,501	1,457,833	69.462	101,264
1991	10,337,640	2,831,480	73.456	207,989
1992	11,685,747	3,200,726	78.158	250,162
1993	12,188,523	3,338,436	88.963	296,997
1994*	2,688,849	736,476	88.963	65,519
Total	\$53,989,657	\$14,787,767		\$1,133,123

*Projected based on historical pattern of settlements and projected \$50 million filings in 1994.

Source: City of New Rochelle, Assessor's Office.

A small component of properties that do not contribute to the City's tax base are in rem properties -- properties taken by the City for non-payment of taxes.

In 1992, the City commenced in rem foreclosure proceedings on delinquent property owners for the first time in six years. The aggressive in rem process resulted in the collection of approximately \$1.6 million of interest and penalties in each of 1992 and 1993. Additionally, the City foreclosed on 21 major properties. Of these, six were sold back to the former owners, netting approximately \$350,000 in back taxes; four are involved in litigation; two were retained for City purposes; and one was sold at auction.

Eight remaining properties were auctioned with purchase contracts executed. Once legal issues are resolved, the City can expect to recoup an additional \$800,000 in delinquent taxes, interest and penalties in addition to placing these properties back on the tax roll.

Sales Taxes

Since 1989, the City's sales tax revenues have decreased. With the closing of Macy's in 1992, the largest taxpayers in the City are Con Edison, New York Telephone Company, United Water of New Rochelle, Harbor One Co. and Main Street mall (retail and office complex).

New retailers such as the Price Club and the under construction Home Depot are and will substantially increase the City's sales tax revenue.

Sales Tax Trends (1987 to 1993)* City of New Rochelle			
Year	Budget (\$000)	Actual (\$000)	Actual as a Percentage of Budgeted Amount
1989	\$7,820	\$7,037	90.0
1990	\$7,300	\$6,945	95.1
1991	\$7,300	\$6,916	94.1
1992	\$10,490**	\$6,688	63.8
1993	\$6,550	NA	NA

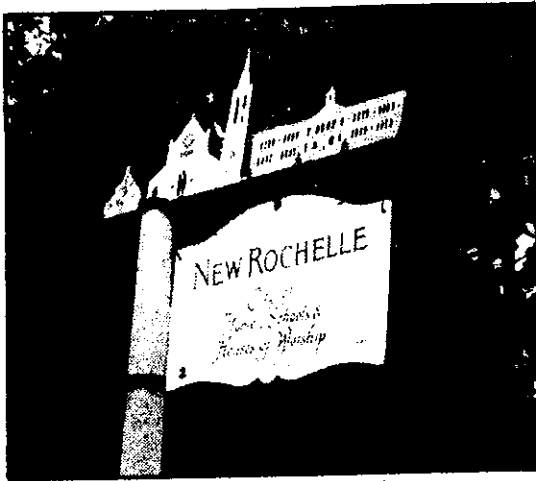
Notes: *Rate was 1.5%; effective September 1, 1993 the rate was raised to 2.5%.

**The budget reflects a 1 percent rate increase that was not enacted. The tax rate remained at 1.5% for the entire year.

Source: Moody's Investors Service, Inc. Moody's Municipal Credit Report, New Rochelle, New York. March 23, 1993

III. COMPREHENSIVE PLAN PROPOSALS

III. COMPREHENSIVE PLAN PROPOSALS



Well-Designed Entry Sign

The Comprehensive Plan proposals are an outgrowth of: (1) evaluation of the city's resources; (2) identification of areas anticipated to experience change either with or without public intervention; and (3) analysis of planning issues in key areas. The proposals are described below in terms of the recommended overall approach to land use followed by specific planning proposals based on an issues analysis for the six critical focus areas of the city -- Downtown; Center City; Waterfront/Pelham Road; East Main Street/Echo Avenue; West Main Street/Weyman Avenue/West New Rochelle; Fifth Avenue.

A. Citywide Land Use Plan

The citywide land use plan is designed to guide the overall future patterns of development in the city. The plan has four basic components: (1) community based Future Visions which are the publicly articulated, shared community values upon which future development should be based; (2) a series of goals encompassing the future visions that further articulate the objectives for future development and redevelopment; (3) an overall policy to build on the city's unique strengths, enhancing natural resources, neighborhoods and commercial areas and upgrading its visual character and image; and (4) a land use plan map that presents the future land use pattern. These components provide the context for the planning proposals for the six focus areas and for opportunity areas within certain focus areas. They also form the basis for an implementation program, critical for realizing comprehensive plan proposals.

1. Community Based Future Visions

The community based Future Visions process formulated a concept for New Rochelle that would return it to its previous stature and vitality, not by recreating the past, but by revitalizing those areas that have suffered the most severe disinvestment. The revitalization would be accomplished by undertaking innovative projects similar to those that have been successful in other communities across the country.

Visions emanating from the process were plentiful and imaginative, however, several ideas emerged which best reflect the values and priorities of the community. These ideas included the following:

- Downtown should be planned and redeveloped along a specific theme.
- A new Intermodal Transportation Center should be created.
- The waterfront and the downtown should be physically linked.
- More home ownership opportunities for affordable housing are needed.
- Design controls, clean-ups, beautification improvements, and community policing efforts are needed throughout the city.

- The relocation of City Yard presents a unique opportunity that could be a catalyst for redevelopment of the waterfront.
- There is a need to bring the ethnically diverse community together to support and celebrate the positive aspects of the community.

Additionally, the process indicated that future development should be well-designed, with a unified theme; that it should generate jobs and improve the tax base, providing opportunities for the city's diverse population; that it be based on public-private partnerships; and, that it improve the image of the City.

It was universally recognized that New Rochelle has numerous advantages and resources that should be aggressively marketed--its extensive waterfront; beautiful tree-lined neighborhoods; proximity to New York City; easy access to airports; active community organizations; multi-ethnic diversity; hospital and college institutions; and, a renewed sense of community pride and vigor to accomplish stated goals.

2. Plan Development Goals and Objectives

The Comprehensive Plan's Goals and Objectives incorporate the Future Visions concepts and build upon those 1965 and 1977 Master Plan goals and objectives which are still applicable. They recognize existing conditions in the city and the need to revitalize selected commercial and waterfront areas and neighborhoods while allowing others to benefit from citywide revitalization without need for their own specific development strategy.

Overall Goal:

Encourage planned, orderly, and attractive development and redevelopment in New Rochelle, to make the city an even more desirable place in which to work, live, and shop, and by which the city's economic base can be strengthened.

Specific Objectives:

1. Institute land development policies and procedures which secure appropriate development and redevelopment in those areas where development should take place.
2. Preserve areas where growth should be restricted and establish policies and procedures to protect those areas.
3. Preserve and enhance the lakes, streams, waterfront, open space, historic sites, and other physical and cultural amenities which make New Rochelle an attractive community, while eliminating conditions which detract from the quality of life.

4. Preserve sound and stable residential neighborhoods and commercial areas.
5. Maintain the fiscal integrity of the City government, expand job opportunities and strengthen the City's economic base by encouraging commercial and industrial development and redevelopment, where appropriate.
6. Encourage beautification, quality urban design and attractive environments through site planning guidelines and controls.

Priority Goals and Objectives:

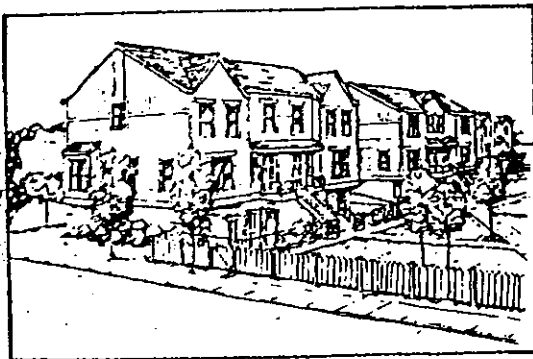
A. Housing

Goal:

Ensure the provision of adequate, safe, and attractive housing within all neighborhoods with a variety of housing types and a broad range of costs to meet the needs of the existing and future population of New Rochelle.

Objectives:

1. Encourage new housing on appropriate undeveloped tracts of land in a manner which preserves as much open space as feasible.
2. Develop new housing units through construction on vacant sites throughout the city.
3. Maintain existing housing stock through conservation and rehabilitation and, where appropriate, expand housing stock through adaptive reuse.
4. Permit new housing in the Long Island Sound area only in accordance with specially developed land use regulations designed to protect and preserve the waterfront and other natural resources and to expand visual and physical access to the shore.
5. Encourage home ownership in the production of new housing stock and the rehabilitation of existing housing units.
6. Provide affordable owner and renter housing.
7. Encourage mixed-use development including commercial, cultural, residential, entertainment, community, and recreational uses to create a critical mass of new development in downtown.



Proposed Lawn Avenue Houses

B. Neighborhoods

Goal:

Preserve existing, stable neighborhoods and revitalize declining neighborhoods by conserving existing, structurally-sound housing stock, strengthening neighborhood commercial areas, and maintaining neighborhood institutions, parks, and open space.

Objectives:

1. Maintain high standards for community services, such as fire, police, sanitation, and education, to meet the needs of each neighborhood's population.
2. Protect residential quality of life in areas mixed with light industrial and commercial use where housing is still an appropriate and viable use.
3. Pursue vigorous municipal code enforcement and inspection programs.
4. Maintain and improve the attractiveness of neighborhood commercial areas.

C. Economic Development

Goal:

Preserve and strengthen the economic viability of the City of New Rochelle so that it may continue to support a desirable level of municipal services and infrastructure without imposing an undue financial burden on its taxable resources.

Objectives:

1. Stimulate the expansion of job opportunities and strengthen the tax base.
2. Encourage government participation and public-private partnerships in developing new business, commercial, and light industrial opportunities.
3. Preserve and develop existing commercial and light industrial areas in the city.

D. Downtown Development

Goal:

Expand the economic base of New Rochelle by revitalizing the downtown. Develop downtown as an attractive, safe, economically productive shopping and working destination, that serves both local residents and a larger market area.

Objectives:

1. Coordinate public and private actions to improve the appearance, convenience, and functioning of the downtown.
2. Revitalize vacant and underutilized business establishments, where appropriate, and encourage new compatible commercial activities.
3. Encourage mixed-use development including commercial, cultural, residential, entertainment, community, and recreational uses to create a critical mass of new development downtown.
4. Encourage the private sector to provide a broad range of commercial activities, goods, and services to meet the needs of a large market area.
5. Encourage the redevelopment of downtown along a specific architectural theme.
6. Improve pedestrian connections to and from downtown to the New Rochelle Medical Center and the College of New Rochelle.

E. Open Space, Natural and Historic Resources, Parks and Recreation Facilities

Goal:

Preserve and maintain existing open space, natural and historic resources, parks, and recreation facilities to serve residents of all ages in all neighborhoods.

Objectives:

1. Prevent encroachment of non-related uses on existing open spaces, natural resources, parks and recreation facilities.
2. Expand awareness and utilization of parks and recreation programs.

3. Promote awareness and preservation of significant historic resources.
4. Provide adequate parks, open space, and recreation programs for city neighborhoods in terms of the existing and projected diverse population and age group needs.

F. Community Facilities and Municipal Services

Goal:

Encourage the appropriate public and private agencies to maintain adequate and efficient community facilities and municipal services to meet the needs of all city residents.

Objectives:

1. Maintain the high quality of public education, library programs, safety, recreation, and other services that attract families to live in New Rochelle.
2. Meet the needs of the handicapped in all new construction and provide for access by the handicapped to all public buildings and community facilities.
3. Cooperate with relevant social and health organizations to meet the social and health needs of the citizens of New Rochelle.



*Rocco Bellantoni Jr.
Community Center*

G. Transportation

Goal:

Provide transportation systems which offer varied modes of transit with a high level of mobility, choice, service, efficiency, convenience, safety, and access.

Objectives:

1. Improve access between the northern and southern parts of the city.
2. Improve transportation linkage to other parts of the region and New York City and support construction of a modern, intermodal transportation facility, where train, bus, taxi and other transportation modes converge and complement one another.
3. Improve access, parking, traffic flow, and pedestrian movement in the downtown.

H. Waterfront

Goal:

Preserve and enhance the city's extensive waterfront environment and marine activities.

Objectives:

1. Encourage water-dependent and water-related uses on appropriate undeveloped and underutilized waterfront sites.
2. Maintain and enhance physical and visual access to Long Island Sound, including pedestrian access.
3. Increase public awareness, utilization, and protection of the city's waterfront resources and amenities.
4. Encourage the redevelopment of waterfront areas along a specific architectural theme.



New Rochelle Creek

3. Environmental Context and Objectives

To achieve the goals, objectives and Future Visions of the city, development must take place in an enhanced environmental context. This environment begins at the entryways to the city where lack of attention to design of public property and deterioration of private property combine to signal a negative rather than positive image for New Rochelle. Entryways, whether at city borders or to areas such as downtown and the waterfront, need aesthetic improvement including: better landscaping; signage and sidewalk treatment; beautification of existing or newly created median strips such as on East and West Main Street, Palmer Avenue and Memorial Highway; enhancement of existing public or private spaces such as the triangles where Main Street and Huguenot Street converge; and, removal of visual obstructions and creation of attractive view corridors, such as along Pelham Road and Echo Avenue toward the water.

The downtown requires visual upgrading of its various parts which include existing uses along Main Street and North Avenue, redevelopment of the mall property and vacant sites along Huguenot Street and a unifying streetscape facade and sign program to integrate these distinct elements. Parking facilities constructed or reconstructed -- as in the case of the mall garage -- should be aesthetically related to the streetscape as well. This will maintain an ambiance and setting that connect rather than separate the various elements of a new downtown.

4. Land Use Plan Map

The City of New Rochelle is a built-up community with a well-established development pattern. There are, however, areas within the city which are subject to change either due to public policy and initiatives (e.g. urban renewal projects) or private development objectives and actions.

Areas Subject to Change

Certain individual parcels of land or entire neighborhoods have the potential to change due to a variety of internal and external conditions affecting their stability. Individual parcels could be potential development or redevelopment sites because they are either vacant or underutilized. Their propensity to change relates to the extent of assemblage and/or demolition required to ready them for redevelopment. Areas most subject to change are those zoned for uses other than those predominating and areas zoned for greater than their existing density.

Even when a parcel of land is identified as being subject to change due to one of these existing conditions, that change may be likely to happen in the short run, long run, or perhaps, not be likely to happen at all.

Potential development sites are vacant or underutilized parcels that include scattered low density residential parcels in the north and south end, two golf clubs, hospital parking lots, a yacht and beach club, downtown urban renewal redevelopment sites and Davids Island. Those residential parcels most likely to develop in the short run are parcels which currently have developer interest or have approved plans such as the Harborside Condominium on Pelham Road.

Redevelopment sites are currently utilized, generally small parcels requiring assembly and/or demolition and include industrial properties in the Fifth and Palmer Avenue areas, and the Echo Bay Urban Renewal Area.

Areas zoned for uses other than those predominating are several areas in Center City where residential uses predominate in commercial zones and by the hospital where residential uses predominate in an institutional zone.

Areas zoned for greater than existing density are most commonly found in the pockets of solid single-family homes that exist in zones permitting two-family residences such as on Alden Road and Whitewood Avenue. Some areas zoned R-3A, which permits six dwelling units, are in neighborhoods such as West New Rochelle where the majority of buildings have fewer than four dwelling units.



The effect of these conditions often is to change the character of solid residential areas which provide a range of housing resources, causing parking shortages and overcrowding of local facilities.

Land Use Plan Categories

The Land Use Plan, has been designed to reinforce existing land use patterns where they are appropriate and to shape a rational context for planned or ongoing redevelopment of specific areas and for the zoning changes necessary to support these land use patterns.

The plan calls for 15 general categories of land use:

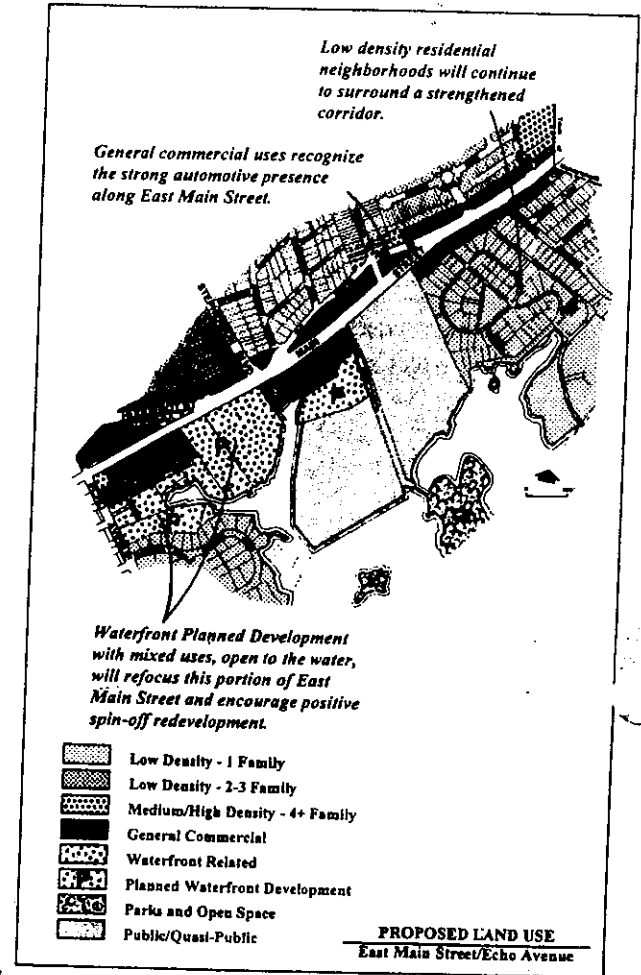
- single-family residential
- multifamily residential (2-3 and 4+ family)
- neighborhood commercial
- general commercial
- commercial transition
- downtown commercial
- downtown mixed use
- office
- light industrial
- industrial
- waterfront related
- planned waterfront
- waterfront residential
- public/quasi public
- parks and open space

Each of these categories is discussed below in broad terms; details are provided in subsequent sections of the Comprehensive Plan. A color, foldout proposed land use map is found on the following page. Focus area land uses are highlighted.

Residential Uses

Single-family residential is the major land use in the north end of the city, the Rochelle Heights-Rochelle Park Historic District, the Glenwood Lake area and selected areas in the south end and the waterfront area. Housing in these areas is developed at a density of approximately two to six dwelling units per acre.

Several areas identified on the proposed land use map as single-family are in two-family zone districts. The criteria for identification as single-family uses on a lot-by-lot analysis was that more than 70 per cent of the existing uses were single-family. Such areas should be considered for zone changes. These areas are all south of Eastchester Road and merit preservation of their existing lower density character. They include areas around John Alden and Wickford Roads; Halcyon Terrace; Whitewood Avenue; Mayflower Avenue; Meadow Lane,



Liberty Avenue and Leland Avenue and Elm Street; Stephenson Boulevard, Lisenard Avenue and Petersville Road; Wildcliff Drive and Hudson Park Road; and Weyman Avenue and Elm Street. The proposed land use is largely a recognition of what exists, and is a proposal to preserve single-family areas as an appropriate land use in the city's older residential neighborhoods.

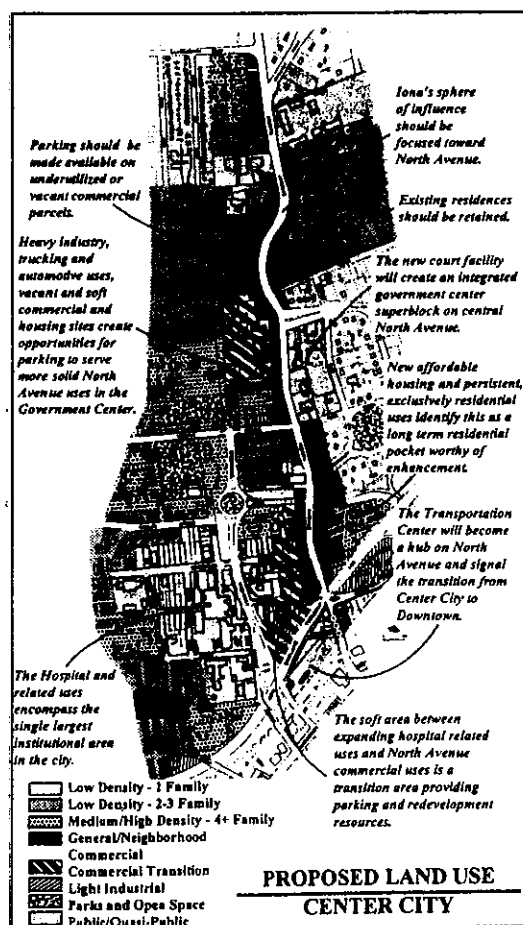
On Davenport Neck, land uses would continue to reflect the water related beach and yacht club uses with single-family homes permitted as a secondary, but principal, use.

Vacant sites largely in the north end could generate additional single-family homes in accordance with the current zoning districts. On parcels between four and 20 acres, developers could apply to the City Council for clustered townhouses in accordance with provisions of the R-TH district. Unlike Town or Village Law, General City Law, Section 37, has been interpreted to require special provisions to permit clustering. Therefore, provisions of the R-TH district should be expanded to permit clustered single-family homes as well as attached townhouses. A separate "Conservation" district should also be created to permit townhouses and clustered single-family homes on larger parcels with special provisions. Such provision would cover the unlikely event of future development of the Wykagyl Country Club which, even though identified as future open space, should be protected from the possibility of conventional single-family development.

Given the aging population in the city and the county, housing alternatives that include continuum of care, independent and congregate care facilities for senior citizens could be an appropriate land use on certain vacant parcels in single-family residential areas. To accomplish this type of compatible land use, special overlay zoning regulations would have to be developed to be approved on a case-by-case basis by the City Council with the recommendation of the Planning Board.

Multifamily land uses largely reflect existing patterns. Zoning permits from six to 85 and more dwelling units per acre, although the built range is closer to 20 units per acre for non-subsidized uses and up to 48 units per acre for subsidized uses. Multifamily uses include: (1) two-family residences at up to six units per acre; (2) buildings converted to use by six or more families; (3) low-rise garden apartment developments of up to three stories in height and densities of 20 units per acre unless Federally subsidized with permitted densities of 48 units per acre; (4) mid-rise buildings up to six stories in height and 48 units to the acre and high rise buildings of 14 to 28 stories in height with 85 to 160 units per acre.

Densities of all multifamily uses are proposed to remain consistent not only with their present land uses but also with their present zoning with the exception of one area along Pelham Road. The area off of Fort



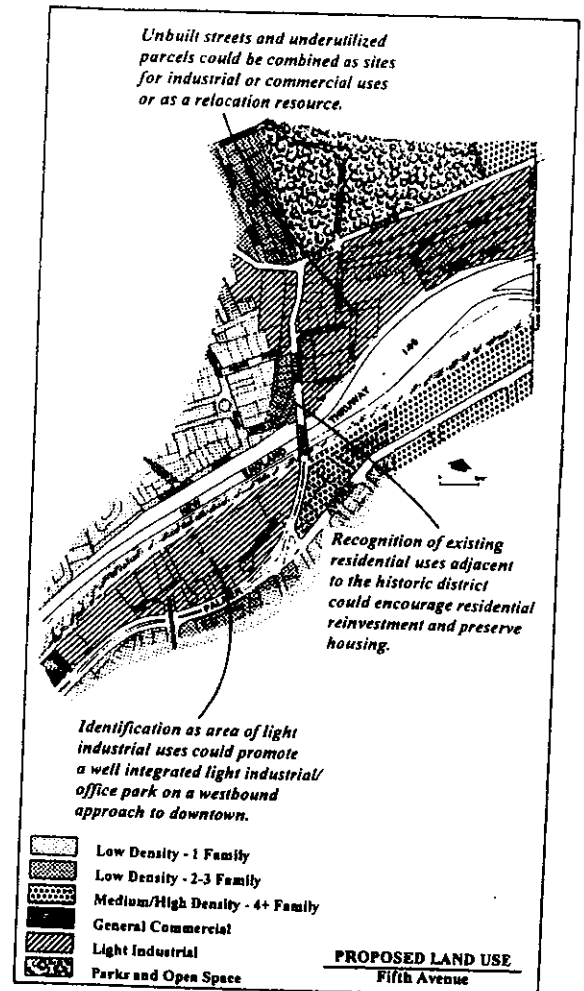
Slocum Road, Keogh Lane and Nautilus Place which currently permits densities up to 20 units per acre is proposed to more accurately reflect existing land uses which are largely single; two- and three-family homes. Planned housing projects in the city include the 103 unit, 13 story apartment building, Harborside Condominium, on Pelham Road with associated 52 slip marina use, and the Lawn Avenue affordable low rise rental housing of ten two-family units off of North Avenue.

Like several other parcels in the city, the Lawn Avenue site is identified for future residential use on the proposed land use map while its current zoning designation is for other than residential use. As part of the comprehensive planning process, these sites were identified as having a predominance of residential use in spite of their non-residential zoning and it was determined that continuation of such residential use was appropriate and in the best interest of the overall planning of the city and the affected neighborhood. While these areas will be described in more detail in later sections of the plan, they generally comprise the following locations of commercial, industrial or institutional land developed with residential uses: Fifth and North Avenues; Horton Avenue and Brook Street; Memorial Highway and Lincoln Avenue; Sickles Avenue and Harold Court; Union Avenue; Lafayette Avenue; Potter Avenue; Park Place and Lawn Avenue; and Drake Avenue.

In the specific case of Palmer Avenue, several homes are included in a light industrial land use category because the future development of the area is more appropriate for development of non-residential uses.

Public and Quasi Public Land Uses

For the most part, public and quasi public uses shown on the proposed land use map reflect a continuation of existing land uses in the city with one notable exception related to New Rochelle Hospital Medical Center. In this case, there are both an expansion and a contraction of land permitted for hospital related uses. Hospital uses are proposed to be restricted from the blockfronts of Sickles Avenue and Harold Court which contain stable residences that relate away from the hospital and its associated uses. On the other hand, the ability to expand hospital and hospital related uses is provided to the east of Memorial Highway, north and south of Burling Lane which is characterized by mixed uses. Proposals to modify the design of Memorial Highway presented later in the plan would link the east and west sides of the highway, making the growth of hospital uses east of the highway more viable. The conversion of the Salesian property on North Avenue from a non-profit religious institution to the proposed Police/Court facility, while not shown as a change of land use on the map, does represent the creation of a more integrated government center and community facility use in the geographic center of the city. Other uses represented in this category include public and private schools, governmental buildings and facilities and other major institutions and religious facilities.



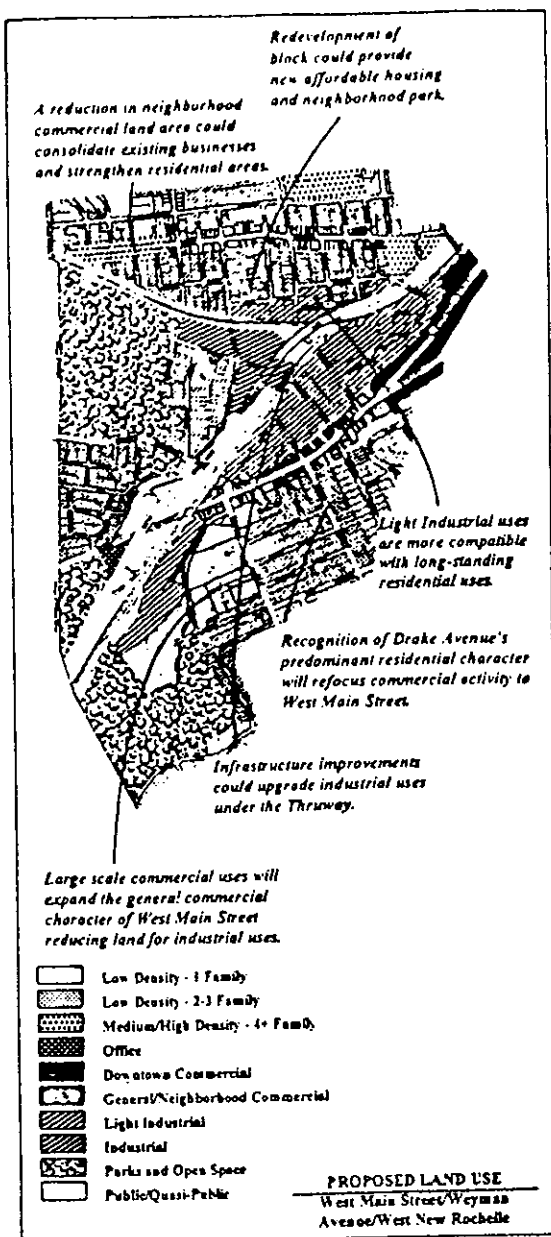
Recreation Facilities

The parks and recreation facilities identified on the Proposed Land Use Map reflect existing facilities in the city. Sharkey, Cameron and Neptune Parks are identified in the Planned Waterfront category of land uses. Improvements to City Park, Lincoln Park and the Pinebrook Tennis Center and Park are continuing. Plans related to waterfront park improvements and the possible inclusion of a neighborhood park with redevelopment of Marciano Flats, an area in West New Rochelle fronting on Union Avenue between 1st and 2nd Streets, are discussed under the focus area section of this document. Capital projects for 1995 for recreation facilities include: \$200,000 to resurface the Pinebrook Tennis Center; \$100,000 for Hudson Park improvements; \$25,000 for Roosevelt Park; \$132,000 for Trinity Field; and \$40,000 for the Pinebrook Little League Field. These projects are financed through the sale of bonds.

Commercial and Industrial Uses

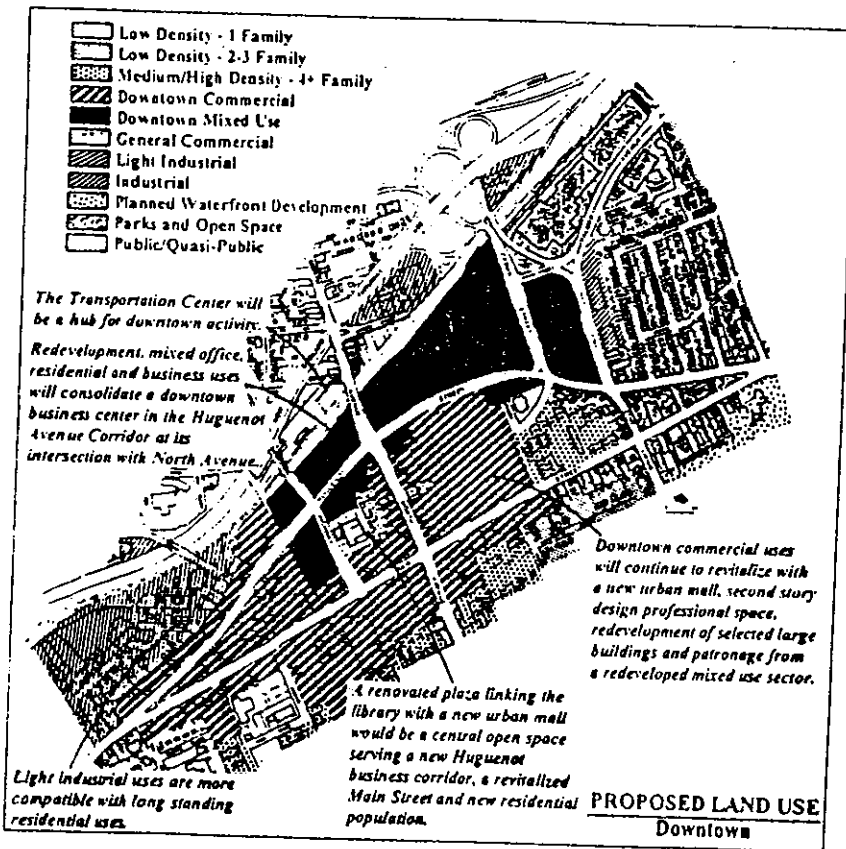
Comprehensive Plan proposals relating to commercial and industrial land use include recognition of existing land uses and trends as well as designations intended to promote change. The change of some industrial uses to large scale commercial uses already taking place results in a net gain in the size and scope of commercial land uses in the city and a decrease in the amount of land devoted to industrial use. Existing residential land uses will be encouraged in some areas where proposed zone changes will prohibit new commercial uses. The residential uses on Palmer Avenue designated for industrial use are the single exception to this policy. Examples of movement away from industrial use are the Weyman Avenue Urban Renewal Area, where industrial uses are making way for a Home Depot and a Price Club, and the former Joyce Beverage Company site, converted originally to a Price Club which is now likely to be another large scale commercial use. The Weyman Avenue Urban Renewal Area represents 24 acres and Price Club 12± acres of land. Secondly, there is a reduction in heavy industrial uses and a broader concept of light industrial areas in which mixed residential and industrial uses and even new residential uses could be permitted.

Five categories of commercial use are shown on the Land Use Plan map: (1) neighborhood commercial; (2) general commercial; (3) downtown commercial; (4) downtown mixed use; and, (5) commercial transition. The neighborhood retail category includes a variety of retail, personal service and office uses located in residential neighborhoods throughout the city. Parking can be on-site or on-street depending on whether the uses serve an older, more urban neighborhood such as Union Avenue or a new suburban neighborhood such as those along Quaker Ridge Road. Uses can be one story or the ground floor use of residential or small office buildings. General commercial uses are generally more inclusive than neighborhood



commercial, and can include larger entertainment uses and automotive uses. A general commercial designation is proposed for the East Main Street area from River Street along Huguenot Avenue to Stephenson Boulevard, then to the north and south sides of East Main Street to the city's eastern boundary with the exception of the frontage of Salesian High School. This is a recognition of the largely automotive related uses that exist in this corridor that have undergone major reinvestment over the last several years and represent a specialized business sector in the local economy. Adjustments to the zoning categories that cover these commercial uses would have to be made. Automotive uses should require special permits and be limited to locations on major arterial roadways. Design standards should require buffering on commercial streets and between any adjacent residential uses and sign regulations should control banners, promotional devices, and overall signs.

Downtown land uses are divided between Downtown Commercial and Downtown Mixed Use categories. The Downtown Mixed Use category is largely a recognition of those areas that are part of the Cedar Street or Lawton Street Urban Renewal Areas and that have either undergone redevelopment with mid- or high-rise office, hotel or mixed uses, or light industrial and large scale retail use, such as the Ramada, the mall, and Bally's, or have vacant cleared sites, which are

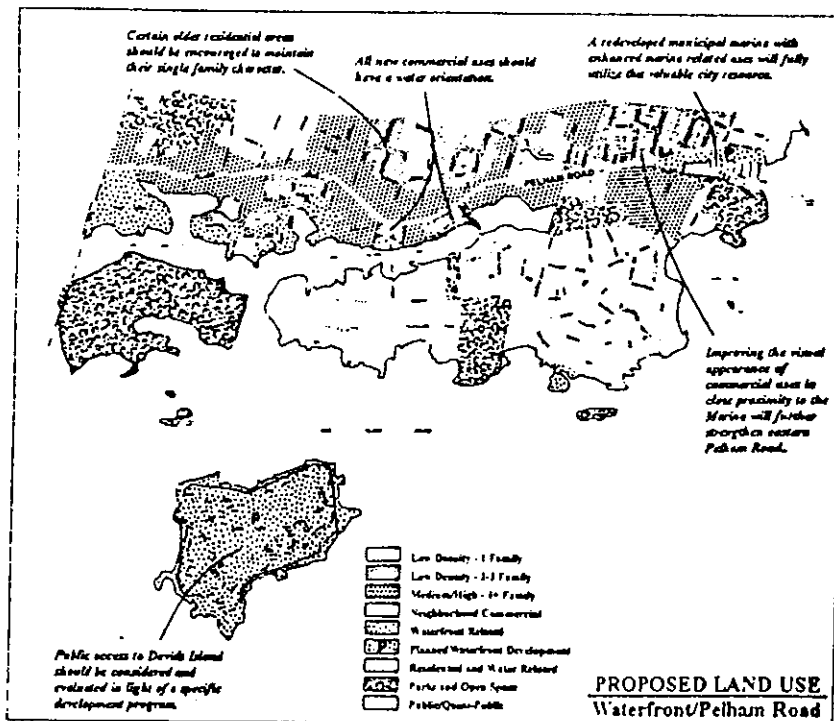


the subject of requests for proposals for new development. The key to this category is flexibility of uses and provision of on-site parking to meet the needs of proposed uses within a streetscape that encourages pedestrian activity at an urban scale while accommodating uses that can be accessed by private as well as public transportation. The Downtown Commercial category recognizes the older traditional downtown with Main Street, North Avenue and Division Street storefronts with upper floor commercial uses and grouped, off-site parking facilities provided by the City. The to-be-redeveloped mall site is included in the downtown commercial category because it is to be a street oriented urban scale collection of uses in the tradition of the old downtown and will rely to a great extent on the existing multi-story City-owned garage for parking, just as the older downtown uses rely on the Church/Division Street garage for their parking. The Downtown Commercial category would provide the opportunity to expand the options for second story space to permit residential uses including artist living/loft or living/work spaces by persons engaged in the design professions. State building codes, which establish strict guidelines regarding these mixed uses, are being examined by the City to determine how they can be applied to permit such uses. Residential use of upper story space, not now permitted in downtown with the exception of preexisting apartment buildings, would add around-the-clock activity to downtown and uses such as those at the Media Loft on Webster Avenue could potentially expand into downtown.

A commercial transition category has been identified for two areas to the west of the commercial frontage along North Avenue just north of downtown: (1) a strip of land running from Sickles Avenue south through Lockwood Avenue and Burling Lane; and (2) land east of Brook Street from Coligni Avenue south to Winthrop Avenue including the frontage on Brook Street between Winthrop and Lincoln Avenues. Both transition areas have been so named because they have soft sites, e.g. sites subject to change, which could provide off-street parking opportunities for North Avenue and interior street commercial uses. In the southern area, streetscape improvements on Burling Lane and Lockwood Avenue are needed to provide a more aesthetically pleasing connection between New Rochelle Hospital Medical Center and North Avenue. Industrial and automotive uses in the northern area require off-street parking areas to create an improved environment for the surrounding public and private residential uses. An existing low scale industrial building also has rehabilitation potential.

The industrial land use categories have generally contracted, resulting in reduced opportunities for all type of industrial uses in the city. Light industrial and research oriented uses combined with offices in park-like settings are to be encouraged. There is a recognition of the continued coexistence of residential and industrial uses in historically mixed areas. The specifics of these changes will be detailed in the focus area proposals.

A separate category of waterfront uses has been created to highlight this unique city resource and to treat its specialty land uses as distinct from those of other areas of the New Rochelle. The plan calls for enhancing and strengthening all of the city's waterfront and recognizing that there are guiding principles for its development whether it is private or publicly owned or controlled. In keeping with the recommendations of the Local Waterfront Revitalization Plan (LWRP) privately owned marina and water-related uses should be improved to increase the accessibility of the waterfront to more users even on a fee-for-services basis such as at Wright Island Marina. Incorporation of water themes into all uses in waterfront areas would increase the recognition of the often hidden water and connect these uses to the Pelham Road corridor. On city owned or controlled urban renewal property such as the Municipal Marina, City Yard, Sharkey, Cameron and Neptune Parks, and even Davids Island, planned, coordinated development should be fostered. Improved entryways and visual corridors, provision of opportunities for water-related educational and recreational opportunities and upgraded water-related and water-dependent uses, as described in the LWRP and State Coastal Management Program, would better utilize the economic potential of this environmental resource. In areas where beach and yacht clubs have predominated and residential uses have been permitted, these combined uses will continue to exist.



Note: The Citywide Land Use Plan shall govern if there are any inconsistencies between it and any other proposed Land Use Plan in this document.

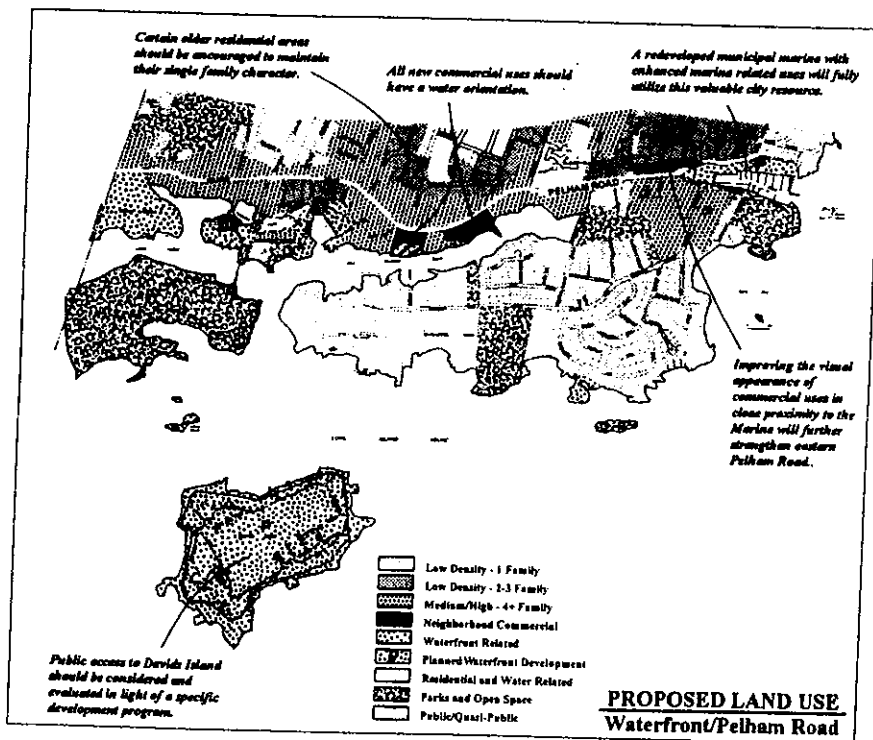
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A commercial transition category has been identified for two areas to the west of the commercial frontage along North Avenue just north of downtown: (1) a strip of land running from Sickles Avenue south through Lockwood Avenue and Burling Lane; and (2) land east of Brook Street from Coligni Avenue south to Winthrop Avenue including the frontage on Brook Street between Winthrop and Lincoln Avenues. Both transition areas have been so named because they have soft sites, e.g. sites subject to change, which could provide off-street parking opportunities for North Avenue and interior street commercial uses. In the southern area, streetscape improvements on Burling Lane and Lockwood Avenue are needed to provide a more aesthetically pleasing connection between New Rochelle Hospital Medical Center and North Avenue. Industrial and automotive uses in the northern area require off-street parking areas to create an improved environment for the surrounding public and private residential uses. An existing low scale industrial building also has rehabilitation potential.

The industrial land use categories have generally contracted, resulting in reduced opportunities for all type of industrial uses in the city. Light industrial and research oriented uses combined with offices in park-like settings are to be encouraged. There is a recognition of the continued coexistence of residential and industrial uses in historically mixed areas. The specifics of these changes will be detailed in the focus area proposals.

A separate category of waterfront uses has been created to highlight this unique city resource and to treat its specialty land uses as distinct from those of other areas of the New Rochelle. The plan calls for enhancing and strengthening all of the city's waterfront and recognizing that there are guiding principles for its development whether it is private or publicly owned or controlled. In keeping with the recommendations of the Local Waterfront Revitalization Plan (LWRP) privately owned marina and water-related uses should be improved to increase the accessibility of the waterfront to more users even on a fee-for-services basis such as at Wright Island Marina. Incorporation of water themes into all uses in waterfront areas would increase the recognition of the often hidden water and connect these uses to the Pelham Road corridor. On city owned or controlled urban renewal property such as the Municipal Marina, City Yard, Sharkey, Cameron and Neptune Parks, and even Davids Island, planned, coordinated development should be fostered. Improved entryways and visual corridors, provision of opportunities for water-related educational and recreational opportunities and upgraded water-related and water-dependent uses, as described in the LWRP and State Coastal Management Program, would better utilize the economic potential of this environmental resource. In areas where beach and yacht clubs have predominated and residential uses have been permitted, these combined uses will continue to exist.

*Comp Plan
Map shows mix*

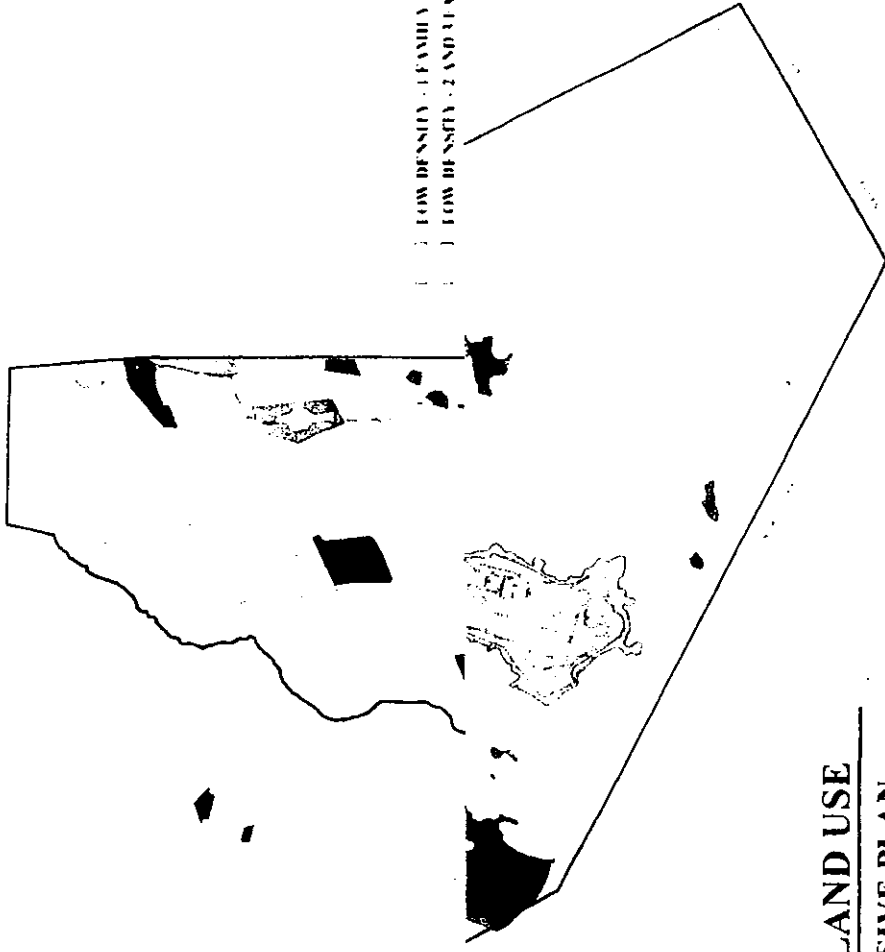


PROPOSED LAND USE

COMPREHENSIVE PLAN

City of New Rochelle, New York

LOW DENSITY - FAMILY
LOW DENSITY - 2 AND 3 UNITS



B. PLANNING PROPOSALS

New Rochelle is a complex urban system whose existing condition and future image are dependent on its downtown, its industrial, commercial, service and institutional base, its waterfront and the strength of its residential neighborhoods. Many of these components are operating well and are not in need of redevelopment or rezoning. Others require minor changes to ensure their continued strength. Several areas -- namely the six focus areas -- require more detailed attention and provide numerous opportunities for growth and redevelopment even with all the planning issues they present. These six focus areas -- Downtown; Center City; Waterfront/Pelham Road; East Main Street/Echo Avenue; West Main Street/Weyman Avenue/West New Rochelle; and Fifth Avenue -- are the areas of attention in the Comprehensive Plan.

Several of the focus areas have received the benefit of ongoing initiatives by the City regarding their revitalization and redevelopment -- efforts that continue to take place even during the planning and preparation of this Comprehensive Plan. As is the mission of this plan, ongoing efforts and strategies have been incorporated into the plan along with new proposals arising from the comprehensive planning process. Within several focus areas, specific sub-opportunity areas have received additional attention and more detailed action plans have been developed for them.

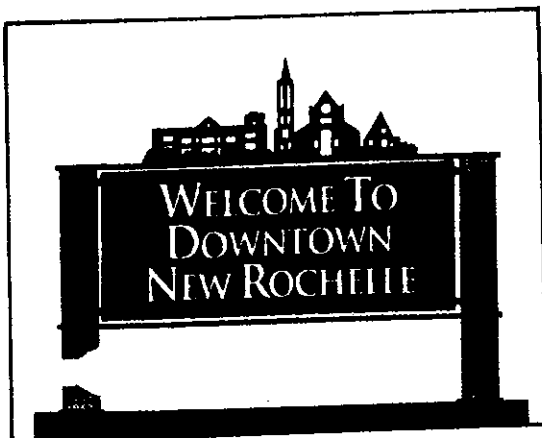
Proposed Actions for Downtown

1. Background

Downtown New Rochelle historically acted as a hub of upscale commercial activity, not just for residents of the city but for shoppers from numerous other Westchester and adjacent New York City communities and neighborhoods. Main Street was distinguished by several department store chains and fine local shops which developed reputations for excellent products and services.

Pressures brought by the creation of regional malls and upscale shopping centers in Yonkers and Eastchester and fast paced renewal of cities such as White Plains began to impact the marketability of New Rochelle's downtown. The City responded by enacting the Cedar Street and Lawton Avenue Urban Renewal Plans in 1965 and 1981 respectively and undertook renewal efforts on Main Street beginning in the mid-1970s. These efforts were outlined as part of the City's 1965 Master Plan and 1977 Update.

The Cedar Street Urban Renewal Area Plan was implemented, including construction of a hotel, several office buildings and light industrial uses with associated retail; the Public Library and plaza were completed, connecting to the new mall and garage as part of the



*Downtown New Rochelle
Entrance Identification*

Lawton Street Urban Renewal Plan; and Main Street sidewalk and facade improvements were constructed. Still, businesses continued to close and historic large users left empty buildings behind, particularly on Main Street. Efforts to capture downtown users such as UNICEF and large scale housing developments around the railroad faltered, but gave visibility to renewal efforts. Small successes, such as the location of REI and the Lillian Vernon headquarters on Main Street, helped to offset the losses of long time downtown retailers. The demise of some of these businesses was as much a result of changing national marketing patterns as it was indicative of conditions in downtown New Rochelle.

2. Planning Issues

Planning for the downtown began with the understanding that the metamorphosis from an old retail core to a new center of activities drawing on national economic trends and local population shifts had already begun. At the time the Comprehensive Plan was initiated, the Price Club had just opened at the edge of downtown. Marketing of the Mall and Main Street RKO sites was underway. To catch the wave of economic interest in downtown, the strengths and weaknesses of the area were identified as planning issues to which an action plan could be directed.

The planning issues for downtown are shown on the Issues Map. Entryways issues relate to the confusing and unpleasant Thruway and West Main Street entryways. Entryways from East Main Street and Palmer Avenue, while better, also could benefit from enhancement.

Commercial use issues relate to the many stores on Main Street which are becoming neighborhood oriented to serve the adjacent residential community and reflect the increased new ethnic diversity of the community. North Avenue has a strong mix of commercial uses. The largely vacant mall does not generate vitality or attract shoppers to downtown and is an unaesthetic, underutilized space in downtown.

The library -- a cultural draw in downtown -- requires adequate, accessible parking to attract users to the downtown setting. The underutilized Library Plaza needs enhancement with events and scheduled activities to attract people from both within and outside of downtown.

While ample off-street parking exists for all Main Street uses, it is not perceived as safe or available and has not been an incentive for the revitalization of Main Street.

Development and redevelopment issues relate to vacant sites and buildings. Strategic sites along Huguenot Street require redevelopment to create a critical mass of economic activity and dissipate an image of inactivity in downtown. Several buildings on Main Street were singled



out for detailed analysis and targeted for revitalization as part of a recently completed **Main Street Revitalization Plan**. The RKO building is programmed to be renovated for occupancy primarily by retailers.

Existing, redeveloped uses on Cedar Street, such as the Ramada Hotel site, also need upgrading and relandscaping and other office buildings with significant vacancies need to be reoccupied.

Although not in downtown, the New Rochelle Hospital Medical Center is close by, but disconnected from downtown and upper North Avenue uses by the railroad tracks, the Thruway and the bridges which span them. At the southern and eastern periphery of downtown, residential neighborhoods provide a ready market for retail uses; light upscale industry continues to operate in this mixed use environment.

Transportation and access issues to downtown are raised by the configuration of the paired Huguenot/Main street system. While the Huguenot/Main one-way street system provides for continuous through movement into and out of downtown, other circulation patterns such as in the Cedar Street/Palmer Avenue vicinity are confusing and make accessing certain streets difficult.

The existing renovated train station needs to be creatively and functionally integrated into the planned Intermodal Transportation Center. The discreet development and redevelopment projects and sites in downtown need to be linked together to benefit from each other to have positive spinoff effect on intervening uses.

3. Planning Proposals

Planning proposals for downtown which constitute the proposed action plan include redevelopment proposals, other planning proposals and rezoning proposals. These proposals can be grouped in several categories with specific redevelopment proposals identified by number on the Action Plan map for downtown.

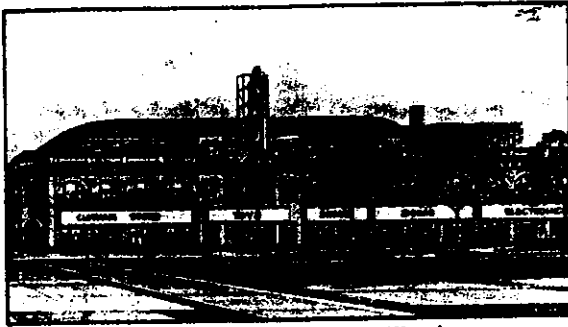
Redevelopment and Other Proposals

Create a Critical Mass of New Uses

Vacant land and empty buildings create a sense of deterioration and economic decline and negatively impact on the pockets of strength that exist. They generate little or no property or sales taxes, don't create jobs or housing opportunities and don't attract either a daytime or nighttime population that brings positive spinoffs to other surrounding uses. To rectify this situation, several critical actions, some of which are already underway, must be pursued and carried out.



Mall Site Redevelopment



RKO Building Rehabilitation

A critical mass of development must be created downtown by taking the following actions:

- Develop or redevelop the mall as a downtown, street-oriented, urban retail center (4).
- Develop vacant Lawton Avenue and Cedar Street Urban Renewal sites on Huguenot Street with mixed commercial, residential and office uses (3).
- Redevelop the former RKO, Bloomingdale's and two adjacent buildings on Main Street (1, 7).

Additionally, buildings along Westchester Place could be better utilized as a pedestrian oriented series of shops and restaurants.

Entryways

To enhance the visual image of downtown and create an inviting, easy to access, user friendly downtown, critical entryways need improvement. To accomplish this, these actions need to be taken:

- Provide median and roadway frontage planting along the Palmer Avenue entryway into downtown (9).
- Improve the entryways to downtown at Pintard Avenue, Pratt Street, and Exit 16 of I-95 with increased landscaping, monument marking or creation of special design elements (10).
- Increase landscape treatment on private properties on Cedar Street and Ramada Plaza entryways.
- Improve signage at all entryways, particularly at ramps from I-95 and indicate direction to downtown.
- Improve signage within downtown, identifying parking and retail locations.

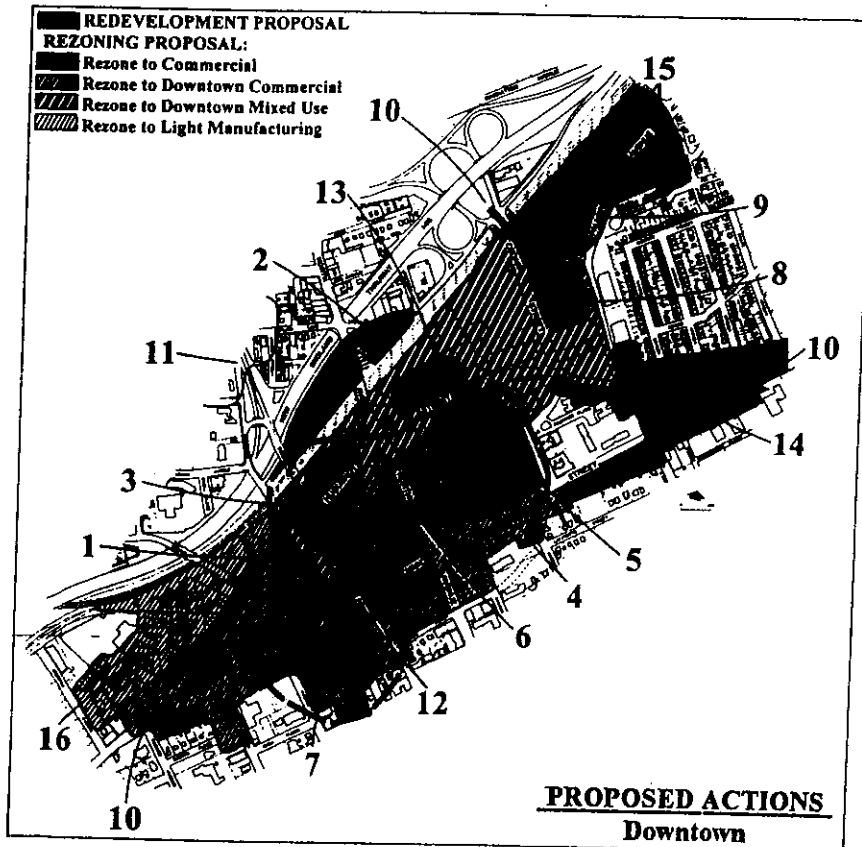
Transportation, Parking and Circulation

As important as the development of new uses in downtown is the ability to access them in a speedy, safe and convenient manner. As a transportation hub for intra- and intercounty and interregional mass transit modes, the city channels people coming to and from those modes who then ensure a larger consumer base for other downtown goods and services. To become the transportation hub of the southern county and Long Island Sound vicinity, New Rochelle must create a coordinated transportation center, improve and increase its available parking and modify certain downtown circulation patterns through a variety of actions. It should:

- Develop an Intermodal Transportation Center which focuses activity in the downtown and acts as a strong design element at the entryway to downtown. It should connect the North Avenue/Division Street/Memorial Highway downtown entryways (2).
- Rehabilitate the Mall garage improving aesthetics, lighting and safety to serve new downtown commercial uses (5).
- Improve the traffic circulation system around the Cedar Street, River Street and Ramada Plaza area (8).
- Modify the Library Plaza and Anderson Street connection between the Library and the Mall site to accommodate increased parking while maintaining a pedestrian environment (6) and create better utilized open space.
- Expand on-street parking in locations where it is not currently permitted. To accomplish this, downtown open space could be reduced or reconfigured.
- Provide adequate on-site parking for development on urban renewal parcels. Such parking should blend into a pedestrian oriented streetscape.



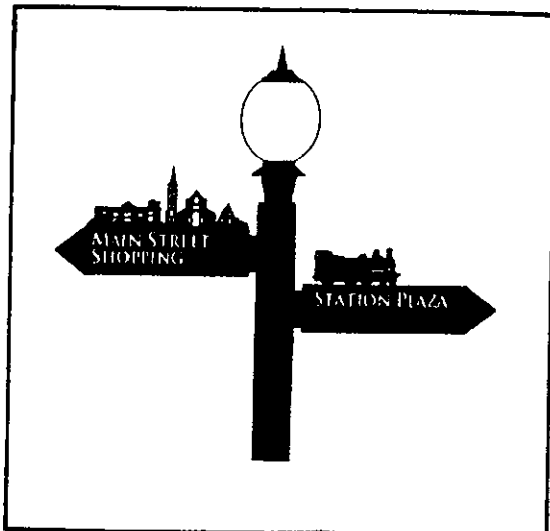
Library Plaza Sign



Improve Safety and Linkages to Adjacent Institutions

New Rochelle Hospital Medical Center and the College of New Rochelle have much to gain from a revitalized downtown, and much to offer in the way of supporting and strengthening positive uses that could develop there. Both institutions offer a ready market in terms of staff, students and visitors who would patronize downtown uses. Importantly, it is likely that these users would be pedestrians, adding to the shopping public without increasing the need for parking or creating additional congestion on downtown roadways. To encourage and enhance this potentially symbiotic relationship, certain design and safety measures which would benefit all downtown users need to be taken, and linkage improvements need to be made.

- Encourage the expansion of hospital related uses in downtown, possibly as hospital related housing, as a link between the institution and downtown (11).
- Improve sidewalk treatment and landscaping and provide pedestrian scale lighting on Centre Avenue between the College of New Rochelle and Main Street and along Memorial Highway between the hospital and Huguenot Street.
- Improve lighting through the installation of pedestrian scale lighting fixtures in downtown and along entryways.



Pedestrian Scale Lighting

Improve Design

To enhance and control the design of downtown buildings, facades, signs, streetscapes and lighting, a Downtown Design District should be created. Standards established by the district would promote a cohesive, aesthetically pleasing downtown environment.

Connections between redevelopment sites and parking areas, should be improved and beautified with street paving, landscaping and street furniture.

Rezoning Proposals

The existing zoning in downtown is: a large area of C-2, Central Commercial, covering what is or was the older retail core; C-5 Commercial generally covering the Cedar Street Urban Renewal Area; C-3 and C-3A, Central Commercial, on the mall and garage; and mall areas of these and other commercial and light manufacturing districts largely in the Cedar Street Urban Renewal Area. This range of zones needs both text and mapping simplification and coordination. To accomplish this, several modifications are proposed.

Two Special Downtown Zoning Districts -- Downtown Commercial and a Mixed Use District -- should be created to encompass the majority of downtown commercial uses.

- The Downtown Commercial District should, like the old C-2 district, be mapped on the older downtown retail uses. It should also include the existing mall and garage and exclude the vacant sites available for redevelopment on Huguenot Street (12). Distinguishing characteristics of this zone should be: (1) height limitations in keeping with existing character; (2) no required on-site parking, with parking to be provided in existing or planned municipal facilities; (3) residential uses permitted above the first floor including living/loft or office arrangements for the design professions; and, (4) general commercial uses excluding automotive related or industrial uses.
- The Downtown Mixed Use District should be mapped where the large C-5, and smaller areas of C-2, C-3, C-4, C-6, M-1, and M-3 districts are mapped up to and including the land to the east and west of North Avenue on which the Intermodal Transportation Center is to be constructed, and on the vacant Lawton Avenue Urban Renewal sites (13). Characteristics of this district should be: (1) permitted heights of up to 20 stories; (2) required on-site parking for all Lawton Street Urban Renewal sites; (3) residential, commercial and service uses including hotel to be permitted; (4) light industrial uses limited to those sites where they currently exist; and (5) no permitted auto dealerships or auto related uses.

At the fringes of downtown, several proposed zoning modifications should be noted.

- The M-1, Light Manufacturing, designation on the properties which contain the Price Club and New Rochelle Racquet Club should be changed to a modified C-1 district to identify these as transition sites into the downtown (15).
- Two areas at the eastern periphery of the downtown should be rezoned to commercial districts from their exiting O-B, Office Business, and M-1, Light Manufacturing, districts (14).
- At the western periphery of downtown, a mixed industrial area should be rezoned to a modified light industrial zone (16). Both of these proposed zone changes will be addressed more fully in the East Main Street/Echo Avenue and West Main Street/Weyman Avenue/West New Rochelle focus area sections.

Proposed Actions for Center City

1. Background

Center City is a name coined for the North Avenue corridor north of the Thruway to Eastchester Road during the Future Visions planning process. For purposes of the Comprehensive Plan, it also includes the Memorial Highway corridor and the New Rochelle Hospital Medical Center in particular. Center City is anchored at its north and south ends by the city's two largest institutions, Iona College and the New Rochelle Hospital Medical Center (NRHMC). City Hall and other government uses are at the center of the corridor.

Both Iona College and NRHMC impact on their surrounding residential neighborhoods. Their effects are inherent in their locations and their missions, which is to bring persons from outside the immediate neighborhood to their institutions on a daily basis, though for different purposes.

North Avenue is the major north/south route into downtown and Eastchester Road is a collector road bringing traffic to this arterial from the Hutchinson River Parkway. The east/west orientation of the corridor is defined by the location of the three institutional uses as well as by the east/west roadways that divide the corridor into three segments. The ramp to and from Exit 16 of I-95 is an elevated roadway passing over North Avenue just north of Sickles Avenue. It leads to a traffic circle on Memorial Highway which is truncated to the west and north. This overpass and traffic circle were intended to be part of a roadway connecting I-95 to the Cross County Parkway which was never completed. It now acts as a visual and physical barrier along this section of North Avenue. Fifth Avenue is also an east-west route separating Iona from uses to the south. Retail uses which line different portions of the corridor serve residential neighborhoods to the east and west.

2. Planning Issues

Over the past ten to 15 years, Iona College has expanded its student population and its physical campus into the adjacent residential neighborhoods east and west of North Avenue. It renovated a public school for college use, built a dormitory, improved its outdoor athletic field adding permanent seating and acquired properties in adjacent residential neighborhoods for college use. While its population has contracted and stabilized, neighboring communities are still impacted by competition for limited on-street parking spaces. Planned improvements to the campus identified several years ago, such as an expanded library, have the potential to create further tensions with the surrounding neighborhood.

Students compete with residents and shoppers for on-street parking. College uses create pressure for conversion of homes.

Iona College is an institutional anchor on North Avenue at the edge of Center City.

Pedestrian movements create conflicts with traffic.

Residential area zoned commercial.

Automotive uses break up street frontage.

The entrance to the City Hall/new court complex and historic district is affected by on-street parking area.

The new courthouse and City Hall can strengthen and enhance the central focus of North Avenue as the city's government center.

Heavy Commercial enclave creates visual and vehicular conflicts.

Rochelle Park/Rochelle Heights Historic District.

Hartley Houses.

North Avenue is a retail corridor which lacks identity and does not take full advantage of its institutional anchors.

Residential uses exist in the C-1 zone.

Traffic flow on North Avenue needs improvement.

Focus of Community Development Block Grant efforts.

Increased use of Memorial Highway could relieve traffic on North Avenue.

Underpass and overpass create barriers among segments of North Avenue.

Lincoln Park and local institutional create a focus for the Lincoln Avenue Community.

A residential pocket in close proximity to downtown is zoned C-1.

The Department of Motor Vehicles testing area is inappropriate at this site.

North Avenue uses serve the surrounding residential community.

Traffic circle presents confusing entrance to hospital and downtown corridor.

Hospital zoning encourages conversion to hospital related uses.

Potential site of affordable housing.

Parking for hospital related uses is not always adequate.

Hospital related uses have expanded across Norman Rockwell Boulevard towards North Avenue.

New Rochelle Hospital is an institutional anchor in southwest Center City.

Redevelopment of the area between I-95 and Metro North tracks should provide a transition between North Avenue and Downtown.

Washington House.

Improvements to bridges will provide improved access into downtown.

PLANNING ISSUES Center City

Just south of Iona College is a partially vacant and underutilized segment of the North Avenue commercial corridor. Vacant automotive uses on the west side of the street project an abandoned, unmaintained image. To the rear of commercial uses both east and west of the avenue are commercially zoned areas with residential uses. This zoning may have been conceived as an opportunity to create off-street parking to serve the avenue's commercial uses. The vacant auto lots now appear to be the better opportunity to provide parking to serve more substantial retail on the east side of North Avenue. Rezoning to residential of these rear lots would reduce the pressure on existing residential uses to convert to other uses.

City Hall and the proposed new Police/Court facility present an opportunity to create a coordinated government center complex which could have positive economic effects on business activity across North Avenue from City Hall. Further south on North Avenue, the County office building strengthens the governmental activity node as a defining character of mid-North Avenue.

To the rear of the commercial frontage west of North Avenue is a heavy commercial and automotive area whose streets are often impassable due to heavy on-street trucking and automotive operations related to adjacent business uses. Brook Street between Winthrop Avenue and Lincoln Avenue is characterized by vacant lots and deteriorated housing. This housing and the mixed heavy commercial and industrial uses on the two blocks west of the North Avenue commercial frontage present an opportunity to connect Memorial Highway to North Avenue and provide a secondary linkage to downtown; for this reason the area was identified as commercial transition, e.g. an area subject to changing uses, on the Proposed Land Use map. Alternatives for making such a connection and the implications of doing so are explored as an opportunity area later in this section. The traffic circle at the end of the Thruway ramp approach to Memorial Highway is at a grand scale and aesthetically pleasing. However, just north of the circle there is limited connection of Memorial Highway to local streets and North Avenue.

The hospital itself is a dominant land use in this area with related staff housing, doctors' offices, ancillary facilities, and parking lots that define this area of the city and encourage conversion of residential to hospital and related uses. These uses have expanded to the east along Memorial Highway, with doctors' offices having located in the former YMCA building. Uses adjacent to the former Y building along Burling Lane are mixed with many deteriorated and underutilized uses; improvement would enhance pedestrian use by hospital employees. The Division Street bridge, which would provide easy pedestrian access to hospital employees across the Thruway and Metro-North tracks into downtown, needs streetscape improvements. Parking areas could help strengthen commercial areas on the North Avenue frontage.

To the east of North Avenue commercial uses, a strong residential multifamily area is zoned for commercial use and has no provision for off-street parking.

3. Planning Proposals

The planning proposals for Center City, in addition to identifying redevelopment and rezoning proposals, provide a special treatment alternative for the Memorial Highway Opportunity Area. A variety of alternative designs and connections to North Avenue were explored for addressing this incomplete, truncated roadway and a recommended alternative is presented.

Redevelopment and other proposals are grouped by category and specific redevelopment and rezoning proposals are identified by number on the Action Plan map for Center City.

Redevelopment and Other Proposals

Iona College

The ten year improvement program that Iona College identified several years ago to the City largely entailed rehabilitation of existing uses or additions/renovations of uses that exist in the well defined campus east of North Avenue or on properties already used for college related purposes on the west side of North Avenue. While North Avenue commercial uses in the vicinity of the school have traditionally catered to the college and been a node for discount woman's retail shops, the recent vacancy of Remin's and of a woman's shoe and accessory store several years ago has reduced the draw of this location for these uses. Remin's, in fact, cited changing demographics and shifting market patterns as the reason for its move to Rye. Iona has indicated it will no longer use Quinn Hall, the most southerly located college related use in the corridor, located on North Avenue between Brookside Place and Treno Street. As a result of this action and the opportunity presented by vacant North Avenue buildings more directly adjacent to the main campus, it is recommended that:

- New college uses be encouraged to concentrate toward and along North Avenue in the vicinity of Mayflower Avenue (1). This will relieve expansion pressures on surrounding residential streets and orient college students away from local neighborhoods and towards North Avenue.

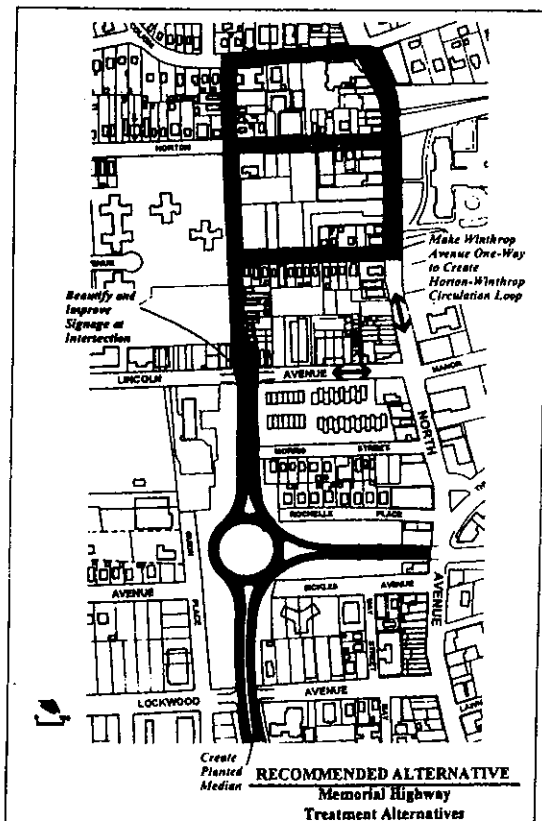
Create a Government Center

While City Hall, with its related administrative, legal, public safety and educational functions, is a prominent land use in the middle of Center City, it is essentially a stand alone use with parking to the rear that creates little on-street pedestrian activity and interaction with North

Side Street Industrial and Heavy Commercial Uses

The nearly full block industrial building located between Horton Street and Winthrop Avenue houses a Coca Cola distribution company with extensive trucking operations. This use conflicts with the well maintained residences on the south side of Winthrop Avenue and adds to the traffic congestion on Horton Street created by other small automotive and trucking related uses. A vacant industrial building fronting on North Avenue across from City Hall, reused by Steiner Foods, has sufficient off-street parking and loading area. To improve the environment for Winthrop Street residences and to alleviate congestion and improve traffic flow towards North Avenue and the government center, several measures should be considered.

- The large industrial building should be studied to identify its rehabilitation and reuse potential; improvements that would enhance the Winthrop Avenue residential setting should be undertaken. The building owner should be encouraged to undertake access and building improvements and the City should undertake streetscape improvements and parking and loading regulation modifications (6).
- In the commercial transition area south of Horton Avenue, off-street parking, standing and storage opportunities should be identified and parking lots created to relieve automotive and trucking congestion.

**Memorial Highway Connection to North Avenue**

Opportunities that would link Memorial Highway with North Avenue, allowing it to act as a parallel arterial street and providing additional capacity for north/south traffic into downtown were explored(7). The need for an additional level of roadway is a basic assumption underlying the North Avenue Corridor Study undertaken by the County and issued in March, 1994. Treatment alternatives identified for North Avenue, if implemented, could provide the additional capacity anticipated to be required for a revitalized downtown without benefit of a parallel relief road. Direct connections available through transition area blocks require acquisition and demolition of existing industrial and some residential uses. Several alternatives could accomplish such a connection but in each case existing deteriorated homes and vacant lots between Lincoln and Winthrop Avenues would be taken as an area of road widening for extension of the highway. The traffic circle would remain with all but one alternative. All alternatives are fully described in the Appendix.

The economic costs in terms of acquisition, demolition and business dislocation required in the direct connection alternatives are extremely large. Moreover, the social costs related to residential relocation are

so great that the roadway capacity and circulation benefits of any direct highway extension must be seriously questioned.

The recommended alternative, therefore, provides some of the secondary roadway alternative benefits without the same level of economic and social costs. It would include some intersection improvements and beautification at Memorial Highway and Lincoln Avenue. Street direction modifications that create a one-way loop system to carry traffic west from North Avenue along Winthrop Avenue and east from Brook Street to North Avenue along Horton Avenue would be required. Trucking and automotive on-street use problems related to Winthrop and Horton Avenues would have to be resolved to make this a workable alternative. Widths of local roadways would remain unchanged.

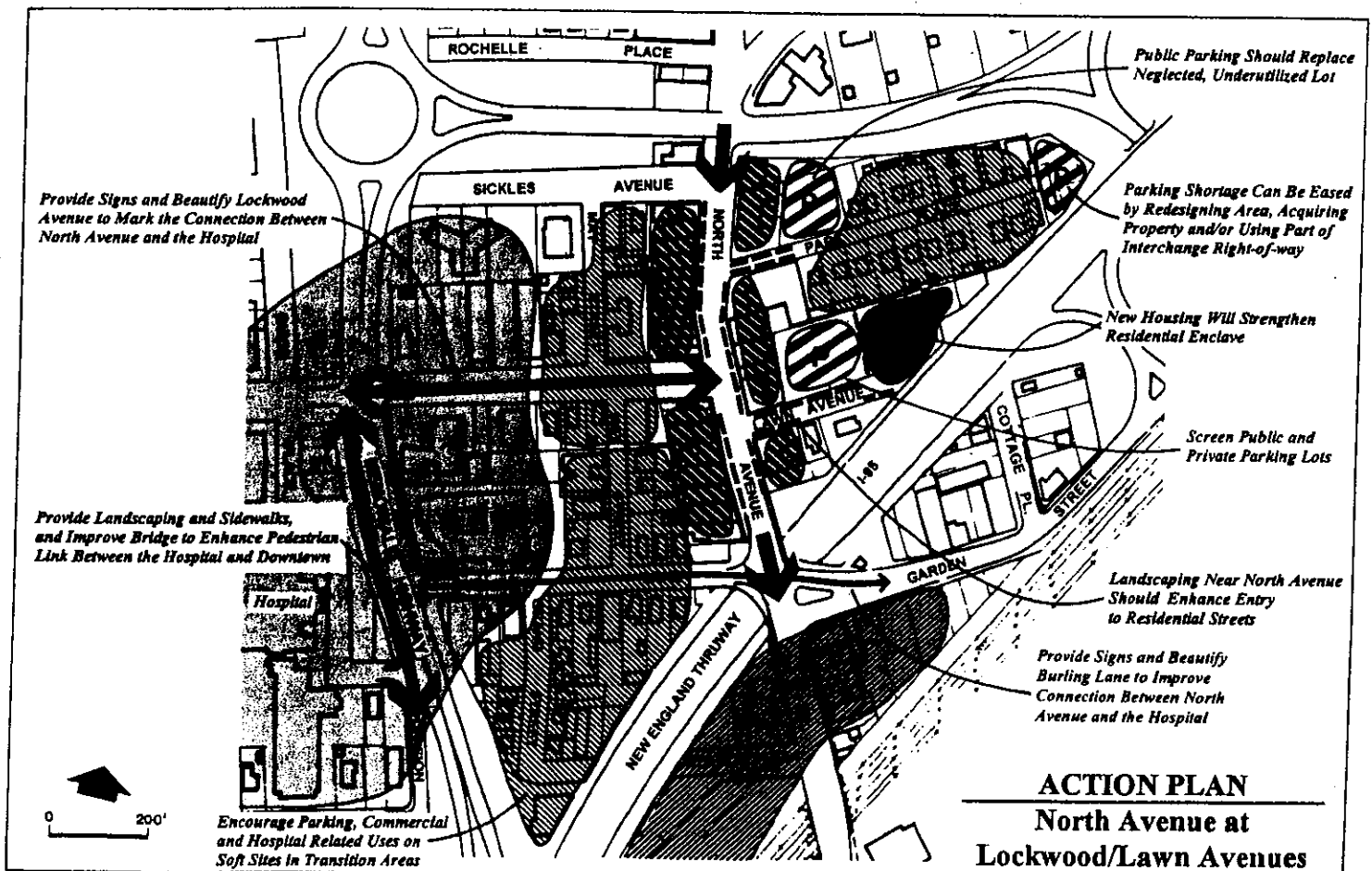
The existing traffic circle should remain unless the traffic generated by downtown redevelopment cannot be adequately processed through the circle. To increase the pedestrian friendly environment and aesthetic ambiance of the area, a planted median strip should be created extending existing green triangles north and south beyond the traffic circle. This would act to reduce the effective 80 foot width of the highway and encourage pedestrian movement across it. Existing, more modest State-owned rights-of-way lining the highway should be improved with sidewalks and trees to facilitate pedestrian passage between Lincoln Avenue, the hospital, downtown and North Avenue.

New Rochelle Hospital Medical Center

Actions which can be taken to strengthen the environment in which New Rochelle Hospital Medical Center operates benefit not only the hospital, its employees and its patients, but the city as a whole. By being slightly off the North Avenue arterial, the hospital anchors Center City beyond a narrow corridor. Locally, the hospital is a resource which brings 1400± employees on a daily basis to a site that is within two blocks of downtown and North Avenue commercial uses. The Intermodal Transportation Center, by filling the gap between the Thruway and Station Plaza North will, in effect, even shorten the distance between the hospital and downtown. As bridge improvements over the Thruway are undertaken by the State, the City should make every effort to improve the linkages with lighting and landscaping to and from these bridges to encourage more interaction between hospital users and the downtown. The City should also pursue improvements to Memorial Highway with the State and explore joint arrangements for maintenance of the landscaped median. Improvements to Burling Lane and Lockwood Avenue should be implemented to create a more positive pedestrian neighborhood connector to North Avenue. This could include sidewalk and lighting improvements, creation of new parking lots and encouraging hospital related uses to locate in this area.

North Avenue Commercial Entryway

The commercial uses lining North Avenue between the Thruway overpass ramp and the Thruway bridge into downtown form the entryway to downtown and, as such, need special attention. To keep these uses viable and prevent undue vacancies, additional off-street parking must be created on soft sites off North Avenue (5). These parking lots would help clean up the area, provide an opportunity to provide landscaping at the periphery of the lots, and benefit the commercial uses that line Lockwood Avenue. Improved facade treatment, while needed along much of the Center City corridor, is particularly important in this area that will mark the approach to the new Intermodal Transportation Center.



North Avenue Roadway Improvements

Directly related to the Comprehensive Plan recommendations for Memorial Highway are improvements required to enhance the capacity of North Avenue to process existing and increased traffic that is anticipated as a result of development initiatives downtown. The **North Avenue Corridor Study** made a series of recommendations, several of which are embraced by this Comprehensive Plan.

- New traffic signal equipment should be installed at existing signalized intersections because existing equipment does not provide maximum visibility to the motorist. Along with this installation, the signals should be coordinated to provide smoother traffic flow.
- Vehicle detection on side street approaches could be installed to allow for a more efficient allocation of signal green time between side streets and North Avenue.
- Poor service levels along the corridor can be improved by signal phasing/timing modifications and the removal of on-street parking in certain locations to increase roadway capacity. Locations recommended by the County could be implemented as development levels and thus traffic increase in the future.

The County recommends prohibiting parking on both sides of North Avenue from Garden Street to Eastchester Road during the two hour morning and two hour evening peak period. Since parking is already prohibited in the morning peak, only evening peak hours would have to be added to this restriction.

Implementation of these measures would ensure that the limited improvements recommended for Memorial Highway would be sufficient to enable the parallel roadways to adequately carry traffic into and out of downtown now and as development occurs. Additional parking lots identified in transition areas off of North Avenue would provide the off-street spaces necessary to accommodate parkers displaced during peak hours. If implemented, these regulations are likely to result in off-street parking for the employees of local businesses, leaving on-street spaces available for short term shoppers.

Rezoning Proposals

Rezoning proposals for Center City fall into two categories: (1) rezoning areas with predominantly residential uses from commercial to residential; and (2) rezoning certain areas with regard to hospital related uses.

There are several predominantly residential areas in Center City, zoned commercially, where commercial uses would be inappropriate and create incursions into stable residential neighborhoods.

- Existing residences on Fifth Avenue east of North Avenue retail uses could be rezoned from C-1, General Commercial, to R-2 Two-Family Residence (8).
- Housing on the north and south side of Coligni Avenue east of Mount Joy Place and on the east and west side of Brook Street between Horton Avenue and Coligni Avenue could be rezoned from C-1 to R-3A and R-2 (9).
- The predominantly residential uses that line the Memorial Highway corridor from Winthrop Avenue down to Rochelle Place and the abandoned highway extension right-of-way should be considered for rezoning from C-1 to R-4 (10).
- The entire residential node to the east of North Avenue that includes the proposed Lawn Avenue affordable housing development should be considered for rezoning from C-1 to an appropriate residential zoning district (12).
- An area of predominately single-family homes on Mayflower Avenue should be considered for rezoning from R-2 to R-1B (14).

The H-1 district, which permits the growth and development of hospital related uses, needs expansion in one area and contraction in another area. In and around the hospital, the H-1 district is mapped on portions of two residential streets that have exclusively residential uses and that do not physically relate to other hospital uses. Residences on Sickles Place, Sickles Avenue and Harold Court should be considered for rezoning from H-1 to R-4 to encourage their retention as residential uses and protect the residential character of the streets on which they are located (11).

- The area east of Memorial Highway from Lockwood Avenue to south of Burling Lane has opportunities for redevelopment that could be utilized by hospital related uses. To encourage this, rezoning this area from C-1 to H-1 should be considered (13).



Pelham Road Apartments

Proposed Actions for Waterfront/Pelham Road

1. Background

The city's 9.3 mile waterfront, has long been a source of pride for the city despite not always being used to its best advantage. The waterfront area is separated into the two focus areas of Waterfront/Pelham Road and East Main Street/Echo Avenue because

the planning issues regarding each area relate to the roadways from which they are accessed.

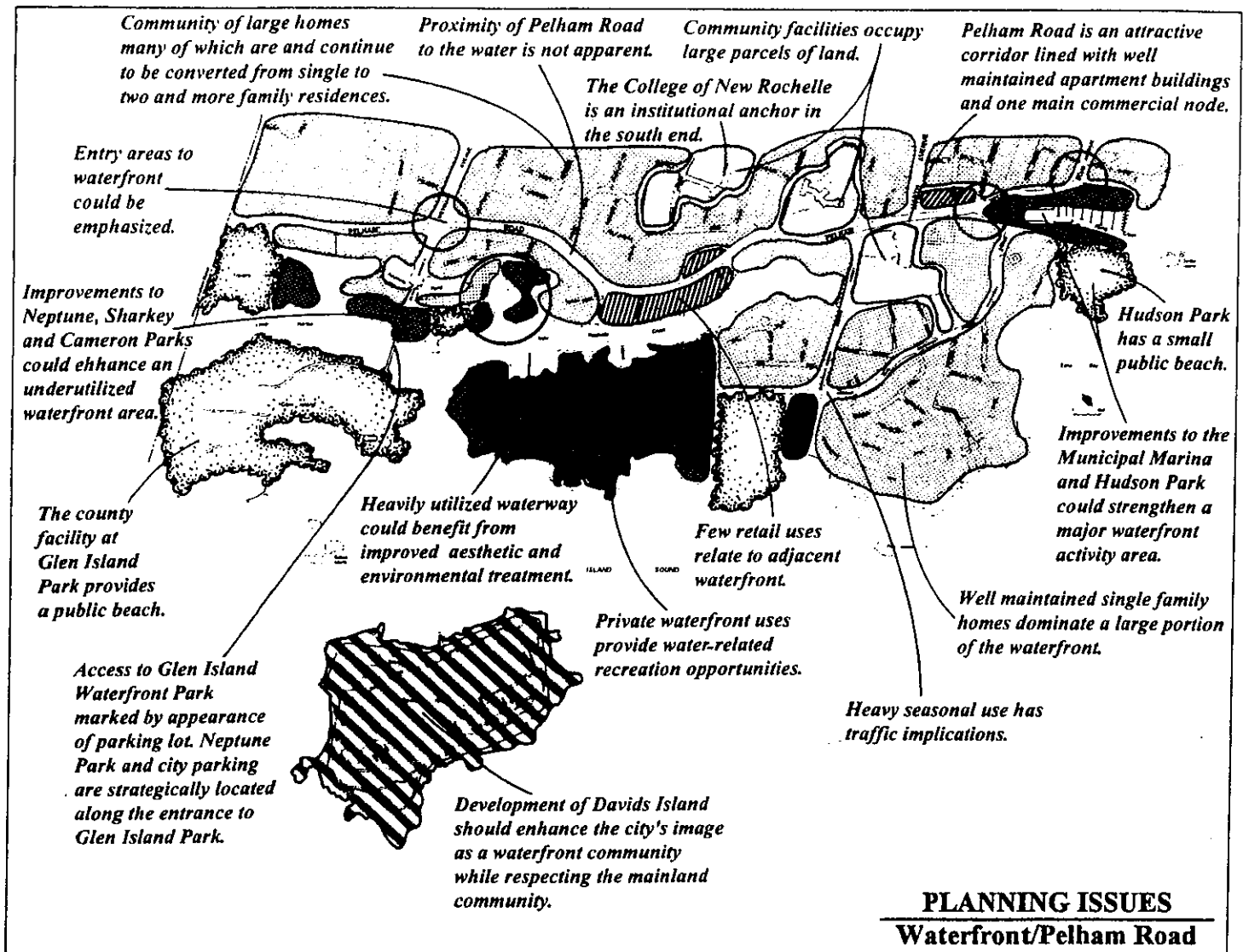
In 1994, an updated Local Waterfront Revitalization Plan (LWRP) consistent with the goals of the City was produced. To date, the plan is a draft and has yet to be adopted by the State. The draft LWRP, while covering issues with regard to proposed land use that are similar to those of this Comprehensive Plan, focuses more on water quality protection issues.

The waterfront represents a major resource to the city. Private waterfront properties generate tax revenues and provide private recreation and residential opportunities. The City itself owns significant pieces of the waterfront which it maintains and operates for the enjoyment of City residents. Waterfront resources under City control in this waterfront focus area include the Municipal Marina, Hudson Park and Beach, the Wildcliff Center for the Arts, Davenport Park, Neptune, Sharkey and Cameron Parks, and Davids Island. Glen Island Park and Beach is a County-owned facility open to county residents.

Pelham Road is also an attractive corridor lined with well maintained apartment buildings and one main commercial node that serves the south end of the city. The College of New Rochelle, the United Hebrew Geriatrics Center for the elderly, and a public elementary and middle school are large institutional anchors in the south end.

2. Planning Issues

Waterfront planning issues in the Pelham Road corridor relate to visibility, and utilization of the water and the visual appearance of the corridor. Although Pelham Road is an attractive residential corridor lined with a mix of housing types, including one of the higher density concentrations of residential uses in the city, the water's proximity is not apparent. Entryways and view corridors to the water are either blocked, unmarked or aesthetically unappealing. The Echo Avenue approach road to the Municipal Marina is blocked by a building with a non-water related use; the Marina approach from the west along Pelham Road, while more attractive, is lined with commercial buildings with old facades, lacks landscape treatment and has no tie-in to the water. The commercial node along Pelham Road has very few uses that relate to the water. Views to the water are blocked, for example, by the fencing along the A&P parking lot. The approach road to Glen Island and the City parks along Fort Slocum Road are poorly marked with little sense of the water-related uses beyond. Approaches to private waterfront uses such as Wright Island Marina could also benefit from improved view corridors and approaches.

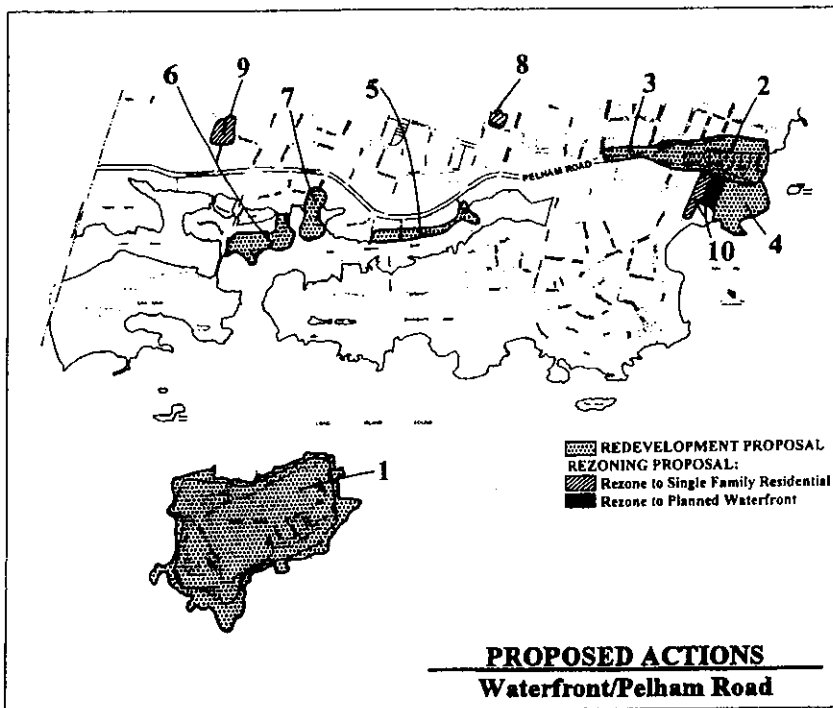


Both the public and private waterfront facilities could be improved and enhanced. The Municipal Marina has numerous public buildings which are underutilized or utilized for other than water-related use. Hudson Park has a small beach and fishing edge with an unattractive parking area and does not promote its unique relationship to the water in park related activities. On Davenport Neck, public and private facilities provide water-related recreation opportunities whose heavy seasonal use creates traffic congestion along Pelham Road. This traffic, along with limited parking available for existing residential uses, creates transportation conflicts in the area. Hudson, Sharkey and Cameron Parks are adjacent City-owned parks that lack coordinated facilities and fail to maximize opportunities for pier related uses at the mouth of New Rochelle Creek.

Additional waterfront utilization issues also exist. Davids Island should be utilized to enhance the city's image as a waterfront community while respecting the mainland community. Single-family neighborhoods adjacent to the waterfront which, along with multifamily uses, support the Pelham Road corridor should be maintained. Residential areas of large homes experience continuing conversion to multifamily use fostered by permitted zoning, threatening neighborhood character.

3. Planning Proposals

Planning proposals for the Waterfront/Pelham Road area are targeted to resolving several issues and are grouped according to each area of concern. The Municipal Marina/Hudson Park and Neptune/ Sharkey/ Cameron Parks were identified as a special opportunity area for which more detailed proposals have been developed. All proposals are keyed by number to the Proposed Action map.



Redevelopment and Other Proposals

Municipal Marina and Hudson Park Redevelopment



Municipal Marina

The Municipal Marina and Hudson Park -- entirely city-owned facilities -- represent an enormous resource and unparalleled opportunity to enhance the city's image and reality as a prime Long Island Sound waterfront community with first class water-related recreational and commercial uses. As identified in the Opportunity Area Action Plan, the land area around the dock should be redeveloped with uses that relate to the marina facility for boat owners and the general public who are attracted to well developed waterfronts.

Generally, the Municipal Marina should be redeveloped in one of two ways:

- Use existing buildings and rehabilitate them to physically and functionally enhance their waterfront location. Existing buildings now housing a kitchen cabinet business and a Department of Public Works facility would be reused for water-related activities. Additional infill buildings could also be built as part of this scheme.

Or:

- Demolish existing buildings and construct a mix of new residential and/or commercial and water-related uses. New buildings respecting view corridors and their relationship to the water would be constructed to house stores and shops possibly with apartments above. The boat maintenance building that provides services to marina boats would be maintained and improved (2). In this scheme, the view corridor from Echo Avenue, currently blocked by an existing building, would be opened up to the water on the approach from the edge of downtown.

In either the modest or ambitious approach, several improvements should be undertaken:

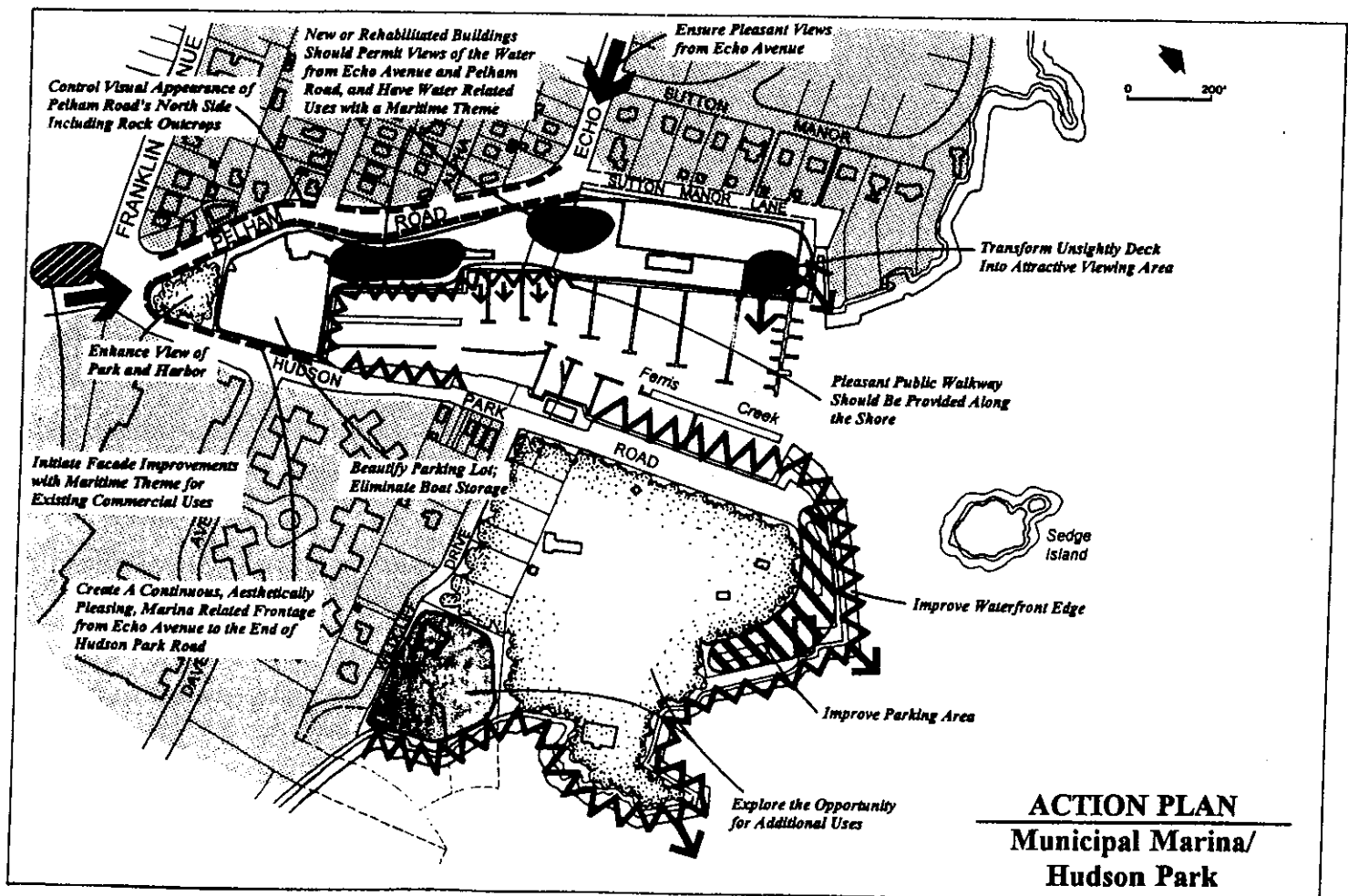
- Rehabilitate the existing decked parking area with installation of a viewing area from this elevated vantage point overlooking the Long Island Sound.
- Create a continuous, aesthetically pleasing frontage from Echo Avenue to the end of Hudson Park Road by coordinating fencing and improving landscape treatment.
- Beautify the surface parking lot serving the Marina from Hudson Park Road and eliminate winter storage of boats by locating them elsewhere on public or private facilities.

Comprehensive Plan Proposals

- Provide a public promenade along the shore around the Marina continuing down Hudson Park Road and linking the Marina and Hudson Park shoreline edge.
- Explore opportunities to more fully utilize Hudson Park and its facilities, including creation of a Long Island Sound Environmental Center or a Maritime Museum (4). Activities should complement those existing or planned for the Marina and the Wildcliff Center.

Design improvements for the park should include:

- Improve the waterfront edge and continue the waterfront promenade begun at the Marina with opportunities for fishing along the edge.
- Improve the parking area which serves the park and beach and rehabilitate and improve the facade treatment of the Rowing Club building. Hudson Park and the Marina should also be viewed in the context of other City-owned waterfront facilities.



A water taxi and/or shuttle bus service between Hudson Park, Neptune Park, Five Islands Park and planned facilities at Echo Bay should be considered with appropriate docking facilities. With this service, parking resources at Hudson Park could be more fully utilized and Pelham Road could be relieved of some additional seasonal traffic.

Coordination and Improvement of Neptune, Sharkey and Cameron Parks



Fort Slocum Dock

The three park facility located at the end of Fort Slocum Road at the entrance to New Rochelle Creek and the mouth of the harbor leading to Long Island Sound is another area where a coordinated approach and enhancement of uses are required to fully utilize a city-wide resource that is currently dealt with in a piecemeal fashion. As seen in the more detailed Action Plan, the parks, which are treated as three distinct entities with a separate docking facility served by two parking lots, need to be redesigned and dealt with in a unified manner (6). To accomplish this:

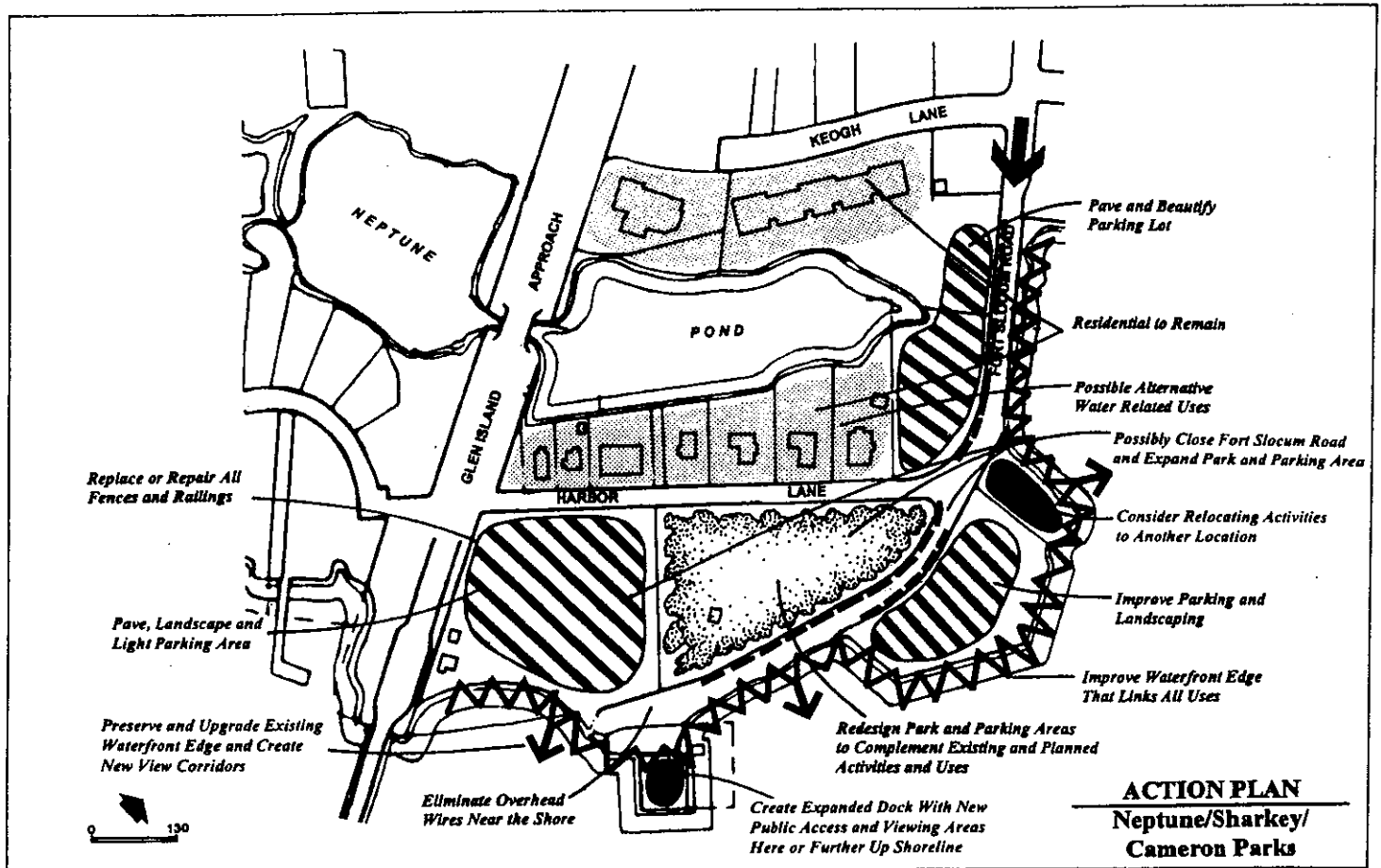
- The portion of Fort Slocum Road south of Harbor Lane should be closed and incorporated as part of a unified park with an expanded parking facility providing access to the existing dock which should also be expanded.
- Expansion of the dock should take place either at its current location or, if issues regarding obstruction of entry into New Rochelle Creek so determine, further up the shoreline on Fort Slocum Road at the historic location of the old steamboat dock. Dependent on the location of the expanded dock, a shift in location of expanded park versus expanded parking area would take place. Treatment of both the dock and parking area would be coordinated with any plan forthcoming for reuse of Davids Island and should be flexible with regard to providing adequate parking and ferry docking facilities that might be required for such a plan.

In any scheme:

- A waterfront edge with pedestrian promenade that links all uses should be constructed and expanded docks could provide public access and viewing areas.
- Use of the docks should be expanded beyond its current fishing and party boat functions to provide Long Island Sound environmental excursion and historic shoreline tour boats.
- View corridors out to the sound should be preserved with any development; and where overhead wires exist, they should be eliminated to enhance such views. Fences and railings along parking lots should be repaired and made consistent, and parking area landscaping should be improved.

Comprehensive Plan Proposals

- The large homes along Harbor Lane could remain as exclusive residential uses, or could be reused, possibly as bed and breakfast facilities along the approach to City- and County-owned waterfront facilities.



Dauids Island

The 120 acre, off-shore Davids Island has been a long tempting waterfront resource just beyond the city's reach due to its lack of accessibility. While there are numerous possibilities for reuse of the island and options for how to access it, public access to Davids Island should be considered and evaluated in light of a specific development program and any private development undertaken should be accomplished with an orientation to the water. Development should enhance the city's image as a waterfront community while respecting the mainland community (1).

Enhancement of Private Facilities

In addition to the City-owned waterfront properties, there are private facilities which need to be encouraged to improve in accordance with guidelines that will enhance the overall waterfront ambiance of the city. This category includes the Wright Island Marina (7), property between Icard Lane and Water Street (5), uses in the A&P shopping center, and commercial uses on the Pelham Road approach to the Municipal Marina (3).

- Wright Island Marina development should include additional water-related activities and improvements to its shoreline edge.
- Any new uses to be developed between Icard Lane and Water Street should have a water orientation and provide water-related uses.
- Commercial uses in the shopping center should provide areas to their rear which provide views of the water through open or enclosed terraces and windowed areas. The Mama Francesca restaurant, with its windowed enclosed terrace overlooking New Rochelle Creek, is an example of how water views can be successfully incorporated into Pelham Road uses which lack water frontage.

Several commercial uses on the Pelham Road approach to the Municipal Marina are grouped in a small older strip shopping center with parking in front. The older facades and lack of landscaping are an unpleasant entryway to what should become an improved City facility. To help it set the stage for the approaching waterfront, the store's facades should be improved to emphasize a maritime theme and landscaping reinforcing this theme should be installed.

Entryway and View Corridor Enhancement

While specific improvements to certain view corridors and entryways have been identified as part of specific opportunity area action plans, an overall objective of the Comprehensive Plan should be to preserve and upgrade all existing views and remove obstructions to waterfront view corridors. All north/south streets leading to Pelham Road as public rights-of-way have the potential to be public view corridors to the water. They should be reviewed with regard to overhead lines and landscaping that obstruct water views. Even with city efforts to bring the water to Pelham Road, waterfront uses may still be perceived as remote; to rectify this, a signage program should be implemented identifying public and private uses that add to the maritime setting of the corridor.

Pelham Road Improvements

Pelham Road is a heavily utilized arterial road at the southern end of the city. It serves the area's residential, waterfront and institutional uses. It provides limited opportunities for overflow parking for area apartments with inadequate on-site parking facilities to serve their resident and visitor needs. Capacity problems related to the density of uses and seasonal activities are also a problem. The County's 1994 **Pelham Road Corridor Study** made a variety of recommendations for improvements to the corridor to alleviate congestion and create additional on-street parking opportunities. The recommendations -- which are incorporated as part of this plan -- relate to signal and roadway improvements.

- New traffic signal equipment should be installed at signalized intersections; additionally, vehicle detection could be installed on side street approaches to permit a more efficient allocation of signal green time.
- Opposing left turn lanes should be provided at signalized intersections.
- Parking should be restricted for approximately 200 feet in each direction of a signalized intersection. Beyond these areas of prohibition, parking should be provided on both sides of the street. According to the County study, available parking would increase by 180 plus parking spaces as a result of these improvements.
- Signalization improvements should also include installation of a closed loop computerized system and could be expanded to include the North Avenue corridor.

Rezoning Proposals

The Residence Park area is a planned residential community located to the north of Pelham Road in the vicinity of the College of New Rochelle. Dating from the early 1900's, the neighborhood includes large homes on winding streets with planted intersection islands. Zoning includes both R-1B, Single-Family, and R-2, Two-Family Residence districts. The R-2 district has permitted the conversion of many of these homes to more than single-family use in response to pressures related to the size of the houses, increased tax burdens and rental opportunities to serve students from the college. In an effort to preserve the historical character of the area, several blocks in the R-2 district that still have largely single-family uses are being proposed for rezoning to R-1B. These blocks include portions of Meadow Lane and Liberty Avenue between Elm Street and Chestnut Lane and a portion

of Leland Avenue between Elm Street and Hanford Avenue. An area of single-family homes on Whitewood Avenue is also proposed for rezoning from R-2 to R-1B (9).

Proposed Actions for East Main Street/Echo Avenue

1. Background

The East Main Street/Echo Avenue focus area is an extension of the City's waterfront along the East Main Street corridor; its characteristics distinguish it from the Pelham Road Corridor. East Main Street is a major entryway into downtown from the east and forms the beginning of the one-way paired street system with Huguenot Street. The area has been the subject of several initiatives by the City including: attempts to control area uses through specialized zoning; sidewalk and landscape improvements to improve aesthetics and visual character of the corridor; and designation of the Main Echo Urban Renewal area to gain control over private uses adjacent to the City Yard that abut Echo Bay. Recent improvements in the area include a well designed strip shopping center across from the City Yard which provides neighborhood shopping for the surrounding stable residential community.

2. Planning Issues

Several defining characteristics of the area are the basis for the issues which affect it. The concentration of automotive uses in the corridor is an important part of the city's economic base that brings people to shop in New Rochelle. The fact that these uses are non-conforming in an OB, Office Business, district needs to be resolved. Many of these businesses have recently undergone facade and lot improvements, but still require resolution of design and sign control issues to reduce visual clutter. Aesthetic issues which require attention are the open lot flags and banners that detract from rather than enhance the area's ambiance and business environment; additional on-site landscaping that links buildings between open lots while softening the image of rows of automobiles; and, increased buffering of adjacent residences.

Other land uses which line the corridor are mixed in character, maintenance and appearance. Salesian High School's long, aesthetically pleasing frontage on the south side of East Main Street was recently improved with attractive fencing and landscape treatments.

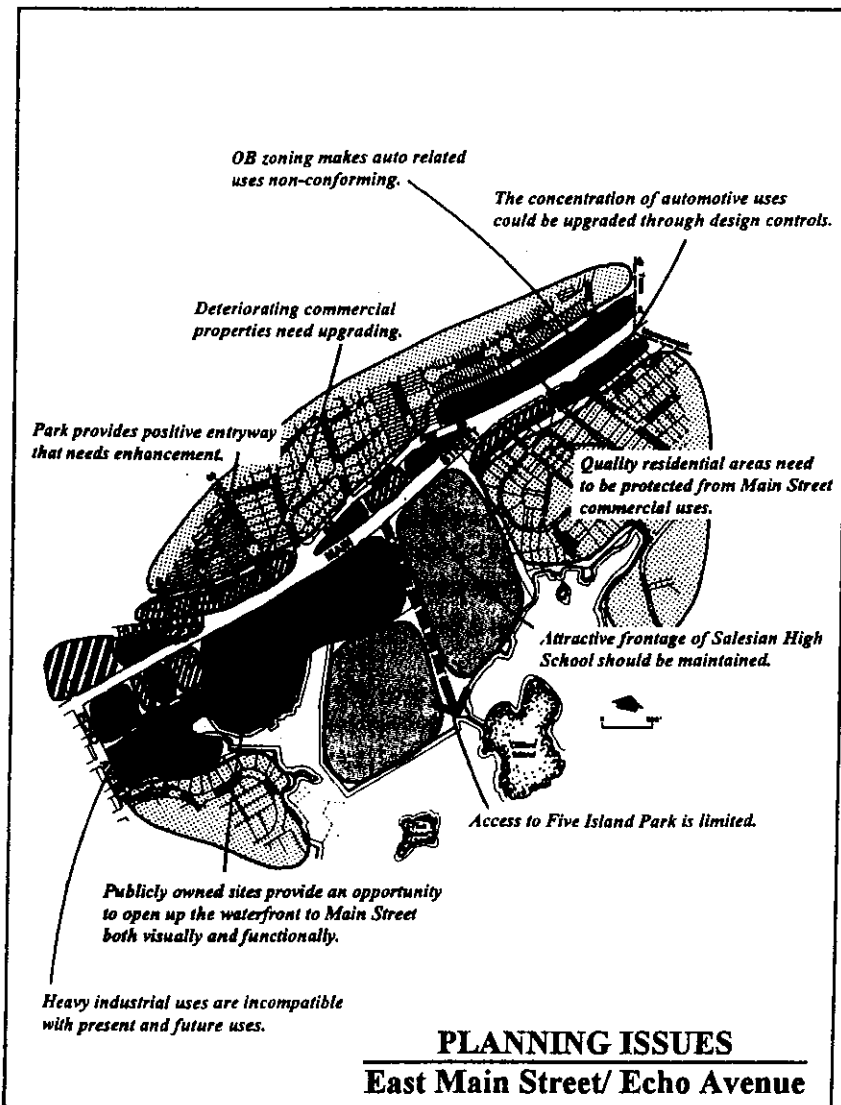
City Yard and the adjacent State Armory are public facilities on properties which, while currently obstructing any sense of adjacency to the water, are prime sites that could provide both visual and physical access to Echo Bay. Further to the west within the urban renewal area, heavy industry along Huntington Place and Evans Avenue is incompatible with adjacent residences and potentially with future uses



View from City Yard

which could upgrade the area. Environmental issues related to the former Con Edison substation and building which are located just east of Echo Avenue need to be resolved before redevelopment of the building can be undertaken. Access to the attractively renovated Five Islands Park from East Main Street is limited and is only nominally marked; the County sewage treatment plant also borders Echo Bay.

A series of buildings along Main Street where it splits to become Huguenot Street and along the north side of Main Street just east of Echo Avenue are partially vacant and in need of maintenance and rehabilitation.

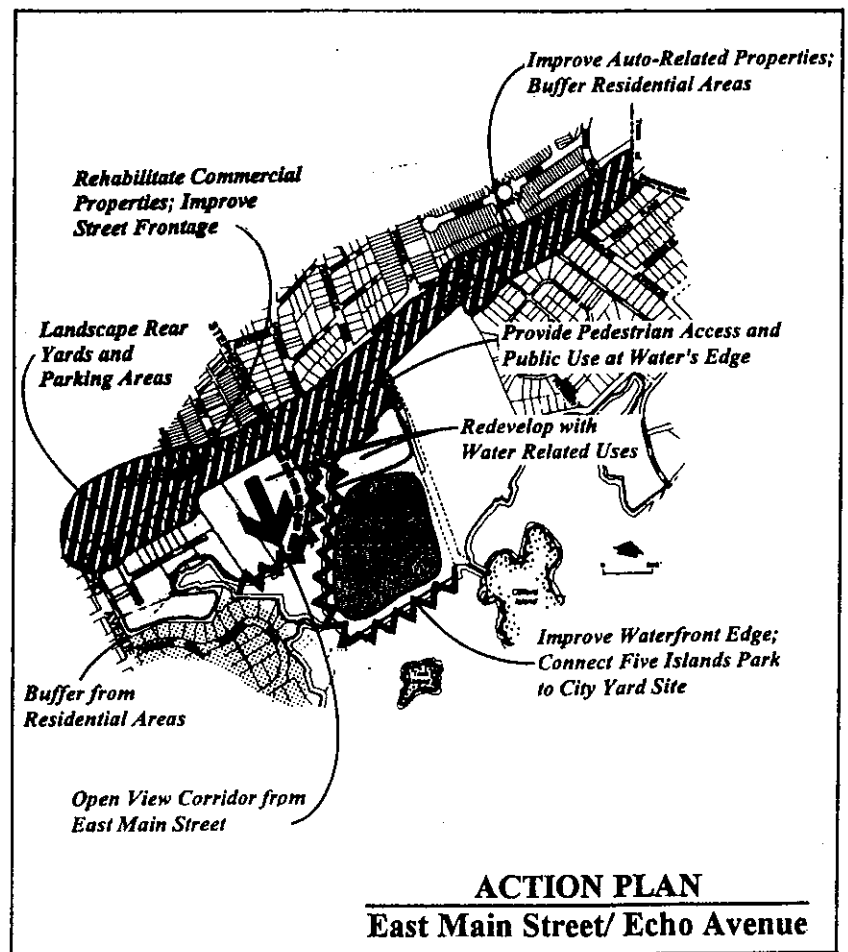
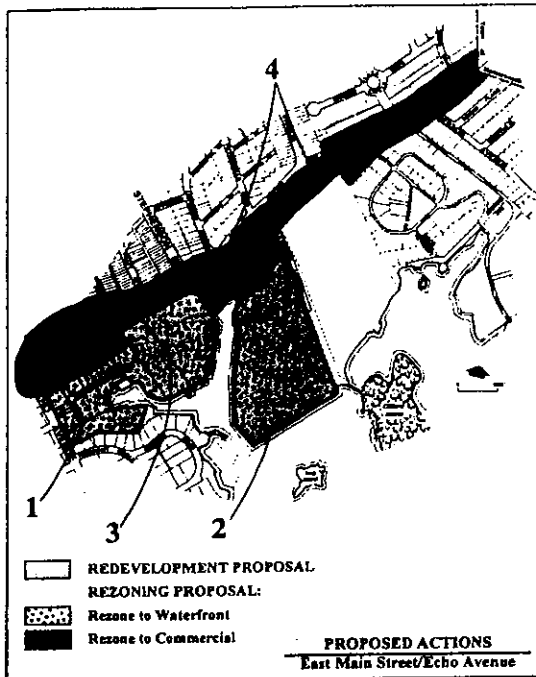


3. Planning Proposals

Redevelopment and Other Proposals

Establish a Planned Waterfront Development Area and Relocate City Yard

The entire East Main Street/Echo Avenue focus area is also an opportunity area with a specific action plan. An initial action which should be considered by the City is the creation of a Planned Waterfront Development area on property included in the Main Echo Urban Renewal Area, including the property of former Tuck Industries but excluding some properties fronting on East Main Street (1, 2, 3). This area should be redeveloped with water-related uses and development controls designed to ensure provision of a view corridor to the bay and pedestrian access and public use at the water's edge. Implementation of this plan would require relocation of the City Yard and would be aided by acquisition of the adjacent Armory which is still



actively used by the State. The City is actively looking for alternative sites for the yard, including the Fifth Avenue and Palmer Avenue industrial areas.

As part of this plan, an improved waterfront edge should be created and the City should work with the County and private sector where necessary to create a continuous waterfront pedestrian link from Five Islands Park to the Planned Waterfront Development. The County-owned edge of the sewage treatment plant provides one long, publicly owned waterfront area from which an esplanade connection could be made by agreement with intervening properties to the City Yard site; or, if private agreements were not forthcoming, by constructing a bridge across the narrow channel -- in keeping with the Five Island Park design -- from County- to City-owned property (2).

Entryway and Corridor Design Improvements

East Main Street is an entryway to downtown at the eastern end of the paired Main/Huguenot Street system. To visually improve this corridor, auto-related uses will need continued improvement with additional on-site landscaping and signage improvements, including prohibition of flags and banners on open lots. The small entryway park at East Main Street and Huguenot Street, although pleasant, is lost in the surrounding visual clutter; it needs support from improved adjacent uses and facing properties. Due to the paired roadway, the rear parking lots of East Main Street uses become front yards on Huguenot Street and require landscaping. The residential neighborhoods adjacent to East Main Street's commercial and planned waterfront uses need preservation through installation of substantial rear yard landscaped buffers, which should be required in new zoning regulations for the corridor.

Rezoning Proposals

Two rezoning actions are proposed to implement the planning proposals and actions for the East Main Street/Echo Avenue focus area.

- To ensure the continued economic vitality of the corridor, including the concentration of automotive uses, the East Main Street and Huguenot Avenue frontages should be rezoned from OB, Office Business, to C-1, General Commercial, with modifications to permit automotive uses and protect adjacent residential areas (4).
- To provide additional impetus to redevelopment within the designated Main Echo Urban Renewal Area consistent with the proposals of this Comprehensive Plan, a newly created Planned Waterfront Development District should be created and mapped to replace the M-1 and M-3 zoning. The sewage treatment plant property should also be included in this designation (1, 2, 3).



Entryway Improvements

Proposed Actions for West Main Street/Weyman Avenue/West New Rochelle

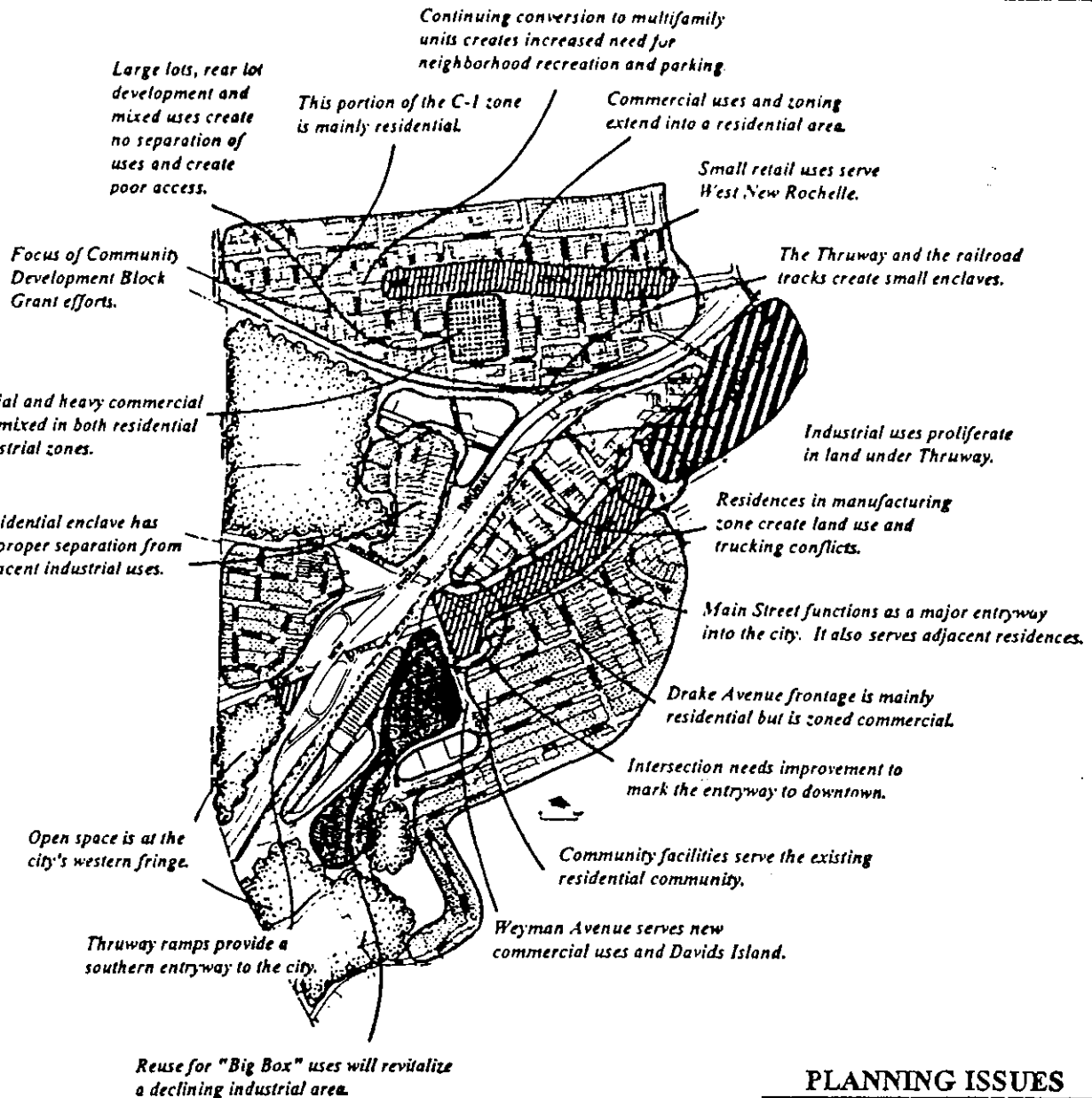
1. Background

This western focus area encompasses three distinct areas which are linked by their older industrial and mixed use neighborhood character, their proximity to the Thruway and Metro-North tracks which divide them from each other, and their proximity to downtown. West Main Street is an entryway into downtown with predominantly commercial and automotive uses along its frontage and mixed residential and industrial uses behind. West New Rochelle is an older ethnic neighborhood, once the center of the city's Italian population, and now home to a much of its Hispanic population. Local retail uses along Union Avenue have and continue to serve this neighborhood enclave with mixed industrial uses at the periphery adjacent to the Thruway. The Weyman Avenue area, traditionally industrial in character, was designated an urban renewal area to permit construction of a Home Depot and a warehouse shopping club.

2. Planning Issues

The diverse neighborhoods comprising this focus area have varying issues, some with common themes. The edge of the area has a surprising amount of open space consisting of a cemetery and the privately owned Pelham Country Club which is partially within the city's borders. Industrial zoning on some of the club land could permit new industrial uses at the entryway to downtown. The reuse of the Weyman Avenue area for big box retailers could encourage interest by other retailers to locate in the vicinity, further increasing traffic in this corridor which is the principal entryway to Davids Island. The intersection of West Main Street with Kings Highway needs improvement to mark the entryway to downtown for vehicles entering from Pelham and Exit 15 of the Thruway to the west. The node of West Main Street and Pintard Avenue is also an entryway that needs improvement.

To the south of Main Street, Drake Avenue has some mixed ground floor commercial uses, but the area is largely residential. The persistence of residential uses in the older industrial area north of Main Street and south of the Thruway creates land use and trucking conflicts. Beechwood Avenue provides access under the Thruway through an area where heavy industrial uses proliferate and provides the entryway to West New Rochelle through an isolated residential neighborhood with a cluster of industrial uses. Several large industrial loft buildings on Webster Avenue at the Thruway are now vacant; some have been proposed for residential reuse.



PLANNING ISSUES
West Main Street/Weyman
Avenue/West New Rochelle

In West New Rochelle, conversions to multifamily use continue to create the need for additional parking and neighborhood recreation. Union Avenue businesses serve the community, but commercial zoning also extends to an area where residential uses predominate. A large interior block known as Marciano Flats has interior lots accessed by narrow driveways and a variety of industrial and heavy commercial uses operating on lots mixed with residential uses.

3. Planning Proposals

Redevelopment and Other Proposals

Weyman Avenue Redevelopment

The transformation of the Weyman Avenue industrial area into a superstore retail area is already underway with construction of the Home Depot. An expanded Price Club is scheduled to begin construction and the existing store will relocate from its Palmer Avenue site. Industries remaining within the area may be pressured over time to relocate to make room for other retailers who will find this an attractive shopping destination. A zoning change from heavy to light industrial is proposed for the property fronting on Nardoizzi Place to anticipate and accommodate the transition of this area away from manufacturing use (1,4).

Entryway Improvements

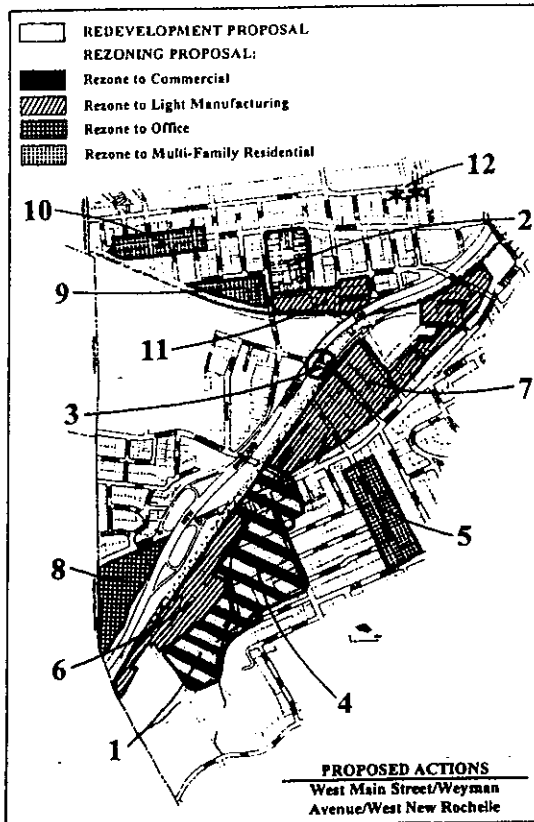
The West Main Street corridor requires several improvements to facilitate traffic flow and to enhance its characteristics as a major entryway to the city from the Thruway and communities to the west. To improve both traffic flow and aesthetics, the intersection of Weyman Avenue and West Main Street needs upgrading. Facade rehabilitation of commercial buildings along West Main Street and on-site landscaping improvements for automotive uses should also be implemented. To mark the entryway into downtown at Pintard Avenue, urban design elements such as landscaping, signage and monuments need to be added and improved.

Land Under the Thruway

Industrial uses under the Thruway are operating on parcels either owned or accessed by land owned by New York State. The State owned rights-of-way are often on slopes leading up from Beechwood Avenue and are minimally improved. Parking is unorganized and entrances to abutting uses are not clearly defined. Jurisdiction over these rights-of-way should be determined and improvements made to their surface, parking configuration, signage and lighting (3).

Marciano Flats

Portions of the Marciano Flats superblock with frontage on Union Avenue should be explored for redevelopment with affordable housing and displacement of some of the mixed uses on deep lots which are difficult and unsafe to access (2). This redevelopment could also encompass a new neighborhood play lot and park. The closest park, Feeney Park, appears more oriented to serve the lower density residential uses to its north while West New Rochelle children regularly use the streets as their play space.



Rezoning Proposals

A number of zone changes are recommended to correct existing conditions or reflect changes in land use that either have or are anticipated to occur in the area.

- The Weyman Avenue Urban Renewal Area should be rezoned from M-1 to a modified C-1, General Commercial, district to reflect the changes taking place there (4).
- Nardozzi Place would be rezoned to M-1 to anticipate future land use demands (6).
- Two areas which are currently characterized by residential uses which are zoned C-1, Commercial, are the portion of Drake Avenue south of the Main Street commercial frontage to Elm Street, and West Union Avenue to the frontage on Fourth Street. Both these areas should be rezoned to R-3B, Residence Garden Apartment (5,10).
- The portion of the Pelham Country Club fronting on West Main Street is currently zoned M-1, Light Manufacturing. Although development of this property for uses other than a golf course is not anticipated, the M-1 designation is not appropriate across from the existing residential uses and adjacent to a newly developed office building use in an O-1 district. If development of this property were to occur it should be in keeping with the adjacent office use; a rezoning of this and the existing office use to the O-2, Office Building, district is, therefore, recommended (8).

Several sections of this focus area with mixed residential and industrial uses require special zoning.

- The area north of the Main Street commercial frontage from East Grove Avenue to Kings Highway should be rezoned from M-2 and M-3 to a modified M-1 that establishes existing residential uses as permitted and requires buffering for new industrial uses adjacent to them (7). Existing industrial uses in such a district could be considered for residential reuse on a case-by-case basis in the context of access, parking, open space and compatibility with surrounding uses. New residential construction could also be considered based on similar criteria.

- In West New Rochelle, the Lafayette Avenue mixed use area should be rezoned from M-2 to R-3A to recognize the predominance of residential uses (9) while the Jones Street area between Charles Street and 2nd Street should be rezoned from M-2 to the modified M-1 recommended (11).

While the conversion of residences to up to six multifamily units is permitted in the R-3A district which predominates in West New Rochelle, the inadequacy of available parking and open space suggest that this density would be too great if conversions were to continue to the maximum potential build out. Due to mixed housing types on a block-by-block basis throughout the area, it is difficult to suggest specific areas where existing occupancy characteristics would be in compliance with an upzoning. Therefore, a change in the regulations applying to the R-3A district itself is proposed to reduce the maximum allowable units from six to three or four, thereby reducing the potential density which could impact this neighborhood. This zone change would apply to the R-3A zone citywide (12).

Proposed Actions for Fifth Avenue

1. Background

The Fifth Avenue focus area includes mixed industrial uses along Fifth Avenue across from City Park and the Palmer Avenue industrial area south of the Potter Avenue bridge that spans the Thruway and Metro-North tracks. The Fifth Avenue portion of the area was studied by the City in 1989 because it was perceived as having redevelopment potential and opportunities for assemblage for development of larger uses. The Palmer Avenue area has larger light industrial buildings anchoring both ends with mixed residential and largely unimproved trucking uses in the central portion backing up to the tracks.

2. Planning Issues

The solid industrial uses in the Palmer Avenue area provide landscaping and buffering which respect the adjacent residential neighborhood and present a pleasing appearance on this entrance corridor into downtown. The central portion of the area, with open and residential uses, is underutilized and could be upgraded and redeveloped. The Fifth Avenue industrial area is an economic resource for the city even though several conditions make redevelopment difficult. Streets in the area are narrow; limited on-site parking and trucks from the many trucking operations create traffic congestion.

The preponderance of small parcels with residential or industrial uses makes assemblage for larger development difficult. The Potter and Fifth Avenue intersection that serves the area needs improvement to provide access to adjacent residential and recreational areas. On the west side of Potter Avenue, adjacent to the boundary of the Rochelle Heights/Rochelle Park Historic District, there are residences which are zoned commercial and an open area zoned for manufacturing. Directly north of Fifth Avenue, adjacent to City Park, is a vacant site which is available for development.

Proper treatment of intersection could upgrade access to City Park and adjacent residential area and improve traffic flow.

Vacant site available for redevelopment.

Narrow interior streets, limited on-site parking and transportation related uses create traffic congestion.

Potential exists for revitalization for light industrial, commercial and other compatible uses.

Residences exist in non-residential area.

Small parcels make assemblage for larger industrial uses difficult.

Residential uses persist in a commercial zone adjacent to the historic district.

Mapped but unbuilt streets provide development potential with adjacent parcels.

Solid industrial uses respect adjacent residential neighborhood. Some open uses provide potential for upgraded development.

PLANNING ISSUES

Fifth Avenue

3. Planning Proposals

Redevelopment and Other Proposals

Palmer Avenue Industrial Area

The central portion of the Palmer Avenue industrial area should be redeveloped in one of the following ways, with controls that stress setbacks, landscape buffers, and aesthetic design and signage considerations: (1) light industrial and research development uses in a park-like setting; (2) commercial uses as part of a planned setting; or (3) public service uses combined with planned light industry or commercial uses. These redevelopment alternatives, coupled with improved planted medians along the avenue, would enhance this entryway into downtown and foster better utilization of properties (1).

Fifth Avenue Area

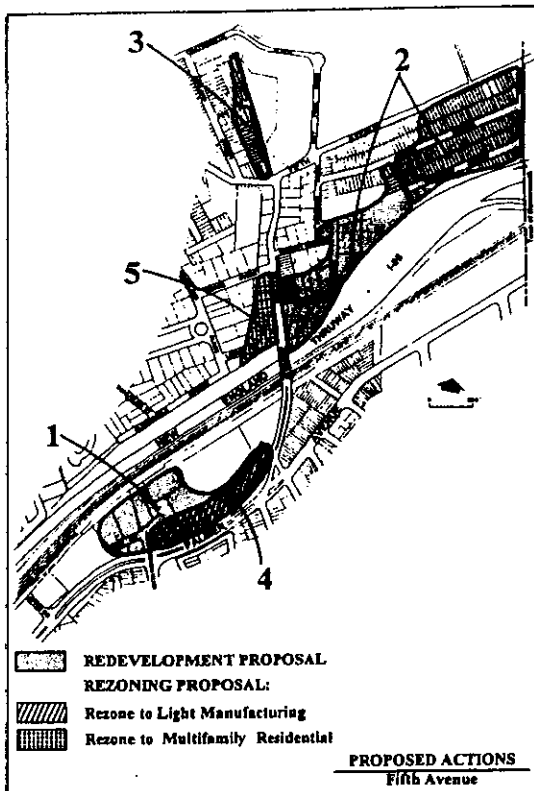
Where possible, unbuilt streets within the Fifth Avenue industrial area should be combined with other underutilized parcels to create large redevelopment sites. Along with other assembled sites, these should be utilized for planned light industry, commercial uses or public service uses with adequate access and on-site parking that frees up narrow roadways (2).

Vacant Parcel

The vacant parcel located adjacent to City Park on the east and existing residences on the west, has been used for industrial purposes. Due to the parcel's location, residential reuse appears to be most appropriate (3).

Rezoning Proposals

Two rezoning actions are required to implement the planning and redevelopment proposals in the Fifth Avenue focus area. To accomplish the redevelopment of the Palmer Avenue area in one of the three ways proposed, the area currently zoned R-3B, Residence Garden Apartment, should be considered for rezoning to M-1, Light Industrial (4). To preserve and encourage the rehabilitation of existing housing and facilitate the development of new housing on the Potter Avenue land between Pierce Street and Lempke Place, including a Lempke Place parcel, this area should be rezoned from C-1, General Commercial, and M-1, Light Manufacturing, to R-3B, Residence Garden Apartment (5).



IV. IMPLEMENTATION

IV. IMPLEMENTATION

A. Zoning and Regulatory Control

The City of New Rochelle Zoning Ordinance should be updated in response to land use proposals set forth in the Comprehensive Plan, to accommodate contemporary development concepts, and to comply with current planning standards and procedures.

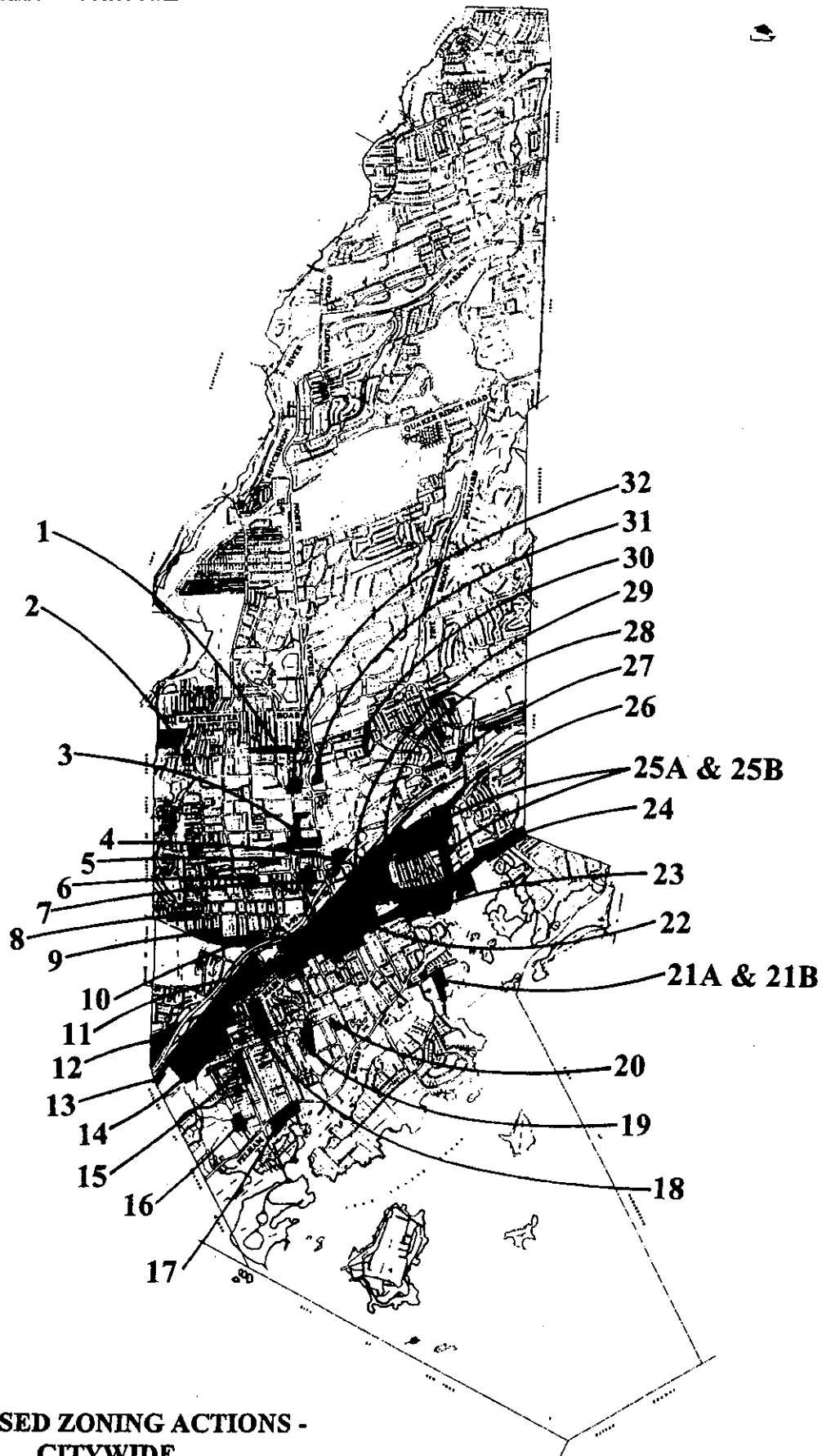
Recommended zoning changes are summarized below and are illustrated on the Proposed Rezoning Map, the focus area action plans and the small area proposed zone change maps.

1. Zoning Map Changes

A variety of map changes have been identified in each of the focus area action plans. These and other rezonings reflect several different land use conditions or policy directions identified as part of this Comprehensive Plan that broadly include: (1) areas zoned for other than the uses predominating; (2) areas zoned for greater than existing density; (3) areas where uses planned, proposed or to be encouraged require map changes and, in some cases, creation of new districts and regulations.

Numerous areas zoned for uses other than those predominating have been identified in the six focus areas of the plan. These are largely residential areas zoned for commercial, industrial, institutional or marina use or in one case -- off East Main Street -- automotive and commercial uses zoned for office business. The residential areas are enclaves just off North Avenue, Memorial Highway, Potter Avenue, Drake Avenue, and Lafayette Avenue which are zoned for commercial and industrial use, areas around the hospital zoned for hospital use, and an area adjacent to the Municipal Marina zoned for commercial marina use. In addition to the East Main Street area, nonresidential uses zoned for uses other than those predominating include a piece of Hudson Park zoned commercially, and several industrial areas where mixed residential uses exist.

There are numerous areas in the city that are zoned for greater than existing density. In certain neighborhoods this designation provides opportunities for creation of additional housing to meet the needs of the city's diverse population. It has a destabilizing influence, however, on neighborhoods where lower densities are appropriate due to existing housing type, lot sizes, off-street parking opportunities, distance to mass transit and community resources. A number of rezonings identified in the six focus areas result in decreased densities. The majority of these propose a change in zoning district from two-family to one-family to reflect existing conditions; changes from medium density multifamily to two-family are also proposed. A minimum of 70 percent of the units in any area proposed for rezoning comply with the proposed zoning district. In this way, no more than 30 percent of



AMENDMENTS TO THE NEW ROCHELLE COMPREHENSIVE PLAN

City Council Resolution Number	Item
197-01	Downtown Building Heights / Mixed-Use
80-02	Iona Dormitory Project
109-03	PWDE-5 District (Huguenot Hills)
116-03	PWDE-5 District (Huguenot Hills)
138-03	Waterfront Entryway/Corridor
168-05	Waterfront Entryway/Corridor
211-03	Wildcliff Cottage
226-03	Wildcliff Cottage
248-03	Wildcliff Cottage
274-03	Parcel 1A
15-04	Parcel 1A
234-04	Hartley Houses
29-05	Hartley Houses
43-05	Parcel 1A
131-05	M Squared (348 Huguenot St.)
134-05	M Squared (348 Huguenot St.)
163-05	Palmer Square (200 Petersville Rd.)
164-05	Palmer Square (200 Petersville Rd.)
181-05	M Squared (348 Huguenot St.)
184-05	M Squared (348 Huguenot St.)
185-05	Palmer Square (200 Petersville Rd.)
186-05	Palmer Square (200 Petersville Rd.)

Zoning Proposals Citywide	
Map No.	Existing To Proposed District
1.	R-2 to R1-B
2.	R-2 to R-1B
3.	C-1 to R-4
4.	C-1 to R-4
5 & 6.	H-1 to R-4
7.	C-1 to H-1
8.	C-1 to R-3B or R-4
9.	M-2 to R-3A
10.	M-2 to M-1
11.	M-3 and M-2 to M-1
12.	M-1 and O-1 to O-2
13.	M-3 and M-2 to M-1
14.	M-1 to C-1
15.	R-2 to R-1B
16.	R-2 to R-1B
17.	R-3B to R-2
18.	C-1 to R-3B
19.	R-2 to R-1B
20.	R-2 to R-1B
21A & 21B.	C-M-1 and R-2 to R-1B; R-2 to C-M-1
22.	C-2, C-3, C-3A, C-5 to Downtown Commercial
23.	M-3 and M-1 to Planned Waterfront Development
24.	OB to C-1
25A & 25B.	R-2 to R-1B
26.	R-3B to M-1
27.	C-1 and M-1 to R-3B
28.	M-1 to C-1
29.	C-2, C-3, C-4, C-5, C-6, M-1 & M-3 to Downtown Mixed Use
30.	R-2 to R-1B
31.	C-1 to R-2
32.	C-1 to R-3A

the units in any area subject to rezoning would become pre-existing, non-conforming uses.

In addition to those described in each focus area, seven additional areas are proposed for rezoning from R-2 to R-1B. In each case, the 70 percent criteria has been met and neighborhood character would be preserved. The seven areas are: (1) Wickford and John Alden Roads; (2) Halcyon Terrace; (3) Weyman Avenue and Elm Street; (4 & 5) Hanford Avenue and Elm Street, and Westcastle Place, Meadow Lane and Elm Street; (6 & 6A) Acorn Terrace, Stephenson Boulevard and Lisenard Avenue; and (7) Mayflower Avenue.

Areas which require zone changes because new uses have been approved or proposed and in which the City is looking to promote certain uses have also been identified. Former industrial areas where commercial uses are developing as well as residential areas where light industrial uses will be fostered are examples of these proposed changes. There are no areas of such changes outside the six focus areas.

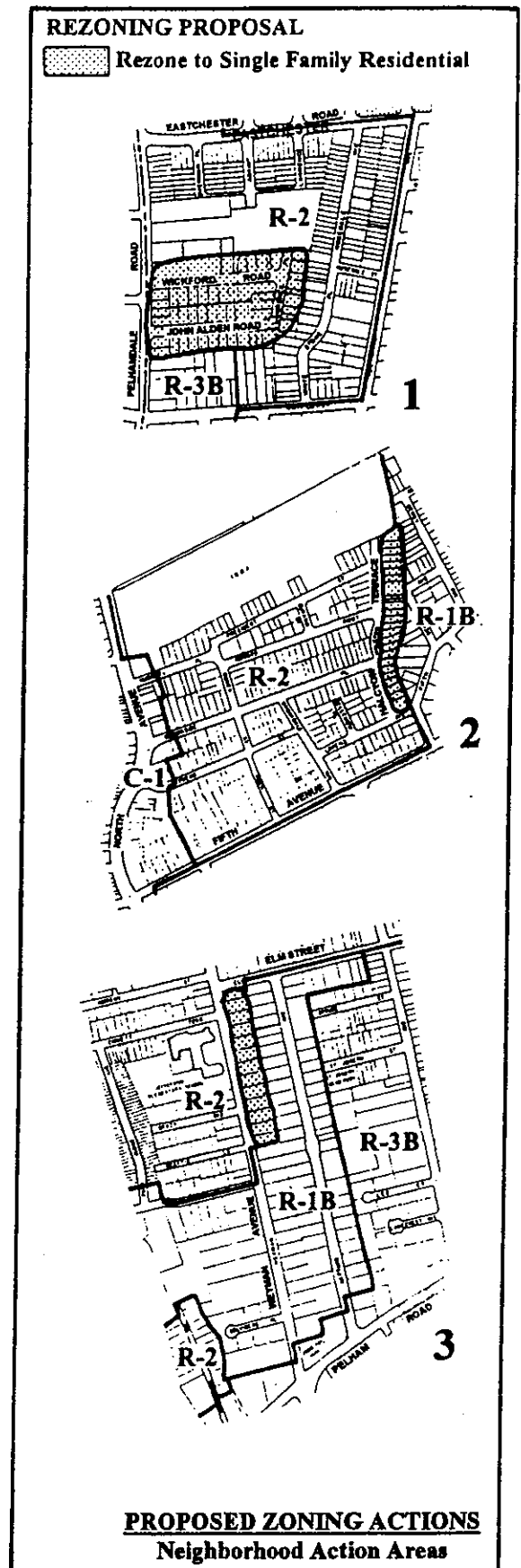
2. Zoning Text Changes

Non-Residential Considerations

Downtown Zoning

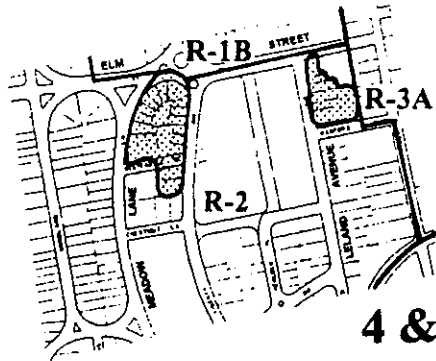
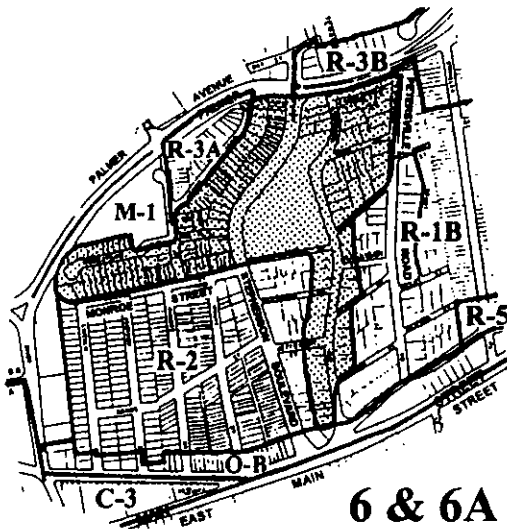
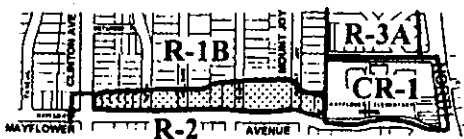
The array of zoning districts downtown should be amended and simplified to provide the greater flexibility required for the redevelopment and rehabilitation of vacant and underutilized sites. A Downtown Mixed Use Zone should be created and mapped for the remaining Lawton Avenue Urban Renewal Area, the Intermodal Transportation Center and the already redeveloped Cedar Street Urban Renewal Area. This district, with its cluster of Huguenot Street sites, should be densely developed with a mix of office, residential and retail uses that creates a definable corridor of dense, high rise urban uses adjacent to the transportation center. A height limit in the range of 20 stories should be established. Opportunities for transfer of development rights among district parcels should exist, however, so if a lower scale use is developed on one site, a portion of the unused rights could be transferred to another. This would help to maintain the critical density required to create the urban ambiance strived for downtown.

A critical element of newly developed sites in the mixed use area will be the requirement that they provide on-site parking to meet their needs. There should be incentives to encourage individual developers to construct grouped parking facilities, particularly to serve the Lawton Avenue sites. Parking should not be constructed along the Huguenot Street corridor frontage but to the rear, either along the Metro-North tracks and the Intermodal Transportation Center or toward the mid-



REZONING PROPOSAL

 **Rezone to Single Family Residential**

**4 & 5****6 & 6A****7**

PROPOSED ZONING ACTIONS
Neighborhood Action Areas

block along Memorial Highway. Where appropriate, compatible ground floor commercial uses could be incorporated into parking structures. An alternative to individual on-site facilities is grouped facilities provided by several coordinated developments. This would require the institution of a "payment in lieu of parking" provision where a set amount of funds is provided to the City by individual developers for use in construction of new joint facilities. If this is considered, redevelopment sites in downtown could be set aside to provide group parking facilities to be constructed, owned and operated by developers, the City or other entities.

The proposed Downtown Commercial District is distinguished from the Mixed Use District in that it is envisioned as a lower scale continuation of the pre-existing Main Street retail core with new infill uses where appropriate, but with reuse of existing buildings as the basis for area renewal. Within this context, on-site parking would not be required, with the assumption that grouped parking facilities provided by the City would serve the parking needs. The new mall would be included in this zone because it is envisioned as an updated retail concept providing street oriented uses with grouped parking to be provided by the existing City garage.

To encourage the reuse and better utilization of space above the ground floor, residential occupancy by itself or in conjunction with related work spaces for the art and design professions should be considered. Whereas residential uses are currently prohibited from downtown by zoning, and south of Huguenot Street by urban renewal plan restrictions, such uses with or without work space for artists, designers, architects, photographers or others would utilize the large upper level spaces in several buildings along Main Street and some of the downtown side streets. Residents would add a twenty-four hour presence to downtown and living/work lofts would create a core of cultural activities in downtown, building on concepts such as the Media Loft. To make design profession mixed uses viable, restrictions in the State Building Code relating to home occupations would have to be amended.

Industrial Areas and Mixed Use Zoning

Several older industrial areas in the city which contain a mix of residential uses were zoned manufacturing over 40 years ago with the underlying notion that the residential uses would disappear and be replaced by new incubator industries or that the sites would be assembled for construction of larger industrial buildings. In New Rochelle, as in most older cities, this has not necessarily been the case and the tension between the two uses with differing needs continues even as they coexist. Given the competing needs of providing industrial jobs and affordable housing, a zoning approach that recognizes both of these competing uses should be developed. Existing residences should have some buffer separation from new industrial

uses. Where there is a substantial presence of residences on certain blocks, new residences should be permitted where buffers, separation barriers and sufficient off-street parking can be provided to meet minimum standards established to ensure compatibility with industrial uses. Some vacant industrial buildings could also be appropriate for conversion to loft style residences where sufficient parking can be provided. These provisions should apply only in the light industrial district, and should be considered on a case by case basis based on special permit standards to be developed.

The regulations governing noxious uses in the M-3 district should be revised. The current list of prohibited uses allowed by special permit upon a finding of no harmful impact to the neighborhood should be reviewed to determine whether: (1) some of these uses should be allowed at all; and (2) if allowed, whether specific standards need to be developed for permitting such uses.

Automotive Commercial Zoning

To accommodate the concentration of new dealer and automotive uses that exists in the East Main Street corridor and possibly in a portion of the West Main Street corridor and to better control the physical design and visual characteristics of these uses, a modified C-1, General Commercial, district -- perhaps a C-1A, General Commercial Automotive, district -- should be created and mapped. Controls in such a district would include front yard landscape buffers and buffers along side or rear yards abutting residential uses. Sign controls would reduce visual clutter in the corridor and flags and banners on open sales lots would be prohibited.

Waterfront Districts

To promote and guide the development of water-related and water-dependent uses identified in this Comprehensive Plan, a Planned Waterfront Development District should be created and mapped on the Echo Avenue waterfront area; the Neptune, Sharkey, Cameron Park area possibly including parcels now designated P-1 related to Davids Island development; the Wright Island Marina property; and, the Municipal Marina and Hudson Park.

This district should permit mixed waterfront uses including docks for commercial use, residential, retail and marina uses all with a maritime commercial, cultural and educational theme. Special permit uses to meet onshore parking and ferry needs for reuse and development of Davids Island should be recognized within the district; parking requirements should reflect the potential for shared facilities due to proposed water bus and land shuttle services.

Adult Entertainment

While the City of New Rochelle does not currently have a proliferation of adult-oriented businesses, regulation of these uses in New York City and other Westchester communities raises concerns regarding the establishment of such businesses in the city. The Zoning Ordinance currently does not have provisions which distinguish such businesses from other commercial businesses nor which regulate their location citywide. Given the potential impacts adult-oriented businesses could have on the quality of life in the city, special regulations should be incorporated into the city's zoning. These provisions should include: a definition of "adult-oriented business"; locational restrictions specifying allowance only in limited zoning districts and distance requirements from residences, schools, public parks, community centers, houses of worship and other adult uses; limit of one adult use per lot or building; and, facade and signage controls subject to review by the appropriate boards.

Residential Considerations

Modifications to R-3A District

The R-3A, Residence Conversion District, so named and created to encourage the conversion of existing low density residential uses into apartments, has permitted the creation of six units per dwelling throughout the West New Rochelle neighborhood and elsewhere. While there are many buildings at lower densities and the majority of the buildings have four units or less, this conversion has proceeded without regard for necessary parking, landscaping, design and neighborhood recreation considerations. As a result, overcrowding of buildings has resulted in a lack of off-street parking, significant enrollment increases in local schools and inadequate play spaces for local children. Since the local streets contain a varied mix of building densities on a block-by-block basis, rather than carving out areas which are candidates for a change in zone, a text change to the R-3A is proposed. This text change would permit three- or four-family dwelling units in the R-3A district, reducing the opportunities for additional increased densities in the area. In areas such as along West Union Street, where a cluster of existing housing suggested for rezoning from commercial to residential is at a density higher than four units per building, an R-3B or R-4 designation might be considered.

Accessory Apartments

Provisions which permit the as-of-right renting of nonhousekeeping rooms in single- and two-family homes exist in the majority of the city's residential zoning districts. While this zoning provision results in additional housing opportunities, even more housing options could be made available if accessory apartments were permitted.

For this reason, area accessory apartments in single-family homes should be considered in the city's single-family zoning districts. Regulations governing such apartments should include a special permit procedure with standards related to required lot size in each zone, total permitted square footage of accessory units, landscaping, buffering and parking requirements and locational characteristics with regard to neighboring properties. Occupancy of the building by the owner should be a standard requirement.

Single-Family Cluster Housing

Whereas Village and Town law provides for the clustering of units within existing residential zones, City law has been interpreted to require special provisions to permit such clustering. To accommodate the future possibility of development on several existing large open spaces, the City should consider creation of a Residential Cluster district to permit single-family detached clustered development in the R-1AA and R-1A districts on parcels large enough to include the Wykagyl Country Club. Such district should be a floating zone to be applied by the City Council. Its provisions should include the maximum lot area per dwelling unit and the minimum land area which is to remain undeveloped outside a designated cluster development boundary.

Home Occupations

The Zoning Ordinance guidance regarding home occupations is limited to a very general definition; there are no specific regulations regarding amount of square footage permitted, maximum number of workers or occupants of space or parking and buffering requirements. Given the changing workplace, technology which makes home offices more viable, and the range of residential settings in which such offices could occur, standards are needed. An ordinance amending the existing home occupation zoning regulations was submitted to the City Council for adoption in July, 1995.

Senior Citizen Development District

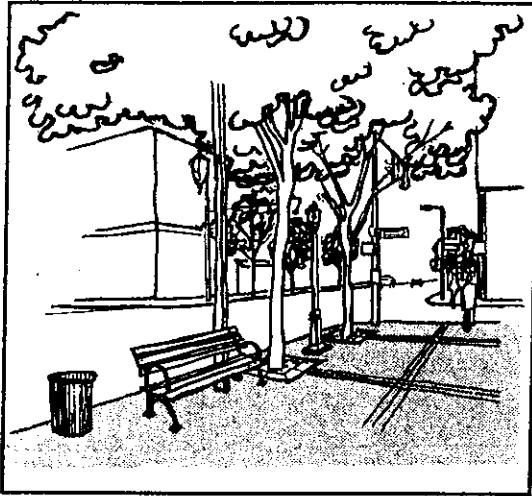
Housing for senior citizens has been provided on a number of sites in some of the city's older residential neighborhoods in proximity to the downtown; nursing homes have also been developed on individual sites. Only at the United Hebrew Geriatrics Center on Pelham Road has a single facility combined independent living for the elderly with on-site nursing care. To meet the needs of an aging population and to encourage more diversified continuum of care options for senior citizens, creation of a Senior Citizen Development district should be considered as a floating zone which would be available for mapping on specific parcels. Minimum and maximum lot size, height limitations related to the underlying zone, and parking standards should be

specified; housing types including townhouses, grouped living arrangements and nursing homes should be permitted uses.

Unzoned Areas

The R-1AD district does not have a boundary at the waterline and needs to be separated from the R-1B district which appears to encompass all underwater lands to the city's border with the exception of Davids Island.

B. Design Guidelines and Standards



Downtown Streetscape Improvements

Design standards applicable citywide as well as to specific areas should be adopted to establish minimum treatment requirements for landscaping and parking, corridors and entryways, and signage.

All the major entryways, particularly along corridors to downtown, publicly owned large and small open spaces and privately controlled property identified in focus area action plans, should have design treatments that include: landscaping and creation of planted median strips; street trees and brick paving for streets lining entryways; monument or designed landscape marking of entryway open spaces; and landscaping and design treatment of rear parking lots that become front yards for some entryway corridors.

New downtown development should have facade treatment and signage that complements a downtown setting. Approximately 50 percent of the ground floor front facade of new development should be glass, with limited window signs. Where new surface parking is required, it should be located to the rear of buildings facing non-commercial uses or in the midblocks off of major downtown streets. Parking lots or garages should have facades that blend the parking into the streetscape of downtown. A downtown design district which incorporates specific design requirements for downtown development will upgrade downtown aesthetics.

A unified signage, traffic control and directional system should be created with design elements that simplify and reduce the clutter of the current system. Identification of the downtown and major institutional uses should be established and street directories of available uses should be created to give information that will optimize and facilitate vehicular as well as pedestrian circulation through downtown's one-way street system.

The preservation and enhancement of view corridors to the City's waterfront could include the visual extension of existing streets across waterfront property and regulation of the height of built uses and permitted landscape treatments within those corridors.

Where residences abut non-residential uses, minimum buffer and landscape treatments should be created as a way to preserve the character of neighborhoods in and around the downtown and other commercial areas.

C. Required Amendments to Urban Renewal Plans

The City of New Rochelle has enacted seven urban renewal plans and undertaken actions in seven urban renewal areas including:

- Cedar Street
- Freightyards
- Lawton Street
- Lincoln Avenue
- Main /Echo
- Davids Island
- Weyman Avenue

Of these areas and plans, Cedar Street, Freightyards and Lawton Street relate to downtown redevelopment; Lincoln Avenue addresses the development of new affordable housing; Main/Echo regards the reuse of public and privately owned waterfront property; Weyman Avenue is the redevelopment of city and privately owned industrial land for large scale commercial uses; and Davids Island was established to guide its redevelopment.

Of these, the Freightyards plan is complete and the Cedar Street plan is almost complete with the exception of Parcel 1A on Huguenot Street just east of North Avenue. Redevelopment of the mall site is within the urban renewal area and would be subject to plan restrictions. Commercial A permits theaters but no recreational use is specified if this were to be a principal use on either of these sites. Building heights of 20 stories and coverage of up to 60 per cent is permitted for parcels of 25,000 square feet and over; coverage up to 80 percent is permitted if height of buildings is less than two stories above grade. The creation of urban streetscape uses with streetscape facades envisioned by this plan could exceed the coverage requirements or street level plazas available to all downtown users and shoppers could be incorporated to provide pedestrian oriented open space.

The Lawton Street Urban Renewal Plan specifies uses which are in keeping with the concepts of this Comprehensive Plan. The sites available for development on both sides of Huguenot Street are located in two different areas identified on the Plan's Proposed Land Use map. Parcels to the north of Huguenot Street lie in an area designated "transportation center/commercial, residential" and parcels to the south lie in an area designated "central business district commercial" and "predominantly commercial". Regulations pertaining to floor area ratio, height, coverage and setbacks and parking are identified as being

promulgated in a special zoning district to be formulated; south of Huguenot Street, in addition to residential uses not being permitted, the regulations of the underlying zone are to apply. For parcels south of Huguenot Street, therefore, modifications regarding permitted residences and greater flexibility in height and bulk regulations will be required in keeping with Comprehensive Plan proposals.

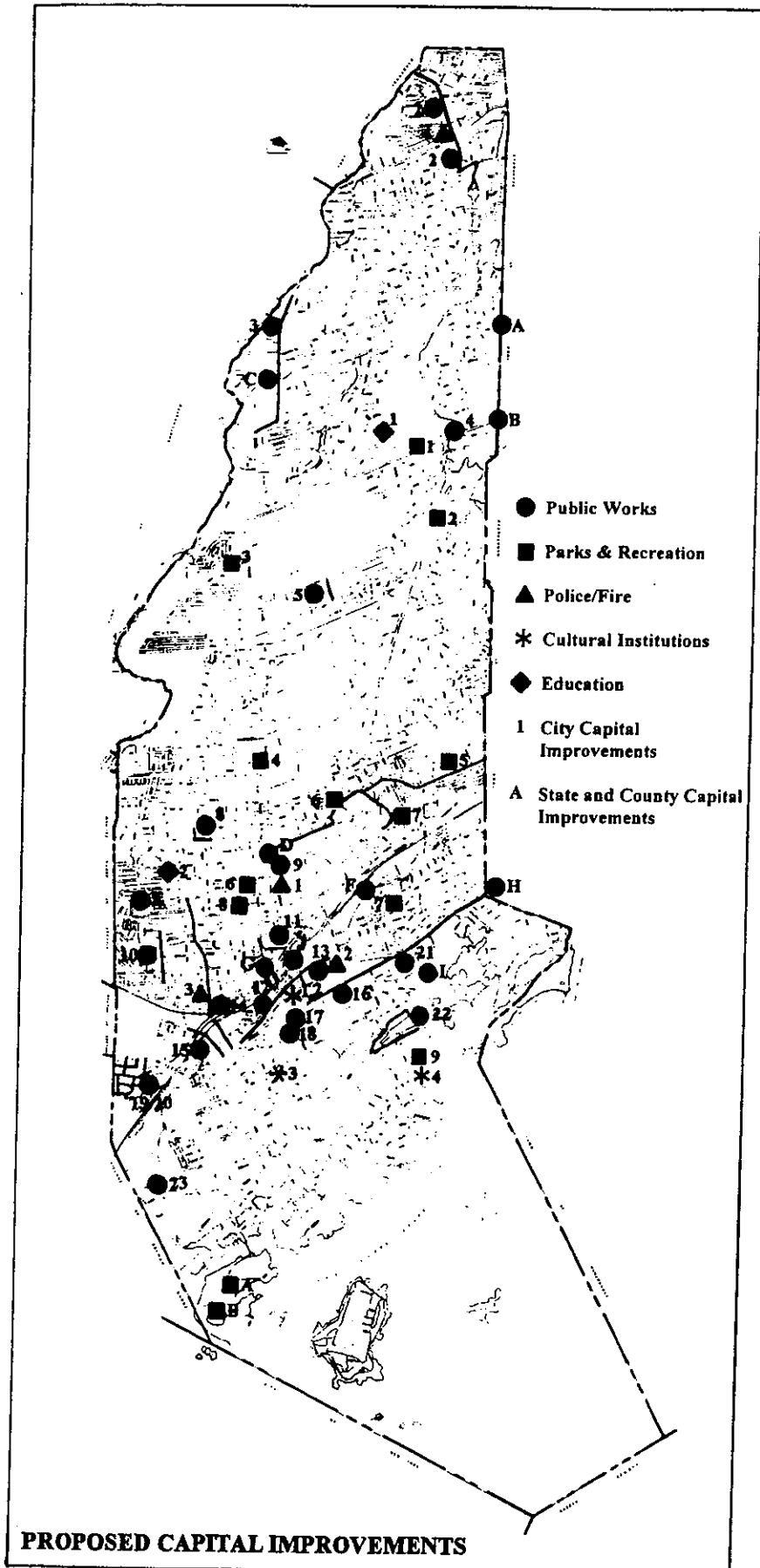
The Main Echo Urban Renewal Plan would require modification with regard to boundaries and specified uses on a parcel-by-parcel basis. Boundary revisions could include the Tuck property and related automotive parcel which are specified in the Comprehensive Plan as part of the Planned Waterfront Development area. Also, although the renewal plan proposes a variety of mixed uses including medium and high density residential, commercial and water-dependent or water-related uses, it identifies specific parcels for each use and limits the City Yard and Armory only to high density residential use. To permit the flexibility for mixed uses envisioned on the waterfront in this Comprehensive Plan, a revision to the urban renewal plan would be required.

The general land use objectives established in the plan for the development of Davids Island do not conflict with any elements of the plan. The mainland parcels zoned P-1 identified to be rezoned for Planned Waterfront Development could still be utilized in conjunction with proposed development on Davids Island. The proposed closing of Fort Slocum Road south of Harbor Lane would require access to any future Davids Island related use to be accessed from Harbor Lane and the Glen Island approach road.

The first parcel in the Weyman Avenue Urban Renewal Area is now under construction and the second parcel is soon to follow. Rezoning to a modified general commercial district is consistent with the proposed uses of the urban renewal plan for this area.

D. Capital Facilities and Improvements

Capital improvements are an important aspect of the overall physical upgrading of New Rochelle. Over 50 City, County and State projects are identified of which 17 are slated for funding in the 1994-1995 budget year. Planned projects are noted in the City's one year capital budget which lists other potential but not approved projects whose scope could change. Projects to be undertaken by the County and State are identified in the Westchester County 1994 Capital Budget and Five Year Capital Program and New York State's Five Year Transportation Improvement Program. The majority of the projects entail infrastructure improvements such as street, sidewalk and drainage reconstruction although community facilities, parks and school projects are also planned. These investments in existing resources and new facilities are a critical part of preserving and maintaining the city's



Capital Improvements			
Project #	Location	Description	Cost
Public Works - City			
1	Barard Road (Wilmet Road to City Limits)	Reconstruct curbs, pavement and drainage	-
2	Barard Road	Construct new drain system from retention basin to eliminate drains and connect to Sheldrake River at Putnam Drive. (\$840,000) Construct new drain line in street to proper outlet and abandon drain in Right Of Way. (\$83,400)	-
3	Wilmet Road Phase I (North Avenue to City Limits)	Reconstruct pavement, curbs, sidewalks and drains on one sidewalks and drains on one side	-
4	Beechmont Lake/Pinebrook Pond/Carpenters Pond	Correct drainage	\$275,400
5	Starr Terrace (Trenor Drive to Oxford Road)	Construct drain, install additional basins and connect to outlet down to Oxford Road	\$125,700
6	Fifth Avenue	Reconstruct entire sheet from North Avenue to Valley Road.	\$2,000,000
7	Hunter Avenue (Fifth Avenue to The Boulevard)	Construct new drain to eliminate flooding	-
8	Schudy Place	Install drainage system full length of Schudy Place to Coligny Avenue down Coligny to Clinton Avenue.	\$80,000*
9	City Hall	Relocate Print Shop, Barid Centralized Archive for City Clerk, Rehabilitate Cooling Tower, Correct Building Bureau Counter	\$142,000
10	Fourth Street	Construct new drain system, curbs and sidewalks from Sickler Avenue to Union Avenue.	-
11	Durling Lane	Reconstruct street and install new drain system from May Street to North Avenue.	\$1,000,000
12	Huguenot Street (Harrison Street to Pinard Avenue)	Reconstruct curbs, sidewalks and trees, Connect drains in Depot Plaza South and connect to drain system on Huguenot Street at LeComte Place	-
13	Mail Garage	Rehabilitation	\$13,000,000
14	Webster Avenue (New York Thruway to Main Street)	Reconstruct pavement, curbs, sidewalks and drainage system.	-
15	Reckwood Avenue (Second Street to Main Street)	Reconstruct pavement, curbs sidewalks and drainage	-
16	Downtown	Streetscape, open space, traffic and circulation improvements.	\$2,000,000
17	Church - Division Parking Garage	Rehabilitation	\$750,000
18	Prospect Street Parking Lot	Reconstruction	\$1,300,000
19	Sycamore Park Neighborhood (Main Street to Kings Highway)	New drainage system, curbs and sidewalks	\$800,000
20	City Yard	Replace corroded fuel tanks and dispensing system. Replace oil tanks; Truck Wash Bay; Relocate City Yard	\$225,000; \$150,000; \$150,000
21	City Marina	Remove hoist; install railing at east end; install pumpout facility; Dredge, construct white wall on southside from Dudley's west end	\$100,000; \$135,000
22	Mt. Tom Road	New culvert to prevent flooding of golf course property	\$125,000
23	North Avenue	Intermodal Transportation Facility	\$25,000,000
Public Works - County/State			
A	Weaver Street to Hutchinson Avenue	Construct additional lanes and install traffic light	\$917,000
B	Weaver Street	Intersection improvements	\$2,100,000
C	Wilmet Road	Widening reconstruction drainage curbs, sidewalks	\$5,460,000
D	North Avenue Corridor Signalization	19 Signals electronically timed	\$1,700,000
E	Lincoln Avenue	Pavement reconstruction, drainage curbs and sidewalks	\$2,300,000
F	Palmer Avenue	Improvements	\$1,000,000
G	Memorial Highway	Division Street Bridges rehabilitate and correct structural deficiencies	\$6,280,000
H	Main Street	Reconstruct 8 miles of County Roadway	\$750,000
I	Wastewater Treatment Plant	Hydrotic Removal; Sludge Collector Replacement, structure repairs and Motor Equipment; Sludge Treatment Composite Implement	\$243,000,000
J	New Rochelle Trunk Line	Repairs City-wide	\$11,600,000
K	North Avenue Bridge	Replacement with clear span structure	\$4,800,000
Park & Recreation - City			
1	Ward Acres	Repairs to building	-
2	Pinebrook Tennis Center	Resurface courts, install drainage system and landscaping	\$300,000*
3	Roosevelt Park	Relocate basketball court	\$25,000*
4	Huguenot Park	Rehabilitate building for community usage; Parks and Recreation facility maintenance; New fencing playground	\$175,000
5	City Park	Completion of Redevelopment	\$4,231,000
6	Hartley	Reconstruct baseball field, rebuild fencing	\$85,000
7	Stephenson Park	Complete reconstruction	\$500,000
8	Lincoln Park	Completion of Redevelopment	\$1,364,000
9	Hudson Park	Beach improvements; bath house repairs; new restrooms; bandshell security gate; playground fence	\$1,000,000
10	Pinebrook Park Little League Field	Improve field drainage.	\$40,000*
11	Trinity Field	Regrade ballfields, improve drainage, resod, and other improvements.	\$132,000*
Parks & Recreation - County/State			
A	Glen Island Park	Infrastructure, Bathhouse, Picnic Areas, Sewells, Castle Improvements	\$23,980,000
B	Glen Island Park	Construct control building	\$1,019,000
Police & Fire - City			
1	Central Police Headquarters/City Court	Rehabilitations	\$23,000,000
2	Fire Station No. 1	Rehabilitations	\$150,000
3	Fire Station No. 2	Rehabilitations	\$450,000
4	Fire Station No. 3	Rehabilitation completion	\$30,000*
Cultural Institutions - City			
1	Public Library	Security System, Lighting, Carpeting, Mechanical System, and Electronic Door; Childrens Room Extension; Roof Replacement; Communications and equipment improvements.	\$406,000; \$475,000; \$300,000; \$125,000
3	Hugh Doyle Center	Roof Replacement	\$200,000
4	Widdell Center	Windows, Roof, Siding painting	-
Education - City			
1	Ward Elementary School	Reconstruction and addition	\$900,000; \$7,100,000
2	Webster Elementary School	Reconstruction and \$14,100,000 for construction of building addition to reconstruction and addition	\$700,000; \$4,000,000
3	New Rochelle High School	Reconstruction	\$7,200,000

*FY1995 Projects to be implemented with Capital Improvements Bond Funds.

assets. Coordinating these projects with both public and private future developments is an important aspect of the New Rochelle Comprehensive Plan.

Infrastructure projects are the largest category of planned capital improvements. Projects related to the quality of the environment include a citywide sewer system rehabilitation to reduce excessive infiltration and inflow and improvements to the County wastewater treatment plant. Numerous street reconstructions directly tie into the revitalization of the downtown area. Other City projects slated for later years entail combinations of street, sidewalk, curb and drainage system reconstructions affecting Fifth Avenue from North Avenue to Valley Road, Burling Lane, Baraud Road, Mt. Tom Road, Starr Terrace, Wilmot Road, Hunter Avenue, and Fourth Street. Projects such as the Beechwood and Webster Avenue reconstructions are geared toward industrial areas where improving heavy truck traffic access to the New York State Thruway is critical. Other projects, such as street reconstructions within the Sycamore Park neighborhood, are intended to improve the quality of life in the city's neighborhoods.

Federal roadway projects include the Division Street and Memorial Highway Bridge rehabilitation that will correct structural deficiencies on these bridges that span Interstate 95 . By facilitating the movement of people in and out of the downtown area, these bridge rehabilitations will support downtown revitalization efforts. Drainage, lighting and safety improvements will be made to the eastern portion of Main Street under a Westchester County capital improvement project. Other transportation related projects that will enhance the overall economic stability of New Rochelle include the City's mall garage rehabilitation, the Prospect Street parking lot reconstruction, and the proposed Church/Division Street garage rehabilitation.

Community, cultural and educational facilities are major components of the City's ongoing capital improvements program that will maintain the high quality of social services provided by the City. The 1994-1995 fiscal year budget includes roof replacements for the Hugh Doyle Center, and the completion of rehabilitation of Fire Station No. 5. Future year projects include rehabilitation and building system upgrading for the Library, City Hall, the Wildcliff Center, and construction of the Police/Court Facility.

Parks and recreation projects range from the reconstruction of basketball courts, a baseball field, and tennis courts to major reconstructions of City Park, Lincoln Park and Stephenson Park. Hudson Park improvements to the beach, bathhouse and fencing will begin to upgrade this waterfront resource. Glen Island Park is slated for future infrastructure improvements by the County and the on-going construction of a new parks/office control building.

Improvements to the Municipal Marina have also been identified as necessary. Building rehabilitations in Huguenot and Ward Acres Parks are future capital projects.

Expanding school enrollments, have created a need for additional school space throughout New Rochelle. To meet the projected need, the City approved a 30 million dollar bond in 1993 for school expansion and rehabilitation related to reconstruction of the High School and reconstruction and construction of additions to the Ward and Webster Schools.

E. Funding Sources

The Comprehensive Plan identifies programs and projects including road, utility and community facility improvements which require major financial investment.

Although State and Federal funding sources constantly change, there are a variety of sources that have been and may continue to be available to the City to help finance these projects. The following is a summary of sources of funding that may be applicable to projects proposed in the Comprehensive Plan.

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

ISTEA is a Federally funded program to advance transportation improvements. ISTEA provides money to local entities to fund facilities for: pedestrians and bicycle use; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals; preservation of abandoned railway corridors including the conversion of use for pedestrian or bicycle trails; control and removal of outdoor advertising; archaeological planning and research; and, mitigation of water pollution due to highway runoff. This program might be useful for improvements related to the Intermodal Transportation Center, Memorial Highway median construction, landscape treatment of Palmer Avenue medians, funding of parking lot beautification in waterfront areas and possible shuttle service between enhanced waterfront facilities and downtown.

2. Community Development Block Grant (CDBG)

The CDBG entitlement received by the City will continue to be a source of funds available for street, facade and parking improvements that enhance downtown and entryway areas in addition to funding programs related to rehabilitation of the city's low and moderate income neighborhoods. Various Downtown revitalization efforts,

Center City improvements and proposals for West New Rochelle are eligible for CDBG expenditures.

3. Empire State Development Corporation -- Commercial Revitalization Program

The Empire State Development Corporation (ESDC formerly UDC) which has provided funding for the Main Street Study has recently provided funding under its Commercial Revitalization Program for storefront facade improvements including new signage. While this program may not continue to be funded, other ESDC initiatives directed primarily toward job creation and economic development will likely continue to be available to New Rochelle.

4. New York State Department of Transportation (NYSDOT)

The Consolidated Local Street and Highway Improvement Program (HPS) makes funds available to the City on an annual basis for street and highway improvements. These funds could be used to implement recommendations for Pelham Road and North Avenue. Bridge improvements at critical entryways to downtown are being undertaken.

5. Urban Park and Recreation Recovery (UPARR)

The UPARR is a Federal program that provides grants to local governments to revitalize their parks and recreation systems in economically distressed areas.

In order to apply for these funds, a community must prepare a Recovery Action Program (RAP) and receive approval from the United States Department of the Interior, National Park Service. A RAP identifies and prioritizes park improvement programs and projects within a community. The waterfront and recreation components of this Comprehensive Plan provide the foundation for the establishment of a RAP. As Federal funds became available, the City could use these to implement portions of the proposed improvements.

6. New York State Parks, Recreation and Community Facilities Programs

In the past, New York State has provided matching funds for park improvements to localities throughout the State. The State Division for Youth has funded projects relating to the rehabilitation, construction and/or acquisition of youth centers directed toward providing community based prevention services to at-risk youth. If available, these programs could be tapped to address park and community facility improvements proposed in the Comprehensive Plan.

7. Department of State Coastal Zone Management Program

Funding for water-related improvement projects are made available to communities which have a completed and approved Local Waterfront Revitalization Program (LWRP). Once New Rochelle's LWRP is completed and approved by the State, it will be eligible for such funds.

In short, funding will be used to be creative and have a heavy dependence on the private sector with incentives by the City which will include tax abatements approved by its Industrial Development Agency, all to foster the proposals and support the implementation of the proposals envisioned by this plan.

8. Westchester County

Westchester County has and continued to provide funding for maintenance, rehabilitation and reconstruction of county facilities within the city. Current public works capital improvements relate to roadway reconstruction and improvements, sewer trunk line repairs and upgrading improvements and maintenance to the County's wastewater treatment plant.

Improvements scheduled for Glen Island Park will enhance one of the major waterfront assets in the city which is accessible to all city residents.

Implementation of a continuous esplanade from Five Island Park around the County Wastewater Treatment Plant and City Yard and armory would require County cooperation and the opportunity for County funding contributions.

The potential for other County facilities in the city including County offices and services in addition to those in the County office building on North Avenue represent opportunities for improvements on underutilized sites.

9. Municipal Bonding

The City can also raise capital through the issuance of municipal bonds. The City has an A1 bond rating, signifying that it is financially sound in the opinion of the rating agencies. Under the New York State Constitution, municipalities are allowed to incur debt up to seven percent of their average full valuation of taxable real property for the previous five years. Thus, with a five year average full valuation of almost \$4 billion as of December 31, 1994, the debt limit for the City is over \$292 million. The City's outstanding debt as of December 31, 1994 was roughly \$95 million, or 32.6% percent of the total debt contracting power.

It is likely that identified capital needs will far outweigh available resources, thus necessitating additional debt issuance by the City. The project selection process will require balancing overall community needs with available funding sources and bond commitments.

10. Public Private Partnerships

City partnerships with public entities and private developers are also available to implement development to further the goals of this plan. The Intermodal Transportation project is being planned as a joint venture between the City, Metro-North, Amtrak, New York State Department of Transportation and others. Initiatives undertaken by the City regarding Main Street development are resulting in private rehabilitation and reuse of the RKO building for mixed commercial uses. City funds will be used to rehabilitate the garage adjacent to the mall to support new private investment to the urban mall.

Redevelopment of the City's waterfront will be based on a series of public/private initiatives. Enhanced utilization of city parks, including museums, education centers, boating and excursion facilities can be accomplished through concession type agreements where private developers or nonprofit entities make certain facilities or services available in return for the use of City-owned land. In the case of the Municipal Marina, private development on designated parcels can take place in conjunction with marina facilities that either continue to be operated and maintained by the City or which are contracted out to private operators for provision of such services.

Note: Architectural sketches throughout this document provided by Jambhekar Strauss P.C., Sullivan Architects and New Roc Ltd.

City of New Rochelle, N.Y.

Introduced On: 7/10/01; P.L. 9/13/01, 9/20/01
Introduced By:

Adopted:

No. 197

Council Members Michael E. Boyle, Jr.,

Moved: M. Christina Selin, Beuenia M. Brown,

and Joseph F. Fosina, Marianne L. Sussman

Seconded: and Mayor Timothy C. Idoni

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson				✓
6th	Sussman	✓			
Mayor	Idoni	✓			

Approved As To Form:

Corporation Counsel

Rev. 6-2-2-1-1

SUBJECT
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN AND COMPREHENSIVE PLAN LAND USE MAP OF THE CITY OF NEW ROCHELLE.

BE IT RESOLVED by the Council of the City of New Rochelle, that the Council does hereby amend the City's Comprehensive Plan as follows:

1. The permitted building heights within the Downtown shall be no greater than two hundred and eighty (280) feet in height within the areas in which the Intermodal Transportation Center is to be constructed, and on the Vacant Lawton Street Urban Renewal sites (the "Avalon-on-the Sound Project Area"), with the exception that for a planned, primarily residential development located on Block 416 on the Official Tax Map of the City of New Rochelle, within the Lawton Street Urban Renewal Area, the maximum building height shall be 39 stories or 390 feet.
2. The proposed Land Use Map of the Comprehensive Plan is hereby amended with regard to the Avalon on the Sound Phase II site by changing it from Public/Quasi-Public to Downtown Mixed-Use.

Authenticated and certified)
this 20th day of Sept., 2001)

TIMOTHY C. IDONI, Mayor.
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On: 3/12/02; R.H. 4/9/02

Introduced By:

1:

Adopted:

No. 80

Moved: Council Members Michael E. Boyle Jr.,
M. Christina Selin, Beuenia M. Brown,

{and} Joseph F. Fosina, Noam Bramson, Marianne L.

Seconded: Sussman and Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

10-2
4.1.1.

SUBJECT
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF NEW ROCHELLE.

BE IT RESOLVED by the Council of the City of New Rochelle, that the Council
does hereby amend the City's Comprehensive Plan as follows:

1. The Proposed Land Use Map is hereby amended to change the land use
designation of a portion of Block 1556, Lot 158, from Neighborhood Commercial
to Public/Quasi Public (specifically two tax lots previously identified as Block
1431, Lots 32 and 34) to allow construction of the Iona Dormitory Project.

Authenticated and certified)
this 16th day of April, 2002)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Introduced On:

Introduced By:

Held:

Numbered:

No. 109

Moved: Council Members Michael E. Boyle, Jr.,
M. Christina Selin, Beuenia M. Brown,
(and) Joseph F. Fosina, Noam Bramson, Marianne L.
Seconded: Sussman and Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

SUBJECT
OR
TITLE }

RESOLUTION DECLARING THE INTENTION OF THE CITY COUNCIL TO ASSUME LEAD AGENCY STATUS UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND DIRECTING COMPLIANCE WITH SAME IN RELATION TO THE PROPOSED AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN, ZONING CODE, AND ZONING MAP IN CONNECTION WITH THE PROPOSED REZONING OF BLOCK 288, LOT 32 FROM THE C-1M, GENERAL COMMERCIAL DISTRICT, TO A PROPOSED NEW PWDE-5 DISTRICT, PLANNED WATERFRONT DEVELOPMENT EXTENSION FLOATING ZONE, FOR THE PROPOSED HUGUENOT HILL MIXED USE PROJECT TO BE LOCATED BETWEEN MAIN STREET AND OLD BOSTON POST ROAD (THE YOUNG COMPANIES, LLC).

WHEREAS, the New Rochelle City Council ("City Council") wishes to declare its intent to act as Lead Agency in connection with all processing, procedures, determinations and findings to be made or conducted with respect to amendments to the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with the proposed rezoning of Block 288, Lot 32 from the C-1M, General Commercial District, to a proposed new PWDE-5 District, Planned Waterfront Development Extension Floating Zone, for the proposed Huguenot Hill mixed-use project to be located between Main Street and Old Boston Post Road (hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

WHEREAS, the City Council finds the proposed Project to be an Unlisted action pursuant to SEQRA; now, therefore,

WHEREAS, after review of the verified petition submitted by The Young Companies, LLC, this City Council makes the following determinations:

1. That the Proposed Action will require SEQRA review;
2. That the Proposed Action is an Unlisted action;

4.1.

3. That the involved and interested agencies may include:
The Council of the City of New Rochelle;
The New Rochelle Planning Board;
The New Rochelle Bureau of Buildings;
The Westchester County Planning Department;
The New York State Department of Environmental Conservation;
4. That the City Council wishes to assume Lead Agency status in connection with the SEQRA review for the Proposed Action; now, therefore

BE IT RESOLVED that this City Council declares its intent to assume Lead Agency status in connection with all processing, procedures, determinations and findings to be made or conducted with respect to the Proposed Action pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

BE IT FURTHER RESOLVED that this City Council hereby directs that this resolution and a Lead Agency status coordination letter be circulated among the various involved and interested agencies together with the distribution package including the Full Environmental Assessment Form, and such other relevant information as has been prepared and submitted to date by the Applicant.

Authenticated and certified)
this 10th day of June, 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Introduced On:

Introduced By:

Id:

Accepted:

No. **116**

Moved: Council Members Michael E. Boyle, Jr.,
M. Christina Selin, Beuenia M. Brown,
(and) Joseph F. Fosina, Noam Bramson, Marianne L.
Seconded: Sussman and Mayor Timothy C. Idoni

Approved As To Form: *[Signature]*

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION DECLARING THE CITY COUNCIL LEAD AGENCY UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND DIRECTING COMPLIANCE WITH SAME IN RELATION TO THE PROPOSED AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN, ZONING CODE, AND ZONING MAP IN CONNECTION WITH THE PROPOSED REZONING OF BLOCK 288, LOT 32 FROM THE C-1M, GENERAL COMMERCIAL DISTRICT, TO A PROPOSED NEW PWDE-5 DISTRICT, PLANNED WATERFRONT DEVELOPMENT EXTENSION FLOATING ZONE, FOR THE PROPOSED HUGUENOT HILL MIXED USE PROJECT TO BE LOCATED BETWEEN MAIN STREET AND OLD BOSTON POST ROAD (THE YOUNG COMPANIES, LLC).

WHEREAS, the New Rochelle City Council ("City Council") received a petition and amendment thereto from The Young Companies, LLC, to amend the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with the proposed rezoning of Block 288, Lot 32 from the C-1M, General Commercial District, to a proposed new PWDE-5 District, Planned Waterfront Development Extension Floating Zone, for the proposed Huguenot Hill mixed-use project to be located between Main Street and Old Boston Post Road (hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

WHEREAS, the City Council finds the proposed Project to be an Unlisted action pursuant to SEQRA; now, therefore,

WHEREAS, after review of the verified petition, as amended, submitted by The Young Companies, LLC, this City Council makes the following determinations:

1. That the Proposed Action will require SEQRA review;
2. That the Proposed Action is an Unlisted action;

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

4.2.

- 4.2.
3. That the involved and interested agencies may include:
The Council of the City of New Rochelle;
The New Rochelle Planning Board;
The New Rochelle Bureau of Buildings;
The Westchester County Planning Department;
The New York State Department of Environmental Conservation;
 4. That the City Council wishes to assume Lead Agency status in connection with the SEQRA review for the Proposed Action; and

WHEREAS, pursuant to the New Rochelle Zoning Code, it will be necessary for the City Council to hold public hearings on proposed amendments to the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with said petition to rezone Block 288, Lot 32 from the C-1M, General Commercial District, to a proposed new PWDE-5 District, Planned Waterfront Development Extension Floating Zone, for the proposed Huguenot Hill mixed-use project to be located between Main Street and Old Boston Post Road; now, therefore

BE IT RESOLVED that this City Council declares itself Lead Agency in connection with all processing, procedures, determinations and findings to be made or conducted with respect to the Proposed Action pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

BE IT FURTHER RESOLVED that this City Council hereby directs that the petition, as amended, and all supporting material be sent to the New Rochelle Planning Board for its recommendation and report.

Authenticated and certified)
this 17th day of June, 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Introduced On:

Introduced By:

Field:

Adopted:

No. **138**

Moved: Council Members Michael E. Boyle, Jr.,
(and) M. Christina Selin, Beuenia M. Brown,
Joseph F. Fosina, Noam Bramson, Marianne L.
Seconded: Sussman and Mayor Timothy C. Idoni

Approved As To Form: *[Signature]*

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION SCHEDULING PUBLIC HEARINGS RELATIVE TO THE
PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN OF THE
CITY OF NEW ROCHELLE, SECTION III (B) (3), *PROPOSED ACTIONS
FOR WATERFRONT/PELHAM ROAD, ENTRYWAY AND CORRIDOR
DESIGN IMPROVEMENTS, AND REZONING PROPOSALS.*

BE IT RESOLVED by the City Council of the City of New Rochelle:

This City Council shall hold two (2) public hearings on the 8th day of July, 2003 and the
15th day of July, 2003, both at 8:00 P.M. in the Council Chambers, 515 North Avenue, New
Rochelle, New York, on the proposed amendments to the Comprehensive Plan of the City of New
Rochelle entitled:

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF THE
CITY OF NEW ROCHELLE, SECTION III (B) (3), *PROPOSED ACTIONS
FOR WATERFRONT/PELHAM ROAD, ENTRYWAY AND CORRIDOR
DESIGN IMPROVEMENTS, AND REZONING PROPOSALS.*

and, be it further

RESOLVED that the proposed amendment is hereby referred to the New Rochelle Planning
Board for its recommendation and report; and, be it further

RESOLVED that the City Clerk give notice of such proposed amendment to the Westchester
County Planning Board.

Authenticated and certified)
this 17th day of June, 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

4.3.1.

City of New Rochelle, N.Y.

Introduced On: 6/17/03; P.H. 7/8, 7/15/03

Introduced By:

Id:

Adopted:

No. 168

Council Members Michael E. Boyle, Jr.

Moved: M. Christina Selin, Beuenia M. Brown,

(and) Joseph F. Fosina, Noam Bramson,

Seconded: Marianne L. Sussman; and Mayor Timothy

Dist	Member	Yeas	Nays	Abstain	Absent
1 st	Boyle	✓			
2 nd	Selin	✓			
3 rd	Brown	✓			
4 th	Fosina	✓			
5 th	Bramson	✓			
6 th	Sussman	✓			
Mayor	Idoni	✓			

Approved As To Form:

R. E. Hopin

Corporation Counsel

Rev. (Pg.)

6.3

SUBJECT }
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN
OF THE CITY OF NEW ROCHELLE, SECTION III (B) (3),
*PROPOSED ACTIONS FOR WATERFRONT/PELHAM ROAD,
ENTRYWAY AND CORRIDOR DESIGN IMPROVEMENTS, AND
REZONING PROPOSALS.*

BE IT RESOLVED by the Council of the City of New Rochelle:

The Comprehensive Plan of the City of New Rochelle, Section III (B) (3), Proposed Actions for Waterfront/Pelham Road, Entryway and Corridor Design Improvements and Rezoning Proposals, are hereby amended to read as follows:

Entryway and Corridor Design Improvements

East Main Street is an entryway to downtown at the eastern end of the paired Main/Huguenot Street system. To visually improve this corridor, auto-related uses will need continued improvement with additional on-site landscaping and signage improvements, including prohibition of flags and banners on open lots. The small entryway park at East Main Street and Huguenot Street, although pleasant, is lost in the surrounding visual clutter; it needs support from improved adjacent uses and facing properties. Due to the paired roadway, the rear parking lots of East Main Street uses become front yards on Huguenot Street and require landscaping. The residential neighborhoods adjacent to East Main Street's commercial and planned waterfront uses need preservation through installation of substantial rear yard landscaped buffers, which should be required in new zoning regulations for the corridor. Where properties are sufficiently large in area (1 acre or more) attractive, mixed use (residential and commercial) development projects should be considered, which can complement projects proposed in the Planned Waterfront Development (PWD) Areas, where such larger sites are proximate to the PWD districts and the proposed mixed use project is compatible with the adjacent neighborhoods.

Rezoning Proposals

[Two] Three rezoning actions are proposed to implement the planning proposals and actions for the East Main Street/Echo Avenue focus area.

- To ensure the continued economic vitality of the corridor, including the concentration of automotive uses, the East Main Street and Huguenot Street frontages should be rezoned from OB, Office Business, to C-1, General Commercial, with modifications to permit automotive uses and protect adjacent residential areas (4).
- To provide additional impetus to redevelopment within the designated Main Echo Urban Renewal Area consistent with the proposals of this Comprehensive Plan, a newly created Planned Waterfront Development District should be created and mapped to replace the M-1 and M-3 zoning. The sewage treatment plant property should also be included in this designation (1, 2, 3).
- To support and complement development within the Planned Waterfront Development (PWD) Zoning Districts, the zoning within the East Main Street and Huguenot Street corridor zoned C-1M should allow mixed use (residential and commercial) development where sites are sufficiently large in area (1 acre or more), are proximate to the PWD districts, and if the proposed development is compatible with the adjacent neighborhood.

Matter [bracketed] omitted.

Matter underlined added.

Authenticated and certified)
this 15th day of July, 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

eld:

Adopted:

No.

211

Council Members Michael E. Boyle, Jr.,

Moved: M. Christina Selin, Beuenia M. Brown.

(and) Noam Bramson, Marianne L. Sussman and Mayor

Seconded: Timothy C. Idoni

Approved As To Form:

Re E. Hapin

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION DECLARING THE CITY COUNCIL LEAD AGENCY. CLASSIFYING THE ACTION AS A TYPE I ACTION, AND ISSUING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND DIRECTING COMPLIANCE WITH SAME IN RELATION TO THE SALE OF THE ABOVE-WATER PORTION OF THE WILDCLIFF COTTAGE LOCATED AT 56 WILDCLIFF DRIVE (BLOCK 101, LOT 23), AN AMENDMENT TO THE ZONING MAP PURSUANT TO ARTICLE III AND CHAPTER 331, ZONING, OF THE CODE OF THE CITY OF NEW ROCHELLE TO CHANGE THE ZONING DISTRICT FOR SUCH PROPERTY FROM EXISTING ROS TO R2-7.0, AND THE INCORPORATION OF RELATED CHANGES TO THE COMPREHENSIVE PLAN.

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina				✓
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

141.

WHEREAS, the New Rochelle City Council ("City Council") intends to:

1. Sell the above-water portion of the City property located at 56 Wildcliff Drive known as Block 101, Lot 23 and referred to as the "Wildcliff Cottage Property," the deed for such sale to contain a restrictive covenant that the property may only be used for one (1) single-family residence and may not be subdivided;

2. Amend the Zoning Map for the Wildcliff Cottage Property which is currently zoned ROS (Recreation Open Space) so as to change such zoning to R2-7.0 of Chapter 331, Zoning, of the Code of the City of New Rochelle, R2-7.0 being the directly adjoining zoning district for the abutting residential and low-density neighborhood;

3. Amend the Comprehensive Plan and Land Use Map to incorporate related changes;

(all hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

141

WHEREAS, the heirs of Clara B. Prince, former owner of the Wildcliff Museum Property and Wildcliff Cottage Property who deeded both properties to the City in 1940, have agreed to release all their right, title, and interest in the Wildcliff Cottage Property which has been used as a single-family residence by the Prince Family since it was gifted to the City, including but not limited to the restrictive covenant for municipal use placed by Clara B. Prince thereon, and have directed that the Wildcliff Cottage Property be sold and that the proceeds from such sale be dedicated to improvement of the Wildcliff Museum Property; and

WHEREAS, the State Legislature has approved sale of the Wildcliff Cottage Property being waterfront property and has directed that the proceeds from such sale be dedicated to capital improvements to other existing waterfront property in the City, the Wildcliff Museum Property being such an existing waterfront property; and

WHEREAS, the City Council desires to make amendments to the Zoning Map and related changes to the Comprehensive Plan to allow for continued use of the Wildcliff Cottage Property for single-family residential use; and

WHEREAS, pursuant to the New Rochelle Zoning Code and Comprehensive Plan, it is necessary for the City Council to hold public hearings on the proposed amendments to the New Rochelle Zoning Map and Code and Comprehensive Plan; now, therefore,

BE IT RESOLVED by the City Council of the City of New Rochelle as follows:

1. The Proposed Action requires SEQRA review as a Type I action because the Wildcliff Cottage Property adjoins the Wildcliff Museum Property which is listed on the National Register of Historic Places; and
2. This City Council declares itself Lead Agency in connection with all processing, procedures, determinations and findings to be made or conducted with respect to the Proposed Action pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations");
3. This City Council after careful review of the full Environmental Assessment Form and the documentation submitted to the City Council, in accordance with Section 617.6 of the SEQRA Regulations, determines that the Proposed Action will not have a significant impact on the environment and therefore will not require the preparation of an Environmental Impact Statement (EIS), based on the following:
 - a. The proposed rezoning application is minor and will not pose significant negative impact on the character of the community or the surrounding neighborhood, and there is no community controversy related to any potential adverse environmental impacts.
 - b. The proposed action will not significantly impact existing air quality, groundwater or surface water quality or quantity, traffic or noise levels, traffic patterns, and will not result in a substantial increase in solid waste production or

disposal, or a substantial increase in potential for erosion, flooding, leaching, or drainage problems.

c. The proposed action will not result in the creation of a material conflict with the community's current plans or goals, as officially adopted, or a change in use or intensity of use of land or other natural resources.

d. The proposed action will not result in the creation of a hazard to human health, or significantly impact vegetation or fauna, fish, shellfish or wildlife species, significant habitats or threatened or endangered species.

e. The proposed action will not result in the impairment of the character for quality of important historical, archaeological, architectural, agricultural, aesthetic or other natural or cultural resources.

f. There are no substantial long term, short term, or cumulative environmental impacts or consequences, as set forth in 6 NYCRR Part 617.7 which will result from the action and the action will not result in adverse impacts associated with induced growth, subsequent development, or related activities; and

4. The involved and interested agencies, in addition to this City Council, to which the City Clerk is directed to circulate copies of this resolution and the full Environmental Assessment Form, include the following:

New Rochelle Planning Board;
New Rochelle Bureau of Buildings;
Westchester County Planning Department; and
New York State Office of Parks, Recreation, and Historic Preservation

Authenticated and certified)
this 21st day of Oct., 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

Id:

Adopted:

No.

226

Council Members Michael E. Boyle, Jr.,

Moved: M. Christina Selin, Beuenia M. Brown.

{and} Noam Bramson, Marianne L. Sussman and Mayor

Seconded: Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION SCHEDULING PUBLIC HEARINGS RELATIVE
TO THE PROPOSED AMENDMENT TO THE COMPREHENSIVE
PLAN OF THE CITY OF NEW ROCHELLE, SECTION II (F) (2),
CITYWIDE CONDITIONS AND PLANNING STUDIES (56
WILDCLIFF DRIVE).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina				✓
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

14.3.1.

BE IT RESOLVED by the City Council of the City of New Rochelle:

This City Council shall hold two (2) public hearings on November 12, 2003 and November 18, 2003, both at 8:00 P.M. in the Council Chambers, 515 North Avenue, New Rochelle, New York, on the proposed amendments to the Comprehensive Plan of the City of New Rochelle entitled:

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF
THE CITY OF NEW ROCHELLE, SECTION II (F) (2), *CITYWIDE
CONDITIONS AND PLANNING STUDIES* (56 WILDCLIFF
DRIVE).

and, be it further

RESOLVED that the proposed amendment is hereby referred to the New Rochelle Planning Board for its recommendation and report; and, be it further

RESOLVED that the City Clerk give notice of such proposed amendment to the Westchester County Planning Board.

Authenticated and certified)
this 21st day of Oct., 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On: 10/21/03; P. H. 11/12/03, 11/18/03

Introduced By:

Held:

Adopted:

No. 248

Council Members Michael E. Boyle, Jr.

Moved: M. Christina Selin, Reuvenia M. Brown,

{and} Joseph F. Fosina, Noam Bramson,

Seconded: Marianne L. Sussman; and Mayor Timothy C. Idoni

Approved As To Form: *R E Hefi*

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION AMENDING THE COMPREHENSIVE PLAN
OF THE CITY OF NEW ROCHELLE, SECTION II (F) (2),
CITYWIDE CONDITIONS AND PLANNING STUDIES
(WILDCLIFF COTTAGE PROPERTY).

BE IT RESOLVED by the Council of the City of New Rochelle:

The Comprehensive Plan of the City of New Rochelle, Section II (F) (2) (Second Paragraph), *Citywide Conditions and Planning Studies*, is hereby amended to read as follows:

II. Citywide Conditions and Planning Studies.

F. Community Resources.

2. Cultural Facilities.

The arts community in New Rochelle is well served by existing organizations and facilities. The New Rochelle Council for the Arts, an umbrella organization appointed by the City Council has, for 18 years, organized art shows, concerts, classes and other activities at different sites. The Castle Gallery of the College of New Rochelle, located in historic Leland Castle, mounts several art exhibits each year which attract New Rochelle residents. The Media Loft, located on Webster Avenue just south of the Thruway, is an industrial loft building which was converted for use as artists' work space over ten years ago. There is an annual open house and sale of goods produced by loft artists. This successful artists' space has stimulated interest in providing not only work space but living/work space in some of the other loft retail uses along Main Street, where residential uses are not currently permitted. Artists uses provide the impetus for galleries and tie into the city's artistic heritage that includes Norman Rockwell and Frederick Remington. A major arts and crafts fair has utilized Five Islands Park as a venue. The Wildcliff Museum Property is a critical asset for the community and its preservation is a priority. Given the importance of preserving the architectural and cultural role of the Wildcliff Museum Property, the above-water portion of the Wildcliff Cottage Property adjacent to the Wildcliff Museum Property may continue to be used for private one-family residential use and may be sold by the City if the net proceeds of such sale are utilized for the capital improvement of the Wildcliff Museum Property. In addition, the Land Use Map contained in the Comprehensive Plan should reflect the low-density residential use of the above-water portion of the Wildcliff Cottage Property.

Matter underlined added.

Authenticated and certified)

TIMOTHY C. IDONI, Mayor

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

143.

3, 2,

Introduced On:

Introduced By:

Id:

Adopted:

No. **274**

Council Members Michael E. Boyle, Jr.

Moved: M. Christina Selin, Beuenia M. Brown,

{and} Joseph F. Fosina, Noam Bramson,

Seconded: Marianne L. Sussman; and Mayor Timothy C. Idoni

Approved As To Form: *[Signature]*

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION SCHEDULING PUBLIC HEARINGS RELATIVE
TO THE PROPOSED AMENDMENT TO THE COMPREHENSIVE
PLAN OF THE CITY OF NEW ROCHELLE, SECTION III (B) (3),
PLANNING PROPOSALS - PROPOSED ACTIONS FOR
DOWNTOWN 3, CREATE A CRITICAL MASS OF NEW USES
(PARCEL 1A).

BE IT RESOLVED by the City Council of the City of New Rochelle:

This City Council shall hold two (2) public hearings on January 6 and January 13, 2004, at
8:00 P.M. in the Council Chambers, 515 North Avenue, New Rochelle, New York, on the proposed
amendments to the Comprehensive Plan of the City of New Rochelle entitled:

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF
THE CITY OF NEW ROCHELLE, SECTION III (B) (3),
PLANNING PROPOSALS - PROPOSED ACTIONS FOR
DOWNTOWN 3, CREATE A CRITICAL MASS OF NEW USES
(PARCEL 1A).

and, be it further

RESOLVED that the proposed amendment is hereby referred to the New Rochelle Planning
Board for its recommendation and report; and, be it further

RESOLVED that the City Clerk give notice of such proposed amendment to the Westchester
County Planning Board.

Authenticated and certified)
this 16th day of Dec., 2003)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Selin	✓			
3rd	Brown	✓			
4th	Fosina	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

1.3.1.1.

City of New Rochelle, N.Y.

Introduced On: 12/16/03; P.H. 1/6, 1/13/04
Introduced By:

Id:

Adopted:

No. 15

Moved: Council Members Michael E. Boyle, Jr., John M. Quinlan, James Stowe,

(and) Roberto Lopez, Noam Bramson,

Seconded Marianne L. Sussman and Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF NEW ROCHELLE, SECTION III (B) (3), PLANNING PROPOSALS - PROPOSED ACTIONS FOR DOWNTOWN 3, CREATE A CRITICAL MASS OF NEW USES (PARCEL 1A).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan	✓			
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

1.3.1.
2.2.1.1.

BE IT RESOLVED by the Council of the City of New Rochelle:

The Comprehensive Plan of the City of New Rochelle, Section III (B) (3), Planning Proposals - Proposed Actions for Downtown 3, Create a Critical Mass of New Uses, is hereby amended to read as follows:

A critical mass of development must be created downtown by taking the following actions:

- Develop vacant Lawton Avenue and Cedar Street Urban Renewal Sites on Huguenot Street with mixed commercial, residential and office uses. The mixed-use development in these urban renewal areas may include residential and commercial high-rise structures with a maximum height of 320 feet.

Matter [bracketed] omitted.

Matter underlined added.

Authenticated and certified)
this 20th day of Jan., 2004)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Introduced On:

Introduced By:

Held:

Opted:

No. 234

Council Members Michael E. Boyle, Jr.,
Moved: John M. Quinlan, James C. Stowe,

(and) Roberto Lopez, Noam Bramson,

Seconded Marianne L. Sussman and Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION REFERRING THE PROPOSED AMENDMENT TO SECTION III, PLANNING PROPOSALS – PROPOSED ACTIONS FOR CENTER CITY AND THE "PROPOSED LAND USE" MAP THEREOF OF THE COMPREHENSIVE PLAN OF THE CITY OF NEW ROCHELLE TO THE CITY PLANNING BOARD FOR RECOMMENDATION TO THE CITY COUNCIL, REFERRING THE SAME MATERIALS TO THE WESTCHESTER COUNTY DEPARTMENT OF PLANNING, AND SETTING A CITY COUNCIL PUBLIC HEARING (HARTLEY HOUSES).

BE IT RESOLVED by the Council of the City of New Rochelle that the proposed amendment to the Comprehensive Plan of the City of New Rochelle, Section III, Planning Proposals – Proposed Actions for Center City is hereby referred to the New Rochelle Planning Board for recommendation to this City Council, and that the matter be referred to the Westchester County Planning Board; now, therefore,

BE IT FURTHER RESOLVED, the City Council hereby sets two (2) public hearings on the proposed amendment to the Comprehensive Plan for December 7, 2004 and December 14, 2004 at 8:00 P.M. in the City Council Chambers, 515 North Avenue, New Rochelle, New York; and

RESOLVED that the City Clerk give due notice of said public hearings in accordance with the provisions of Section 239-M of the General Municipal Law of the State of New York, and Section 277.61 and 277.71 of the County Administrative Code.

Authenticated and certified)
this 9th day of Nov., 2004)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan	✓			
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

2.2.1.

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

1:

Adopted:

No. 29

Moved: Council Members Michael E. Boyle, Jr.,
John M. Quinlan, James C. Stowe,

(and) Roberto Lopez, Noam Bramson,

Seconded: Marianne L. Sussman and Mayor Timothy C. Idoni

Approved As To Form:

R E Rapp

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF THE CITY
OF NEW ROCHELLE, SECTION III, PLANNING PROPOSALS -
PROPOSED ACTIONS FOR CENTER CITY AND THE "PROPOSED LAND
USE" MAP THEREOF (HARTLEY HOUSES).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan				✓
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

23

BE IT RESOLVED by the Council of the City of New Rochelle:

Section 1. The Comprehensive Plan of the City of New Rochelle, Section III, Planning Proposals - Proposed Actions for Center City, is hereby amended to add the following language:

Hartley Houses

The Hartley Houses are a public housing project consisting of five buildings and containing a total of 240 apartments. Over the past 50+ years, the buildings have provided a valuable source of affordable housing in New Rochelle. However, despite efforts by the City and the New Rochelle Municipal Housing Authority, the projects have become a locus of criminal activity. The buildings have also begun to deteriorate over time, and the small units no longer reflect contemporary housing standards. In addition, the project's design has served to isolate its residents from the community and has disrupted the fabric of the surrounding neighborhood. A blight study prepared for the neighborhood surrounding the Hartley Houses identified several factors that indicate a substandard environment such as high levels of criminal activity, obsolete residential units, land use incompatibilities, and unsatisfactory visual conditions.

To help rectify these deficiencies, it is recommended that:

The Hartley Houses site be redeveloped with lower scale buildings that are compatible with the surrounding neighborhood and which provide for enhanced community "ownership" of common spaces. The redevelopment should include a variety of unit types, as well as opportunities for homeownership.

The superblock created by the existing Hartley Houses facility be eliminated by extending Winthrop Avenue through the redevelopment site. This will provide for an integrated development pattern, and reestablish the neighborhood roadway grid.

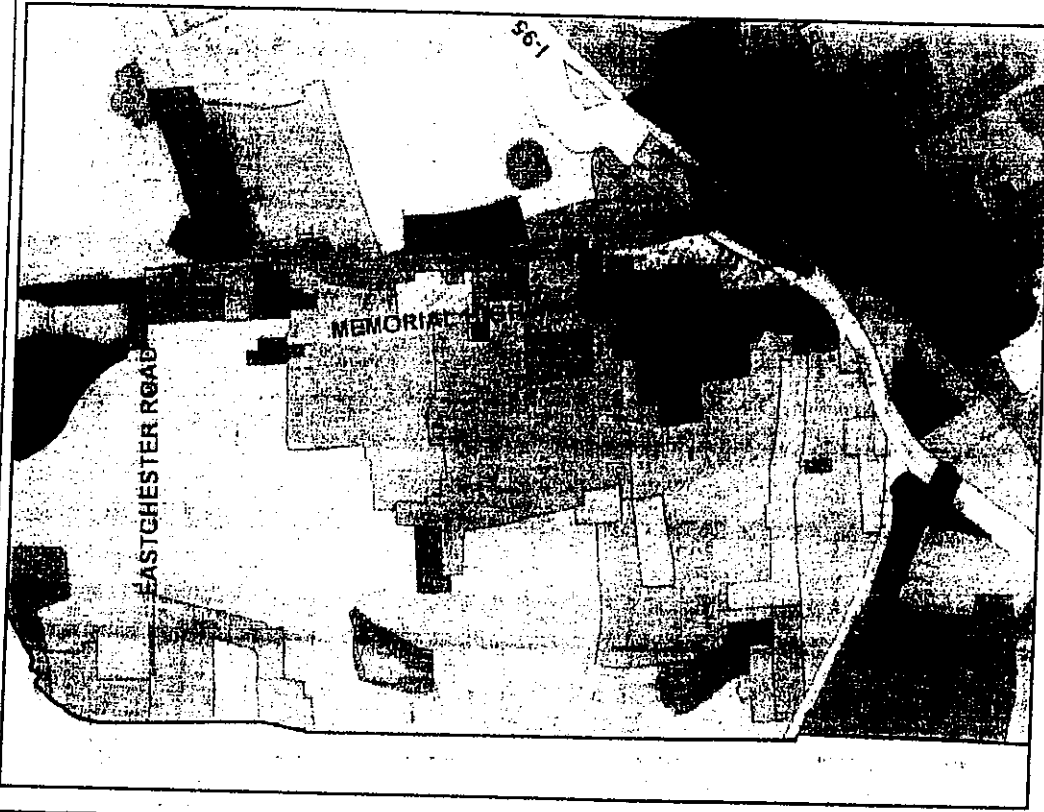
Section 2. The "Proposed Land Use" Map of the Comprehensive Plan of the City of New Rochelle is hereby amended in the form attached hereto.

Section 3. This Resolution shall take effect immediately.

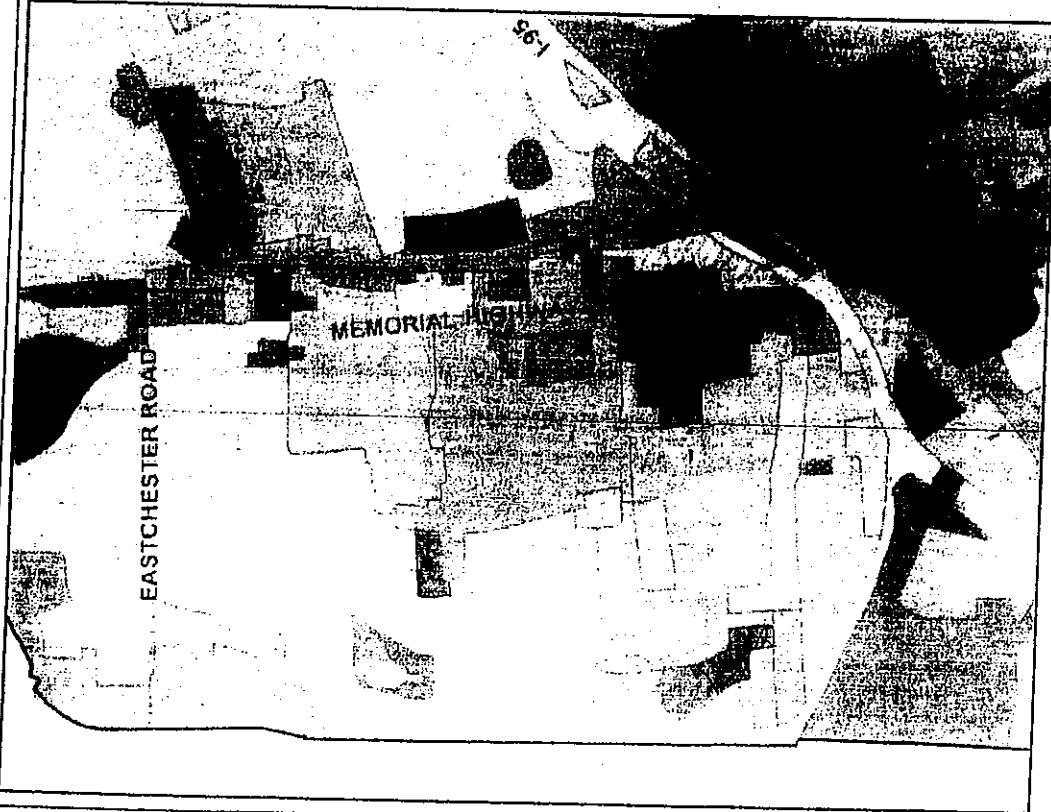
Authenticated and certified)
this 15th day of Feb 2005

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, Clerk

- Low Density - 1-Family
- Low Density - 2- and 3-Family
- Medium Density - Multi-Family
- High Density - Multi-Family
- Downtown Commercial
- Downtown Mixed Use
- General Commercial
- Commercial Transition
- Neighborhood Commercial
- Light Industrial
- Industrial
- Office
- Waterfront Related
- Planned Waterfront Development
- Residential and Water-Related
- Parks and Open Space
- Public/Quasi-Public



NEWLY PROPOSED LAND USE



PREVIOUSLY PROPOSED LAND USE

PROPOSED LAND USE
NEW ROCHELLE COMPREHENSIVE PLAN
New Rochelle, New York

Secord & Schmitt, Inc. - Planning and Development Consultants

City of New Rochelle, N.Y.

Introduced On: 1/11/05, P.H. 2/8/05 and 2/15/05

Introduced By:

Id:

Adopted:

No. 43

Moved: Council Members James C. Stowe,
Roberto Lopez, Noam Bramson

(and) Marianne L. Sussman and

Seconded: Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN
OF THE CITY OF NEW ROCHELLE, SECTION III (B) (3),
PLANNING PROPOSALS - PROPOSED ACTIONS FOR
DOWNTOWN 3, CREATE A CRITICAL MASS OF NEW USES
(PARCEL 1A).

BE IT RESOLVED by the Council of the City of New Rochelle:

The Comprehensive Plan of the City of New Rochelle, Section III (B) (3), Planning
Proposals - Proposed Actions for Downtown 3, Create a Critical Mass of New Uses, is hereby
amended to read as follows:

A critical mass of development must be created downtown by taking the following
actions:

- Develop vacant Lawton Avenue and Cedar Street Urban Renewal Sites on Huguenot
Street with mixed commercial, residential and office uses. The mixed-use
development in these urban renewal areas may include residential and commercial
high-rise structures with a maximum height of [320] 390 feet.

Matter [bracketed] omitted.

Matter underlined added.

Authenticated and certified)
this 15th day of Feb., 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle		✓		
2nd	Quinlan				✓
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

2, 2, 1,

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

1st:

Adopted:

No. **131**

Council Members Michael E. Boyle, Jr.,
Moved: John M. Quinlan, James C. Stowe,
(and) Roberto Lopez, Noam Bramson,
Seconded Marianne L. Sussman and Mayor Timothy

Approved As To Form:

SUBJECT
OR
TITLE }

Corporation Counsel

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan	✓			
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

9.1.

RESOLUTION DECLARING THE CITY COUNCIL LEAD AGENCY UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND DIRECTING COMPLIANCE WITH SAME IN RELATION TO THE PROPOSED AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN, ZONING CODE, AND ZONING MAP IN CONNECTION WITH THE PROPOSED REZONING OF BLOCK 436, LOTS 9 AND 47 FROM THE DB DISTRICT, DOWNTOWN BUSINESS, TO A PROPOSED NEW WDB-F DISTRICT, WEST DOWNTOWN BUSINESS FLOATING ZONE, FOR THE PROPOSED MIXED USE PROJECT TO BE LOCATED AT 587-599 MAIN AND 348 HUGUENOT STREETS AND REFERRING SAME TO THE PLANNING BOARD FOR ITS RECOMMENDATION AND REPORT (M SQUARED NEW ROCHELLE LLC - BLOCK 436, LOTS 9 AND 47).

WHEREAS, the New Rochelle City Council ("City Council") received a petition from M Squared New Rochelle, LLC, contract vendee, to amend the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with the proposed rezoning of Block 436, Lots 9 and 47 from the DB District, Downtown Business, to a proposed new WDB-F District, West Downtown Business Floating Zone, for the proposed mixed-use project to be located at 587-599 Main and 348 Huguenot Streets (hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

WHEREAS, the City Council finds the proposed Project to be an Unlisted action pursuant to SEQRA; now, therefore,

WHEREAS, after review of the verified petition submitted by M Squared New Rochelle, LLC, this City Council makes the following determinations:

1. That the Proposed Action will require SEQRA review;
2. That the Proposed Action is an Unlisted action;

- 9.1
3. That the involved and interested agencies may include:
The Council of the City of New Rochelle;
The New Rochelle Planning Board;
The New Rochelle Bureau of Buildings; and
The Westchester County Planning Department;
 4. That the City Council wishes to assume Lead Agency status in connection with the SEQRA review for the Proposed Action; and

WHEREAS, pursuant to the New Rochelle Zoning Code, it will be necessary for the City Council to hold public hearings on proposed amendments to the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with said petition to rezone Block 436, Lots 9 and 47 from the DB, Downtown Business District, to a proposed new WDB-F District, West Downtown Business Floating Zone, for the proposed mixed-use project to be located at 587-599 Main and 348 Huguenot Streets; now, therefore

BE IT RESOLVED that this City Council declares itself Lead Agency in connection with all processing, procedures, determinations and findings to be made or conducted with respect to the Proposed Action pursuant to Section 8-0101, et. seq., of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

BE IT FURTHER RESOLVED that this City Council hereby directs that the petition and all supporting material be sent to the New Rochelle Planning Board for its recommendation and report.

Authenticated and certified)
this 14th day of June, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

Adopted:

No. **134**

Council Members Michael E. Boyle, Jr.,

Moved: John M. Quinlan, James C. Stowe,

(and) Roberto Lopez, Noam Bramson,

Seconded: Marianne L. Sussman and Mayor Timothy

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION SCHEDULING PUBLIC HEARINGS RELATIVE
TO THE PROPOSED AMENDMENTS TO THE
COMPREHENSIVE PLAN OF THE CITY OF NEW ROCHELLE,
SECTIONS III (A) (1), (2) AND (B) (3) (587-599 MAIN STREET
AND 348 HUGUENOT STREET.

Dist	Member	Yeas	Nays	Abstain	Absent
1 st	Boyle	✓			
2 nd	Quinlan	✓			
3 rd	Stowe	✓			
4 th	Lopez	✓			
5 th	Bramson	✓			
6 th	Sussman	✓			
Mayor	Idoni	✓			

9.3.1.

BE IT RESOLVED by the City Council of the City of New Rochelle:

This City Council shall hold two (2) public hearings on Tuesday, July 12, 2005 and Tuesday, July 21, 2005, both at 8:00 P.M. in the Council Chambers, 515 North Avenue, New Rochelle, New York, on the proposed amendments to the Comprehensive Plan of the City of New Rochelle entitled:

RESOLUTION AMENDING THE COMPREHENSIVE PLAN OF
THE CITY OF NEW ROCHELLE, SECTIONS III (A) (1), (2) AND
(B) (3) (587-599 MAIN STREET AND 348 HUGUENOT STREET).

and, be it further

RESOLVED that the proposed amendment is hereby referred to the New Rochelle Planning Board for its recommendation and report; and, be it further

RESOLVED that the City Clerk give notice of such proposed amendments to the Westchester County Planning Board.

Authenticated and certified)
this 14th day of June, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

— j:

Adopted:

No. **163**

Council Members Michael E. Boyle, Jr.,

Moved: James C. Stowe, Roberto Lopez, Noam Bramson,
(and) Marianne L. Sussman and

Seconded: Mayor Timothy C. Idoni JUNE 24, 2005

Approved As To Form: *[Signature]*

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION DECLARING THE CITY COUNCIL LEAD AGENCY AND CLASSIFYING THE ACTION AS "UNLISTED" UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND DIRECTING COMPLIANCE WITH SAME RELATIVE TO THE PROPOSED AMENDMENT TO THE LAND USE MAP IN THE COMPREHENSIVE PLAN AND THE PROPOSED ORDINANCE AMENDING CHAPTER 331, ZONING, OF THE NEW ROCHELLE CITY CODE BY AMENDING THE ZONING MAP FOR THE AREA IDENTIFIED AS BLOCK 310, LOTS 5, 85, AND 90, FROM "LI - LIGHT INDUSTRIAL ZONE" TO "LSR - LARGE SCALE, RETAIL ZONE, AND REFERRING SAME TO THE PLANNING BOARD FOR ITS RECOMMENDATION AND REPORT (PALMER SQUARE - 200 PETERSVILLE ROAD).

WHEREAS, this City Council hereby declares itself Lead Agency for environmental review of the Action to amend the Land Use Map in the Comprehensive Plan and the Zoning Map, forming part of Chapter 331, Zoning, of the New Rochelle City Code, as amended, so that the area described on the Official Tax Assessment Map of the City of New Rochelle as Block 310, Lots 5, 85, and 90, is hereby changed from "LI- Light Industrial Zone" to "LSR - Large Scale Retail"; and

WHEREAS, this City Council finds the proposed Action to be an unlisted action pursuant to SEQRA; and

WHEREAS, the Petitioner has prepared and submitted a Long Environmental Assessment Form with Addenda (EAF) for the Action in the form attached hereto; now, therefore,

BE IT RESOLVED that this City Council hereby directs that the proposed amendments be sent to the New Rochelle Planning Board for its recommendation and review.

Authenticated and certified)
this 27th day of June, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

Dist	Member	Yeas	Nays	Abstain	Absent
1 st	Boyle	✓			
2 nd	Quinlan				✓
3 rd	Stowe	✓			
4 th	Lopez	✓			
5 th	Bramson	✓			
6 th	Sussman	✓			
Mayor	Idoni	✓			

Per. 1.1.

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

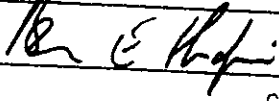
1:

Adopted:

No. **164**

Council Members Michael E. Boyle, Jr.,
Moved: James C. Stowe, Roberto Lopez, Noam Bramson,
(and) Marianne L. Sussman and
Seconded: Mayor Timothy C. Idoni

Approved As To Form:



Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION SCHEDULING PUBLIC HEARINGS RELATIVE
TO THE PROPOSED AMENDMENT TO THE LAND USE MAP
IN THE COMPREHENSIVE PLAN OF THE CITY OF NEW
ROCHELLE (PALMER SQUARE – 200 PETERSVILLE ROAD).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quintan				✓
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

1, 2, 1,

BE IT RESOLVED by the City Council of the City of New Rochelle:

This City Council shall hold two (2) public hearings on July 12, 2005 and July 19, 2005, both at 8:00 P.M. in the Council Chambers, 515 North Avenue, New Rochelle, New York, on the proposed amendment to the Comprehensive Plan of the City of New Rochelle entitled:

RESOLUTION AMENDING THE LAND USE MAP IN THE
COMPREHENSIVE PLAN OF THE CITY OF NEW ROCHELLE
(PALMER SQUARE – 200 PETERSVILLE ROAD).

and, be it further

RESOLVED that the proposed amendment is hereby referred to the New Rochelle Planning Board for its recommendation and report; and, be it further

RESOLVED that the City Clerk give notice of such proposed amendments to the Westchester County Planning Board.

Authenticated and certified)
this 27th day of June, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

Adopted:

No. **181**

Moved: Council Members Michael E. Boyle, Jr.
James C. Stowe, Roberto Lopez,

(and) Noam Bramson, Marianne L. Sussman and

Seconded: Mayor Timothy C. Idoni

Approved As To Form:

[Signature]

Corporation Counsel

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan				
3rd	Stowe	✓			✓
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

2.1.1.1

SUBJECT
OR
TITLE

RESOLUTION ISSUING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IN RELATION TO THE PROPOSED AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN, ZONING CODE, AND ZONING MAP IN CONNECTION WITH THE PROPOSED REZONING OF BLOCK 436, LOTS 9 AND 47 FROM THE DB DISTRICT, DOWNTOWN BUSINESS, TO A PROPOSED NEW WDB-F DISTRICT, WEST DOWNTOWN BUSINESS FLOATING ZONE, FOR THE PROPOSED MIXED USE PROJECT TO BE LOCATED AT 587-599 MAIN AND 348 HUGUENOT STREETS (M SQUARED NEW ROCHELLE LLC - BLOCK 436, LOTS 9 AND 47).

WHEREAS, this City Council previously declared itself Lead Agency for environmental review of the Action to amend the City's Comprehensive Plan, Zoning Code, and Zoning Map in connection with the proposed rezoning of Block 436, Lots 9 and 47 from the DB District, Downtown Business, to a proposed new WDB-F District, West Downtown Business Floating Zone, for the proposed mixed-use project to be located at 587-599 Main and 348 Huguenot Streets (hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, *et. seq.*, of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

WHEREAS, this City Council finds the proposed Action to be an Unlisted action pursuant to SEQRA:

WHEREAS, the City has prepared and submitted a Long Environmental Assessment Form (EAF) with addenda for the Proposed Action; and

WHEREAS, this City Council, as Lead Agency, has thoroughly reviewed the Proposed Action and Long EAF prepared in conjunction therewith in accordance with the New York State Environmental Quality Review Act; now, therefore,

BE IT RESOLVED that this Council, as Lead Agency, based on the above-described environmental review and the contents of the Long EAF, hereby determines that the Proposed Action will not have a significant effect on the environment and hereby issues a Negative Declaration of Environmental Significance for the Proposed Action. An environmental impact statement shall not be required.

Authenticated and certified)
this 19th day of July, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On: 6/14/05; P. H. 7/12/05, 7/19/05

Introduced By:

P. H.:

Adopted:

No. 184

Council Members Michael E. Boyle, Jr.

Moved: James C. Stowe, Roberto Lopez,

(and) Noam Bramson, Marianne L. Sussman and

Seconded: Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE }

RESOLUTION AMENDING THE COMPREHENSIVE PLAN
OF THE CITY OF NEW ROCHELLE, SECTIONS III (A) (1), (2)
AND (B) (3) (587-599 MAIN STREET AND 348 HUGUENOT
STREET).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan				✓
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

9.3.

2.4.1.

BE IT RESOLVED by the Council of the City of New Rochelle:

Section 1. Section III (A) (1) and (2) (D) of the Comprehensive Plan of the City of New Rochelle, are hereby amended to read as follows:

A. Citywide Land Use Plan.

1. Community Based Future Visions.

- The western end of the Central Business District should be a focus for a higher density mixed use development to ensure revitalization in an area that is currently characterized as underutilized and deteriorated.

2. Plan Development Goals and Objectives, Priority Goals and Objectives.

D. Downtown Development

Objectives:

- Allow for greater density in the western end of the Central Business District for mixed-use development to ensure a higher opportunity for revitalization in that underutilized and deteriorated area.

Section 2. Section III (B) (3) of the Comprehensive Plan of the City of New Rochelle, is hereby amended to read as follows:

B. Planning Proposals.

3. Planning Proposals.

Entryways

9.3.
2.4.1.

- Allow sufficient density in the western end of the Central Business District to create a distinctive entranceway into the Downtown when approaching from the west.

Matter underlined added.

Authenticated and certified)
this 19th day of July, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On:

Introduced By:

Printed:

Adopted:

No. **185**

Council Members Michael E. Boyle, Jr.

Moved: James C. Stowe, Roberto Lopez,

(and) Noam Bramson, Marianne L. Sussman and

Seconded Mayor Timothy C. Idoni

Approved As To Form:

Corporation Counsel

SUBJECT
OR
TITLE

RESOLUTION ISSUING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE UNDER THE REGULATIONS PROMULGATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION RELATIVE TO THE PROPOSED AMENDMENT TO THE LAND USE MAP IN THE COMPREHENSIVE PLAN AND THE PROPOSED ORDINANCE AMENDING CHAPTER 331, ZONING, OF THE NEW ROCHELLE CITY CODE BY AMENDING THE ZONING MAP FOR THE AREA IDENTIFIED AS BLOCK 310, LOTS 5, 85, AND 90, FROM "LI - LIGHT INDUSTRIAL ZONE" TO "LSR - LARGE SCALE, RETAIL ZONE (PALMER SQUARE - 200 PETERSVILLE ROAD).

Dist	Member	Yeas	Nays	Abstain	Absent
1 st	Boyle	✓			
2 nd	Quinlan				✓
3 rd	Stowe	✓			
4 th	Lopez	✓			
5 th	Bramson	✓			
6 th	Sussman	✓			
Mayor	Idoni	✓			

3.1.1.1.

WHEREAS, this City Council previously declared itself Lead Agency for environmental review of the Action to amend the Land Use Map in the Comprehensive Plan and the Zoning Map, forming part of Chapter 331, *Zoning*, of the New Rochelle City Code, as amended, so that the area described on the Official Tax Assessment Map of the City of New Rochelle as Block 310, Lots 5, 85, and 90, is hereby changed from "LI- Light Industrial Zone" to "LSR - Large Scale Retail"(hereinafter referred to as the "Proposed Action") pursuant to Section 8-0101, *et. seq.*, of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder, which appear at 6 N.Y.C.C.R. Part 617 ("SEQRA Regulations"); and

WHEREAS, this City Council finds the Proposed Action to be an Unlisted action pursuant to SEQRA; and

WHEREAS, the City has prepared and submitted a Long Environmental Assessment Form (EAF) with addenda for the Proposed Action; and

WHEREAS, this City Council, as Lead Agency, has thoroughly reviewed the Proposed Action and Long EAF prepared in conjunction therewith in accordance with the New York State Environmental Quality Review Act; now, therefore,

BE IT RESOLVED that this Council, as Lead Agency, based on the above-described environmental review and the contents of the Long EAF, hereby determines that the Proposed Action will not have a significant effect on the environment and hereby issues a Negative Declaration of Environmental Significance for the Proposed Action. An environmental impact statement shall not be required.

Authenticated and certified)
this 19th day of July, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

City of New Rochelle, N.Y.

Introduced On: 6/27/05; P. 14. 7/12/05 and 7/14/05

Introduced By:

1st:

Adopted:

No. 186

Council Members Michael E. Boyle, Jr.

Moved: James C. Stowe, Roberto Lopez,

(and) Noam Bramson, Marianne L. Sussman and

Seconded Mayor Timothy C. Idoni

Approved As To Form: *[Signature]* *[Signature]* *[Signature]*

Corporation Counsel

SUBJECT }
OR
TITLE }

RESOLUTION AMENDING THE LAND USE MAP IN THE
COMPREHENSIVE PLAN OF THE CITY OF NEW
ROCHELLE (PALMER SQUARE - 200 PETERSVILLE
ROAD).

Dist	Member	Yeas	Nays	Abstain	Absent
1st	Boyle	✓			
2nd	Quinlan				✓
3rd	Stowe	✓			
4th	Lopez	✓			
5th	Bramson	✓			
6th	Sussman	✓			
Mayor	Idoni	✓			

1.2.

3.21.

BE IT RESOLVED by the Council of the City of New Rochelle:

Section 1. The Land Use Map in the Comprehensive Plan of the City of New Rochelle is hereby amended as shown on the attached Map.

Authenticated and certified)
this 19th day of July, 2005)

TIMOTHY C. IDONI, Mayor
DOROTHY ALLEN, City Clerk

PROPOSED LAND USE
FROM ADOPTED
COMPREHENSIVE PLAN

3.2.1.

RECLASSIFY AREA FROM
"LIGHT INDUSTRIAL" TO
"GENERAL COMMERCIAL"

