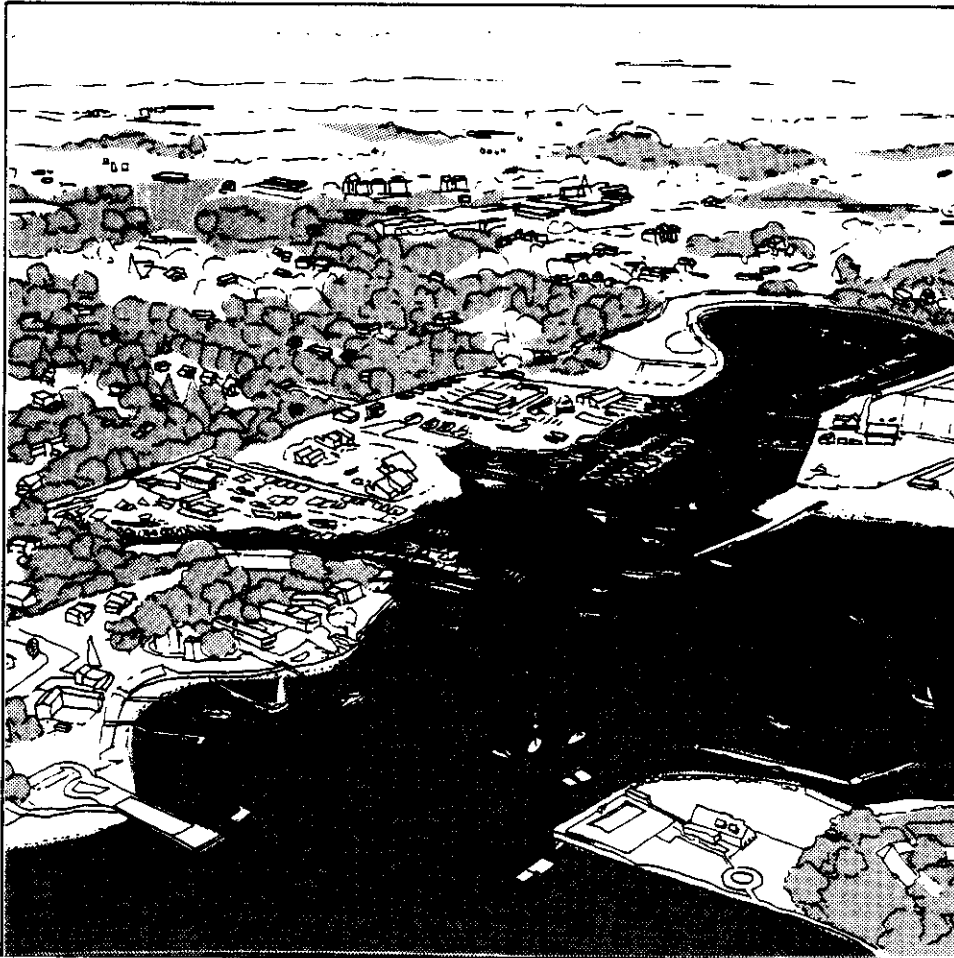

MASTER PLAN



Village of Mamaroneck, N.Y.

November 1986

VILLAGE OF MAMARONECK, NEW YORK

MASTER PLAN FOR PHYSICAL DEVELOPMENT

prepared for: Village of Mamaroneck Planning Board

prepared by: Buckhurst Fish Hutton Katz
Planning Consultants

Adopted by the Planning Board

November 13, 1986

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VILLAGE OF



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MESSAGE FROM THE MAYOR

Mamaroneck is a village of character, beauty and strength. This Master Plan is a strategy for success shaped by the experience, knowledge and creativity of a multitude of Mamaroneck residents and forged by some of the best professionals in the country. It is both exciting in its creative picture of dramatic change and comforting in its realism.

The promise of this plan will be fulfilled. The plan is based on an understanding of Mamaroneck as a mature suburban community. It recognizes the strengths of the community and supports the present socio-economic and ethnic diversity of which the Village is proud. It encourages preservation of our special areas, in particular, the waterfront, the Village Center, and the residential neighborhoods. This Master Plan proposes techniques for upgrading underutilized areas, increasing, as much as possible, opportunities for affordable housing, and establishing urban design guidelines for new development, as well as for improvement of public areas.

Character, beauty, diversity and growth. We are fortunate to have these qualities and the guidelines and proposals in this Master Plan will help us maintain these attributes well into the next century.

Paul J. Noto, Mayor
Village of Mamaroneck

PJN:RD

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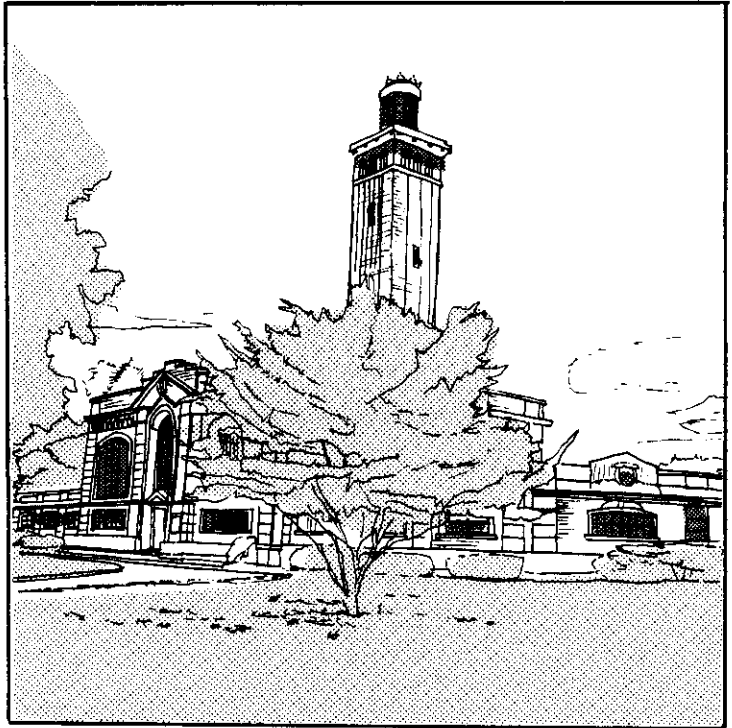
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1.0 INTRODUCTION AND SUMMARY

1.1 Purpose

This Master Plan for the Village of Mamaroneck has been prepared as a long range guide which proposes a set of recommendations for directing future physical development. The Plan is aimed at maintaining and upgrading the established Village character.

The Plan is based on an understanding of Mamaroneck as a mature suburban community. It recognizes the strengths of the community and supports the present socio-economic and ethnic diversity of which the Village is proud. It encourages preservation of the Village's special areas, in particular, the waterfront, the Village Center and the residential neighborhoods. The Plan proposes techniques for upgrading underutilized areas, increasing, as much as possible, opportunities for affordable housing, and establishing urban design guidelines for new development as well as for improvement of public areas.

1.2 Background

Since 1962 when the last master plan was written, there have been major changes in the planning outlook for the Village. These changes reflect new national and regional trends as well as local conditions. Mamaroneck is no longer expecting population growth and redevelopment of entire neighborhoods as it was 25 years ago. Instead, this Plan aims at balancing the needs for new development with the needs of preserving the best of the natural and built features of the present Village.

Among the changes in planning trends in the last three decades are new ideas about what is worth conserving and preserving, new approaches in upgrading main streets and older commercial districts, efforts to revitalize rather than to remove old neighborhoods, recognition of the need for protection of natural environments, and new attitudes about mixing land uses and adapting existing resources for new uses.

Some of the impetus for these changing attitudes certainly is a new found and widespread appreciation for natural and built environments, and a reaction against the large scale urban renewal projects and suburban sprawl that have characterized much of post-World War II American building. However, perhaps more importantly, the escalating costs of new construction

have forced us to be much more concerned with conserving and reusing what exists and building within the context of established environments.

Additionally, the extensive federal funding that financed public improvements at the local level all through the 1950s, 60s and 70s, is no longer available for many projects. To be effective, local planning efforts must establish priorities for their projects and concentrate on those which are, in fact, achievable with whatever funding and financing is available to the local community.

Therefore, environmental protection, coastal area management, harbor management, historic preservation, neighborhood and main street revitalization, affordable housing, incentive zoning and urban design guidelines are among the new issues which the Village wanted addressed in this Plan. In addition, new alliances between the public and private sector are the implementation key to development which is in keeping with community goals and needs.

Mamaroneck today is an older suburban community. It was among the most progressive of the early 20th century suburbs and has long been one of Westchester County's most attractive villages. It has a beautiful waterfront and pleasant residential neighborhoods only 25 minutes from New York City's Grand Central Station.

The Village's great asset is its fine harbor, one of the biggest yacht basins on the Long Island Sound. Its traditional main street shopping district is still the active Village Center. Mamaroneck's neighborhoods exhibit a variety of styles, but most have solidly built older houses and tree-lined streets. Importantly, Mamaroneck is not a homogeneous community and, in fact, prides itself on its economic and ethnic diversity, a diversity it is striving to maintain, in part, through this Master Plan.

Mamaroneck today faces some planning concerns similar to those of its Westchester County neighbors, and to older suburbs throughout the country. Among these common concerns are a stabilized population size and an aging population composition. The size of the average household is declining but there has been a substantial increase in the number of households. Affordable housing is a major concern and there is a shortage of developable land.

Among the most serious environmental side-effects of overdevelopment throughout the region are flooding of rivers and streams and waterfront pollution. Furthermore, public improvements and infrastructure, much of it built in the early 20th century, is today often deteriorating or inadequate.

The older building stock includes historic buildings in need of preservation and outmoded structures in need of repair and re-use. Mixed use areas, the result of changing neighborhood character, are sometimes filled with incompatible uses. These districts have become less attractive over time. Future development will encompass building replacement, new uses of existing buildings, or small-scale infill developments built between existing structures.

1.3 The Planning Process

In fall 1985, the Village of Mamaroneck retained the planning firm of Buckhurst Fish Hutton Katz (BFHK) to prepare a new master plan. The project has been directed by the Village Planning Board. Substantial assistance throughout the project was provided by the ad hoc Master Plan Steering Committee whose members included the entire Planning Board, the Mayor and Trustees, the chairs of both the Zoning Board of Appeals and the Coastal Zone Management Committee as well as 29 representatives of local homeowners associations. Input from this committee has been sought at each stage of the Plan's evolution at a series of meetings held over the six-month project period.

The planning process included a substantial amount of public participation. Not only were all the steering committee meetings open to the public, a community-wide public opinion poll was taken, a Saturday morning public workshop was held in November, 1985, and a public hearing, at which the plan concepts were presented for review and comments, was held in January, 1986.

The planning process continued throughout the Spring and Summer of 1986 as draft and final environmental impact statements were prepared. In October, 1986 the Planning Board concluded the State Environmental Quality Review (SEQR) process in its findings that the Master Plan would have beneficial long term environmental impacts.

1.4 The Plan

Mamaroneck's Master Plan consists of policies to direct and control development activities within the Village. These planning policies establish a conceptual framework for more specific action and for more detailed development decisions that will follow. The Plan also proposes projects and techniques for implementing those local planning policies.

Among the recommendations of the Master Plan are the following priorities.

Zoning

A review and update of the zoning ordinance is needed to reflect changing conditions in the Village and to streamline development regulations. Specific changes recommended include:

1. Incentive Zoning for Housing
 - o Density bonus provisions for middle income housing.
 - o Accessory or "mother-in-law" units.
 - o Rezoning of the leaf compost site to R-7.5.
2. Remapping
 - o The train station area should be rezoned to C-2 but the Village should insure the historic and landscape quality of the station and park. A height limit of 4 to 6 stories and on FAR 2 should be imposed.
 - o Van Ransst Place is a remaining dual zone that should be remapped C-2, but with height and FAR limits.
 - o Fenimore Close should be zoned R-6 with the office zone dropped.
 - o The West Post Road should be C-1 rather than the present dual zone near Hall Street.
 - o The commercial zone on North Barry Avenue, north of the rail line, should be eliminated.
3. Review the M-1 Zone
 - o Area and bulk controls.
 - o Landscape and lighting standards.
 - o Limit auto storage to the M-1 zones.
4. Floodplain Zoning

Tighter controls on the storage of hazardous materials is needed. This has been a major concern of the Local Coastal Zone Management Commission and is a priority of this Plan because of its direct concern with health and safety.
5. New Zones

At least two new zones, or modification of present zones, should be created.

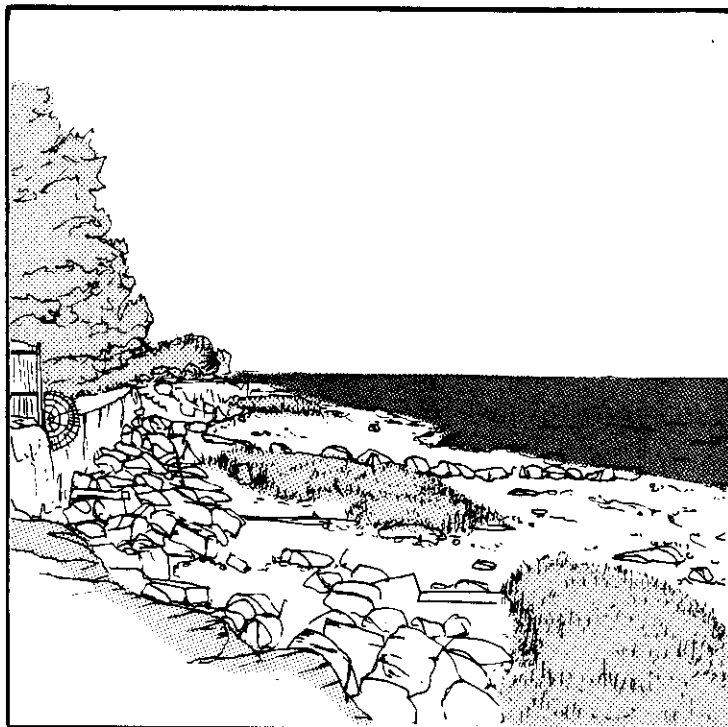
 - o A transition zone between the downtown C-2 zone and abutting residential areas should be developed. The juxtaposition of the Village's highest density zone with low scale residential areas can create problems of compatibility.
 - o The area around the East Post Road and Halstead Avenue needs to be examined in terms of possibly limiting its bulk, scale, and uses to be more compatible with the adjacent residential areas.

- o A conservation overlay zone needs to be explored to protect the scale, and landscape quality of specific streets in the Village such as the Parkway, Carroll Avenue, Beach and Melbourne.
- o To further enforce landscape standards a tree preservation ordinance is recommended.

Capitol Budget and Operating Improvements

Many capitol and operating improvements are recommended including the following priorities:

1. Increase maintenance and clean-up operations within the Village.
2. Narrow Fenimore Road in the industrial area to accommodate a sidewalk and tree plantings.
3. Issue tax-exempt bonds for a parking tier at the train station if commercial rents can offset debt service.
4. Create a consistent Village-wide signage and landscape plan including bikeways and open space linkages.
5. Harbor Island - redesign the park entrance; develop the old pier as a docking facility; evaluate the merits of a salt water swimming pool.
6. Redevelop Phillips Park and the parking area as indicated in the Plan.



2.0 EXISTING CONDITIONS

2.1 Regional Context

Located 23 miles north of New York City and 12 miles west of the Connecticut border, bounded by Long Island Sound and passed through by both the Metro-north rail line and Interstate 95, Mamaroneck is one of the most proximate and attractive of the New York metropolitan area's communities. The Village shares a similar 20th century development history and current planning concerns with many of the region's suburbs, and especially with those in southern and central Westchester County.

However, Mamaroneck has been much more fortunate than many of these other communities. Although located in the very midst of a high development area, it has maintained its character as a pleasant, primarily residential community with an excellent waterfront and a small town environment.

Southeastern Westchester County is almost completely developed and is characterized by mature suburbs with only a small percentage of undeveloped land. The early residential and commercial growth through this area at the turn of the century was along the two major transportation routes, the Boston Post Road, and the railroad line, which pass through all the shoreline communities. Early development also took place quickly along the coast of Long Island Sound. The present town centers usually built up around much earlier settlements along the rivers.

Mamaroneck, more than some neighboring communities, has developed as a diversified community with neighborhoods and housing of different types. It also has an active industrial area, and several commercial districts, as well as marine-related industry. Mamaroneck has remained an employment center for the area although most residents commute to jobs either in New York City or other suburbs. Mamaroneck's commercial districts also serve neighboring towns.

In the decades since World War II, southern and central Westchester County have been almost completely developed. Continued flight of the middle-class from New York City, construction of new highways, the growth of new urban centers such as White Plains and Stamford outside of New York, and especially the movement of many corporate offices from Manhattan have created great pressures for all kinds of development--residential, commercial and industrial--within southern Westchester.



1 Regional Context

 Interstate Highways

Village of Mamaroneck Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants



The Westchester County Planning Department, in its recently revised county-wide plan, Urban Form Refinement, identified Mamaroneck as a concentrated local center on the major development corridor which runs along the Sound. For these Urban Development Corridors and Centers, the Westchester County Plan recommends the following development policies:

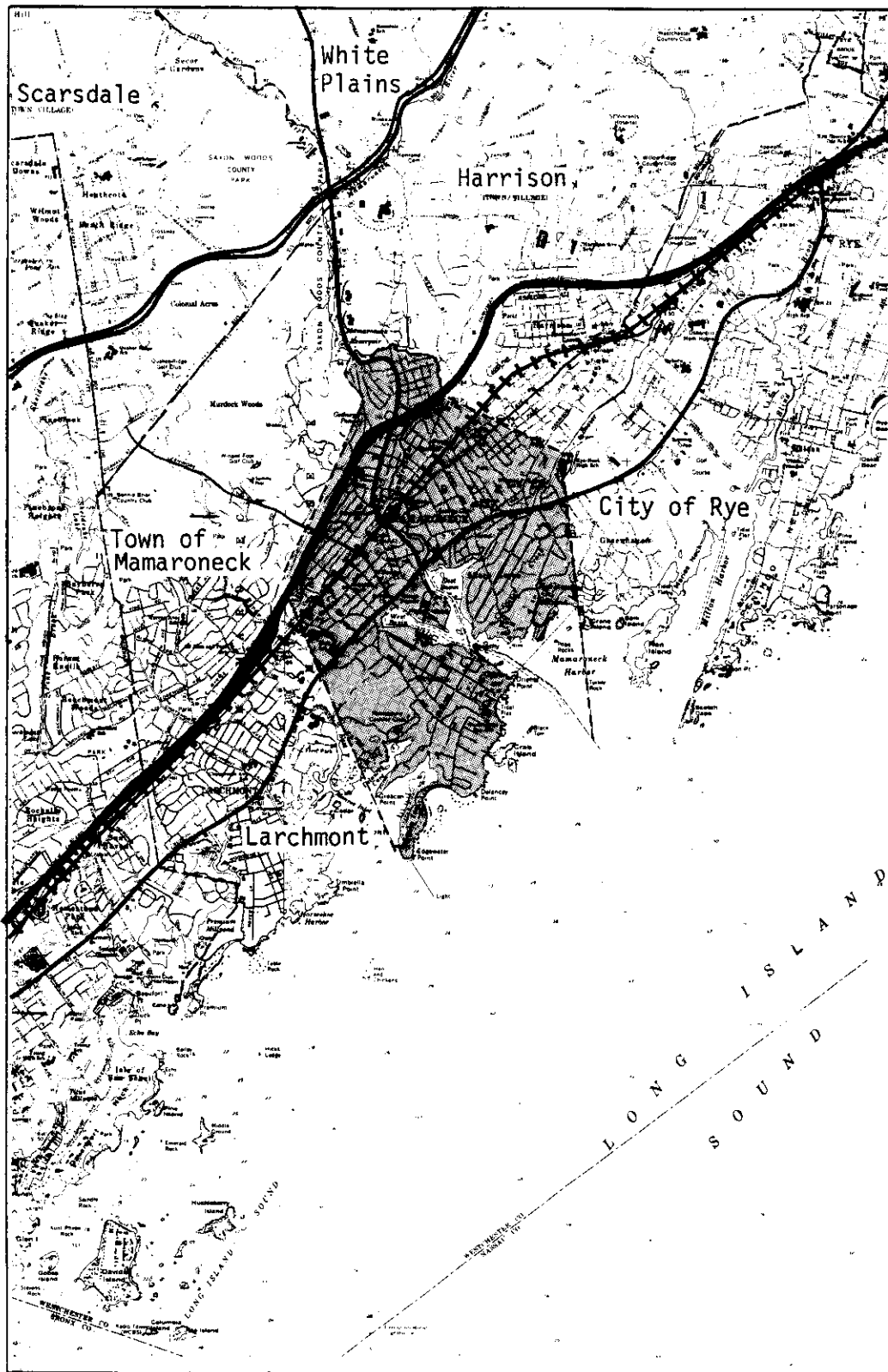
- o The highest intensity and widest variety of land uses should be confined to major development corridors and the concentrated centers located within them. This will focus development in areas with, or with the potential for, transportation and utility services as well as contain urban sprawl and protect adjoining lower density residential or open space areas.
- o Mixed uses should be encouraged in order to maximize the efficient use of resources and to strengthen the function and vitality of the centers and corridors.
- o Revitalization of centers on waterfronts should incorporate public access and enhance views to and from the shoreline.
- o A high quality of design including preservation of historically important structures and inclusion of open spaces should be encouraged in centers.

Mamaroneck shares concern with its neighboring shoreline commuter towns about the considerable development pressures which bear down upon the region and exacerbate problems such as lack of affordable housing, traffic congestion, pollution of the Sound and rivers, and flooding from upstream areas. However, unlike its neighbors, Mamaroneck has not experienced much large-scale development in recent decades, primarily because almost all the land in the Village was built upon by the 1950s.




2.2 Local Context

The Village of Mamaroneck encompasses approximately 3.5 square miles, 9 miles of coast line, 6,500 homes and had a 1980 population of 17,616. It is bounded on the west by the unincorporated area of the Town of Mamaroneck, on the north by the Town of Harrison, on the east by the City of Rye and on the south by Long Island Sound.

Mamaroneck is one of two incorporated Villages within the Town of Mamaroneck. It is a low-lying coastal community on western Long Island Sound which lies at the confluence of the Mamaroneck and Sheldrake Rivers.

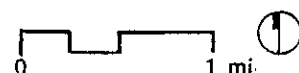


2 Local Context

-  Interstate
-  Parkway
-  Arterial

Village of Mamaroneck Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants



The Village is primarily a residential community, although since World War II a number of industries have settled there and there is considerable retail commercial activity. Much of the life of the community centers around the waterfront, one of the best harbors on the Sound.

Chronology of Village Development

- | | |
|-----------|--|
| 1661 | Boston merchant and West Indies trader John Richbell bought Mamaroneck as a snug harbor and established the first known white settlement there. |
| 1840 | Mamaroneck was a small community with local fishing and apple orchards. |
| 1846 | New York Harlem Railroad arranged for right-of-way through the village; two years later service to New York City began. |
| 1867 | Federal government bought rights in Westchester Turnpike Company and opened it to free public use. |
| 1888 | Mamaroneck Train Station built in popular Victorian style. |
| 1895 | Village incorporation. |
| 1901 | Mamaroneck advertised as "an attractive suburb of New York City" 40 minutes from Grand Central. |
| 1920-1930 | Period of greatest population increase and building boom during which many of the Village Center's commercial buildings and apartment houses were built. |
| 1925 | First Village Zoning Ordinance adopted. |
| 1937 | Train Station moved and Columbus Park developed. |
| 1956 | New York-New England Thruway opened. |
| 1950-1960 | Second biggest growth decade. |
| 1962 | Existing Master Plan prepared (adopted in 1971). |
| 1968 | Present Zoning Ordinance adopted. |
| 1984 | Coastal Zone Management Plan adopted. |

Past and Current Plans

There are a number of plans and specialized studies for Mamaroneck which serve as background and as a basis to this Master Plan. Those which concern physical development within the Village and which are most pertinent to the Master Plan are the following:

Table 1 VILLAGE PLANNING EFFORTS

o Master Plan	1962
o Village and County Housing Plan	1980
o Washingtonville Neighborhood Plan	1982
o Coastal Zone Management Plan	1984
o Mamaroneck Avenue Urban Design	1985
o Village Parking Task Force	1985
o Westchester 2000	1985

Master Plan, 1962

The 1962 plan, prepared by the firm of Raymond and May and financed by a federal program, was finally adopted by the Planning Board with revisions, nearly a decade later in 1971. At the time it was prepared, in 1962, Mamaroneck had just completed two decades of very fast growth and the entire southern Westchester County was booming. The plan predicted, "although Mamaroneck has few undeveloped areas, extensive redevelopment of a larger portion of the Village will undoubtedly occur within the next 20 to 50 years as the older and more obsolete areas are renewed."

This plan recommended that the Village revise its zoning text and map, adopt subdivision regulations and establish a capital improvement program. In time, these regulatory and administrative projects were all accomplished. The 1962 plan, furthermore, recommended that special consideration be given to the community's recreation facilities, the central business district and areas requiring urban renewal.

Strategies for these latter two areas of concern were the most dramatic recommendations of the master plan and reflected planning approaches of the early 1960s. The concept for the central business district was to close Mamaroneck Avenue to traffic and redesign it as a pedestrian shopping mall with parking behind all the buildings, to eliminate residential uses in this commercial district, and to construct a new local road system to bypass the downtown area. The second major plan concept was for urban renewal in Washingtonville through an extensive demolition and new construction program. Neither of these concepts was pursued.

Village Housing Plan, 1980

In October of 1980 the Village Board approved a housing plan for the Village and supported the Westchester County Housing Implementation Plan. The Village Plan stated, "there is a need for single and multi-family housing for low and middle income, senior citizens, and the disabled." The plan made a ten-year projection for new residential construction listing a 190-unit goal for middle income construction and a 140-unit goal for new upper-income units. It also noted that new construction in the Village would be extremely difficult because of the scarcity of vacant land.

It should be noted that the Village is well on its way to meeting both of these goals. The development of Fairway Greens, Ryewood and Fusco properties will meet the 140 unit upper income goal. It is the middle income goal that has proved more elusive and difficult. Nevertheless, over the last two years the Village has acted to allow three developments to proceed which will help meet the 190 unit goal.

The first development was Harborview Terrace, a site on the West Boston Post Road. The Village acted to slightly modify the existing RM-2 zone to allow some increase in numbers of units and to allow some flexibility in the requirements for height and open space. This has led to the construction of a condominium development expected to provide housing at prices lower than prevailing single family home costs.

The second development, Barrymore Condominiums, has been made possible by the new in-fill housing provisions adopted by the Village in 1985. This development, like Harborview Terrace, will provide a mix of smaller units, primarily studios and one bedrooms at prices less than those for most single family homes. These developments are expected to respond to the needs of smaller households, particularly the young and the elderly.

The third development, at Livingston Avenue not far from Village Hall, was also approved in 1985. This multi-family development is located in the RM-2 zone and is within walking distance of the Post Road and of the Village Center.

Unfortunately, without direct intervention in the housing market, it has not been possible to produce units aimed at lower middle income or moderate income persons. The Village, however, has encouraged not-for-profit groups such as the Washingtonville Housing Alliance to utilize remaining federal programs such as the Section 202 elderly housing funds. In the Fall of 1986 the Federal government a section 202 grant for 75 senior citizen housing units. This Master Plan also recommends bonusable zoning provisions which provide increase in density if a developer can guarantee that a percentage of units will be set aside for moderate income households.

Washingtonville Neighborhood Analysis, 1981

Twenty years after the master plan recommending clearance and urban renewal was written, the Village adopted a neighborhood revitalization plan for Washingtonville. This plan, which established a completely different approach for area improvement, was approved. Prepared by the Westchester County Planning Department for the Washingtonville Neighborhood Program, Inc., the major recommendations of the plan include the following:

- o Zoning changes to encourage a mix of residential and neighborhood business uses
- o Strengthening defined residential areas through traffic control, code inspection, street improvements and more off-street parking
- o Improving the retail core area through urban design guidelines
- o Traffic and pedestrian improvements
- o Re-use of the train station
- o Continued housing rehabilitation through grant and loan programs
- o Support of the Washingtonville Housing Alliance's efforts toward affordable housing.

Coastal Zone Management (CZM), 1984

In November 1984, Mamaroneck adopted its Coastal Zone Management program, after three years of local organizational efforts. The Village became the first community in New York to have a state-approved waterfront plan. The entire Village falls within the state's coastal boundary and therefore the plan, although concentrating on waterfront issues, applies to all property within the Village. The major issues on which the plan focuses are:

- o Riverine flooding, sewage overflows, harbor sedimentation
- o Natural resources and open space
- o Coastal land use and density
- o Long term harbor management

The Coastal Management Plan, in turn, recommended Village adoption of the following specific plans which were incorporated within it:

- o The Public Access Plan's intent was to insure "at least the present level of public access" and recommended the creation of a marine zone for water dependent uses "to reflect the current balance of land uses."
- o The Watershed Management Plan addressed the flooding, sewage overflows, and harbor sedimentation problems
- o The Natural Resources Protection Plan provided amendments to local laws to recognize environmentally significant areas.
- o The Harbor Management Plan recommended restructuring of the Harbor Commission, designation of specific areas of the harbor for particular uses, and a harbor recreation plan.

Mamaroneck Avenue Urban Design Study, 1985

The Mamaroneck Avenue Urban Design Study provided a detailed analysis of what a new building developed under the C-2 zone, could look like. This study focused on a site on the north side of Mamaroneck Avenue just west of the Post Road. The site, subject of a fire which destroyed the older buildings, forms the largest vacant site for development in the downtown. The design analysis suggested that housing above retail would be successfully stimulated by the C-2 zone and that this zone should not be modified to allow any development of greater intensity.

Parking

Other planning efforts which concern physical development within the Village and are particularly relevant to the Master Plan include the traffic and parking studies conducted by both the Rye TOPICS program and by the ongoing Parking Task Force Commission. These have led to a recommendation of meters in the downtown and construction of a parking garage opposite the Village Hall.

Flood Control

Federal flood control plans for protecting the Village from constantly worsening flooding of the Mamaroneck and Sheldrake Rivers have been prepared by the Army Corps of Engineers. An extensive multimillion dollar Corps plan has never received sufficient approvals or funding but has been prepared and pending for many years. An alternative, much less costly local flood control plan which would alleviate the most serious Village flooding problems is also awaiting approval from the Corps. This alternative plan has received funding

approval from the Village and the Urban County Consortium. It is hoped that (1) the cost/benefit analysis of the alternative and (2) the principal that these expenditures not be held against the total Corps project, will be resolved in 1986.

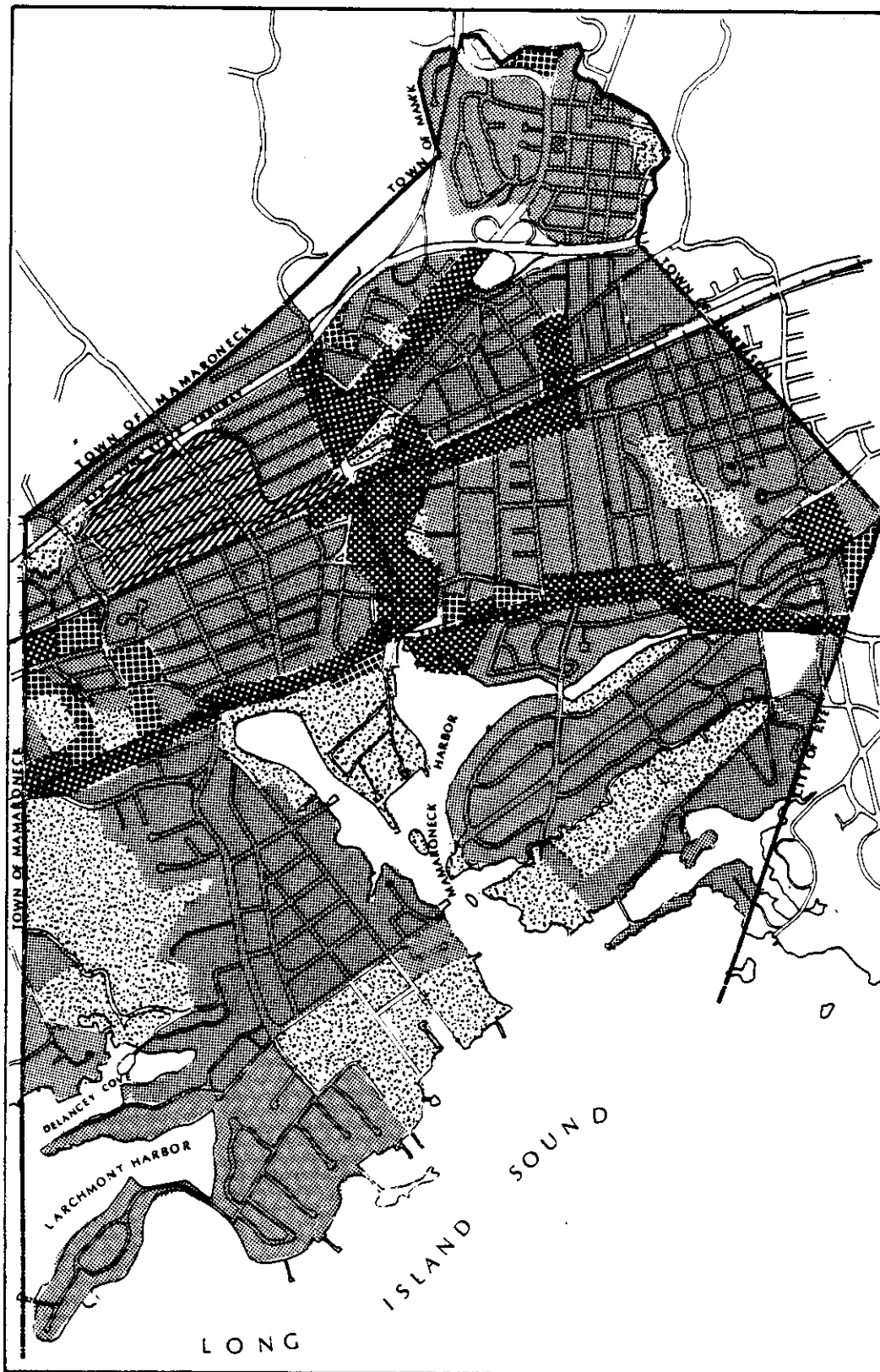
Wastewater Treatment

A second large, public improvement, which is still in the planning and review stage, is the reconstruction of the Wastewater Treatment Plant on Boston Post Road. The project, under the direction of the Westchester County Department of Environmental Facilities, is an overall upgrading of the system which serves the 30 square mile Mamaroneck Sewer District.

The project includes relocation and construction of sewer lines, new pumping stations and renovation of the treatment plant to provide for secondary as well as primary treatment. The renovation presents special design constraints and concerns since the present building is a landmark whose present exterior should be preserved. Also, surrounding land is Village-owned parkland and expansion of the treatment plant may encroach on public open space areas. The project is scheduled to be designed and constructed over the next five years.

2.3 Land Use

The land area within the Village is nearly totally developed. As background for this plan, the use of every parcel within the Village was fieldchecked and recorded according to the following categories: residential (single family and multi-family), commercial (office, retail and general), industrial, institutional, parks/recreation, and vacant. The Village's commercial and industrial districts are characterized by a mixture of uses. The distribution pattern of current land uses is shown, in a generalized way, on Map 3. Analysis of existing land uses documents the current uses and provides perspective on the relative percentages of overall land area within the community which are allocated to, or occupied by, various uses. Patterns of land-use change reflect trends in the economics, the housing types, the shopping activities and the real-estate market of the community. It also reports how land throughout the Village is utilized, whether it is developed or underdeveloped, utilized or underutilized.



3 Land Use*

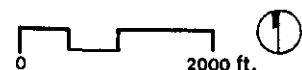
-  Residential
-  Commercial/
Mixed Use
-  Industrial/
Mixed Use
-  Institutional
-  Parks/Recreation
-  Vacant

*Generalized

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants



Residential

Mamaroneck is predominately a residential community, and residential uses are found in every neighborhood. Although a majority of these residences are single-family houses, there is a great diversity in size, type, style and condition among the dozen or so local neighborhoods. Mamaroneck's housing stock includes waterfront estates, suburban developments, apartment houses, townhouse complexes, condominiums, apartments above storefronts, and many single- and two-family houses.

In general, the central and older neighborhoods contain most of the residential density. The building lot sizes are smaller, there are scattered two-family and small multi-family houses. Neighborhoods further out from the center have larger lots with mostly single family houses. The largest residential properties are those on the waterfront.

Commercial

The Village's commercial uses line the major roads and fall into three general categories. The central business district on Mamaroneck Avenue is the traditional Village center with ground-level retail shops along the entire length of the Avenue from the Boston Post Road to the train station.

Along the Boston Post Road, there are several kinds of commercial use as well as residences, parkland and marine industry. The Boston Post Road (Route 1) is a four-lane road and a major route through all the shoreline towns. Much of its length in Mamaroneck has been developed with automobile-oriented highway commercial uses. Among these uses, all of which require on-site parking lots, are drive-in fast food establishments, car service stations, automobile dealerships, shopping centers and large restaurants. Interspersed among these newer, bigger uses are older, pre-existing structures including a number of small houses, shops and offices, churches, apartment houses, and schools.

Mamaroneck Avenue north of the railroad line has a similar highway-commercial, mixed use character which includes some office and industrial uses and a few undeveloped lots.

Neighborhood shopping areas, typically groupings of small-scale convenience shops and offices, are located within several residential neighborhoods, usually at key intersections. Among these are Old White Plains Road north of Mamaroneck Avenue, Fenimore Road at Palmer, and Halstead Avenue extending onto North Barry Avenue.

Industrial

Mamaroneck's industrial district is located along both sides of Fenimore Road between the thruway and the railroad and extends east along the railroad to Mamaroneck Avenue. Much of the local industry has been established since World War II. Fenimore Road, as a thruway access point, is an excellent location for businesses dependent on truck transport. Proximity to the railroad for freight shipment was more important in the past although railroad sidings still run to several businesses.

The major industrial facilities include manufacturing plants, a carting company warehouses, the Department of Public Works garage and storage yards. A mixture of other uses are located there. These little groups include isolated residences, which pre-date the present zoning, other commercial businesses such as offices and at least one popular, relatively new restaurant. A significant number of automobile service shops also operate throughout the area.

Industrial uses outside of this industrial zone include the Pure Foods plant on Mamaroneck Avenue. Marine industrial uses, such as boat yards, are concentrated at a few points along the waterfront, on Boston Post Road and Rushmore Avenue.

Institutional

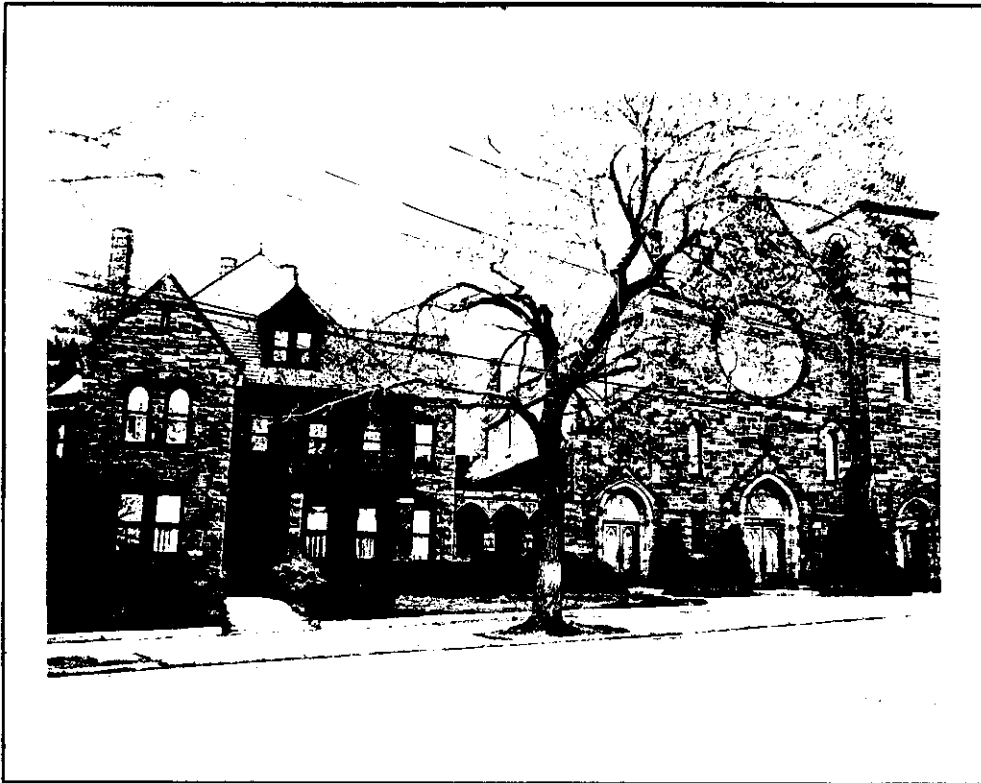
Public land uses of the Village, county or school districts include Village Hall, fire stations, parking lots, public schools, the water-treatment plant, library and theater. Other institutional uses include many churches, community centers, several private schools and service and fraternal organizations.

Parks/Recreation

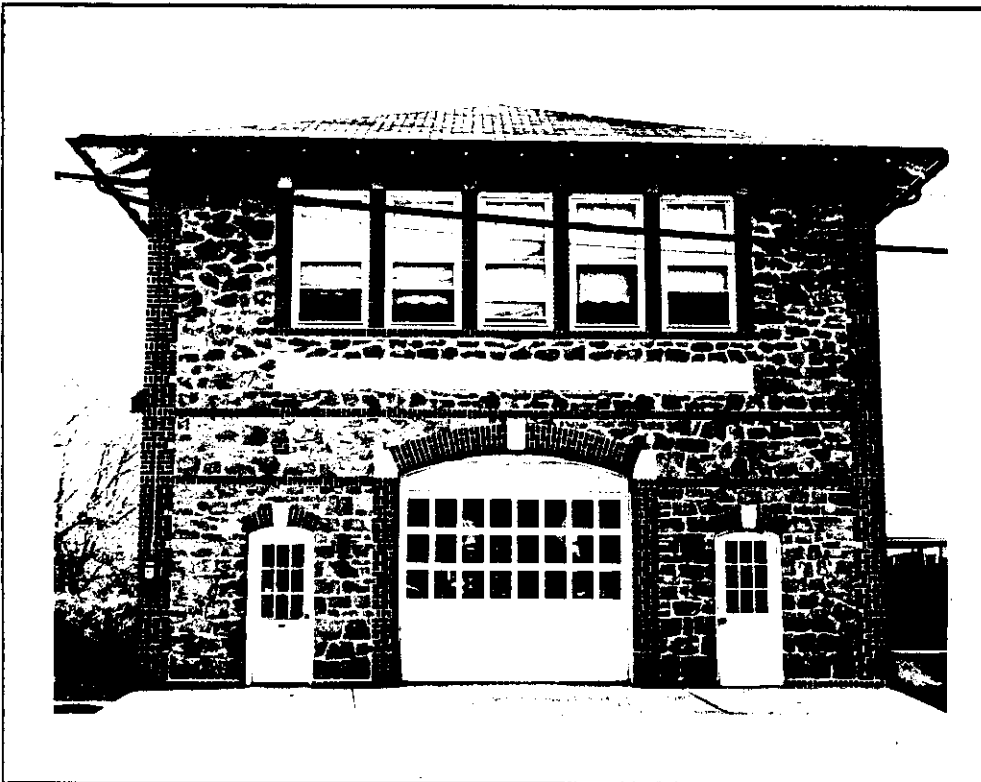
Areas developed as parks and recreation sites are located throughout the Village with the largest areas, fortunately, near the waterfront. Parks in the more densely developed central sections of the Village include school playing fields and several landscaped public areas along the river banks. Some of the larger open space areas are privately owned as clubs or golf courses.

Vacant Land

Mamaroneck's land is almost completely developed. Some vacant lots do exist scattered throughout the Village and many of these are being developed on a lot-by-lot basis. The few remaining sizable vacant tracts are indicated on the Land Use Plan: Focal Areas Map, Figure 9.



Holy Trinity Roman
Catholic Church



Halstead Manor Fire
House

Village of Mamaroneck
Westchester County, N.Y.

Community
Facilities

Buckhurst Fish Hutton Katz, Planning Consultants

Under-utilized Areas

There are a few underutilized sites and areas in the Village which present opportunities for new development, either through new construction or through re-use of existing buildings. The key underutilized sites include:

- o The Village-owned site between Greenhaven and Taylor Lane, currently used as a leaf-compost area
- o The northeast and southeast corners of Halstead and North Barry Avenues
- o Van Ranst Place on the north side of Columbus Park
- o Lots on Waverly Avenue and Old White Plains Road near Mamaroneck Avenue
- o Sites on Mamaroneck Avenue west of Jefferson Avenue
- o The Northeast corner of North Barry Avenue and Mamaroneck Avenues

There are also several major buildings on prominent sites, which are good opportunities for renovation and reuse:

- o The Mamaroneck Train Station in Columbus Park
- o The Daniel Warren School
- o Holy Trinity and St. Vito Roman Catholic Schools were closed in 1986 and may represent adaptive re-use possibilities.

2.4 Zoning and Land Development Controls

Under Village Law of New York State certain powers are available to the Village to implement its master plan:

For the purpose of promoting the health, safety morals, or the general welfare of the community, the board of trustees of the Village is hereby empowered, by ordinance, to regulate and restrict the height, number of stories and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts and buildings, structures and land for trade, industry, residence or other purpose. Such regulations shall be made in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, flood, panic and other dangers; to promote health and general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue

concentration of population; to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements. Such regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability to particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout such municipality.



4 Zoning

R-20	1 Family (20,000 sq. ft.)
R-15	1 Family (15,000 sq. ft.)
R-10	1 Family (10,000 sq. ft.)
R-7.5	1 Family (7,500 sq. ft.)
R-6	1 Family (6,000 sq. ft.)
R-5	1 Family (5,000 sq. ft.)
R-2F	1-2 Family (3,750 sq. ft.)
R-4F	1-4 Family (2,500 sq. ft.)
RM-1	Multi-Family (2,500 sq. ft.)
RM-2	Multi-Family (1,500 sq. ft.)
RM-3	Multi-Family (1,000 sq. ft.)

O-1	Office Business
C-1	General Commercial
C-2	Central Commercial
M-1	Manufacturing
MC-1	Marine Commercial
MC-2	Marine Commercial
MR	Marine Recreational
PB	Public District

Village of Mamaroneck Westchester County, N.Y.

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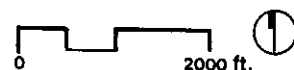


TABLE 2 ZONING DISTRICTS AND MINIMUM LOT SIZES

<u>R</u>	<u>District</u>	<u>Minimum Lot Size</u> <u>(sq. ft.)</u>
R-20	One Family	20,000
R-15	One Family	15,000
R-10	One Family	10,000
R-7.5	One Family	7,500
R-6	One Family	6,000
R-5	One Family	5,000
R-2F	One and Two Family	3,750 per dwelling unit
R-4F	One to Four Family	2,500 per dwelling unit
RM-1	Multiple Residence	40,000 but not less than 2,500 per dwelling unit
RM-2	Multiple Residence	20,000 but not less than 1,500 per dwelling unit
RM-3	Multiple Residence	20,000 but not less than 1,000 per dwelling unit
O-1	Office Business	3 acres
C-1	General Commercial	---
C-2	Central Commercial	---
M-1	Manufacturing	10,000
MC-1	Marine Commercial (General)	40,000
MC-2	Marine Commercial (Central)	---
MR	Marine Recreation	40,000
PB	Public District	---

Notes: Planned residential developments are permitted on parcels of at least 10 acres in One Family Residential Districts.

Zoning

Mamaroneck has had a zoning ordinance in effect since 1925. The present ordinance is based on models of the 1930's and 40's and was adopted in 1968 with major amendments in 1982, 1983 and 1984. Among the recent zoning actions recommended by the Planning Board and approved by the Village Board are the new local laws implemented as part of the Coastal Zone Management Plan, actions to resolve the question of dual zone sites, and the provision to allow residential uses in the commercial districts. The Village also created a new C-2 zone for the downtown and revised its RM-2 zone.

At present, the Village Zoning Ordinance contains 19 zones, listed with their respective lot size requirements in Table 2. Map 4 presents current zoning in the Village.

Local Land Use Regulation Laws

Among the existing local laws which regulate land use and development in Mamaroneck are:

- o Village Zoning Ordinance
- o Local State Environment Quality Review Act (SEQR), provides for review of the potential impacts of development actions prior to their approval (Local Law 10-1977).
- o Critical Environmental Areas Law, (CEA designations) amends the local SEQR law and seeks to protect highly sensitive natural areas (Local Law 15-1980).
- o Freshwater Wetlands Law, regulates development in or adjacent to freshwater wetlands (Local Law 3-1977)
- o Flood Damage Prevention Program, regulates development in floodplains (Local Law 18-1977).
- o Historic Preservation Ordinance/Landmark Advisory Committee, created a Landmark Advisory Committee and protects those sites of historic, architectural, archeological or cultural significance which are designated by the Village Board (Local Law 9-1982)
- o Coastal Zone Management Commission (CZM), provides for a permanent Coastal Zone Management Commission and establishes a CZM review in conjunction with required SEQR review (Local Law 10-1982).
- o Harbor Commission Ordinance, establishes a Harbor Commission to regulate harbor activities (Chap. 9, Unified Code of ordinances).

Recent Village Zoning Actions

Village Center C-2 Zone, 1983

In 1983 the Village adopted a new zone for the Village Center. This zone provided for a mix of uses, specifically allowing residential use to be developed above retail or office uses. The new zone allows a floor area ratio (FAR) of 2.5, the highest in the Village. The FAR, is simply the number one multiplier times the lot area to calculate allowable building square footage. By setting a generous FAR in the downtown the Village signaled its intent to stimulate new development; and, by mixing the uses the Village signaled an intent to stimulate residential development.

Coastal Zone Management, 1984

As part of the implementation program for the Coastal Zone Management Plan, a Marine Zone was established along the entire waterfront in the Public Access Plan. This zone is divided into six classes of districts: one-family residential (R-20), one family residential (R-15), one family residential (R-10), public district (PB), marine commercial-1 (MC-1), marine commercial-2 (MC-2) and marine recreation (MR).

The stated purpose of the new marine zoning is to "recognize the unique characteristics of the waterfront of the Village of Mamaroneck and encourage a type and scale of development which can protect our important resources while promoting the continued economic health of the community."

Dual Zoning Review 1984

In April 1984 the Planning Board and the Village Board reviewed the designations for seven local sites which were each zoned in two separate zoning categories. Two of the sites were already developed, three had development proposals pending, and two were partially developed and lent themselves to continued mixed use. The seven properties were Fairway Greens, Sarah Neumann Nursing Home, Fenimore Close, the Fusco Site on East Post Road, Ryewood, Van Ransst Place, and Post Road West at Hall Street.

The Village has since acted on three sites:

- o Fusco Property

This site, located at the Boston Post Road and the Parkway was the subject of both on O-1 or office zone and an R-10 or single family residential zone. After detailed study, including an environmental impact statement, the Village Trustees zoned the site R-7.5, permitting 14 units to be developed. The owner, Alexander Fusco, received final site plan approval for the development in Spring 1986.

- o Hall Street

Hall Street is a residential street of primarily one and two family homes. However, it had been zoned RM-2 a multi-family zone, as well as R2-F a two family zone. The Trustees acted to eliminate the multi-family zoning.

- o Ryewood

This site, along the border with Harrison was zoned for both office and residential. Final site plan approval was granted to a townhouse condominium development consistent with the R-6 zone chosen for the site.

Several additional sites that remain dual zoned have awaited the recommendations of this Master Plan. They include:

- o Fenimore Close

This narrow site between the Town of Mamaroneck and Interstate 95 is zoned for both office and residential. This Master Plan has now recommended residential development for the site while noting that such development will need extra landscaping and sound attenuation in its development because of the noise of the interstate highway. The possibility of including adjacent Village owned property with this site should be reviewed.

- o Van Ranst Place

This is a significant area between Mamaroneck Avenue and Columbus Park. It is presently zoned both C-1 and RM-3. The Master Plan now suggests replacing these zones with a C-2 designation, the zone that now controls development along Mamaroneck Avenue between the train station and Post Road.

- o West Post Road

Land along the West Post Road in the vicinity of Hall Street is still zoned for either C-1 or RM-2. Now that the Trustees have adopted infill housing provisions for C-1 it appears that the C-1 category is a preferable zone. However, there is still concern that the zone does not succeed in limiting strip commercial development. Some further modifications to the C-1 zone may be warranted.

Infill Housing, 1985

In order to meet the goals of the Village Housing Plan of 1980 for 190 units of middle-income housing, the Planning Board adopted the infill provision to encourage development of small residential units to meet the needs of small households, particularly the elderly and young families.

The infill housing provision permits the creation of new residential units within the C-1 zones of the Village on Halstead and Mamaroneck Avenues, Old White Plains Road and the Boston Post Road. Such residences already existed but were "non-conforming" uses which actually predated the commercial zoning. This provision legalized those already existing residences and permitted the same mixture of residences with professional offices, services, and stores that was approved for the downtown C-2 district in 1983. Infill housing within the C-1 zones requires a special permit from the Planning Board. An example of such housing was proposed in 1986 at the corner of Halstead Avenue and North Barry Avenue. Known as Barrymore Condominiums, the development would create 37 studio and one bedroom units at a floor area ratio of 80% of that allowed for a commercial building.

2.5 Population Trends

After decades of continuous growth, Mamaroneck's population stabilized in the mid 1960s and began a slight decline, which has since continued. After increases of 17% between 1950 and 1960, and 7% between 1960 and 1970, a slight decline of 1% occurred between 1965 and 1970. From 1970 to 1980 the total number of residents was reduced by 6.5%.

Although this trend of declining population is in contrast to the neighboring Town of Mamaroneck, it is in keeping with regional trends for older, already developed communities and older villages in Westchester County. The decrease is related to declining household size (persons per housing unit), a low rate of residential construction and a declining number of births to residents.

The following demographic summary highlights some of the statistics regarding population, housing, employment and income as recorded in the U.S. Census of 1980.* Separate profiles of each neighborhood are in section 3.0.

- o Total population for the Village of Mamaroneck in 1980 was 17,616 persons, a decrease of 1,236 persons, or 6.5% since 1970.
- o Of the 1980 total, 52% of residents were female and 48% were male, 5% were under the age of five, 21% were between the ages of 5 and 19, 40% were age 45 or older and 14% were over age 65.

* It should be noted that the data for these statistics was collected in 1979 and that much of the economic information is reported as averages. However, in the last six years, real estate values and housing costs have risen dramatically within the Village.

- o The racial composition of Mamaroneck was 92% white, 6% black and 5% of Spanish origin. Twenty-seven percent of the residents identified themselves as of Italian ancestry and 6% as Irish, while 25% reported they were of multiple ancestry.
- o There were 6,386 households in the Village with an average of 2.71 persons per unit. Of these households, 679 were headed by females and 277 of these had children under age 18. Seven percent of the households (444) had no workers and 46% (2,951) had two or more workers. There were 674 households with no cars and 846 households with three or more vehicles.
- o Per capita income of Mamaroneck residents averaged \$11,414 (in 1979 dollars). The average household income was \$23,349.
- o Approximately three percent (132) of the village families were reported as living below the federally-established poverty level, and 85 of those had children under age 18. Ninety-two single persons over age 65 were reported below this poverty level also.
- o In 1980 there were 4,315 local residents enrolled in kindergarten, elementary school or high school. Of all persons age 25 or over, 73.4% were high school graduates.

Table 3 POPULATION TRENDS 1960-1980

Age	1960	1980
under 5	1,817 (10%)	832 (5%)
5-19	4,252 (24%)	3,715 (21%)
20-29	1,942 (11%)	2,648 (15%)
30-44	3,798 (22%)	3,268 (19%)
45-64	4,389 (25%)	4,610 (26%)
65+	<u>1,478</u> (8%)	<u>2,543</u> (14%)
Total population	17,676	17,616

2.6 Housing

The Village's housing stock is diversified. While most residences are single-family houses, there are also two- and three-family houses, apartment buildings and apartments above offices and shops. There are homes in every neighborhood of the village, including the industrial and commercial districts. Section 3.0 contains profiles of the Village's twelve neighborhoods, all of which have their own character, style, key features and landmarks.

There are approximately 6,500 housing units in the community. Fifty-three percent of them are owner-occupied and 47% are rental units. While this owner-renter ratio remained nearly evenly divided between 1970-80, cooperative and condominium conversions have reduced the number of rental apartments and will continue to do so. The vacancy rate for all units has been extremely low for decades and remains at one percent or less.

About 55% of the existing village housing was built prior to 1939 and, therefore, the majority of the Village's residential buildings are 50 years old or older. However, the condition of the housing stock is generally good and can be expected to remain good because of housing demand and costs. Over the last few decades the average number of persons per household has declined dramatically. As of 1980, there was an average of 2.71 persons per unit, in 1970 it was 3.1 and in 1960 3.3. The projected 1985 estimate for household size is 2.66. The Village's total number of households increased from 5,335 in 1960 to 6,003 in 1970 to 6,386 in 1980; that is, a 20% increase in 20 years.

Current demand for smaller housing units is due to both the declining number of persons per household and the high cost of housing. Both Mamaroneck and Westchester County have a large percentage of three-and four-bedroom single-family houses which is disproportionate to the present market demands.

TABLE 4 HOUSEHOLD AND HOUSING UNIT SIZE, 1980

Persons	Units*	% of total	Rooms	Units*	% of total
one	1,406	22%	one	89	1%
two	1,988	31%	two	253	4%
three	1,222	19%	three	1,008	16%
four	1,014	16%	four	1,275	20%
five	455	7%	five	1,044	16%
six+	301	5%	six	2,812	44%
*Total					
Units	6,386		Median	5.1	

Probably the most critical planning problem for Mamaroneck, and for the region, is the shortage of affordable housing. In a market where jobs are increasing much faster than housing production, low and moderate income people are being squeezed out. As a result of the critically low rate of new construction, housing prices have skyrocketed.

The average house in the county and in Mamaroneck costs approximately \$195,000, well beyond the level affordable by the median-income family. Many local residents could not afford to repurchase their present homes at today's prices. The stock of rental housing is decreasing due to the conversion of apartment buildings to cooperatives and condominiums. Housing available and being produced is priced well beyond the reach of an increasingly large percentage of the local population. This prevents many young people who have grown up in the community from remaining in the area and forces many senior citizens to remain in large houses for longer than they wish. There is no senior citizen housing in the Village at present.

The Village of Mamaroneck has adopted a public planning policy of attempting to make available a wide range of housing choices for residents. Past efforts have included village support of the Washingtonville Housing Alliance, a non-profit housing corporation concentrated in the village's targeted community development area. The Village has also pursued funding for moderate-income senior citizen housing.

2.7 Commercial and Industrial Activities

Mamaroneck's commercial areas and industrial district occupy a considerable percentage of land area in what is generally thought of as primarily a residential suburban community. In fact, the local Chamber of Commerce estimates there are approximately 500 commercial, industrial and professional establishments within the Village. These include more than 250 retail stores, 40 restaurants, 70 small manufacturing firms (half specializing in electronics), a year-round marine industry and a growing number of art and antique shops.

Village Center

The Village Center, which has not changed much in appearance and character for 50 years, is still the central local shopping district and draws shoppers from neighboring communities as well. Many of the local shops and offices have been established in the Village for years, although relatively few of the local merchants now reside in the Village. There is a very low vacancy rate among commercial properties.

Traffic congestion, shortage of shoppers' parking spaces, urban design guidelines for signage and landscaping and redesign of existing parking lots are among the planning issues in the Village Center.

Suburban Commercial

Both the Boston Post Road and Mamaroneck Avenue north of the railroad bridge have become increasingly commercial in the last several decades. In general, commercial activities have grown out of the Village Center and filled in vacant spots along these major roads. Most of these newer businesses are larger and more highway or automobile-oriented than those in the central business district. The major businesses on the Post Road are supermarkets, restaurants, car dealerships, gas stations and shopping centers. In these areas each individual business or center has its own parking lot. Mamaroneck Avenue North has had much of the same development as the Post Road but a greater emphasis on office development has recently become apparent. This trend may continue because of proximity to I-95 and the saturation of sites further northwest in Harrison.

While it is to be expected that these types of commercial uses must locate along major roads because of the scale of their buildings and their parking needs, the cumulative effect of long stretches of such uses is often not pleasant. Furthermore, unless the design of these uses and their parking areas is carefully controlled, they can have a definite negative effect on the character of the street and can encroach upon existing smaller commercial and residential districts.

Among the planning concerns for such districts are design controls necessary to encourage compatibility between new construction and existing uses, streetscape standards such as sidewalks and landscaping to encourage pedestrian activity, reduction of curb cuts, control of signage, continuity of street furniture (benches, lighting, and trash containers) and very importantly, screening of parking and storage areas to reduce a cluttered appearance.

Marine Commerce/Industry

Mamaroneck's harbor has approximately 1,700 boats, 6 boat-yards, 2 public marinas, 16 yacht and beach clubs, 2 mooring contractors, a boat and bait-fishing station, a Coast Guard Station and 20 marine-related retail businesses. Marine activity is estimated to contribute more than \$20 million annually to the local economy. This recreation-oriented industry accounts for several hundred year-round jobs plus summer employment for more workers.

As part of the Coastal Zone Management Plan, two marine commercial zones were established in the Village as locations for water-dependent business uses.

Industrial Activities

Mamaroneck's Industrial District abuts the railroad line and the New York Thruway at the Fenimore Street exit. Of the 70 or so local industries in the Village, Sealectro is the largest, followed in size by these employers, all with more than 100 employees: Cine Magnetics, Electro Materials of America, Flick International Corporation, Happiness-Little Falls Launderers and Dry Cleaners, Meta-Glo Corp., Neuman Nursing Home, The Pure Food Co., Starch-Inra-Hooper, and the Village of Mamaroneck.

Physically, the industrial district is a mixture of land uses - industrial, commercial and residential. Construction of the Thruway in the 1950's caused the removal of a number of residences and other buildings in this part of the Village, created an excellent new transportation connection, and encouraged even more industrial development in this area.

Zoning of the district for industrial uses makes the existing residences "non-conforming" uses. Although predominantly industrial in nature, this district has approximately 30 residential units, a restaurant and commercial offices mixed in with manufacturing plants, storage yards and many small automobile-related businesses.

This is clearly recognized as a working district of the Village. However, there are some negative conditions at present which affect the safety and the property values of workers and residents as well as the image of the community. Some of these conditions may be improved through public planning measures. Among the current problems are the poor appearance of the streets, especially Fenimore Road and, to some extent Waverly Avenue. In some places there are no sidewalks, and pedestrian safety, as well as streetscape appearance, is a concern. The area generally lacks landscaping, and there are few buffers between industrial and residential properties. Storage of equipment and materials raises questions of toxic waste disposal and the adequacy of storage facilities. Automotive businesses often use the streets for car-storage areas.

2.8 Natural Environment

Natural features and environmental conditions determine the capability of the land to accommodate additional development without negative environmental impacts such as deterioration of water quality, erosion, loss of valuable wetlands and natural environments, or flood hazards.



The Nature Conservancy



Long Island Sound
Waterfront

Village of Mamaroneck
Westchester County, N.Y.

Natural
Features

Buckhurst Fish Hutton Katz, Planning Consultants

Flood Plains

Mamaroneck is a low-lying coastal community and, as is seen on the Constraints Map, much of the Village lies on either coastal or riverine flood plains at the bottom of three drainage basins: the Sheldrake River, the Mamaroneck River and Beaver Swamp Brook. Among the most serious of the Village's environmental problems are those associated with this location at the mouth of a wide riverine floodplain.

Riverine flooding due to extensive upstream development is a constant threat for much of the central section of the Village near the Mamaroneck and Sheldrake River banks, in particular, Columbus Park, Washingtonville, the industrial district and part of the central business district.

In the past, high flood waters have caused extensive property damage and significant harbor sedimentation and decreases in coastal water quality. Extensive land development throughout the watershed has drastically reduced the natural absorption capacity of the land, and for decades flooding has been continuously worse and more frequent.

Eroded soils and materials carried by the enlarged rivers and streams has led to so much sedimentation in Mamaroneck harbor that dredging is required every ten years to maintain adequate depths for navigation.

Stormwater runoff enters the nearly 300 miles of sanitary lines in the 30+ square-mile watershed, overburdens the existing wastewater treatment plant, and the excess is pumped directly into the harbor. Leaking sewer lines and outfall pipes which run under the harbor are currently being replaced.

Structural solutions to the Mamaroneck Sheldrake flooding have been considered by the federal government since the 1930's. Two flood-control plans for the Village area are now pending. A large and very expensive scheme has been proposed by the Army Corps of Engineers. A smaller-scale local program which would alleviate the most serious problems has been proposed by the Village government. A decision on these proposed projects is expected in 1986.

Water runoff problems are the cumulative effect of individual development projects throughout the entire watershed. Westchester County promotes a regional approach to the stormwater control problem. It is advancing a "zero increase" policy through its Best Management Practices Series, which are manuals with guidelines for land development and construction practices. Such a policy requires zero increase in the rate of peak discharge of stormwater runoff over predevelopment levels. Individual municipalities must adopt this policy through local ordinances, and adoption of similar regulations by all the communities in the watershed area is desirable.

The Village has a memorandum of understanding with the County's Soil and Water Board. The Board assists the Village in reviewing proposed developments and their impacts, and recommends steps to alleviate any problems.

Wetlands

Floodplains and wetlands are considered to be ill-suited for development because building there represents a hazard to life and property. Also, construction and maintenance in wetland areas are difficult and expensive. Furthermore, the wetlands play an essential environmental role by acting as natural detention areas during flood periods and as habitats for wildlife and many elements of the ecological cycle.

Tidal and freshwater wetlands in the Village of Mamaroneck have been identified and mapped by the New York Department of Conservation. The approximate location of the Village wetlands is shown on the Constraints Map, Figure 7. There are extensive tidal wetlands within the Village; the most notable are Otter and Guion Creeks and along the Town of Mamaroneck border. Sections of the State Environmental Conservation Law regulate development in tidal wetlands, freshwater wetlands and adjacent areas. Only one freshwater wetland, Magid Pond, has been identified in the Village.

Steep Slopes

Areas of steep slopes in excess of 15% are generally considered unsuitable for development because of the difficulty and expense of construction and the undesirability of road grades exceeding 10%. Soil erosion and surface water problems also result from clearing vegetation from steep slopes. Mamaroneck's topography does not include many steep slopes, as seen on the Constraints Map, Figure 9. Elevations range from mean sea level to a high of approximately 120 feet in the Harbor Heights area, and the contour changes are mostly gentle foothills above the coastal plain. However, there are a few places, particularly north and west of the Harbor's West Basin, where there are sizable areas with steep slopes.

Soils

Shallow depth to bedrock and high water-table conditions, as are found in many areas of Mamaroneck, can be development constraints because of the potential added cost if rock excavation is required or where there are drainage problems. However, these situations are not necessarily serious enough to prevent construction, especially where, as in Mamaroneck, there is a central sewer and water system.

Conservation and Wildlife Areas

The open spaces, particularly the wetlands, in the Village provide habitats for abundant and diverse resident, over-wintering and migratory wildlife, including several rare species. Some of these areas are being considered by New York State for designation as Significant Fish and Wildlife Habitats.

One-hundred and eighty-four species of birds have been identified in the vicinity of Ginsberg Hill, Magid Pond, Otter Creek and Van Amringe Millpond. Twelve of these species are classified by New York State as either threatened, of special concern or vulnerable.

Among the 16 local Conservation and Open Space Areas identified in the Coastal Zone Management Plan are those listed in tables. Furthermore, as part of the CZM project, five of these areas were designated by the Village as Critical Environmental Areas (CEA) because of their unique and/or exceptional value. These were Guion Creek, Otter Creek, Van Amringe Millpond, Magid Pond and the Mamaroneck Reservoir.

The first four were proposed as CEA's because of their wetland/wildlife habitat values, the Mamaroneck Reservoir because of its value as a flood-control mechanism. The Hampshire Country Club was also recommended because of its sensitive drainage conditions. However the Hampshire Country Club was not designated because a development application was pending on contiguous property. The request that Harrison designate its portion of the Mamaroneck Reservoir a CEA was not acted on by Harrison.

TABLE 5 CONSERVATION AND OPEN SPACE AREAS

- *o Delancey Cove
 - o Greacen Point Marsh
- *o Ginsberg Hill
- +o Guion Creek
 - o Hampshire Country Club
 - o Hommocks Conservation Area
- *o Kirstein Cove/Buttenweiser Island/Paps Rocks
- *o Larchmont Harbor (Mamaroneck)
- +o Magid Pond
- +o Mamaroneck Reservoir (Mamaroneck)
 - o Mamaroneck Reservoir (Harrison)
- *+o Otter Creek Salt Marsh
 - o Rockland Avenue Thruway Pocket
- +o Van Amringe Mill Pond
 - o Warren Avenue Conservation Area
 - o Florence Park

*Being considered by New York State for designation as a Significant Fish and Wildlife Habitat

+Locally designated Critical Environmental Area, under SEQR

-
- * The State Environmental Quality Review Act allows local governments to designate certain areas within their boundaries as Critical Environmental Areas.

Environmental Protection

The State Environmental Quality Review Act (SEQR), part of the Environmental Conservation Law of 1975, provides for an environmental review process whereby all agencies of government must conduct their business with an awareness that they have an obligation to protect the environment for this and future generations.

SEQR's purpose is to incorporate consideration of environmental factors into the planning, review and decision-making process of the state and local government agencies at the earliest possible time. The law requires that the protection and enhancement of the natural and built environment and community resources be given appropriate weight in relation to social and economic considerations in the formulation of public policy. SEQR mandates environmental review of actions before such actions are approved or disapproved.

Under SEQR, local governments are allowed to designate certain areas as Critical Environmental Areas, as Mamaroneck has done for five local sites. Furthermore, a review of proposed actions by the Coastal Zone Management Commission in conjunction with the local SEQR review process has been established in the Village to insure consistency of the proposals with the CZM plan and policies.

Other local regulatory powers which pertain to environmental protection include the zoning powers of the Board of Trustees and Planning Board, particularly the site plan review process. Local laws which protect specific environmental conditions include the Freshwater Wetlands Law, the Flood Damage Prevention Program and the Historic Preservation Ordinance.

2.9 Historic Preservation

The Village of Mamaroneck is almost entirely developed. Much of its present character is associated with its built environment. The most attractive parts of this character are the pleasant, older neighborhoods and the traditional Village Center. The least successful built sections are some of the mixed-use districts and the highway commercial strips where unkept areas and visually incompatible elements create a poor overall image and atmosphere.

Although Mamaroneck is generally thought of as a 20th-century suburb, much of the townscape is now more than fifty years old. Its geographic location made it an obvious Indian and colonial settlement point. The origins of the present community began in the mid 19th century with good rail connection to New York City. Furthermore, much of the central and waterfront Village was developed by the 1920's and 1930's, and many built features within those areas can be considered to be of local historical or architectural importance.

Prehistoric and historic archeological remains may potentially exist in the Village, and the Mamaroneck Harbor area has been generally designated as an archeologically sensitive area by the State Office of Parks, Recreation and Historic Preservation.

The following list of architecturally and historically important local sites was prepared by the Mamaroneck Historical Society and the Village of Mamaroneck Landmarks Advisory Committee. The locations of these historic sites are shown on the Assets Map, Figure 6. Four of these sites have been designated, and 25 have designations pending as historic landmarks. Such an action by the Board of Trustees provides protection under the Village's local Historic Preservation Ordinance. Only one local district has been formally proposed. It is the Melbourne Avenue Historic District in Old Rye Neck (see Figure 6: Assets Map for location).



Mamaroneck Project
Building
(Sewage Treatment
Plant)



Mt. Pleasant Avenue
House

Village of Mamaroneck Westchester County, N.Y.

Historic Buildings

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Five of these sites, including the St. Thomas Church and complex, the John Flandreau Cottage and complex, the Mamaroneck Train Station and the Mamaroneck Project Building (Sewage Treatment Plant) are eligible for nomination to the National Register of Historic Places. Such a designation protects National Register properties from state or federally funded projects and, in the case of the treatment plant and the train station, means that current renovation plans will include preservation of the historic exteriors of those buildings. It should be noted that any designations to the National Register of Historic Places needs the owner's consent.

TABLE 6 SITES OF HISTORIC OR ARCHITECTURAL SIGNIFICANCE

- * o Skinny House
- * o Old Mill, Deall Mill, later Van Amringe Mill (1792)
- * o First Methodist Church, now the American Legion Building (1845)
- * o 100 Mamaroneck Avenue (1930)
- * o Hook & Ladder Company Fire House (1902)
- +++ o Mamaroneck Railroad Station (1888)
- + o John Richbell Monument & Cemetery
- o Site of Disbrow House (1677)
- o DeLancey House, Fenimore Cooper House (1792)
- + o Disbrow Cemetery
- o Site of Flandreau House
- o Site of Polycarpus Nelson House
- +++ o St. Thomas Church (1886), Parish House & former Endowment Buildings (1887)
- +++ o John Flandreau Cottage ("Vue de L'Eau) Church Rectory (1867), Banta House (1890)
- o Site of First School House
- + o DeLancey Cemetery
- + o Florence & Powell Cemetery
- o Gedney Farmhouse (1800)
- o The Gatehouse
- o Site of Deall's Dock
- + o United Methodist Church (1859)
- o Site of Battle of Heathcote Hill (1776)
- o Site of Heathcote Manor House (c. 1702)
- o Site of 18th Century Dam and Mill Pond
- o Site of "Closet Hall" of Fenimore Cooper
- o Old Village Square
- + o Guion Cemetery
- o Old Town Dock of Rye
- o Toll Gate House (1805)
- + o Gedney Cemetery
- + o Later Gedney Cemetery
- + o Dingee Cemetery
- o Site of Depot School (1885)
- + o Town Cemetery
- + o Tompkins Avenue Bridge
- o Site of First Kindergarten (1901)

TABLE 6 SITES OF HISTORIC OR ARCHITECTURAL SIGNIFICANCE
(cont'd)

- + o Melbourne Avenue Historic District, Old Rye Neck
- + o Columbus Park Monument
- +** o Mamaroneck Project Building, Sewage Treatment Plant Tower & Administration (1931)
- o Harbor Island Park, Pavilion (1934); WPA Stonework & buildings, Memorial Grove, Firemen's Memorial
- + o Mamaroneck Beach & Yacht Club (1885) gatehouse and stables
- o Daniel Warren School (1930)
- + o Mamaroneck Free Library (1927); Emelin Theatre (1972)
- + o Mamaroneck Village Hall, Johnson Park, World War II Memorial
- o Weatherbee Mansion, Westchester Day School (1880)
- + o Old Central School (1888)
- o Strait Gate Church (1945), Rev. Martin Luther King Center
- + o Barry Avenue A.M.E. Zion Church (1903)
- + o Holy Trinity Church (1885)
- + o Tompkins Park (Memorial to World War I Veterans) with Milestone "23 Miles to N.Y. City"
- o Orienta Beach Club
- o Beach Point Club Mansion
- o St. Vito's Church (1930)
- + o Satan's Toe, site of Flagler Estate and D.W. Griffith Studio
- + o Highview Street Historic District
- * Designated as an Historic Landmark by the Village of Mamaroneck Board of Trustees.
- ** Being considered for nomination to the National Register of Historic Places.
- + Being considered for designation under the Historic Preservation Ordinance.

2.10 Recreation and Open Space Facilities

Mamaroneck is fortunate to occupy such a naturally beautiful site, with a great expanse of waterfront, and to have such a large area which is presently used for open space and recreation. Among the publicly-owned, open space areas are the Village's 11 parks. Recreation is the fourth largest item in the Village budget, and it is also the greatest source of revenue for the Village other than property taxes. In 1984 the Village managed mooring and docking arrangements for 1,430 boats.

The centerpiece of the Village's park system is Harbor Island, 44 acres of waterfront property lining the northern end of the West Basin and just south of the Village Center. This is also the Village's major public access point on the waterfront. Harbor Island has a 700-foot saltwater beach, municipal docks and fishing floats, eight tennis courts, fitness trails, ball courts and playgrounds, and landscaped areas for passive recreational use.

Among the concerns for maintaining and upgrading Harbor Island Park are the appearance of the entranceway, the traffic and parking plan, the need for night lighting, and bulkheading in certain areas, as well as the impacts on the park of the expansion of the Wastewater Treatment Plant. In addition, the Village-owned "old cement dock" is underutilized but offers an excellent opportunity for a new docking facility such as a visitor's pier, as has been proposed by several groups. Also a salt water swimming pool has been proposed due to the pollution problems in the Harbor over last several summers. This should be pursued to make safe swimming available at Harbor Island. Users fees and financing packages should be employed.

Harbor Island Park is really the central municipal recreation area and is used by more than 100,000 persons, residents and non-residents, annually. The other Village parks are all smaller and associated with neighborhoods or schools. Together they provide for approximately 27 acres and a variety of active and passive recreational spaces. Village parks include:

- o Bud Walker Park
- o Gianunzio Park
- o Barry Avenue Play Area (0.5 acres)
- o Columbus Park (6.0 acres)
- o Daniel Warren School (2.5 acres)
- o F.E. Bellows School (2.0 acres)
- o Florence Park (8.9 acres)
- o Harbor Lawn Development Park (0.25 acres)
- o Mamaroneck Avenue School (3.0 acres)
- o Warren Avenue Playground (2.0 acres)
- o Stanley Avenue Playground (1.47 acres)

The harbor itself should be considered as a community recreational facility. It contains approximately 200 acres of water surface and nearly 1,500 boat moorings operated by the Village, boatyards and private club facilities. The Village's park facilities are also supplemented by the 850-acre county-owned Saxon Wood Park, Pool and Golf Course immediately north of the Village.

The 16 conservation areas listed in Table 5 are all part of the Village's open-space system. Also, however, not all the conservation and open-space areas are available for recreational use by the public. Some are environmentally fragile preserves where intense recreational use might endanger natural habitats. Others are privately owned properties including beach clubs, country clubs and schools which certainly contribute to the open-space character of town but are of a quasi-public nature, with access restricted to members.

As part of Westchester County's recent master plan revisions, the County Planning Department examined large and under-utilized parcels. In several cases the County recommended that if there is any proposed development on these private club properties the community's public access needs should be considered as well as the possibility of the Village obtaining the right of first refusal should the clubs, or portions of them, be put up for sale. These recommendations were made in the cases of the Hampshire Country Club, the Beach Point Club, the Mamaroneck Beach and Cabana (Yacht) Club, the Orienta Beach Club, and the Westchester Religious Institute (Day School).

2.11 Municipal Services

Village Hall, on Mt. Pleasant Avenue, is the center of Village municipal activities and contains the offices of the Village Manager, Clerk-Treasurer, Engineer, Building Inspector, Tax Assessor, Court Clerk, Village Attorney, and Human Resources Director as well as public meeting rooms.

Village Departments

Also headquartered in Village Hall is the Police Department which includes 46 police officers, 19 school guards and 3 parking enforcement officers. The Highway Department, which maintains the streets and municipal parking lots, has its garage, offices and storage yards on Fayette Avenue.

Fire protection is provided by five all-volunteer companies with equipment housed in five separate buildings. Local volunteer firemen currently number approximately 255. The Fire Department's Rescue Squad provides emergency medical aid to Village residents.

Human Services

The Human Services Administration directs the public social services of the Village, aimed at helping the elderly and the needy. Senior Citizens' Programs include the daily nutrition program and activities at the Seniors' Center on the Boston Post Road and the Meals on Wheels program of food delivered to the homes of handicapped or elderly residents. Human Services also helps with child-care and day-care placement, job training and referrals, and Village assistance to those in extraordinary situations such as runaways, the homeless or victims of a fire or flood.

The department acts as a liaison to the Washingtonville Neighborhood Program, Inc. and the Washintonville Housing Alliance, Inc. It is also the local liaison with federal, state and county social-service agencies. According to the department's director, services to the elderly are a growing element of local programs as that segment of the population increases, and the lack of affordable housing is the major community social-service problem.

Schools

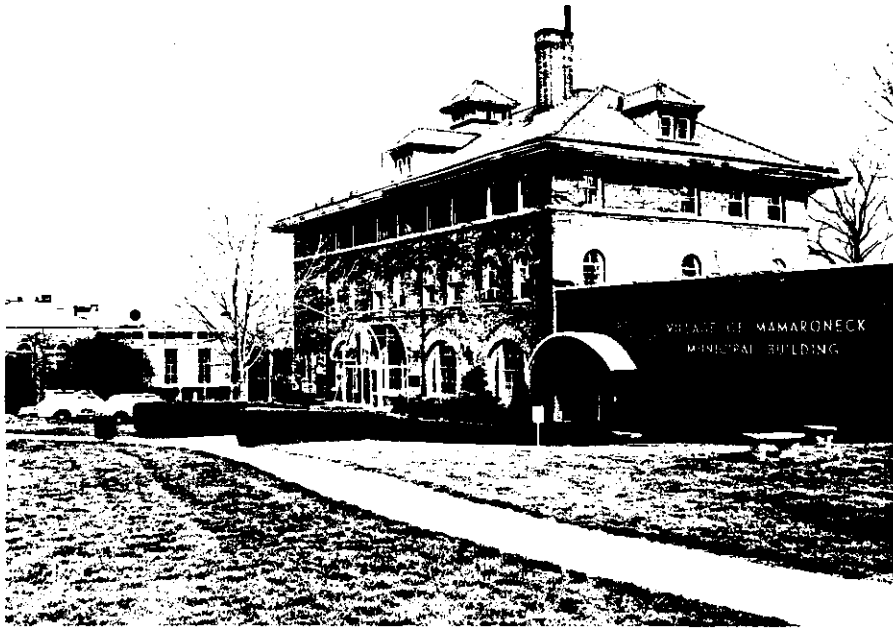
The Village of Mamaroneck is divided between two school districts: the Union Free School District No. 1 of the Town of Mamaroneck (including the Village of Larchmont and all of the Village of Mamaroneck west of the Mamaroneck River) and the Rye Neck School District including all of the Village east of the Mamaroneck River plus that portion of the City of Rye west of Bradford Avenue and south of Beaver Swamp Brook.

In 1980 there were 4,315 children in the kindergarten through college-age groups; that is, 21% of the population was between the ages of five and nineteen. In the past six years the general trend in pupil enrollments in local public schools has been downward. In fact, efforts have been made to find new uses for some underutilized areas within the existing school buildings.

Boards, Commissions and Committees

As of spring 1986, the following local boards, commissions and committees were established and listed as active by the Village of Mamaroneck:

- o Harbor Commission
- o Board of Electrical Control
- o Human Rights Commission
- o Zoning Board of Appeals
- o Board of Traffic Commissioners
- o Board of Architectural Review



Village Hall



Mamaroneck Avenue
Grade School

Village of Mamaroneck Westchester County, N.Y.

Public Facilities

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- o Planning Board
- o Tenants Council
- o Council of Arts
- o Board of Fire Inspectors
- o Recreation & Parks Commission
- o Examining Board of Plumbers
- o Health Commission
- o Landmarks Advisory Committee
- o Coastal Zone Management Commission
- o Housing Authority
- o Grievance Board
- o Disabled-Advisory Committee
- o Board of Ethics
- o County Rent Guideline Board
- o Parking Study Committee
- o Board of Taxi Commissioners
- o Beautification Committee
- o Volunteer Rescue Squad Transition Committee
- o Mamaroneck Safety Task Force
- o Master Plan Steering Committee
- o Sewer Task Force
- o Cable TV Board of Control
- o Cable TV Advisory Committee

Water and Utilities

The Westchester Joint Water Works, which serves the Village of Mamaroneck and the Towns of Mamaroneck and Harrison, provides a primary source of water for the Village, bought from New York City. Gas and electricity are supplied by Consolidated Edison.

Fiscal Conditions

In 1983-84 the Village of Mamaroneck spent their total budget of approximately \$8 million dollars in the following major categories:

38%	Public Health and Safety	\$3,076,677
23%	Village Officials and Staff	1,862,199
22%	Public Works and Community Services	1,781,234
12%	Recreation and the Arts	971,582
5%	Debt Service	<u>404,825</u>
	Total	\$8,096,518

In 1985-86 approximately 75% of the Village's income came from real property taxes, 20% from various revenues other than real property taxes and 5% from cash surplus. The assessment rate for Village property taxes was \$81.44 per \$1000 of assessed property value in 1985-86, and the total Village assessed valuation was \$84,352,026.

2.12 Infrastructure and Parking

Roads

The Village road system includes two New York State Thruway exits, the State Routes: U.S.1 (Boston Post Road) and 127 (Harrison Avenue), and County Routes: Mamaroneck, Mt. Pleasant and Palmer Avenues. Proposed development plans for state and county roads require review by Westchester County Department of Planning.

The Village itself owns and maintains 45.19 miles of local streets. There are also 3.04 miles of private roads. Besides the regular maintenance programs, two long-term projects address problems of an older system. The first is street reconstruction under the Consolidated Highway Improvement Program.

The Village's "Plan of Capital Projects," a long range six year program, includes repairs to the sanitary and storm drainage systems, replacing of floats, docks and ramps in the harbor, repair of seawalls, and possible replacement of water mains.

Sewage System

The current sewage system was constructed in the early twentieth century and many of its elements date back to the 1930's including the wastewater treatment plant. The county-owned plant, officially known as "Mamaroneck Project Plant (Tower & Administration) Building" is situated on the Boston Post Road at the entrance to Harbor Island Park. It is a handsome brick Classical Revival building with a lighthouse like tower and has been a landmark of the community and waterfront since its construction in 1931.

This plant processes sewage from the 30-square-mile Mamaroneck Sewer District which includes all of the Village of Mamaroneck, parts of the Towns of Harrison, Mamaroneck, Village of Scarsdale, and the Cities of New Rochelle, Rye and White Plains, a total of 282 miles of sewer lines. The sewage receives primary treatment at this plant and is pumped through an underwater pipe out to the vicinity of Bell 42, off Milton Point, where it is released into Long Island Sound.

Not only is the present system inadequate because of leakage in the old pipelines and the greatly expanded stormwater flows due to upstream development, but the federal government's water quality standards require that the plant be upgraded to include secondary treatment. A decision will be made in Spring 1986 as to the particular secondary treatment to be implemented. Thereafter, design of the plant's renovation is expected to take one year and construction to take four years.

Since the building is considered a local landmark and has been declared eligible for listing on the National Register of Historic Places, and since the treatment plant property abuts the Village's major recreational facility, Harbor Island Park, careful design of the treatment plant's renovation and surroundings should be an important village concern.

The entire sewer project, under the direction of the Westchester County Department of Environmental Facilities, includes four segments, several of which are underway:

- o construction of interceptors to replace the siphons in both the East and West Basins of Mamaroneck Harbor
- o construction of a new outfall into Long Island Sound
- o renovation of wastewater treatment plant
- o rehabilitation of the sewer system

Flood Control

Two major flood-control projects, aimed at protecting large areas of the Village from the threat of gradually worsening riverine flooding, are pending with a decision slated for 1986.

The larger is a plan of the Federal Flood Control Project of the Army Corps of Engineers for the entire lower Mamaroneck-Sheldrake drainage area within the Village. The Corps initially studied the local flood-control situations and suggested remedies in 1939. The current plan, with a projected budget of 65 million dollars, includes the following projects:

- o rerouting of the Sheldrake River by plugging the channel at the Fenimore Street Bridge and constructing a new underground conduit south along Fenimore Street to the West Basin
- o widening and strengthening of river-retaining walls and replacement of existing siphons along the entire length of the Mamaroneck River beginning at the Waterworks Dam and ending at the East Basin
- o replacement of bridges at Ward Avenue, Station Plaza, Hillside Avenue, Halstead Avenue and Winfield Avenue

The smaller plan, devised locally by the Village, is the Washingtonville Flood Relief Project and would cost approximately 1.4 million dollars and is designed to the alleviate majority of the flooding problems.

Any public or private development planning within close proximity to either the Sheldrake or Mamaroneck Rivers should be conducted with careful consideration of these flood-control projects.

Parking and Traffic

Parking continues to be a perennial concern in Mamaroneck as it is in most older suburban communities where the older neighborhoods and commercial areas were not designed for such an automobile-oriented population as we have today. In Mamaroneck in 1980 only 674 households had no vehicles while 846 residences had more than three vehicles.

While neither parking nor traffic circulation are major problems in most areas of the Village, the central business district on Mamaroneck Avenue is a congestion point for both. Tie-ups on Mamaroneck Avenue create a bottleneck in the very center of the Village, causing delays for through traffic. Findings of various studies indicate that the diagonal parking on Mamaroneck Avenue is cause for much of the congestion as well as for the high rate of accidents there. However, in comparison with a parallel-parking scheme, the ease of parking and the larger number of cars accommodated makes diagonal parking popular locally.

Parking spaces in the Village Center area are shared by train commuters, residents, downtown workers and shoppers. The Village has allocated the existing spaces to serve the needs of these user groups through a system of meters, decals and timed-use areas. The present space-allocation system is now under review by the Village's Parking Task Force.

Although there seems to be constant public demand for more parking, careful inventories of the use of the existing supply have concluded that there are adequate parking spaces for all the user groups within the Village Center area. However, some parking areas are much more popular than others. For example, the central two to three blocks of Mamaroneck Avenue are full to capacity during most of the business week. Meanwhile, nearby parking lots and curb spaces on other streets are considerably under capacity.

The Rye TOPICS traffic study recommended the elimination of angle parking to be replaced by parallel curb and median parking as well as development of more parking spaces in nearby lots in order to improve safety, traffic movement and the supply of spaces.

The Village's Parking Task Force released a report in November 1985 with short-term recommendations which could be acted upon in a six- to twelve-month period to alleviate some of the simpler problems.

Among these are:

- o A moratorium on the random elimination of parking spaces
- o Clear signage to identify existing parking areas and subareas
- o An alternate-side-of-the-street parking system to allow for snow and leaf removal and street cleaning and to force removal of stored vehicles
- o Reallocation of spaces within existing lots to maximize usage
- o Improvement of lighting, paving and lot layout of existing lots
- o Regulating delivery times and access points for shops and theater on Mamaroneck Avenue, encouraging rear access where possible
- o Fair and consistent enforcement of all regulations

Long-term parking recommendations included the following:

- o Establishment of a Parking Commission to work with other Village officials and boards to address parking concerns
- o Development of a parking lot on Village-owned land on Ogden Avenue
- o Strict compliance of all future village construction with off-street parking regulations of the zoning ordinance
- o Preparation of a traffic-impact study and an analysis of the present opportunities and constraints and alternative parking options for the Village.

Since completion of this Task Force Report, the Village's Board of Trustees has decided to double the capacity of the municipal lot on Prospect Avenue by constructing a one-story parking structure, increasing the capacity from 100 to 200 vehicles. Construction is scheduled for 1986-87 on this area, known as the Hunter Lot.

Other focal areas for planning and implementation in the immediate future are the redesign of several existing lots, better signage and reallocation of meter, decal and time spaces.



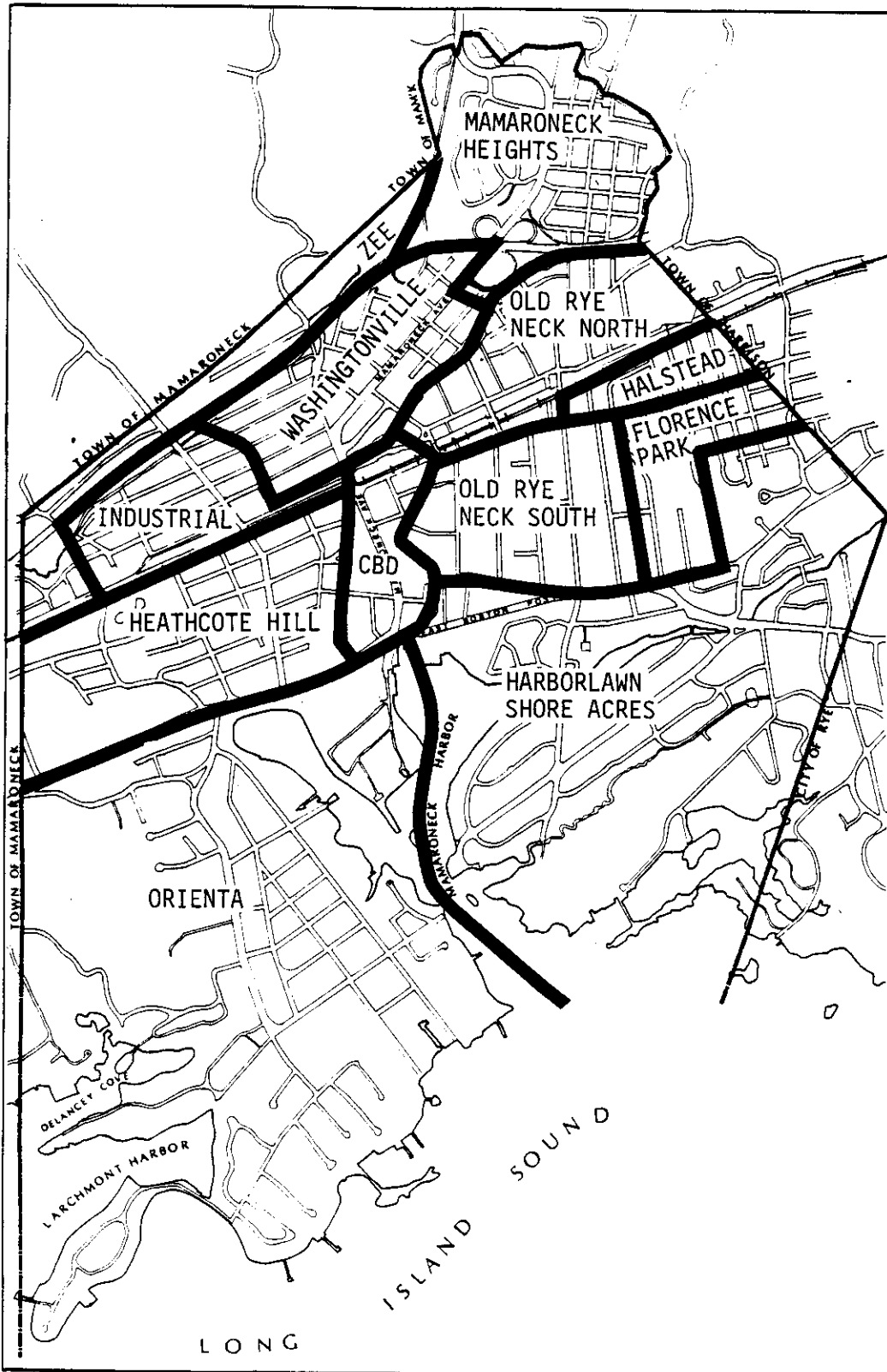
3.1 Summary

Mamaroneck is a village of neighborhoods. Each has its own character, style, landmarks and socio-economic makeup. In this section we have drawn brief profiles of the Village neighborhoods: Florence Park, Halstead, Harbor Lawn/Shore Acres, Heathcote Hill, Mamaroneck Heights, Old Rye Neck North, Old Rye Neck South, Orienta, Washingtonville, Zee Neighborhood, the Village Center and the Industrial District.

During the 1980 census, the Village chose to participate in the Neighborhood Statistics Program from which it obtained census information on a neighborhood by neighborhood basis. This program has provided a much more discrete level of detail than would usually be available from census tract data. For each neighborhood the profile reports total population, housing units, school enrollment, median household income, and renter and owner-occupied units.

Map 5 indicates the boundaries of the twelve neighborhoods, as delineated for the census project. Table 7 is a summary chart of information on all twelve neighborhoods. It illustrates the diversity among the various areas within the Village particularly with regard to income and property values. For each neighborhood Table 7 reports the number of persons, workers and students, the numbers of housing units, renter and owner-occupied, the median household income and per capita income, the median rent and median house value and the percentage of high school graduates.

5 Neighborhood Census Areas



Village of Mamaroneck
Westchester County, N.Y.

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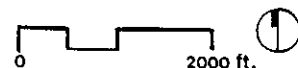


Table 7 SUMMARY CHART OF NEIGHBORHOOD CENSUS AREA

	CENTRAL BUSINESS DISTRICT		FLORENCE PARK		HALSTEAD		HARBOR LAWN/SHORE ACRES		HEATHCOTE HILL		INDUSTRIAL		MAMARONECK HEIGHTS		OLD RYE NECK NORTH		OLD RYE NECK SOUTH		ORIENTA		WASHINGTONVILLE		ZEE NEIGHBORHOOD		VILLAGE	
	001	002	003	004	005	006	007	008	009	010	011	012	TOTAL													
Persons	742	2,153	432	1,476	3,364	349	1,542	1,427	1,847	2,186	1,746	358	17,616													
Housing Units	350	764	160	535	1,240	130	515	493	686	811	686	112	6,482													
Worker, (age 16 + over)	414	1,051	197	872	1,634	216	850	857	871	1,121	846	127	9,056													
School Enrollment (age 3 + over)	152	487	96	412	850	85	353	323	486	582	414	75	4,315													
% High School Graduates	59.3	69.3	65.3	87.3	73.1	63.4	80.3	65.1	73.1	92.6	53.5	75.5	73.4													
Median household income	17,045	21,036	21,500	43,350	20,879	15,326	29,643	22,843	21,993	42,420	12,899	28,875	23,349													
Per capita income	8,747	8,805	9,190	18,679	8,842	6,007	10,324	8,412	10,052	23,100	6,025	10,172	11,414													
Owner-occupied housing units	40	554	113	340	498	37	397	324	323	527	198	92	3,443													
Renter-occupied units	305	204	43	189	737	90	111	165	349	266	466	18	2,943													
Median rent	251	314	380	410	335	255	311	293	284	442	265	500+	310													
Median value	60,700	74,600	70,400	138,200	72,900	75,000	85,000	66,800	83,300	170,500	58,800	81,900	88,100													



Park Avenue
Streetscape



Florence Park

Village of Mamaroneck Westchester County, N.Y.

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3.2 Florence Park

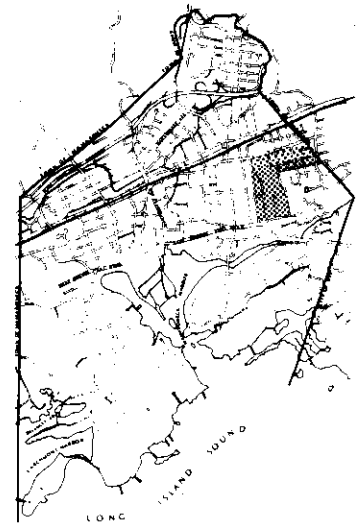
Florence Park is located several blocks east of the Village Center. It is bounded on the east by Wagner Avenue, on the south by Halstead Avenue, on the north by Keeler Avenue and follows Florence and Henry Avenues to the Harrison town line.

This single-family residential neighborhood has as its centerpiece Florence Park. The Village and the neighborhood recently have worked together to improve maintenance and quality of the recreational facilities within the park. Access to the park is gained through Edwards Place, Park Avenue, and Jensen Avenue.

There are two multi-family units in the neighborhood located on Halstead. Over half of the housing units in Florence Park were built prior to 1940.

Florence Park

Persons	2,153
Housing Units	764
Worker (age 16 + over)	1,051
School Enrollment (age 3 + over)	487
% High School Graduates	69.3
Median Household Income	\$21,036
Per capita income	\$8,805
Renter-occupied Housing Units	554
Owner-occupied Housing Units	204
Median rent	\$341
Median value	\$74,600



Florence Park

Village of Mamaroneck Westchester County, N.Y.

3.3 Halstead

The Halstead neighborhood (also known as Franklin Park) lies east of North Barry Avenue, south of the New York, New Haven and Hartford Railroad, north of Halstead Avenue and east to the Harrison town line. Halstead is a single-family residential neighborhood with a middle-income population. There is an office use, several multi-family residences and a firehouse, exceptions to the predominantly single-family homogeneity of the neighborhood. There is a vacant two-lot parcel on the corner of Halstead Avenue and North Barry Avenue which has been proposed for multi-family condominium development. The area is single-family and two-family closer to Harrison. The entire area is also predominantly zoned R-2F.



Halstead

Halstead

Persons	432
Housing Units	160
Worker (age 16 + over)	197
School Enrollment (age 3 + over)	96
% High School Graduates	65.3
Median Household Income	\$21,500
Per capita income	\$9,190
Owner-occupied Housing Units	113
Renter-occupied Housing Units	43
Median rent	\$380
Median value	\$70,400

Village of Mamaroneck

Westchester County, N.Y.



Halstead Avenue House



English Place two
family house

Village of Mamaroneck

Westchester County, N.Y.

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Mamaroneck Beach,
Cabana, and Yacht
Club



The Parkway

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.4 Harborlawn/Shore Acres

Harborlawn lies north of the Boston Post Road, and south of Henry Avenue and east of Florence Street. This primarily single-family residential neighborhood has recently had new development along Harrison Avenue which includes office and townhouse residential uses.

Shore Acres lies southeast of the Village Center, south of the Boston Post Road and east of Mamaroneck Harbor. Shore Acres' proximity to the harbor and Long Island Sound, like Orienta, has attracted upper-income, single-family residential development. The Parkway, a boulevard with a landscaped center island and well-kept larger homes, illustrates the tree-lined street character of the neighborhood. Shore Acres has two private recreation clubs along the harbor and Sound as well as a nature conservancy along Otter Creek.

Landmarks in the Harborlawn/Shore Acres neighborhood include Holy Trinity Roman Catholic Church and Rectory, the Methodist Church and Rectory and the Daniel Warren School. The East Boston Post Road is the commercial spine of the neighborhood and it also is the entrance into the Village from the City of Rye. At present the commercialized Mamaroneck side of the Village boundary is in contrast with the tree-lined residential Post Road in Rye. This neighborhood had the highest median household income of the Village's neighborhoods in 1979.

Harborlawn/Shore Acres

Persons	1,476
Housing Units	535
Worker, (age 16 + over)	872
School Enrollment (age 3 + over)	412
% High School Graduates	87.3
Median Household Income	\$43,350
Per capita income	\$18,679
Owner-occupied Housing Units	340
Renter-occupied Housing Units	189
Median rent	\$410
Median value	\$138,200



Harborlawn
Shore Acres

Village of Mamaroneck Westchester County, N.Y.



Christian Science
Church and apartment
building on Fenimore
Road



Prospect Avenue House

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.5 Heathcote Hill

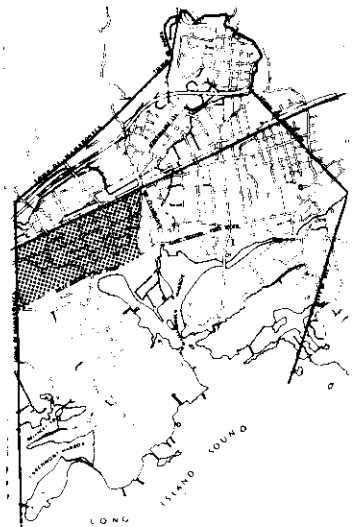
This neighborhood lies immediately to the west of the Village Center. It is bounded to the north by the New York, New Haven and Hartford Railroad, to the east by Mt. Pleasant Avenue, to the south by the Boston Post Road, and to the west by the Village boundary. Heathcote Hill is mainly residential, although there are commercial uses along the Boston Post Road and sizable tracts of institutional use.

Single-family houses are predominant although Heathcote Hill has the highest percentage of multi-family units of any residential neighborhood in the Village. Major institutions in the neighborhood are Mamaroneck High School, Westchester Jewish Center, Neuman Nursing Home and the Mamaroneck Town Center.

Heathcote Hill also has the highest percentage of persons living below the poverty level (5.9% of the neighborhood) of the Village neighborhoods, probably a reflection of the high instance of elderly living alone in that neighborhood.

Heathcote Hill

Persons	3,364
Housing Units	1,240
Worker (age 16 + over)	1,634
School Enrollment (age 3 + over)	850
% High School Graduates	73.1
Median Household Income	\$20,879
Per capita income	\$8,842
Owner-occupied Housing Units	498
Renter-occupied Housing Units	737
Median rent	\$335
Median value	\$72,900



Heathcote Hill

Village of Mamaroneck Westchester County, N.Y.



Mamaroneck Avenue
Apartment House



Warren Avenue
Streetscape

Village of Mamaroneck Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.6 Mamaroneck Heights

Mamaroneck Heights lies north of the New York Thruway and is bisected by Mamaroneck Avenue. The neighborhood consists of single-family houses, a few two-family houses and one multiple residence. Mamaroneck Heights is characterized by steep slopes and newer homes in its western section and by more traditional pre-war development in its eastern section. The neighborhood has good access to recreation in the adjacent Saxon Woods Park in the Town of Mamaroneck.



Mamaroneck Heights

Mamaroneck Heights

Persons	1,542
Housing Units	515
Worker (age 16 + over)	850
School Enrollment (age 3 + over)	353
% High School Graduates	80.3
Median Household Income	\$29,643
Per capita income	\$10,324
Owner-occupied Housing Units	397
Renter-occupied Housing Units	111
Median rent	\$311
Median value	\$85,000

Village of Mamaroneck

Westchester County, N.Y.



American Methodist
Episcopal Zion
Church



Jefferson Avenue
Streetscape

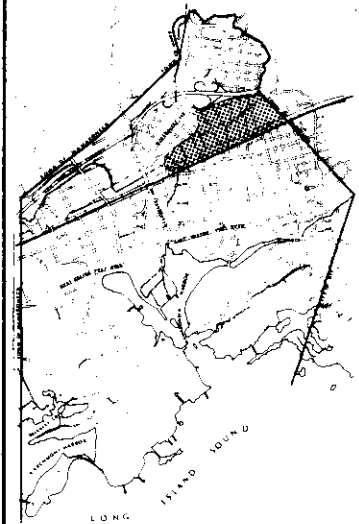
Village of Mamaroneck Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.7 Old Rye Neck North

The Old Rye Neck North neighborhood lies north of the New York, New Haven and Hartford Railroad and Halstead Avenue and is bounded to the west by the Mamaroneck River, to the north by the thruway, and to the east by the Harrison town line.

Old Rye Neck North consists primarily of single-family houses although it does have a neighborhood commercial area along Halstead Avenue and North Barry Avenue. Over half of the housing units were built prior to 1940: 52.4%, including a few historic structures. One important landmark in the neighborhood is the American Episcopal-Methodist Zion Church on North Barry Avenue. A recently completed townhouse development, Top of the Ridge, on the Girl Scout site fills the last large vacant site in the neighborhood.



Old Rye Neck North

Old Rye Neck North

Persons	1,427
Housing Units	493
Workers (age 16 + over)	857
School Enrollment (age 3 + over)	323
% High School Graduates	65.1
Median Household Income	\$22,843
Per capital income	\$8,412
Owner-occupied Housing Units	324
Renter-occupied Housing Units	165
Median rent	\$293
Median value	\$66,800

Village of Mamaroneck

Westchester County, N.Y.



Historic North Barry
Avenue House



Streetscape in
proposed Melbourne
Avenue Historic
District

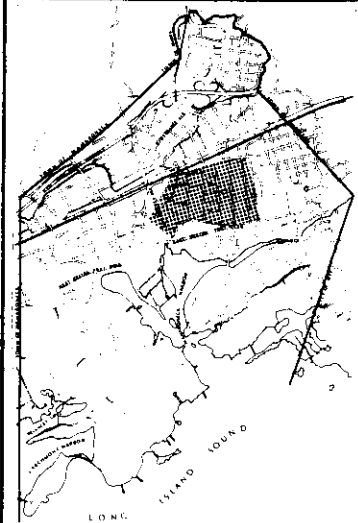
Village of Mamaroneck Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.8 Old Rye Neck South

Old Rye Neck South lies east of the Village center on the other side of the Mamaroneck River. Its borders are Halstead Avenue on the north, Wagner Avenue to the east, and the Post Road, Tompkins and Keeler Avenues to the south. Old Rye Neck is mainly an older residential neighborhood containing a multitude of single-family dwellings. The proposed Melbourne Avenue Historic District exemplifies the historic architecture and turn-of-the-century character of the neighborhood.

Old Rye Neck South shares Halstead Avenue with Old Rye Neck North as its neighborhood commercial area.



Old Rye Neck South

Old Rye Neck South

Persons	1,847
Housing Units	686
Workers (age 16 + over)	871
School Enrollment (age 3 + over)	486
% High School Graduate	73.1
Median Household Income	\$21,993
Per capital income	\$10,052
Owner-occupied Housing Units	323
Renter-occupied Housing Units	349
Median rent	\$284
Mean value	\$83,300

Village of Mamaroneck

Westchester County, N.Y.



Delancey House



Long Island Sound
Coastline

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.9 Orienta

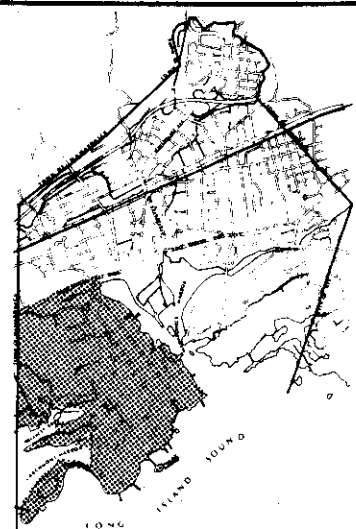
Orienta is the largest of the Village's neighborhoods and the one with the greatest waterfrontage. Orienta's irregular coastline contains several privately owned peninsulas, some turn-of-the-century houses, former waterfront estates now used as clubs, camps and schools, and many single family houses built since the 1930s on suburban lots. There are a few boatyards along Mamaroneck Harbor, two recent townhouse complexes and a single large apartment house as well as several private recreational facilities.

The waterfront, estates, club properties and the Hampshire Country Club plus the landscaped yards, tree-lined streets and large lots give Orienta a feeling of considerable open space, despite the fact that land in the neighborhood is nearly completely utilized.

Orienta had the second highest median household income of the Village's neighborhoods in 1979.

Orienta

Persons	2,186
Housing Units	811
Worker (age 16 + over)	1,121
School Enrollment (age 3 + over)	582
% High School Graduates	92.6
Median Household Income	\$42,420
Per capita income	\$23,100
Owner-occupied Housing Units	527
Renter-occupied Housing Units	266
Median rent	\$442
Median value	\$170,500



Orienta

Village of Mamaroneck Westchester County, N.Y.



St. Vito's Church



Typical housing in
Washingtonville

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.10 Washingtonville

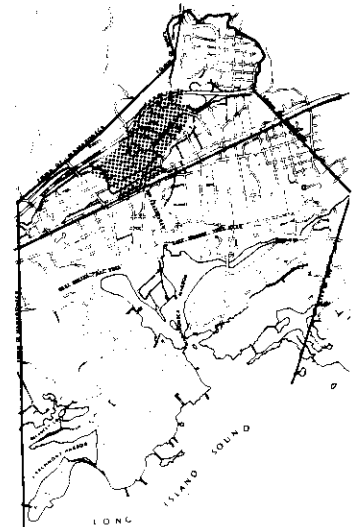
Washingtonville is an older residential and mixed-use neighborhood lying between the train station and Village Center and the thruway. Residential sections include single-family and two-family houses and multi-family apartment buildings. Among Washingtonville's important buildings and places are: St. Vito's Church, Mamaroneck Avenue School, the Martin Luther King Center and Columbus Park.

Mamaroneck Avenue, the Village's major commercial spine, traverses Washingtonville, acting as a Village "gateway" off the New York State Thruway. This four lane road has a mixture of contemporary buildings such as a supermarket, gas stations and three-story office buildings and older, one story storefronts, apartment buildings and a food processing factory. A neighborhood commercial area is found on Old White Plains Road extending north from the Village Center.

Washingtonville has the largest minority representation of the Village's neighborhoods--26% of the neighborhood's population. The majority of the housing units in the neighborhood, 73.1%, were built prior to 1940.

Washingtonville

Persons	1,746
Housing Units	686
Worker (age 16 + over)	846
School Enrollment (age 3 + over)	414
% High School Graduates	53.5
Median Household Income	\$12,899
Per capita income	\$6,025
Owner-occupied Housing Units	198
Renter-occupied Housing Units	466
Median rent	\$265
Median value	\$58,800



Washingtonville

Village of Mamaroneck Westchester County, N.Y.



Post war house on
Rockland Road



Victorian House on
Grove Drive

Village of Mamaroneck

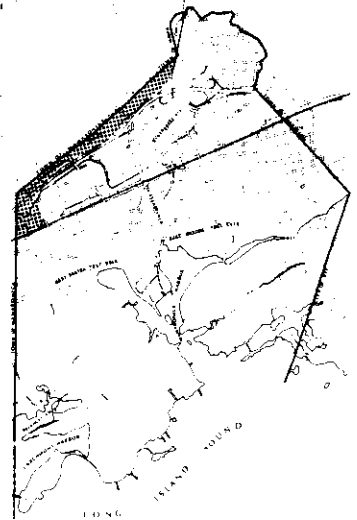
Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.11 Zee

The Zee neighborhood is a residential neighborhood on a small strip of land somewhat isolated from the rest of the village by the New York State Thruway. This neighborhood consists of single-family houses occupied by mainly middle-income families. Almost half of the houses in this neighborhood of tree-lined streets were built before World War II and the rest before 1970.

The Zee neighborhood acts as a gateway to the Village on local streets and roads from the northeast.



Zee

Zee

Persons	358
Housing Units	112
Worker (age 16 + over)	127
School Enrollment (age 3 & over)	75
% High School Graduates	75.5
Median Household Income	\$28,875
Per capita income	\$10,172
Owner-occupied Housing Units	92
Renter-occupied Housing Units	18
Median rent	\$500+
Median value	\$81,900

Village of Mamaroneck

Westchester County, N.Y.



Mixed use along
Mamaroneck Avenue



Mamaroneck Avenue
Streetscape

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.12 The Village Center

The Village Center is the main shopping street in the Village. Mamaroneck Avenue between Columbus Park and Harbor Island Park acts as the commercial spine of the Village Center. A variety of clothing stores, restaurants, furniture and antique stores as well as office and entertainment uses are located in this mixed-use neighborhood. There are residential units above many commercial establishments along Mamaroneck Avenue along with single-family and multi-family dwellings on the side streets.

The Village Center has an early 20th century character with mostly one to four story buildings, many with good examples of simple brick or stone facades typical of the workmanship and style of that period.

Mamaroneck Avenue is very conducive to pedestrian activity, however, most shoppers use automobiles to travel to the Village Center. Angle parking is provided along the Avenue which is not sufficient. Additional parking is provided behind Avenue shops along the Mamaroneck River as well as across Prospect Avenue from the Village Hall and at Spencer Place.

Important landmarks in the Village Center include the Mamaroneck Train Station, the Emelin Theatre, Library, Village Hall and St. Thomas Church.

Village Center

Persons	742
Housing Units	350
Worker (age 3 + over)	414
School Enrollment	152
% High School Graduates	59.3
Median Household Income	\$17,045
Per capital income	\$8,747
Owner-occupied Housing Units	40
Renter-occupied Housing Units	305
Median rent	\$251
Median value	\$60,700

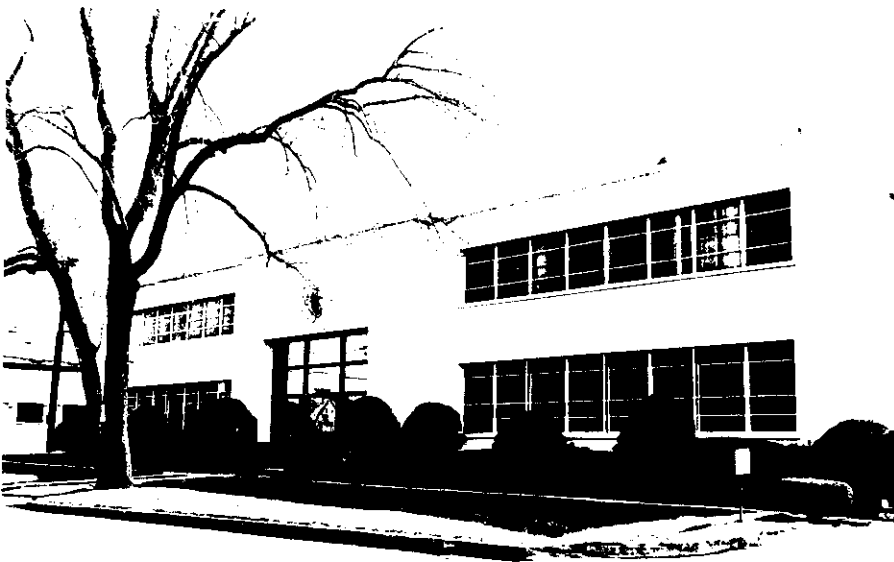


Village Center

Village of Mamaroneck Westchester County, N.Y.



New carting garage



Technical Materials
Corp. Building

Village of Mamaroneck

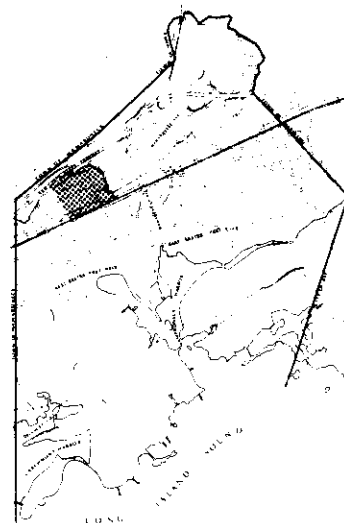
Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

3.13 Industrial

The Industrial neighborhood lies between the New York State Thruway and the Village Center, generally west of the Sheldrake River. It consists mainly of general businesses such as auto repair and paint shops, lumberyards, industrial uses as well as interspersed housing. The neighborhood has a variety in building size, from factory to small houses with different heights, materials and setbacks.

The Fenimore Road "Gateway" from the Thruway greets visitors with the negative end of this visual variety which here becomes cluttered with unsightly conditions. However, the mixed use of industrial, commercial and residential works better on some blocks such as Center and Fayette west of Fenimore.



Industrial Area

Industrial

Persons	349
Housing Units	130
Worker (age 16 + over)	216
School Enrollment (age 3 + over)	85
% High School Graduates	63.4
Median Household Income	\$15,326
Per capital income	\$6,007
Owner-occupied Housing Units	37
Renter-occupied Housing Units	90
Median rent	\$255
Median value	\$75,000

More than half of the housing units in the industrial area were built prior to 1940: 54.4%.

Village of Mamaroneck

Westchester County, N.Y.



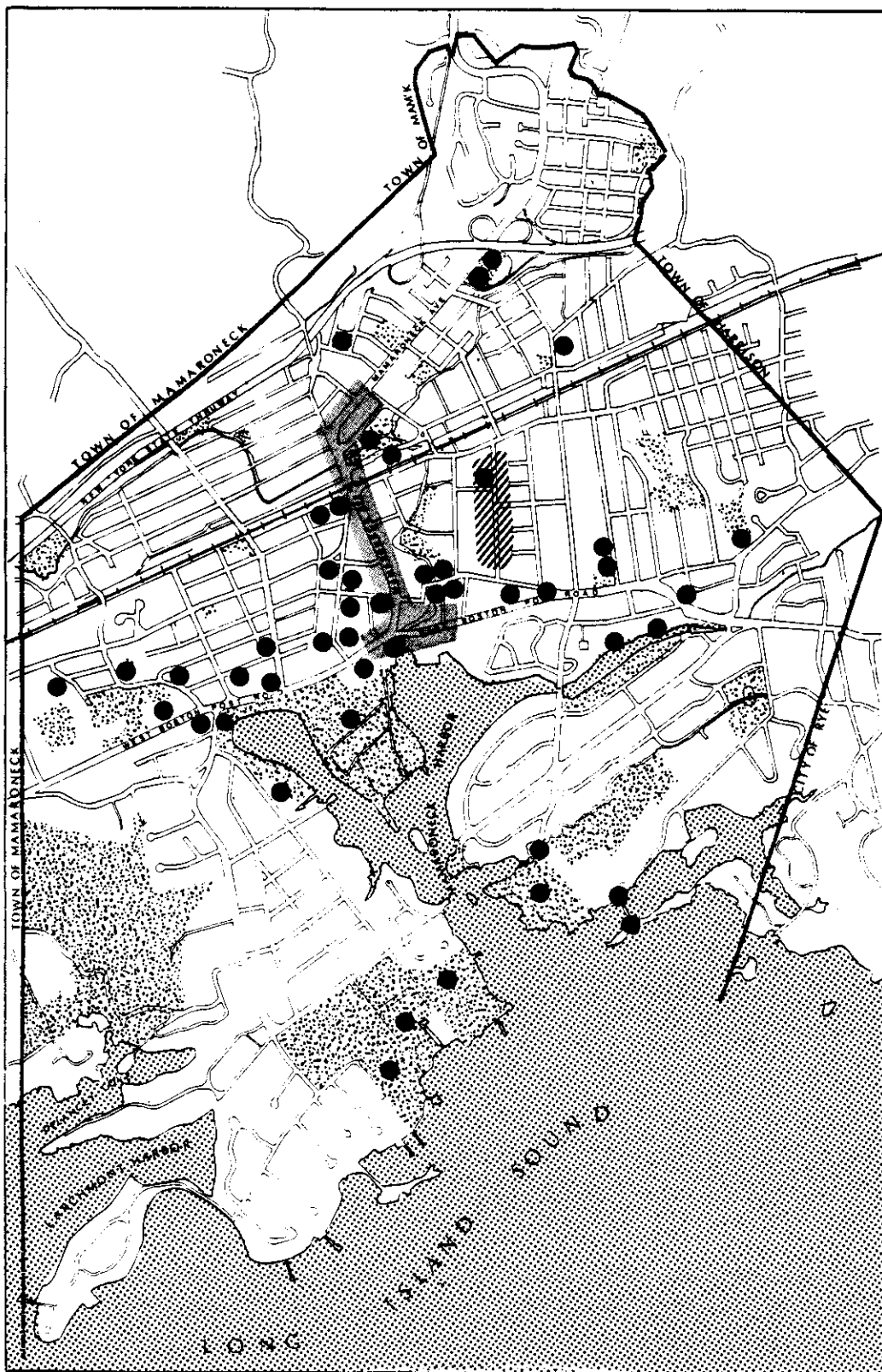
4.0 PLANNING ISSUES

This section summarizes the assets, constraints and planning issues identified in this Master Plan project. This summary is the product of research and fieldwork, meetings with Village officials and with the Steering Committee and the public input from the community poll and public workshop.

4.1 Assets

Mamaroneck's major community assets are as follow:

- o An extensive, active waterfront and valuable harbor
- o A large amount of open space within the community, including publicly and privately owned areas, open spaces appropriate for active and passive recreational uses, a variety of beach clubs, public parks and conservation areas.
- o An active Village Center and central business district with a traditional Main Street character, a good mixture of business well-suited to local shopping needs and with a beneficial combination of residential and commercial uses.
- o High quality housing stock and many well-established and pleasant neighborhoods.
- o Active industrial and commercial districts including marine-related industry which provides local employment and a good tax base.
- o A diversity among its people, business and neighborhoods which offers choices to residents of different socio-economic levels, ages, ethnic backgrounds and personal tastes.

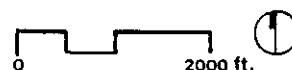


6 Assets

-  Waterfront
 Landmarks
 Open Space Areas
 Main Street
 Proposed Historic District

Village of Mamaroneck
Westchester County, N.Y.

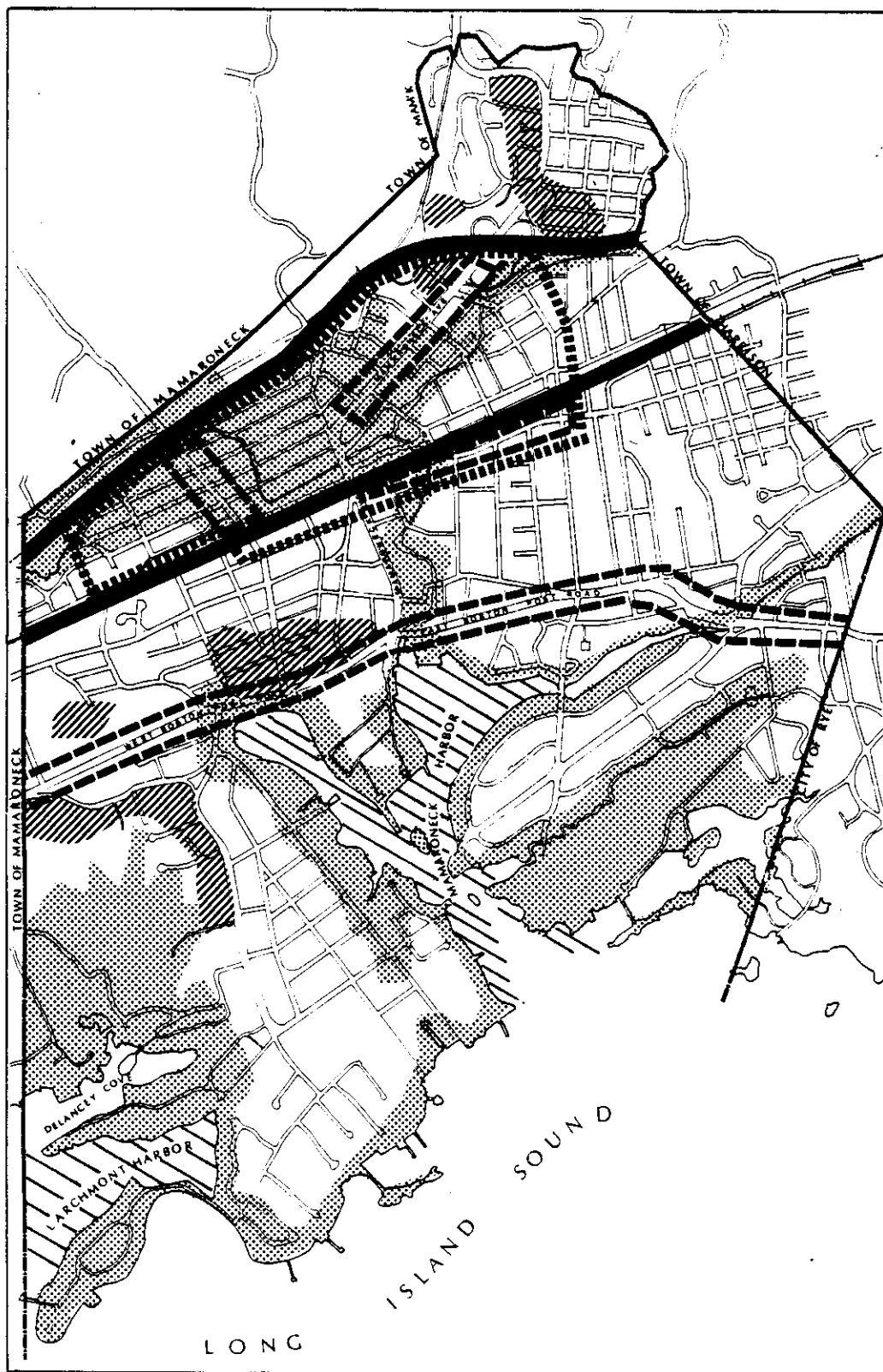
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4.2 Constraints

Among the negative elements or problem areas for the Village are:

- o Natural environmental limitations such as flood plains, wetlands, steep slopes and flooding problems.**
- o Major man-made barriers or projects, such as the existing roadways network and railroad and the proposed flood control and sewer improvement plans.**
- o Lack of affordable housing**
- o Shortage of developable land**
- o Incompatible uses in the mixed-use areas**
- o Some unattractive streetscapes with inconsistent building design, lack of landscaping or street amenities and poorly defined Village gateways.**
- o Shortage of parking spaces and traffic congestion in the Village Center.**
- o Harbor pollution**
- o Underutilized areas, particularly parts of Washingtonville, the industrial district and the Columbus Park vicinity including the train station and Van Ranst Place.**



7 Constraints

-  Flood Plain
-  Steep Slopes
-  Harbor Pollution
-  Commercial Strips
-  Mixed Use Areas
-  Barriers

Village of Mamaroneck

Westchester County, N.Y.

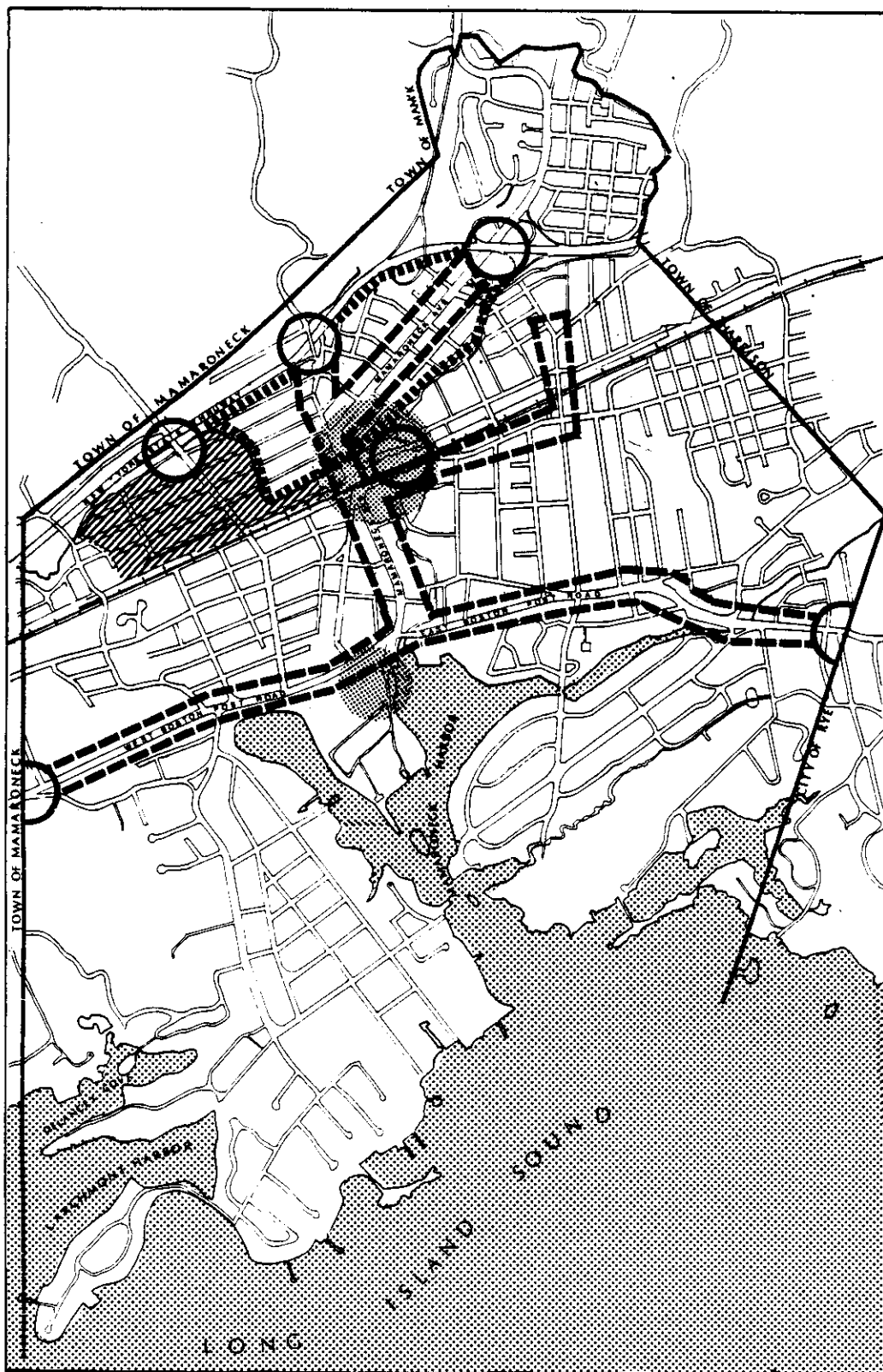
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4.3 Planning Issues

The following were identified as the issues the Master Plan should aim to address:

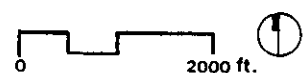
- o Continued stabilization and maintenance of attractive residential areas
- o Upgrading of existing recreational facilities and increasing public access to the waterfront, wherever possible
- o Increasing affordable housing opportunities wherever possible, with special attention to seniors' housing
- o Design guidelines for unattractive streetscapes and specific areas of concern
- o Developing a long-term landuse policy for the mixed use areas, particularly the commercial areas
- o Developing urban design strategies for the industrial and highway commercial zones
- o Appropriate landscape and signage treatment for the major gateways to the Village
- o Encouragement of conservation of open spaces, both as environmentally sensitive areas and recreational facilities
- o Encouragement of preservation of historic features, neighborhood character and distinctive and pleasant places within the Village
- o Coordinating appropriate agencies to address the flood control, and infrastructure problems of the community

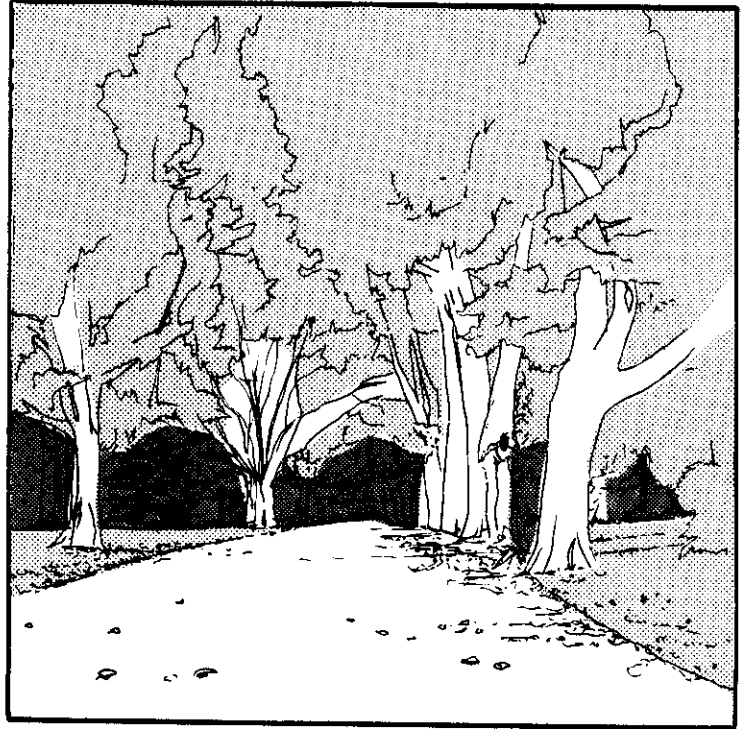


8 Issues

-  Waterfront
 Redevelopment Areas
 Commercial Corridors
 Washingtonville
 Industrial Area
 Gateways

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5.0 GOALS AND OBJECTIVES

5.1 Public Participation Process

Throughout the Master Plan project, public input and local commitment to the Plan concepts have been sought through a series of committee meetings held over the six-month project period. A community-wide public survey was conducted in fall 1985, and a Saturday-morning public workshop was held in October. The Plan concepts were presented and reviewed at a public informational meeting in January.

Steering Committee

At the beginning of the project, an ad hoc Master Plan Steering Committee was established. Village officials on the committee included the Board of Trustees, the entire Planning Board, the Chairpersons of both the Zoning Board of Appeals and the Coastal Zone Management Committee as well as the Village Manager.

Furthermore, the Mayor invited local homeowners associations, neighborhood organizations and civic groups to send representatives, and there have been approximately 30 active committee members from these community groups. Input from this committee has been sought at each stage of the Plan's evolution at a series of meetings held over the six-month project period.

Community Public Opinion Poll

Distribution of survey forms and outreach efforts for the survey of local residents and workers was completed by the Master Plan Steering Committee with the assistance of the Village staff. Every effort was made to provide opportunities for local people to respond to the questionnaire. Survey forms were distributed through local organizations and neighborhood groups and were also available at Village Hall. In a two-week period 312 persons answered the questionnaire. The entire questionnaire, with tabulated findings, is in appendix A of this document.

Of the 312 persons who answered the survey, 99% are residents, 88% are homeowners and 60% have lived in Mamaroneck for more than 15 years. Twenty-nine percent work in Mamaroneck.

Following is a summary of the opinions recorded.

- o Regarding the importance of various aspects of Mamaroneck, more than 85% of the residents think overall attractiveness and small-town character and location on the Sound are important, more than 80% think that waterfront access and services provided by the Village are important.
- o In order of frequency, residents wrote that the best thing about Mamaroneck is: small-town atmosphere, location on the Sound, the waterfront, and the diversity and ethnic balance.
- o In order of frequency, residents wrote that the worst thing about Mamaroneck is: unkept public areas, lack of parking, and taxes.
- o Regarding future development and the promotion or restriction of certain kinds of land use and activities, a majority want to promote recreational facilities and residential opportunities and 46% want to promote public transportation.
- o For commercial activity, industrial activity and tourism, a majority favored keeping them the same or limiting them (37%, 24% and 24%, respectively).
- o Considering the appropriateness of various types of residential development within the Village, 84% and 67% feel that single- and two-family housing is appropriate. Fifty-four percent feel rental housing/apartments are appropriate and 31% think they are inappropriate. Forty percent think multi-family housing (3 or more units) is inappropriate but 37% think it's appropriate. Sixty-six percent think moderately-priced housing is appropriate but 45% approve of luxury housing while 30% disapprove of it within the Village. Opinion on low-income housing was evenly divided with 35% feeling it is appropriate and 36% that it is inappropriate.
- o Types of commercial developments which a majority of those polled see as appropriate are retail shops, services (dry cleaners, copy shops, etc.), restaurants, professional offices and marinas. There was a split on commercial office space with 49% approving and 33% disapproving. Regarding overnight accommodations, a majority indicated they were inappropriate.
- o A slight majority of residents thought both high-tech (research labs) and light manufacturing were appropriate local industrial uses. However, corporate offices were seen as appropriate by 36% and inappropriate by 33%.



Round table discussion



Presentation by
discussion group
leader

Village of Mamaroneck
Westchester County, N.Y.

Workshop

Buckhurst Fish Hutton Katz, Planning Consultants

- o Forty-eight percent of those polled would like the Village to encourage new development, while 30% see it as inappropriate. Sixty-two percent would like to see improvements only to the existing village. But, only 21% think it is appropriate for the Village to remain the same as it is today while 37% think it is inappropriate.
- o Of the five public improvements residents were asked if they could support through local bond issues, a majority indicated they would approve all of them. Sixty-two percent would support infrastructure (roads, sewers, etc.) improvements, 62% flood-control mechanisms, 58% harbor improvements, 55% parking facilities and 50% recreational facilities.

Community Workshop

On Saturday, October 19, 1986, the Master Plan Steering Committee sponsored a public workshop on the Master Plan. The program included an introduction to the project by the Mayor and Planning Board Chairman and a presentation of existing conditions and planning issues by the planning consultants.

The Citizens Committee members and consultants divided into discussion groups and each group gave a brief report of its ideas and concerns at the workshop's wrap-up session. A report of the workshop is contained in the appendix.

5.2 Goals of the Plan

Master planning goals and policies are meant as general guidelines for development. Zoning and other planning techniques are the means to apply the goals, policies and land-use concepts to specific properties and projects.

As part of the master planning effort, the following overall goals and strategies have been established.

Village Growth and Land Use

- o Preserve the quality of life as well as the diversity of the Village character and community.
- o Preserve the existing small-town character of the Village while providing for opportunities for new development.
- o Reexamine and update the existing zoning ordinance to reflect the new Village master plan.

- o Require that all developments comply strictly with pertinent zoning regulations and, particularly, site plan review and environmental regulations.
- o Focus development activities on the underutilized sites and areas within the Village, particularly underutilized existing structures.

Historic Preservation

Preserve and maintain the valuable historic, cultural, architectural and archaeological heritage of Mamaroneck for the benefit of the Village's present and future citizens.

- o Preserve Mamaroneck's many buildings of individual beauty and the visually cohesive districts that contribute to the Village's aesthetic and cultural image.
- o Encourage the designation of Landmark buildings and historic districts by the Village or by individual property owners.
- o Encourage maintenance and rehabilitation of historically and/or architecturally significant buildings.
- o Encourage the preservation of those districts or neighborhoods that possess an identifiable, cohesive character.

Housing

Maintain Mamaroneck's low-density residential character but provide for a variety of housing types and designs in order to provide housing options for households with different needs and incomes, to support housing values and to meet the need for smaller units.

- o Support options to preserve and provide a large stock of affordable housing in the Village
- o Attempt to meet increasing housing needs and demands but limit high-density developments
- o Allow conversion of parts of existing residences to accessory apartment use
- o Encourage mixed-use areas of compatible uses, particularly residential uses within retail commercial districts
- o Support programs of the local neighborhood organizations to maintain and upgrade housing stock and adjoining public areas

Commercial Activities

Identify centers for shopping and consolidate activities within these areas in order to reinforce local business and enhance community identity and design.

- o Preserve the primary role of the Village Center as the major retail shopping area of the Village.
- o Establish urban design guidelines and streetscape standards for the highway commercial areas of the Village.
- o Provide additional short-term parking for shoppers and visitors in the vicinity of Mamaroneck Avenue
- o Maintain the existing boundaries of the Village's business districts and exercise care in extension of commercial activities, particularly with regard to adjacent residential areas

Industrial and Office Uses

Encourage industrial and office uses within the appropriate established zones and on sites where they will be close to major access roads and where negative environmental and community design impacts can be minimized.

Support the local economy and tax base by encouraging those commercial and industrial establishments which are compatible with existing Village uses and with Village development goals.

Open Space and Recreation

Increase and upgrade publicly-owned open space and recreation areas to provide appropriate facilities for various age groups and for active and passive recreation. In particular, increase public access to the waterfront wherever possible.

Urban Design

- o Preserve the small-town character of the Village through careful control of new development design.
- o Encourage preservation of the best of Mamaroneck's built environment, particularly those features identified as local landmarks and those in the Village Center.
- o Establish an overall streetscape and landscape plan for the Village's publicly-owned property.



Preserve small town
quality



Maintain residential
character

Village of Mamaroneck

Westchester County, N.Y.

Character

Buckhurst Fish Hutton Katz, Planning Consultants

Conservation

Encourage conservation and strict development regulations on the waterfront, floodplains, wetlands, and steep slopes in order to safeguard the natural environment and avoid danger to life and property.



New office building
on Halstead Avenue

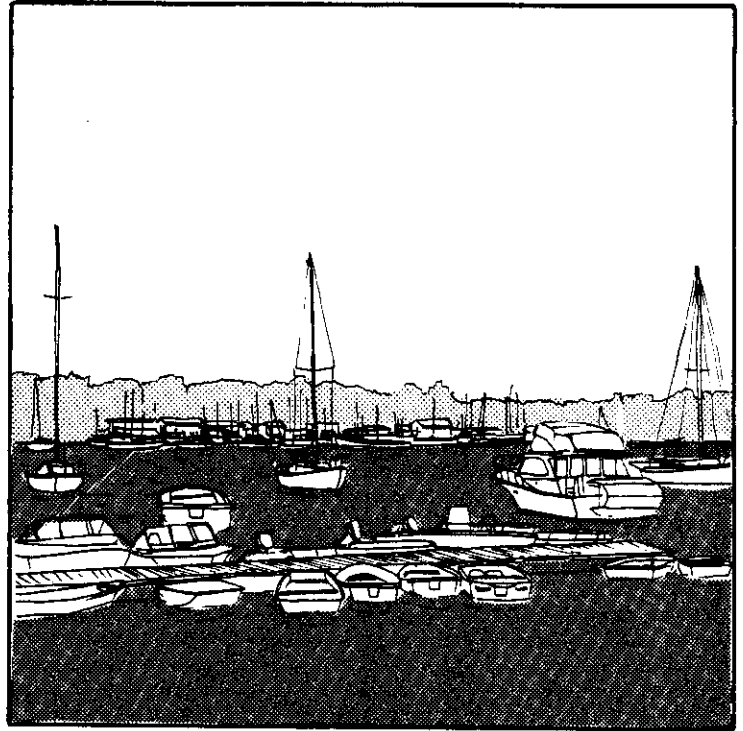


Columbus Park's
open space

Village of Mamaroneck

Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants



6.0 PLAN RECOMMENDATIONS

The plan has been formulated based upon the goals and policies described in the prior sections. The plan also attempts, wherever possible, to carefully relate to existing land uses and current zoning, as well as responding to development pressures, environmental constraints and the need to encourage use of special opportunities.

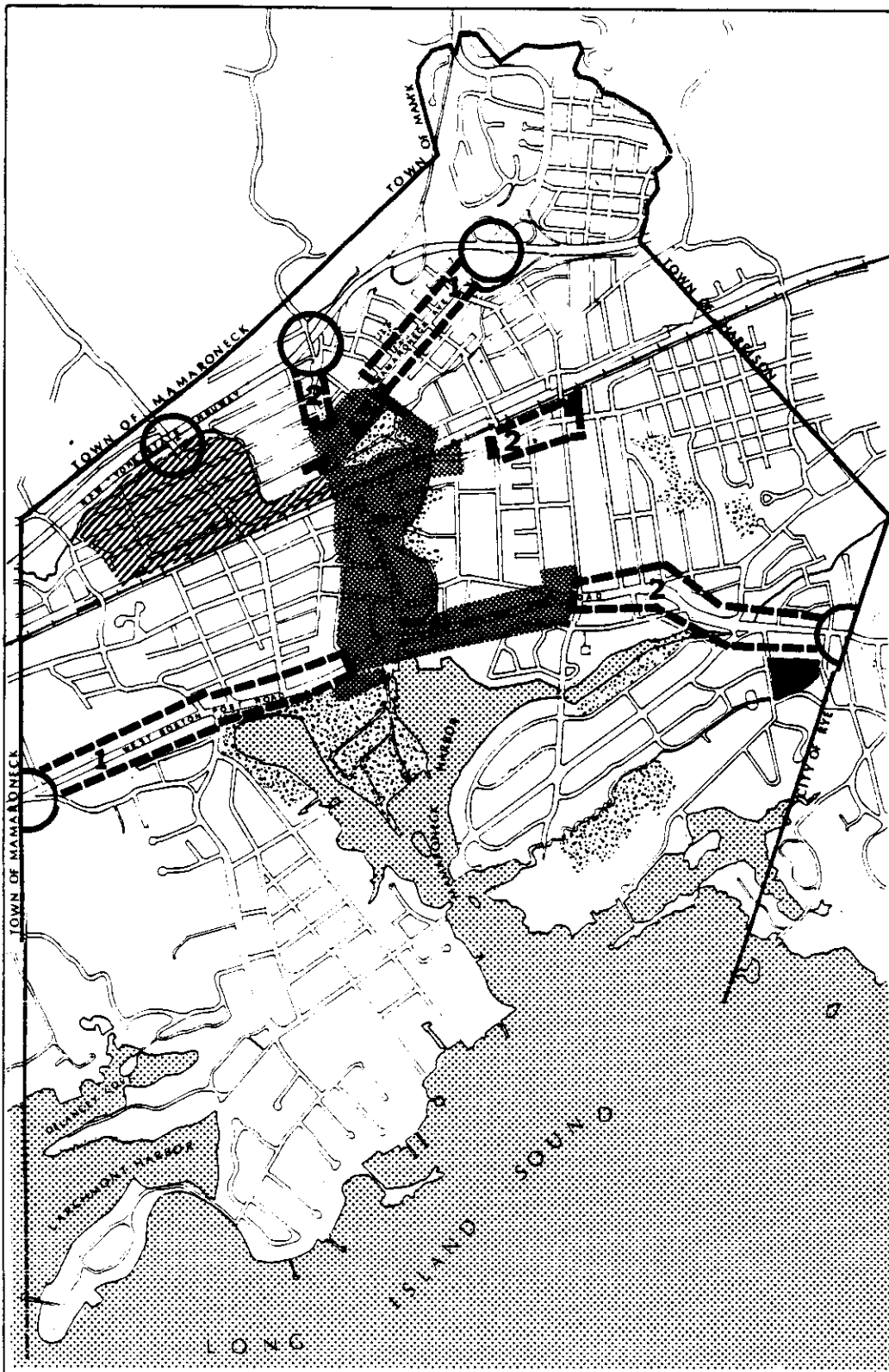
6.1 Land Use Plan

The conceptual elements of the Master Plan, illustrated on the Focal Areas Map, are as follows:

- o To encourage preservation of the major features and uses within the Village; and to support maintenance of all existing residential areas, conserve environmentally sensitive areas and encourage the enhancement of the Village's character. Accordingly, the Plan avoids land use changes in most of the Village.

Focal areas of the Master Plan are:

- o The Village Center will remain as the central business district and civic center of the community, extending from Columbus Park on the north to Harbor Island Park on the south. It will retain an urban character with a mixture of retail, institutional and residential uses. Major underutilized public areas are recommended for redevelopment: Columbus Park vicinity, the Phillips Park Road parking lot and riverfront, and the Harbor Island Park entrance area and dock. Streetscapes and parking areas should be upgraded. Particular emphasis should be given to a consistent signage program.
- o Suburban commercial uses will be concentrated in two areas: the Boston Post Road west of Mamaroneck Avenue, and Mamaroneck Avenue between the Thruway and Jefferson Avenue. Appropriate urban design guidelines and streetscape standards will be established for these two main thoroughfares which are the most automobile-oriented commercial districts in the Village.



9 Focal Areas

- Gateways
- Parks
- Village Center
- Industrial Area
- Potential Development Sites
- Commercial Areas

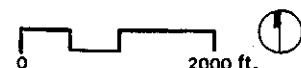
1 Suburban Commercial

2 Neighborhood Commercial

Landscaping along Mamaroneck Avenue, Old White Plains Road, East and West Boston Post Road, Halstead Avenue and Fenimore Road

Village of Mamaroneck
Westchester County, N.Y.

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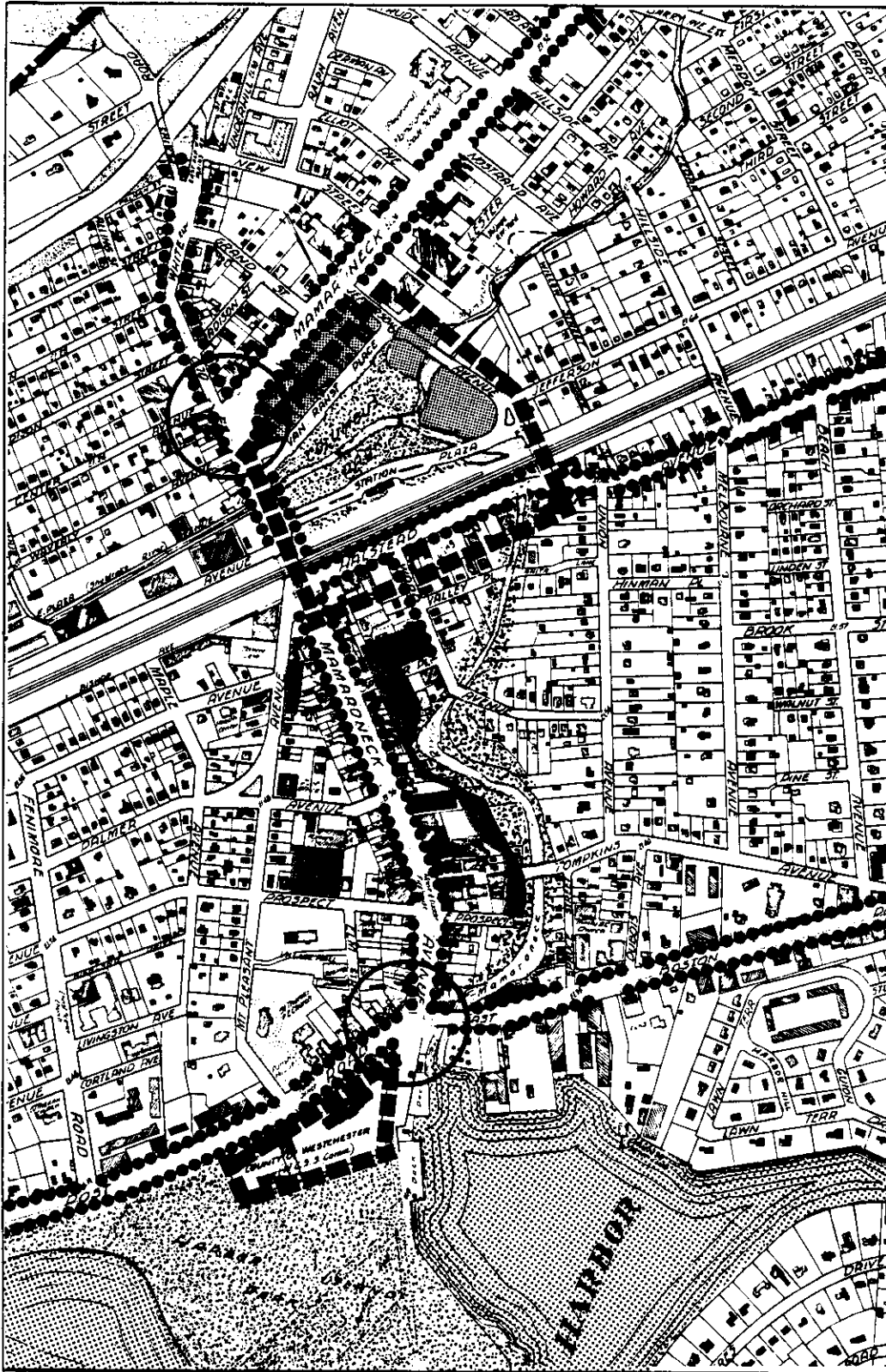


- o Neighborhood commercial areas will encourage a mixture of small-scale retail and professional uses with an emphasis on those commercial uses which would be compatible with residential uses. Urban design guidelines and parking and streetscape standards would reinforce the primarily residential character of these areas, which include several intersection areas: Halstead Street to North Barry, the Boston Post Road east of North Barry, and Fenimore at Palmer Avenue.
- o For the industrial area the overall strategy is to improve its physical character, particularly the condition of its public areas and the buffering between the industrial uses and adjoining public or residential areas.
- o Overall urban design guidelines for the Village will include streetscape standards for a connected sidewalk and landscape scheme, improvement of the gateway areas to the Village, and careful site plan and design review of new construction with particular attention to the compatibility of the proposed developments with the existing streetscape.
- o Affordable housing and a diversity of housing will be promoted by the Village through zoning measures and public funding programs, as available.
- o Neighborhood revitalization of older sections of the Village will be promoted. In particular, efforts will be concentrated in Washingtonville and in the Halstead Street vicinity, both mixed-use neighborhoods.
- o Local regulations will be revised, as necessary, to reflect the Master Plan. The major regulatory action will be changes to the zoning ordinance. These include: (1) the creation of a conservation overlay zone, (2) a transition zone between the downtown C-2 zone and neighborhood residential areas, (3) tighten controls on outdoor storage in the floodplain areas and (4) a tree preservation ordinance.

Specific Recommendations

6.2 Village Center

- o Careful urban design control for new construction -- including maintenance of C-2 zone regulations for building bulk, height and setbacks.



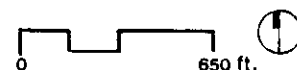
10 Village Ctr.

- Improved Parks, Linkages
- Streetscape Improvements
- Redevelopment Areas
- Potential Housing Sites
- Redesigned Parking
- Entrance to Village Center

Village of Mamaroneck

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- o Cohesive streetscape treatment including consistent landscaping, signage controls, the installation of uniformly designed street furniture, and the removal (grounding) or concentration of utility wires, where possible.
- o Study of options for increasing shoppers' parking and improving the efficiency and physical character of existing parking areas.
- o Develop potential housing sites, particularly on Van Ranst Place, and encourage other residential uses under the infill housing zoning provision of the zoning ordinance..
- o Establish the two intersections of Boston Post Road and Mamaroneck Avenue, and White Plains Road and Mamaroneck Avenue as focal points and entrances at the north and south ends of the Village Center. This can be done by extending the C-2 zone to the Van Ranst Place area and developing standard street signs, street furniture and landscaping.
- o Redevelop three major under-developed, publicly-owned sites -- areas which offer special opportunities:

Harbor Island Park

- o Redesign of park entrance.
- o Redevelopment of old pier as a docking facility for visitors.
- o Coordinate planning for treatment plant, particularly design review, with the County Department of Environmental Facilities.
- o Evaluate the salt water swimming pool proposal.

Columbus Park/Train Station/Van Ranst Place

- o Coordinate re-use planning of the train station with the Metropolitan Transportation Authority, with requirements for preservation of the historic landmark's exterior and its landscape setting.
- o Preservation of Columbus Park and restoration, where possible, of present parking lots to parkland, or recreation use.
- o Redevelopment of the north side of Van Ranst Place for medium density housing. Rezone this "dual zone" to C-2, with height restrictions.

(See Section 7.2, Urban Design Case Study)

Phillips Park Road Parking Lot (Playhouse Lot) and Riverfront

- o Redesign circulation system and layout of parking spaces.
- o Landscape parking areas and road edges.
- o Install clearer signage.
- o Widen linear park along the riverbank and extend park north and south along the riverbank, as possible.
- o Increase the overall capacity of parking spaces and allocate specific sections for downtown workers, downtown residents' and shoppers' use.

(See Section 7.2, Urban Design Case Study)

6.3 Suburban Commercial

Mamaroneck Avenue, north
Post Road, west

- o Establish a program of streetscape improvements appropriate for wide, heavily trafficked roads, to include consistent treatment and connections with adjoining areas.
- o Formulate strict parking lot design guidelines, particularly buffer requirements to screen the view of vehicles from the public rights-of-way and adjacent uses.
- o Improve pedestrian ways with a concern for both the safety and the aesthetic conditions of sidewalks and pedestrian crossings.
- o Signage improvements should include both controls of commercial signs and installation of clear, attractive public information signs for traffic, streets and public areas.
- o Focal areas for special attention are the two gateways to the Village: Mamaroneck Avenue at the Thruway and the Boston Post Road at the west Village line.
- o Control of the negative aspects of strip commercial development should be attempted through limitations on the numbers of curb cuts, the size of parking lots, overall development dimensions, the extent of commercial zones, the uses permitted by the suburban commercial zones, and by strict site plan review and code compliance, as well as review by the Board of Architectural Review.

6.4 Neighborhood Commercial

Post Road, east

Halstead Avenue

White Plains Road

Intersections (designated)

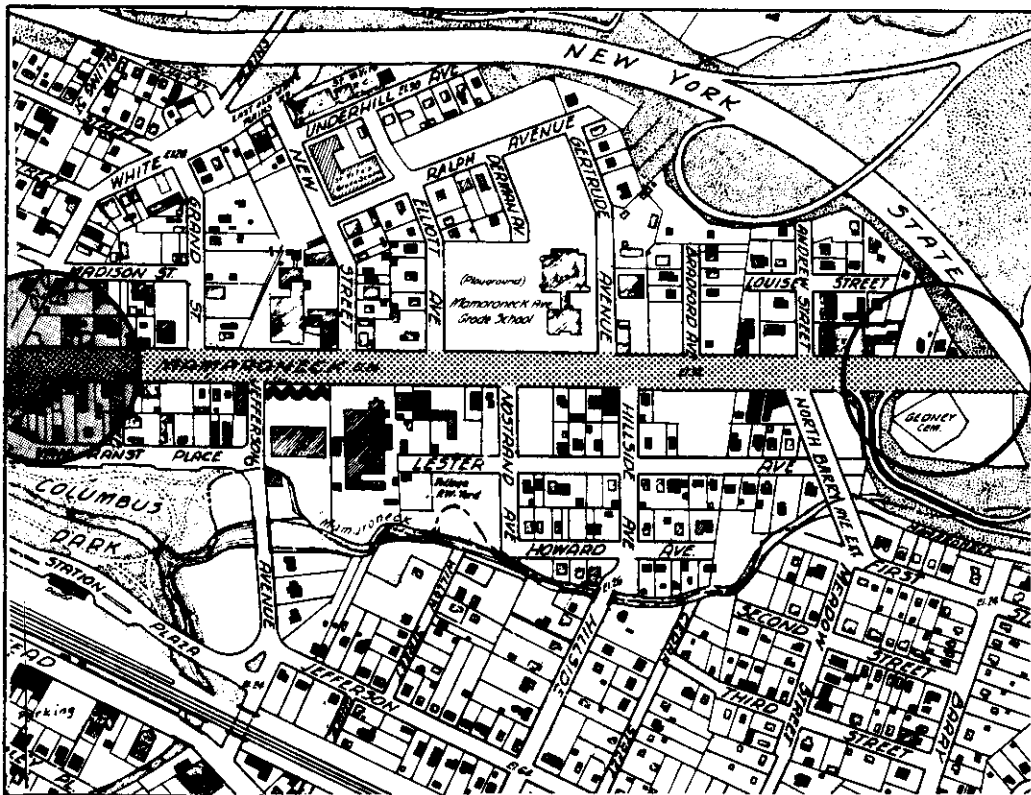
- o Encourage residential/commercial mixture of uses and, particularly, residential character.
- o Encourage small scale development, appropriate for residential neighborhoods.
- o Rezone the Boston Road east of North Barry Avenue, and other intersections where small-scaled neighborhood commercial and professional uses are clustered.
- o Establish appropriate signage controls, and parking requirements.
- o Require appropriate landscaping and streetscape treatment

6.5 Industrial Area




- o Adhere strictly to site plan review standards for all new industrial and commercial developments.
- o On Fenimore Road and Waverly institute a general improvement plan for this major thoroughfare and Village gateway, including landscaping, screening of parking and storage areas and continuous sidewalks.

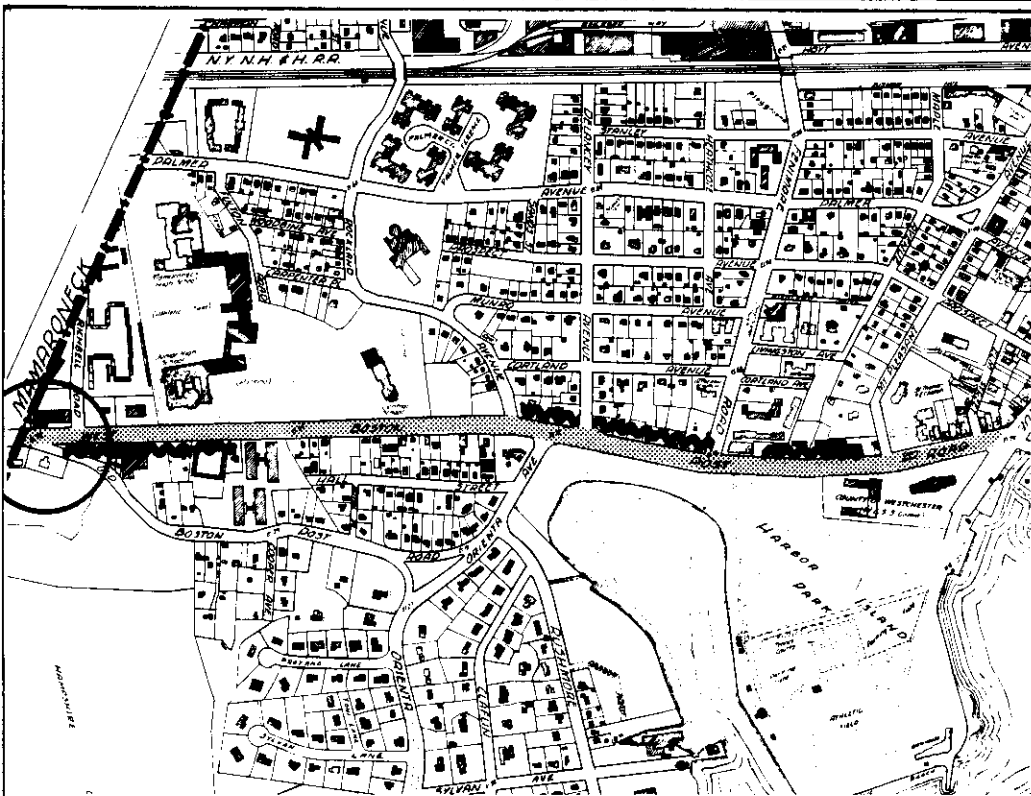
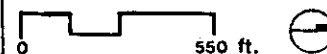
(See Section 7.2, Urban Design Case Study)

- o Improve the Village gateway at the foot of the Thruway exit ramp, incorporating and improving the linear park along the Sheldrake River.
- o Throughout the district, provide clear delineation of pedestrian and vehicular routes to upgrade both safety and street appearance through improvement of sidewalks, curbing and curb cuts.
- o Review M-1 bulk controls
- o Support and assist private parking lots to serve workers in the industrial area.
- o Require screening of all parking areas and storage yards through fencing or dense landscaping.
- o Regulate dumping of waste materials into the Sheldrake River and emissions of exhaust material into the air.





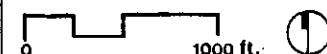
11. Mamaroneck Avenue North

-  Gateway
-  Village Center Gateway
-  Screened Parking



12 Boston Post Rd. West

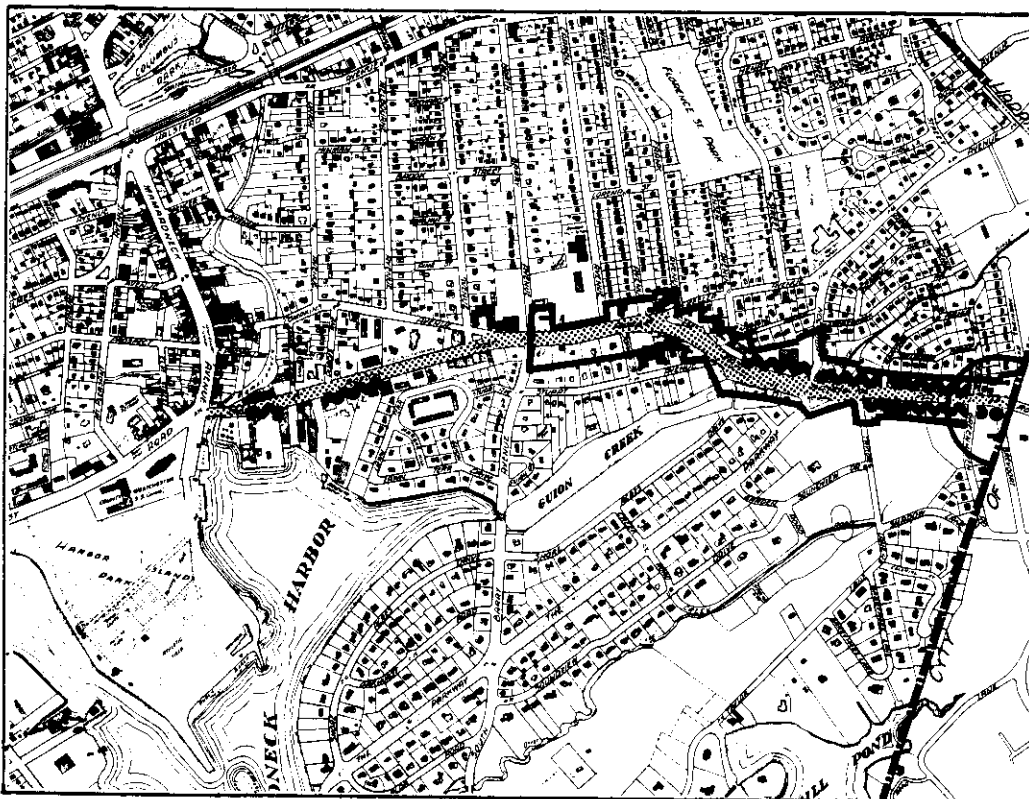
-  Gateway
-  Screened Parking






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Suburban
Commercial

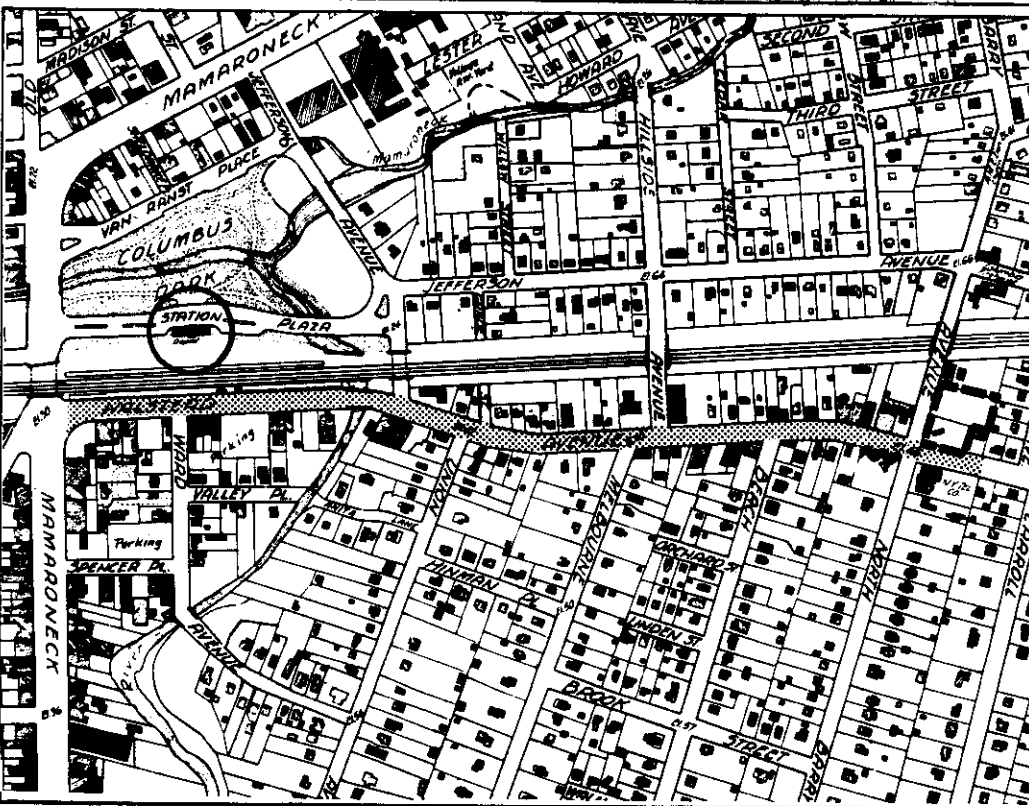
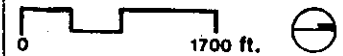
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**13 Boston Post
Rd. East**

-  Gateway
 Screened Parking
 Rezoning

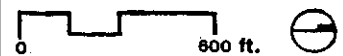
- Landscaping and Signage Control along entire East Post Road



14 Halstead Ave.

-  Gateway
 Screened Parking
 Development Sites

- Landscaping and Signage Control along Halstead Avenue



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Neighborhood Commercial

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- o Landscape and clean-up the banks of the Sheldrake River as a neighborhood amenity. Concentrate improvements between Grand Street and Waverly Avenue. Tall and dense landscaping of the west bank is particularly important to act as screen and buffer between established residential and industrial areas.

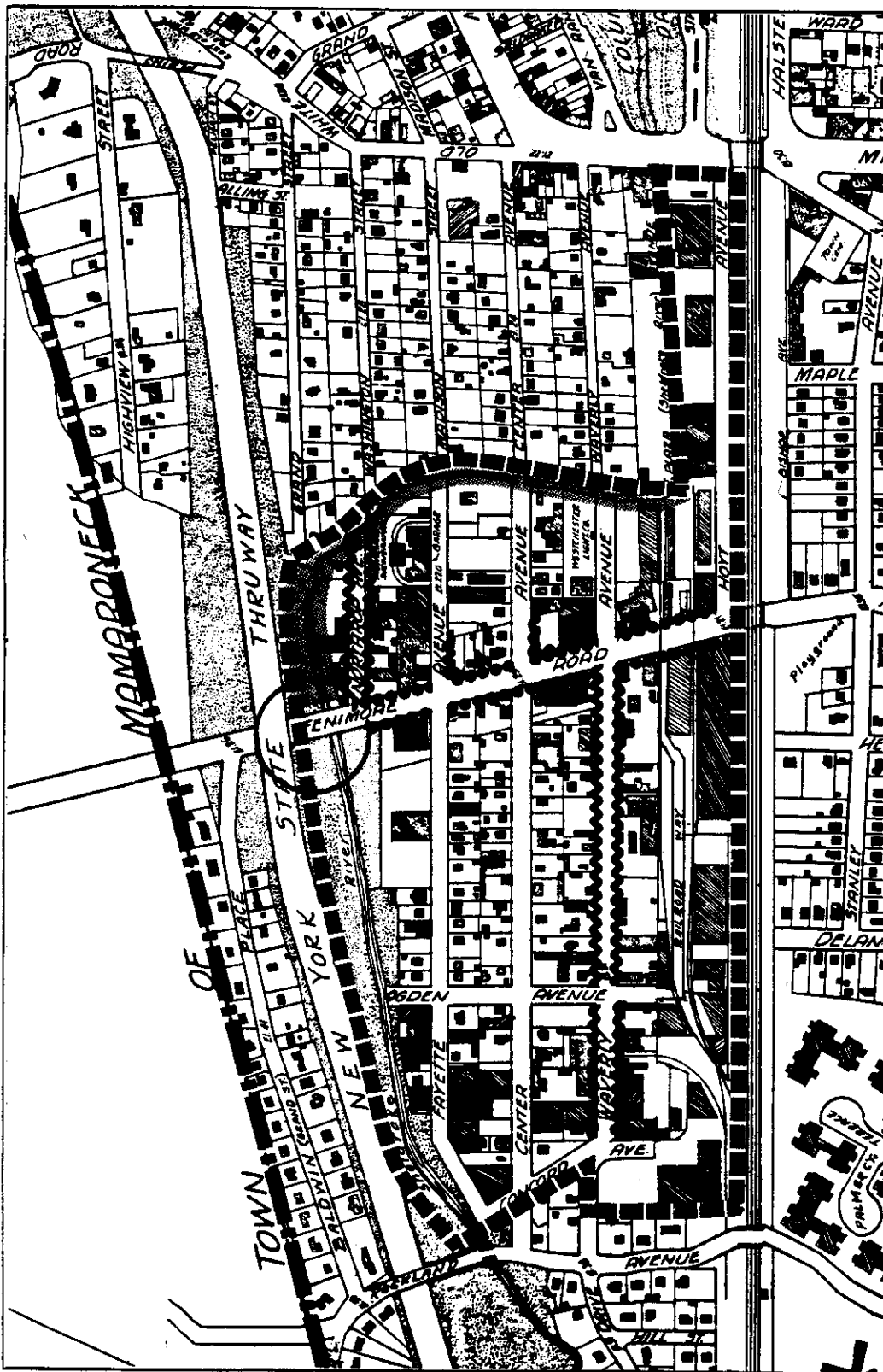
6.6 Neighborhood Revitalization

Washingtonville Columbus Park vicinity

- o Maintain the existing housing stock through code enforcement, rehabilitation loan and grant programs (as available), coordination with landlord and tenant groups, and support of the Washingtonville Housing Alliance and Washingtonville Neighborhood Program.
- o Strengthen clearly defined residential areas through diversion of commercial through-traffic, housing code inspection, streetscape improvements and additional off-street parking for non-residential uses.
- o Encourage redevelopment of underutilized sites and areas for uses which are compatible with the existing neighborhood and with the policies of this Master Plan and those of the Washingtonville Neighborhood Plan. Encourage redevelopment for residential uses, wherever possible.
- o Find a suitable re-use for the Mamaroneck Train Station, with particular emphasis on a quality restaurant.
- o Improve the appearance and stability of the neighborhood business area and provide more convenience shopping for residents.
- o Rezone the central core area of the neighborhood, bounded by Van Ranst Place, White Plains Road, Grand Street and Jefferson Avenue to C-2 to encourage neighborhood commercial uses, permit existing residential use and encourage new housing under the infill housing provisions of the zoning ordinance. Such rezoning should be accompanied by a height restriction of 4 to 6 stories and an FAR restriction of 2.

6.7 Urban Design -- Overall Recommendations

- o New development, both public and private, should be strictly reviewed for compatibility to surrounding uses from the point of view of urban design context, as part of site plan and architectural reviews by the local planning and zoning officials.

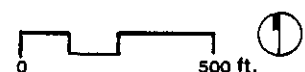


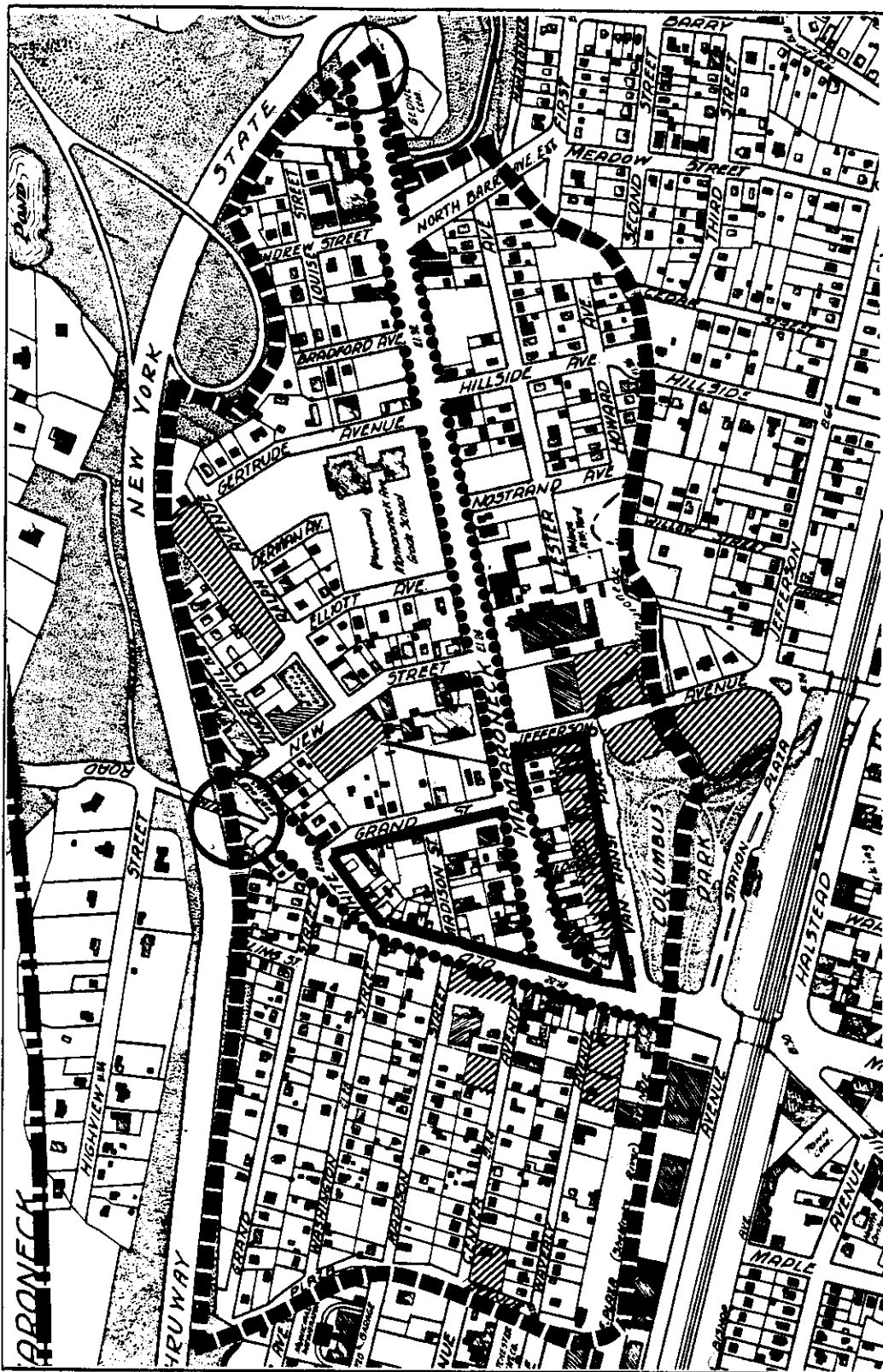
15. Industrial Area

- Gateway
- Screened Areas
- Neighborhood Boundary
- Landscaping
- Landscaping along Sheldrake River with screening along Washingtonville boundary

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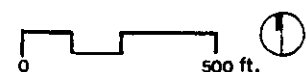


16. Washingtonville

- Gateways
- Neighborhood Boundary
- Potential Redevelopment Sites
- Landscaping
- Rezoning

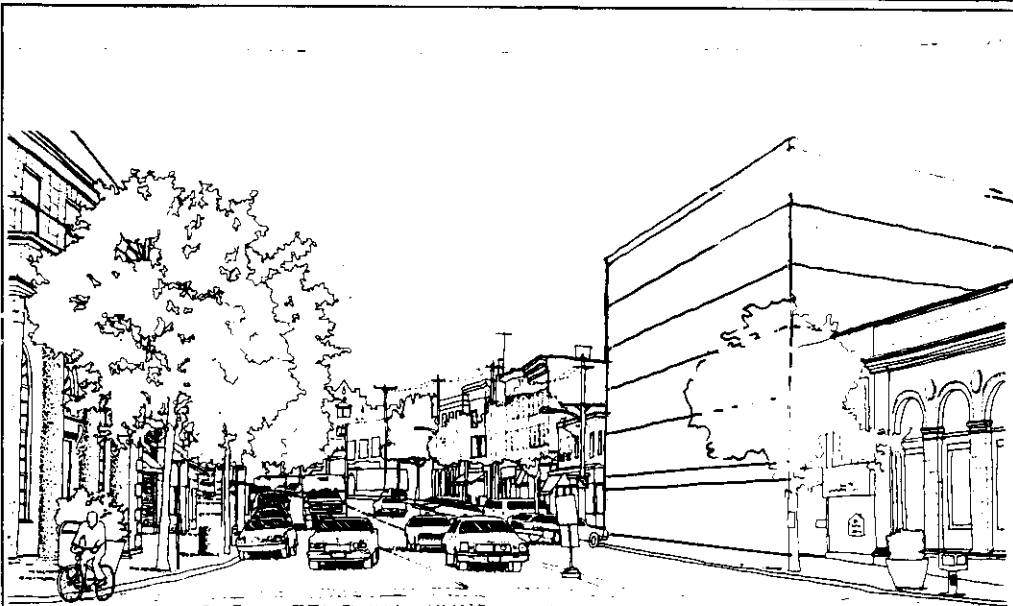
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17 Urban Design Study

Alternative building profiles under C-2 zoning in the Village Center, prepared as part of an urban design study for redevelopment of the site of a fire on Mamaroneck Avenue. Illustrates the impact of the maximum allowable bulk on the existing streetscape.



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- o Create a Village-wide landscape plan for consistent and connected planting treatment. Establish a plan with hierarchy of landscaping; that is a system for treatment according to the size and character of the streets. Develop a program with a breakdown of public responsibilities along major public rights of way and for municipal facility sites, and private responsibilities through the landscape requirements under site plan review of new developments.
- o Establish signage controls for private establishments and new standards for public signage.
- o Upgrade and construct sidewalks along all major pedestrian ways and thoroughfares, with consistent sidewalk standards and connections to adjoining segments. Where possible, new sidewalks should follow the standard established on the older roads and be set back six to eight feet from the curb line, and separated by a landscaped buffer of grass or ground cover. Where necessary, curbs should be added to define the street and provide a more finished appearance.
- o The major "gateways" to the Village should have a significant common entry feature which would beautify as well as identify the entrance to Mamaroneck. This feature should include an attractive graphic element to announce " Village of Mamaroneck," perhaps with a Village identification symbol or logo. The gateway area should also have careful landscape treatment.

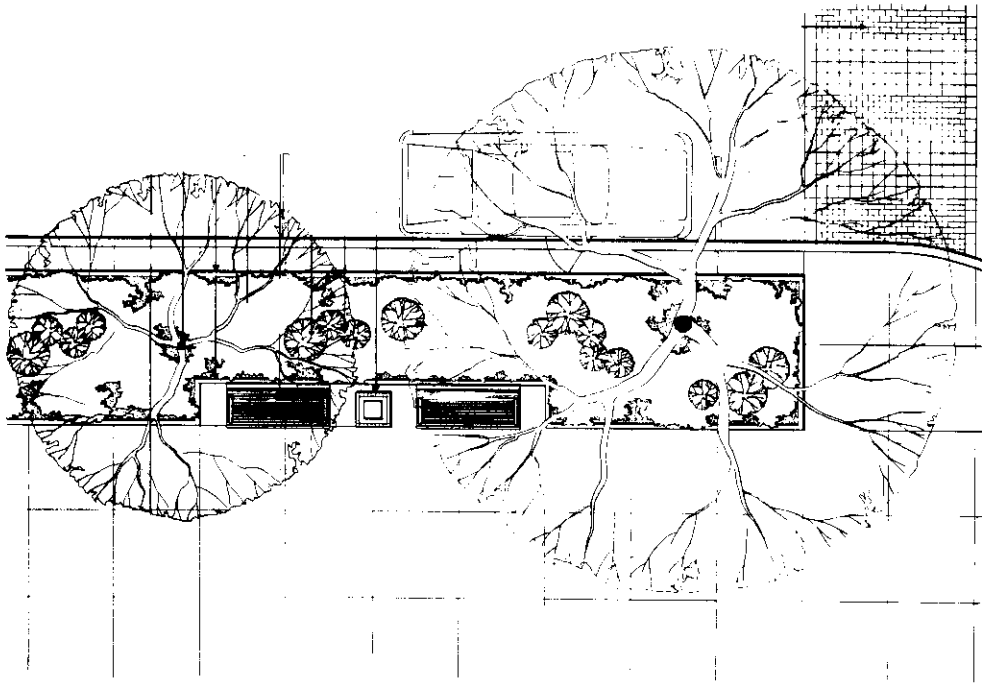
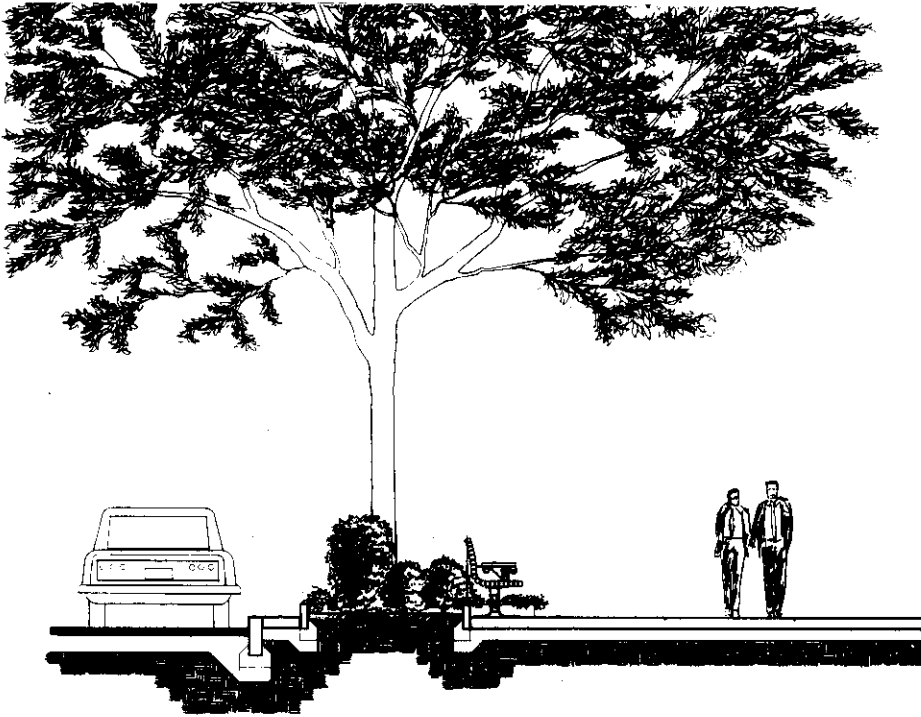
6.8 Housing

Increase possibilities for affordable housing, seniors housing and smaller units by adoption of the following zoning provisions:

- o In-fill housing -- for residential uses in C-1 and C-2 zones, by special permit, according to infill housing provision of zoning code (adopted in 1985).
- o Senior Housing Zone -- would permit slightly increased density to allow multi-family construction at selected sites for seniors and handicapped persons (adopted in 1986).
- o Density Bonuses for middle-income units -- to allow a greater number of units than zoning permits, provided that a percentage of space be set aside for middle-income persons (20%). Middle income would generally be defined between \$25,000 to \$45,000 annually.

18 Landscaping

- o Effective separation of pedestrian and vehicular areas
- o Shade trees planted in a landscaped strip (grass or ground-cover)
- o Clearly defined pedestrian crossings



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- o Accessory Units -- (mother-in-law apartments) to provide additional rental housing within existing single family residences to be carefully controlled by limiting size and prohibiting foundation changes, and by special permit.
- o Provide suitable infill Village owned properties for moderate cost modular home construction in conjunction with non-profit housing groups such as Washingtonville Housing Alliance Inc.

Also, the Village should encourage redevelopment of underutilized sites for types of housing needed by the community and should rezone the following sites to permit additional residential use:

- o The Village-owned R-20 zone between Taylor and Greenhaven Road, to R-7.5 (subject to environmental analysis).
- o The area bounded by Van Ranst, White Plains Road, Grand Street and Jefferson Avenue, presently RM-3/orC-1 to C-2
- o The Fenimore Close site, now R-6 and/or O-1 to R-6.

6.9 Historic Preservation

Historic preservation and landmark designation was not an emphasis of the 1962 Master Plan. It was only later in the 1960's and 1970's that the National Trust for Historic Preservation was established and a State Historic Preservation Officer (SHPO) designated. In 1977 in Penn Central Transportation Co. v. New York City, the Supreme Court of the United States upheld the Landmarks law of New York City and by inference similar laws throughout the nation. The Revenue Act of 1978 provided for tax benefits for the preservation of historic structures. These tax benefits, though more limited by the Tax Act of 1986, still remain. They now provide for a 20% tax credit for the restoration of buildings listed on the National Register of Historic Places. Such buildings must be income producing and their restoration must comply with the Secretary of the Interior's Standards for Rehabilitation.

This Plan recommends:

- o Increased survey and preservation planning activities on the local level including nomination of appropriate buildings and sites to the National Register.
- o The adaptive use of historic structures, in a manner consistent with their architectural character.

- o Guidelines for the rehabilitation of historic properties in accordance with The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings should be adopted by the Landmarks Advisory Committee.
- o The use of development techniques that encourage the restoration and maintenance of historic buildings and grounds, permitting sympathetic development of these properties.
- o Submit Mamaroneck's local landmark ordinance for national and state certification by the Department of the Interior and the State Historic Preservation Office, thereby qualifying locally designated properties for current benefits, which can include tax credits, grants, low rate loans and a portion of the State Historic Preservation Budget.



7.0 IMPLEMENTATION

The master plan is the overall guide for accomplishing the community's shared goals for future development. A master plan does not in itself change zoning or assure implementation of the recommendations which it makes. A community is developed over the years by hundreds of individuals and group decisions, including decisions by private citizens, by businesses and by public officials. All interests, whether public or private, have a stake in an attractive, orderly and environmentally sound community. The necessary first step in implementing the plan is planning board adoption. Subsequently, the following implementation techniques are recommended.

7.1 Zoning

Following the adoption of the master plan, a comprehensive revision of the zoning regulations should be undertaken to insure that local zoning is in accordance with the official Village development policies as established in the master plan.

Ordinance Revision

7.1.1 Resolve the remaining dual zones and the train station area as follows:

- o The train station area to C-2 with a height restriction of 4 to 6 stories and an FAR of 2.
- o Van Ranst Place, currently RM3 or C1, rezone to C-2.
- o Fenimore Close, currently R-6 and/or O-1, rezone to R-6.
- o Boston Post Road at Hall Street, currently C-1 or RM-2, rezone to C-1.

7.1.2 Rezone four areas of the Village to encourage concentration and development of mixed residential and commercial uses and permit higher density residential uses.

- o Rezone the area paralling the Boston Post Road, east of North Barry Avenue, to a neighborhood commercial zone.
- o Rezone the area bounded by Van Ranst Place, Old White Plains Road, Grand Street and Jefferson Avenue to commercial zone, C-2, as an extension of the Village Center.

- o Rezone the R-20 zone between Taylor Lane and Greenhaven Road to R-7.5. Such a rezoning should be preceded by an environmental analysis of geotechnical conditions to insure health and safety concerns.
- o Cutback the C-1 zone on North Barry Avenue and rezone the area residential.
- o Cutback the C-2 zone along properties fronting on Stanley Avenue that have existing residences.

New Sections

Adopt the following new zoning ordinance provisions:

- o A senior citizens housing zone (floating)
- o A neighborhood conservation zone with contextual overlays for designated areas which are identified as having special or cohesive character. The purpose of the conservation overlay zone is to preserve the scale and character of existing buildings that may not be sufficiently distinguished to merit an historic district or where local property owners may not want an historic district. The overlay zone would not control a building's use nor its architectural detail in terms of materials or color. Rather, it would strive to preserve existing buildings and control new structures in terms of scale, height, bulk and setbacks that match the rest of the district.
- o A signage ordinance for all commercial industrial signage.
- o An accessory residential unit provision for use in certain single family residential zones. The accessory unit provision would be tightly controlled. Issues discussed in preparation of this Master Plan include:
 - no foundation changes
 - the unit not to exceed 25% of the floor area of the single family home
 - allowed only where extra off-street parking can be provided
 - minimum size of 400-600 sq.ft. for the accessory unit
 - allowed only in detached single family structures of at least 10 years in age.
 - unit not to exceed 3 1/2 rooms in size.
 - potential age restriction (over 55) to be explored
 - accessory unit to have separate entrance but not in front of the main structure.

- o A provision for density bonuses for new development which includes a minimum specified percentage of low or moderate income, or residential units for senior citizens or handicapped persons.

7.2 Funding

Implementation of the Master Plan recommendations will be a gradual and a continual process. A combination of public and private efforts will be necessary to effect the changes suggested. Funding for the improvements projects could be provided by the following sources.

Capital Budget

Improvements to public facilities and to public rights-of-way are currently items within the Village's annual budget. Budgeted amounts for specific items should be adjusted to reflect new priorities or new items included in the master plan.

Business Improvement District

The Business Improvement District is a Special Assessment District, authorized by state law. It is an organizing and financing mechanism which permits merchants and property owners to band together and, subject to Village approval, use the Village's power to collect revenue to "tax" themselves. These funds are administered by the Village to pay for public improvements and/or supplemental services within the district beyond those already provided by the Village.

Private Development and Philanthropy

Most land development in Mamaroneck has been and will probably continue to be undertaken by the private rather than the public sector. While no public plan or local regulations can force the development of private properties, good planning and zoning can encourage development to follow certain directions and stay within certain guidelines.

Private organizations, such as civic groups and neighborhood associations, can also play important roles in coordinating publicly-endorsed projects among their members and in undertaking public improvement efforts as group projects.

The following four urban design case studies focus on sites for which the Village Planning Board specifically requested design recommendations. The case studies illustrate in more specific detail how the general Master Plan recommendations could be applied to four areas in the Village.

7.3 Urban Design Case Studies

Columbus Park/Train Station/Van Ranst Place

The following preliminary study has been made of the station Plaza - Columbus Park area in order to address the following key planning issues:

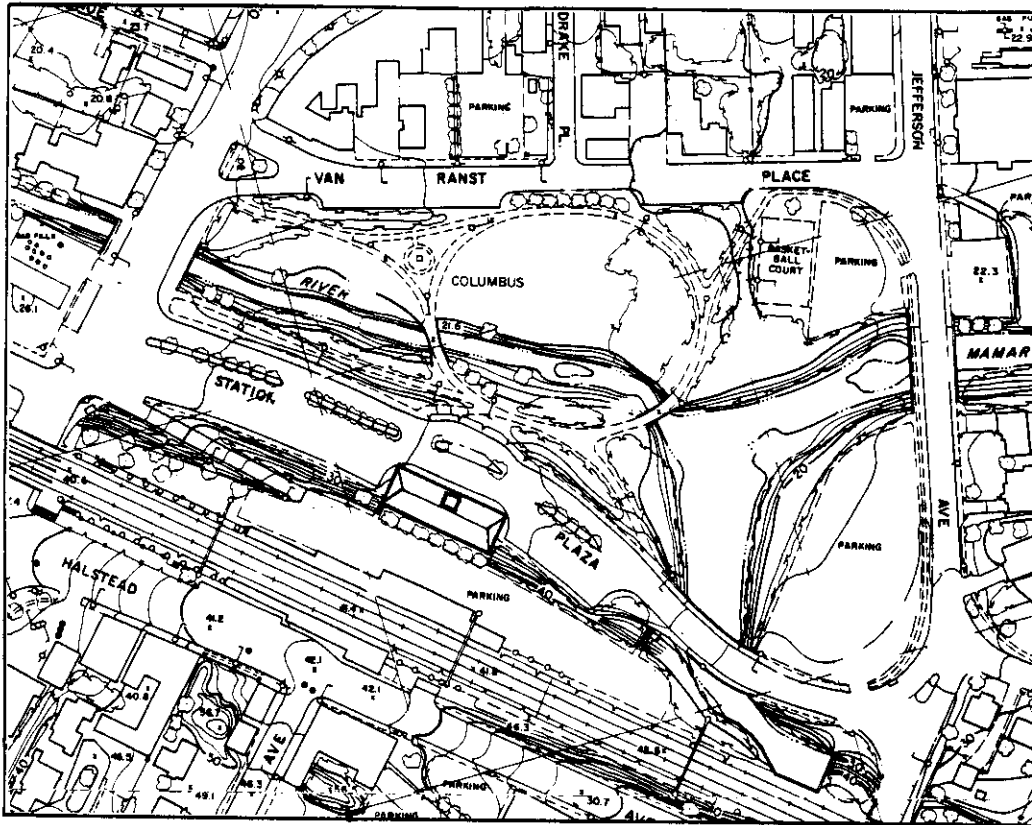
- provision of additional commuter parking facilities given the proposal to re-use the passenger station building for restaurant or professional office use;
- provision of additional landscaping and other improvements that are required for Station Plaza and Columbus Park;
- the need to upgrade and if possible redevelop the vacant lot and underutilized sites fronting on Van Ranst Place.

Existing Conditions

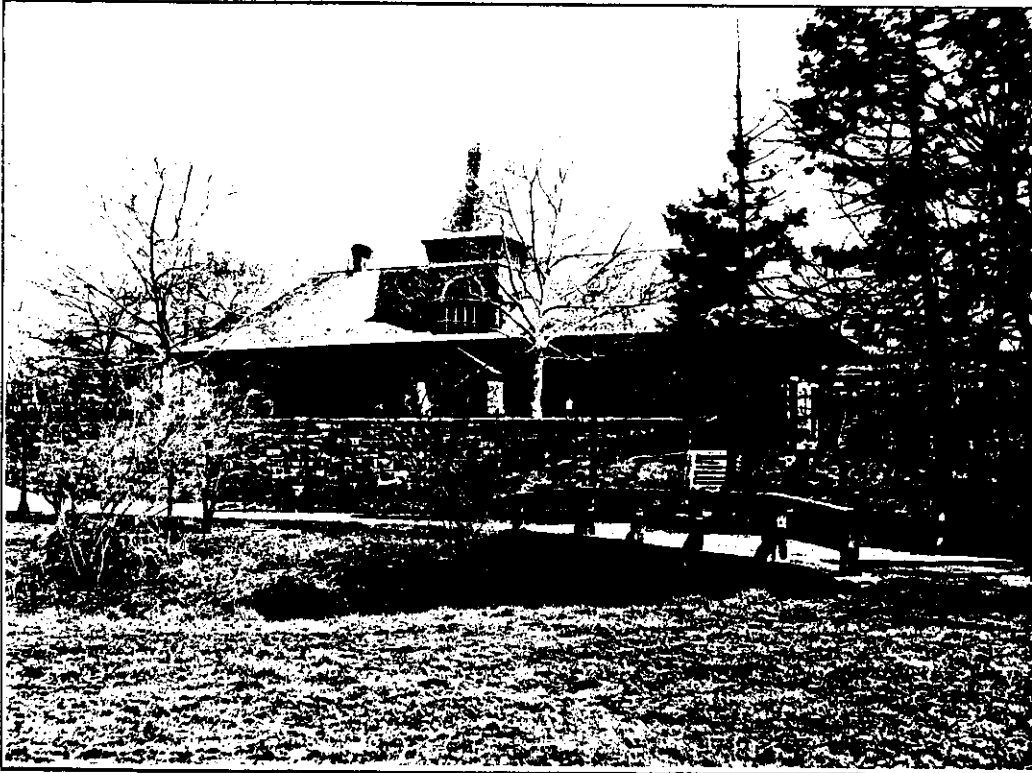
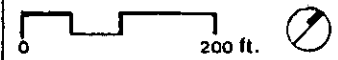
Figure 19 illustrates the current conditions of this study area, encompassing Halstead Avenue and the railroad to the south; Mamaroneck Avenue on the west and north, and Jefferson Avenue on the east. Columbus Park, is of course, the dominant feature of the area. This six acre park is attractively landscaped and contains a significant number of mature trees, a network of paths and two bridge crossings over the Mamaroneck River. The station building provides an important focus to this section of the Village. Designed in 1888 in the Romanesque style, it overlooks the park from the Station Plaza area.

A number of car parking lots are located adjacent to the station building and park. Almost 200 parking spaces are provided on the north side of the railroad, for use by commuters to the station - approximately 90 being located at the upper level behind the station building. Other major off-street parking lots include:

- o a lot occupying the south-east corner of the park, containing about 100 spaces;



19 Columbus Park



20 Train Station

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- o a smaller lot at Van Ranst Place/Jefferson Avenue, also at the park edge (about 35 spaces);
- o parking areas on Van Ranst Place (32 spaces).

Design Alternatives

Two alternative sets of proposals are suggested for the Station/Columbus Park area: Plan A provides the relatively modest revision, while Plan B calls for more significant redevelopment and change. Plan A is recommended as a less costly and more easily implemented scheme.

Both plans have assumed that additional parking in the form of a decked structure can be provided to the rear of the old passenger station building. This will involve the construction of a lower level of parking below the existing surface lot; the existing ramp has been retained and new entry/exit points provided to serve the lower deck. Approximately 100 parking spaces are added to this area for commuter use. Some revisions to the layout of surface lots within Station Plaza are also made. These are necessary to provide access to a new lower deck and also to ensure that additional landscaped treatment is provided adjacent to the passenger building.

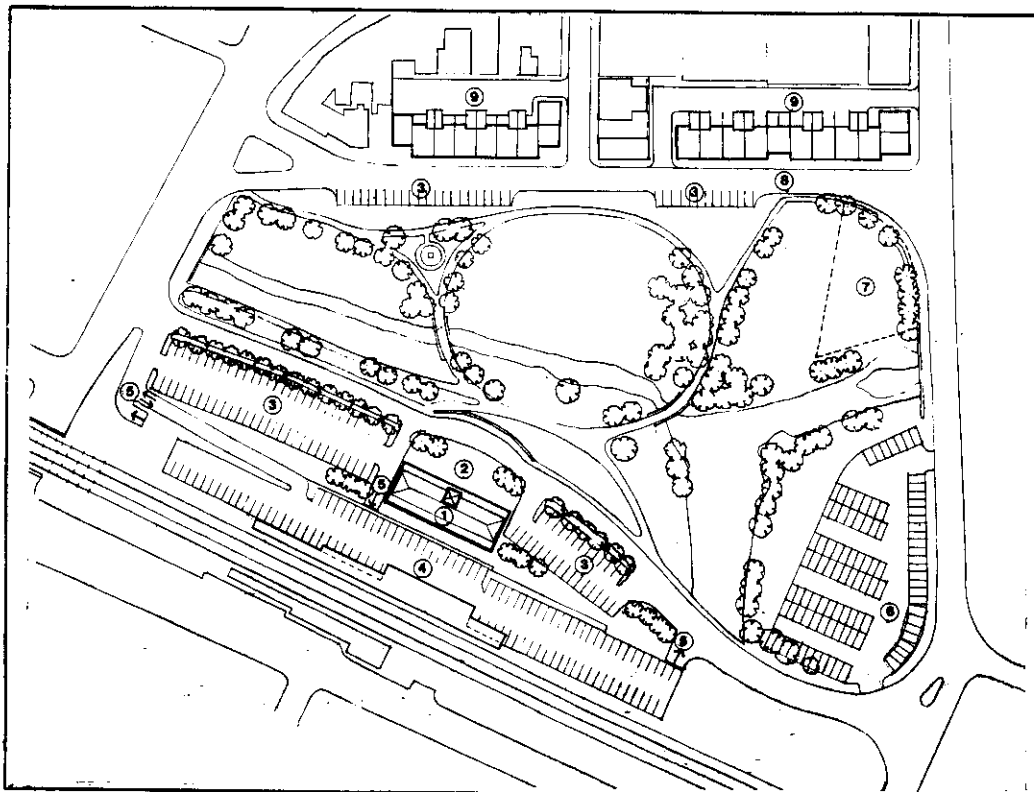
The construction of new office buildings in the vicinity of the Station Plaza area has not been pursued for two reasons:

- Office development will add new parking demands in an area already congested with commuter parking.
- The existing site configuration and the need to respect the landmark passenger building provides little flexibility in the placement and design of buildings in this area.

It should also be noted that redevelopment proposals for the study area restrict new building construction to four to six stories in order to avoid conflicts with the current scale and character of existing buildings around Columbus Park.

Plan A

This first option involves two major actions in addition to the new parking facilities near the station. First, elimination of the small surface lot within Columbus Park at Van Ranst Place/Jefferson Avenue; and second, the development of 3-4 story infill housing along Van Ranst Place incorporating about 50 units. Car parking for the new housing is accommodated on site behind and/or beneath the units. The removal of the surface parking, although involving a loss of



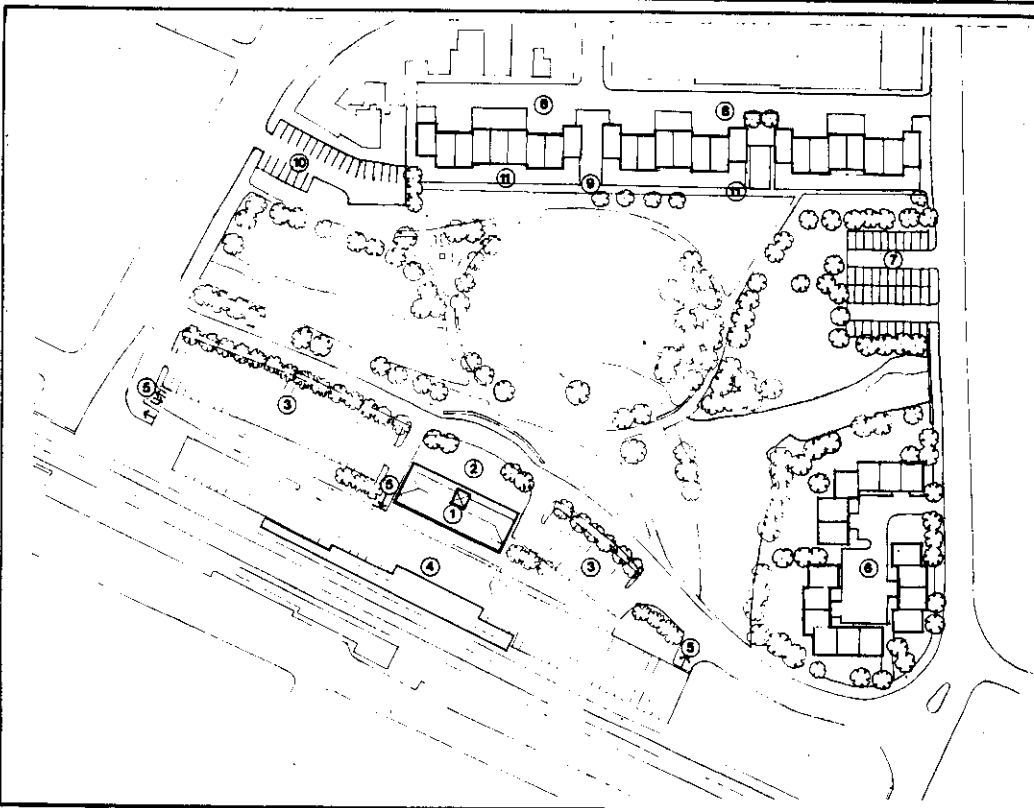
21 Alternative A

COMMON TO ALL SCHEMES

1. Restaurant
2. Landscaped court
3. Surface parking
4. 2 deck parking
5. entry/exit to parking

ALTERNATIVE A

6. Retain surface parking
7. Existing lot removed
8. Van Rans Place retained
9. Infill housing (50± units)



22 Alternative B

COMMON TO ALL SCHEMES

1. Restaurant
2. Landscaped court
3. Surface parking
4. 2 deck parking
5. entry/exit to parking

ALTERNATIVE B

6. 3-4 story housing (50± units) - replace existing parking lot
7. Commercial parking lot remains
8. Van Rans Place closed
9. Infill housing (75± units)
10. Commuter Parking
11. Extension of Columbus Park

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about 25 spaces, provides an opportunity to expand the park and so provide a more attractive setting for the proposed housing development. Any development housing would require all habitable space to be above the elevation of the 100 year flood.

Plan B

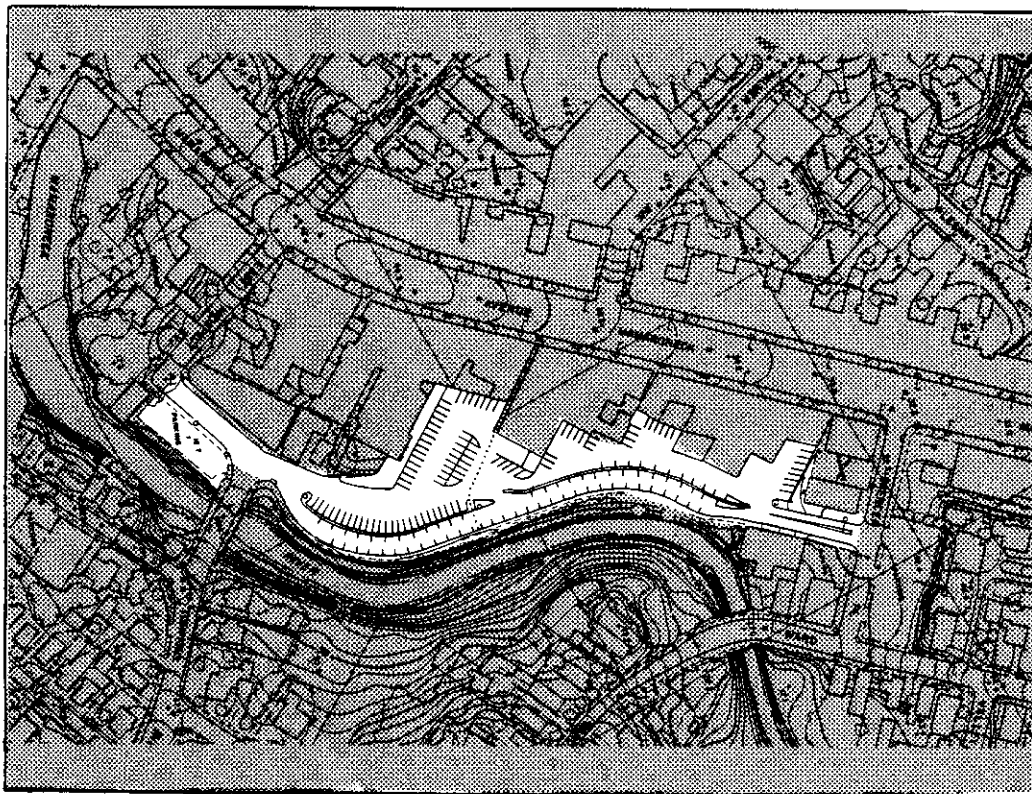
This second proposal incorporates the following elements:

- o The closing of Van Ranst Place and a portion of Sheldrake Place in order to create a major redevelopment site on the north side of Columbus Park.
- o Development of 75-100 housing units within 4-story buildings overlooking the park.
- o Creation of a new parking lot for about 50 cars in place of the lots adjacent to Jefferson Avenue.
- o Development of about 50 additional units of housing on the site of the existing parking lot in the south east corner of Columbus Park. This site could also be considered for small scale professional office buildings; however both this use and the housing option may be impacted by future flood control programs affecting the Mamaroneck River alignment.

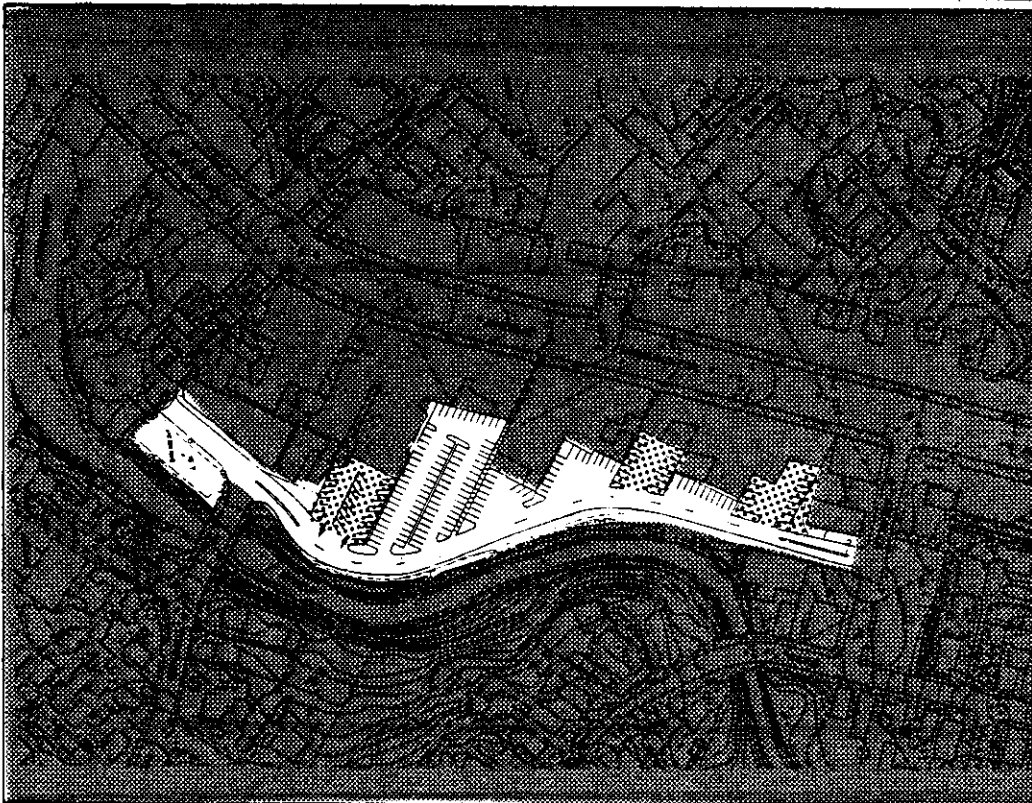
Phillips Parks Road, Parking Lot and Riverfront

This redesign alternative for the Phillips Park Road parking lot (known as the Playhouse Lot) and riverfront area has the following elements:



- o Redesign of the present circulation to a single two-way road for increased efficiency and safety.
- o Redesign of the present layout of parking spaces in the areas east of the access road, yielding an overall increase of approximately 16 parking spaces.
- o Landscaped islands within the parking areas and along the road edges.
- o Installation of clearer signage.
- o Highlighting of the pedestrian passage to Mamaroneck Avenue and areas for the handicapped.
- o Widening of the linear park along the riverfront by approximately ten feet and extending the park and landscape treatment as for north and south as is publicly owned. It is assumed that this cost would be absorbed by the federal flood project.



23. Existing Parking



24. Proposed Parking

-  Monthly Permit
-  Short Term

Village of Mamaroneck
Westchester County, N.Y.

Phillips Park
Road

Mt. Pleasant Avenue Parking Lot

This is a long term proposal involving private property owners. The advantages offered by this project include:

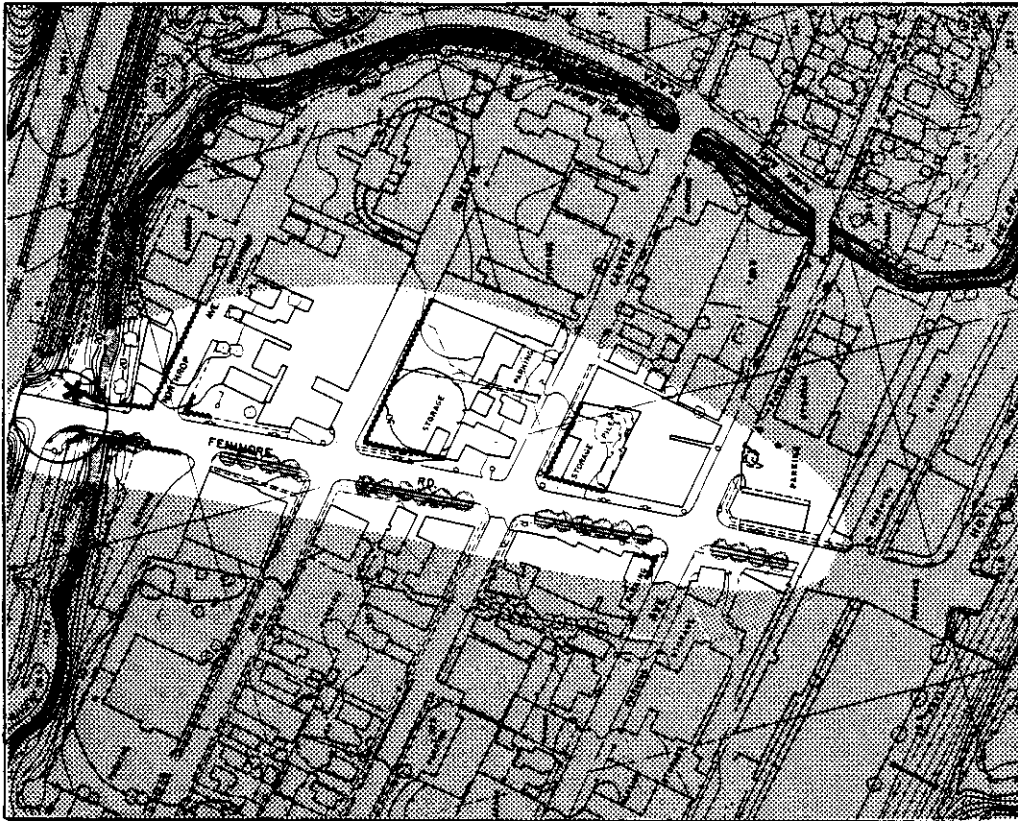
- o Redevelop the present, separate, privately owned parking areas as a single parking lot with a workable circulation system and attractive landscaping including effective buffer yards.
- o Increase the total number of off-street parking spaces available to shoppers within close proximity to the central business district.
- o Provide the potential for direct access to the rear of retail businesses along Mamaroneck Avenue. This access would reduce walking distance and enhance the attractiveness of the facility.
- o Provide good traffic circulation by establishing a one-way traffic pattern through the lot and a single entrance and exit.

Constraints of the project include






- o Separate ownership for six parcels included in the plan
- o Required demolition of one structure
- o Grade changes and stormwater drainage control will require careful treatment

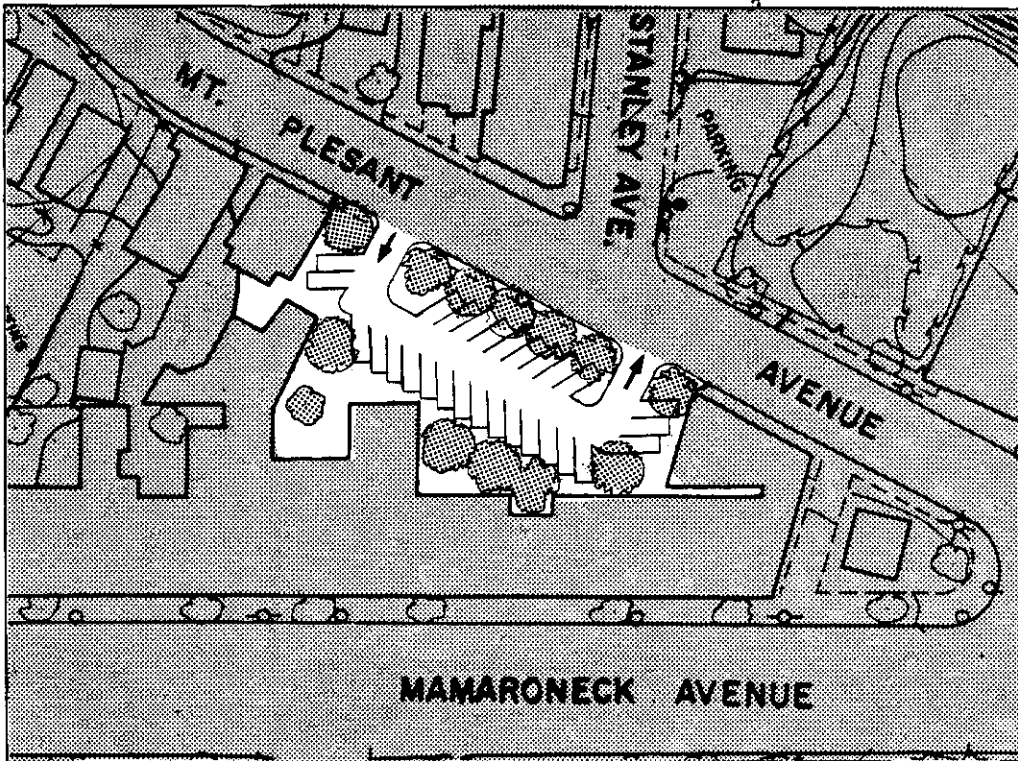
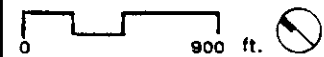
Design recommendations include:

- o A generally rectangular parking area with angled parking spaces for 28 vehicles.
- o A one-way circulation pattern with an entrance at the south and an exit at the north.
- o Landscaping around the entire perimeter of the lot as well as screening of the parking lot from the street by a three foot high fence, wall or dense hedge.
- o Clear signage identifying the parking lot and the entrance and exit.

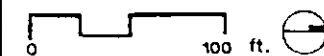


25 Fenimore Rd

-  Gateway
-  Landscaping
-  Screened Areas
-  Signage Control
-  Landscaping along the Sheldrake River



26 Mt. Pleasant Avenue Proposed Parking



Village of Mamaroneck
Westchester County, N.Y.

Buckhurst Fish Hutton Katz, Planning Consultants

Fenimore Road

Fenimore Road, as one of the Village's two Thruway exits, is a major gateway to Mamaroneck. It is also a major through-street in the industrial district and is heavily travelled by all kinds of vehicles, including many trucks. While there are no large-scale or offensive heavy industrial uses, the general appearance of the district is not what it could be. Truck traffic is a significant concern.

The assets of Fenimore Road are generally overlooked because the streetscape is not cohesive and because the few negative elements are such distractions. Among the assets or opportunities are the following:

- o A very wide roadbed, more than adequate for the traffic volume
- o Several well-kept, nicely landscaped commercial/industrial uses occupying large lots and facing onto Fenimore Road.
- o The existing linear park along the Sheldrake River, especially north of Fenimore Road.
- o The existing, large trees planted on private properties north of Center Avenue.

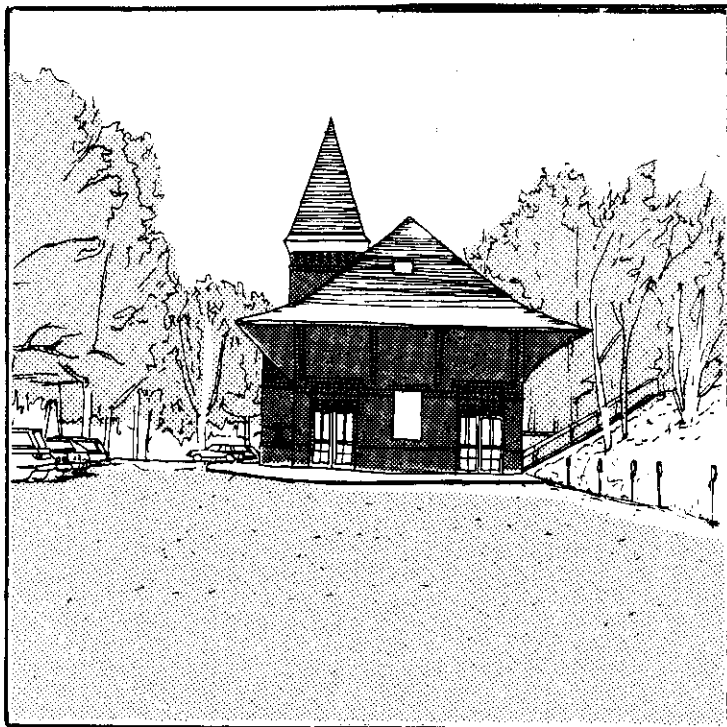
The negative elements of the streetscape include:

- o Unscreened privately-owned storage yards and parking lots.
- o Inconsistent street width, landscape and sidewalk treatment.
- o Views down some of the side-streets are of cluttered, unattractive streets, especially north on Northrup Avenue and south on Waverly Street.

Design recommendations include:

- o A consistent treatment of sidewalks and landscaping along Fenimore Road from the Sheldrake River Bridge to Waverly Street. Install a sidewalk on the southern side of the street with a grass border between sidewalk and curb. At regular intervals along this border, plant a chosen species of shade tree. This should take advantage of present Village applications for state funding.
- o Improve the landscape treatment of the "gateway" area, that is, the area at the foot of the thruway exit ramp and on both sides of the Sheldrake River Bridge. The existing park is a pleasant feature and the view of it should not be blocked by signage or overgrown vegetation.

- o Signage which is attractive and clear should provide some special identification for the Village (perhaps with an appropriate Village logo) and also directional information at the gateway.
- o Encourage the installation of bufferyards of dense vegetation, fences or walls three to five feet high along the privately owned properties where screening of storage yards and parking lots is desirable.



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8.0 INFORMATION SOURCES

8.1 Reports Consulted

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8.2 Persons Consulted

Peter Agliardo, Jr. Deputy Mayor, Chairman, Parking Task Force

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Master Plan Survey Village of Mamaroneck

Results

In the coming years the Village of Mamaroneck will be faced with many critical decisions regarding its development and preservation. How the Village responds, how it assists, guides and controls change is an issue that affects all who live, work and visit the community.

In order to plan for the future, the Village is preparing a Master Plan upon which to base long term land use, zoning, development and community policies. To insure that the ideas and concerns of the entire community are reflected in this plan, the Master Plan Advisory Committee requests your participation through this survey. Please take a moment and complete this questionnaire.

Completed survey forms may be:

- o dropped off at Village Hall, Mt. Pleasant Avenue
- o mailed to Village Hall, Mamaroneck, New York 10543

Thank you.

Total responses numbered 312. The following numbers are percentages.

1) A) Are you currently a resident of Mamaroneck? (circle number)

99 Yes

1 No

B) How long have you lived here? (circle number)

9 Under one year

16 Eight to fifteen years

14 One to four years

60 Over fifteen years

10 Five to seven years

2) Do you own or rent your home? (circle number)

12 Rent

88 Own

3) Do you work in Mamaroneck?

29 Yes

69 No

- 4) How important to you are each of the following aspects of Mamaroneck?
(circle the appropriate number for each item listed below).

	Important	Unimportant	Neither	Don't Know
a) Small town character	85%	3%	4%	2%
b) Overall attractiveness	93	2	2	1
c) Historic character	60	20	8	3
d) Shopping opportunities	66	19	9	1
e) Waterfront access	82	10	2	1
f) Housing opportunities	67	26	10	3
g) Location on the Sound	85	10	2	2
h) Family or personal ties in the area	51	30	14	0
i) Location near work	48	34	11	2
j) Cost of living	73	11	9	2
k) Tax rate	79	6	7	1
l) Services provided by Village	84	5	3	2
m) Job opportunities	22	53	9	4
n) Business district parking	68	18	3	1
o) Other (please explain)	4	2	2	1

- 5) What is the best thing about Mamaroneck? (please explain)
-

- 6) What is the worst thing about Mamaroneck? (please explain)
-

- 7) How important to you is preserving the small town character of Mamaroneck?
(circle number)

67 Very important	4 Not important
26 Somewhat important	1 Not at all important

- 8) In general should the Village promote or limit growth in each of the following areas? (circle appropriate number for each item)

	Promote	Stay the Same	Limit	Don't Know
a) Commercial activity	37%	34%	20%	4%
b) Industrial activity	24	26	40	5
c) Tourism	24	27	29	10
d) Residential opportunities	52	27	10	4
e) Public transportation	46	33	6	8
f) Recreational facilities	62	28	4	2

- 9) What types of residential development do you feel are appropriate in the Village? (circle number for each item).

	Appropriate	Inappropriate	Neither	Don't Know
a) Single family housing	84%	3%	2%	2%
b) Two family housing	62	21	3	2
c) Multi-family housing (3 or more units/includes condominiums)	37	40	7	6
d) Rental housing/apartments	54	31	5	3
e) Luxury housing	45	30	9	5
f) Moderately priced housing	66	17	6	3
g) Low income housing	35	36	4	6
h) Other (please explain)				

- 10) What types of commercial development do you feel are appropriate in the Village? (circle number for each item).

	Appropriate	Inappropriate	Neither	Don't Know
a) Restaurant	73%	12%	4%	2%
b) Retail shops	93	5	3	2
c) Services (dry cleaners, copy shops, etc.)	74	11	8	0
d) Commercial office space	49	33	7	5
e) Professional offices	67	14	5	4
f) Overnight accommodations	29	51	6	4
g) Marinas	59	9	0	0
h) None	0	0	3	2
i) Other (please explain)				

11) What types of industrial development do you feel are appropriate in the Village? (circle appropriate number for each item)

	Appropriate	Inappropriate	Neither	Don't Know
a) Campus-type industrial (corporate offices)	36%	33%	2%	9%
b) High-tech (research labs)	52	29	3	8
c) Light manufacturing	56	36	4	6

12) In general, do you feel it is appropriate for Mamaroneck to

	Appropriate	Inappropriate	Neither	Don't Know
a) Encourage new development	48%	30%	4%	6%
b) Make improvements only to the existing Village	62	17	3	6
c) Remain the same as it is today	21	37	6	6
d) Other (please explain)	0	0	0	0

13) What types of public improvements would you be willing to support through local bond issues? (circle numbers)

Infrastructure (roads, sewers etc.) 58 Harbor improvements
 Parking facilities 52 Flood control mechanisms
 Recreational facilities
 Other (please explain) _____

14) What do you think of recent planning measures adopted by the Village?

	Approve	Disapprove	Neither	Don't Know
1. Coastal Zone Management	62%	4%	0%	20%
2. In-fill housing guidelines	23	9	2	51
3. Other (please explain)				

5. What is the best thing about Mamaroneck?

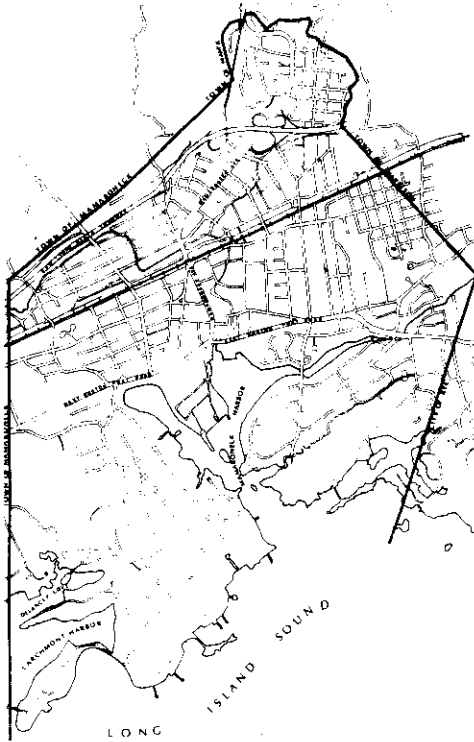
- 50 Small town atmosphere
- 37 Location on Sound
- 34 Waterfront
- 23 Good ethnic balance, diversity
- 22 Harbor
- 15 Near to New York City
- 15 Friendly place

6. What is the worst thing about Mamaroneck?

- 53 Litter, sanitation, dirty streets, unkept public areas
- 47 Lack of parking
- 35 Taxes
- 11 Traffic
- 7 Lack of low income/affordable housing
- 7 Pollution of waterfront
- 6 Flooding

*Numbers indicate number of times this response was given.

Village of Mamaroneck Master Plan Workshop



Summary of Public Workshop Mamaroneck Master Plan Saturday, October 19, 1985

The public workshop was held at Mamaroneck High School Saturday morning October 19, 1985. The workshop was publicized by the local media and by members of the Advisory Committee which includes representatives of neighborhood associations and civic organizations. Approximately thirty people participated in the workshop.

The meeting was divided into two parts. The first hour consisted of introductions and presentations by Mayor Paul Noto, Planning Board Chairman Robert Galvin, and Planning Consultants Buckhurst Fish Hutton Katz. This included:

- o An explanation of why Mamaroneck has chosen to prepare a master plan as a long-range Village plan.
- o A summary of the objectives of the master plan and the uses to which it will be put by local officials.
- o A presentation of existing plans and existing local conditions.
- o A discussion of preliminary findings, key areas of concern and focal issues for the new master plan.

The second part of the program involved round table discussions on six topics. The subjects included:

- o Housing and neighborhoods
- o Environmental issues, and particularly, the waterfront
- o Economic development, including public and private efforts
- o Urban design and aesthetics
- o Traffic and parking
- o Mixed needs/comprehensive issues

Discussion groups were asked to consider the positive and negative sides of their particular question, solutions and ideas and also the general question, "What is your vision of the future of the Village?"

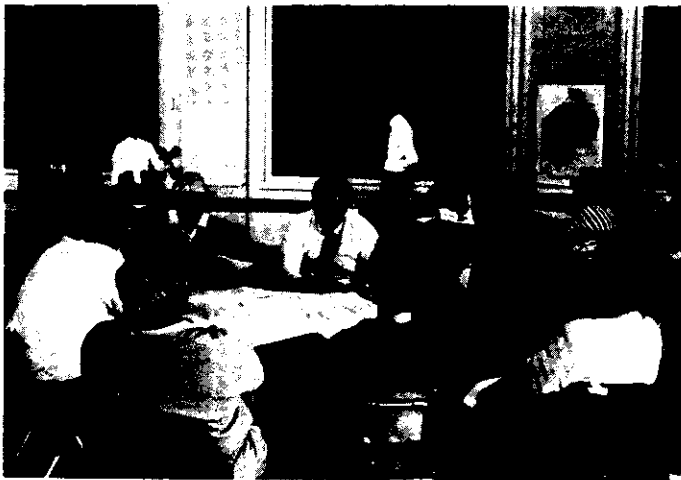
Each table had a volunteer leader who kept a record of the discussion and who presented the group's findings in the wrap-up session of the workshop.

The following is a summary, by subject, of the round table discussions.

Housing and Neighborhoods

- o Positive features included the economic, cultural, age, religious, rural and ethnic diversity of the Village's neighborhoods, the waterfront location, and the historic character of some areas.

- o Negative aspects included the lack of affordable housing, few housing choices for seniors, young families and persons with low incomes. Other problems are the lack of vacant land for development, the extent of cooperative conversions, the opposing views of different neighborhoods, the future of transitional areas (such as Washingtonville) and also aging population.
- o Solutions and ideas included in-fill housing, adoptive re-use of old buildings, increasing allowable density and building height in certain areas (such as Mamaroneck Avenue near the train station), aggressively pursuing Community Development and other grant funding, provision of tax incentives to encourage development of affordable housing, legalizing accessory apartments within existing houses.
- o Vision: keep the quality of life, as well as the diversity, of the Village.



Environment and the Waterfront

- o Positive features identified were the park and harbor and large spaces such as the Hampshire Country Club, as well as the adoption of the Coastal Zone Management Plan

- o Negative elements are water pollution (both sewage and sources from other communities), lack of a comprehensive water quality plan for Mamaroneck and the surrounding area, the unattractive appearance of the entrance to Harbor Island and inadequate park maintenance.
- o Solutions and ideas included closer review of park projects and prioritizing Harbor Island maintenance, restoration of seawalls and harbor cleanup, provision of a pumpout station for boaters and an auxiliary stormwater pump generator.
- o Vision: Preserve the Village's marine character, without expansion.

Economic Development

- o Positive elements noted were the harbor, shorefront and marine industry, a cohesive and lively downtown, a generally positive community atmosphere and the Village's heterogeneous population.
- o Negative elements include the under-utilized light industrial area, the high turnover of retail establishments, the lack of affordable housing, the lack of parking spaces, flooding, the need for improved facilities on Harbor Island and the lack of a local communication network (newspaper, TV, etc.)
- o Solutions and ideas were a more aggressive public development program utilizing the Village's borrowing capacity (for such things as parking structures), better communication (such as a newsletter), increased citizen involvement, and outreach to the foreign community within Mamaroneck.

- o Vision: A complete utilization of existing facilities and a more cosmopolitan Village, with the Village center as a more active retail and restaurant area particularly evenings and weekends.

Urban Design and Aesthetics

- o Positive elements were identified as the harbor and waterfront location, natural character, abundant open space and green area, the small scale of the buildings and the diversity of building types and styles.
- o Negative features were listed as poor signage (especially on Mamaroneck Avenue,) poorly maintained parkland, unattractive gateways to the Village (e.g. on Fenimore Road, Mamaroneck Avenue and near the train station), lack of landscaping in Washingtonville, Mamaroneck Avenue, Boston Post Road, and Fenimore Road.
- o Solutions and ideas included urban design guidelines for more cohesive materials, heights, setbacks and bulk, as well as landscape requirements, also establishment of a linear park along the river and establishment of a beautification fund.
- o Vision: A cleaner, greener Village which retains its small scale and natural character

Traffic and Parking

- o Positive elements are adequate existing facilities for commuter parking, and the Parking Task Force which is presently in operation
- o Negative aspects were identified as inadequate parking in the central business district poor directional signs to the existing parking and lack of enforcement of parking regulations.

- o Solutions and ideas included short-term projects of redesign of existing parking lots, better signage, and revised regulations and long-term projects such as tiered parking structures and acquisition of land for new lots.

- o Vision: Preserve, maintain, update, and refine what we have.

Mixed Needs/Comprehensive Issues

This group discussed the most pressing needs of the Village and looked at the community in a comprehensive way. They reported the following needs and projects:

1. Change village zoning to provide for a mix of residential and commercial uses within certain zones.
2. Provide adequate housing for young people and senior citizens by permitting accessory apartments within existing houses.
3. Revitalize the train station and vicinity by pursuing landmark status and renovation for the station, encouraging commercial ventures and tiered-parking nearby.
4. In Washingtonville, clean up the riverfront in Columbus Park and encourage residential development near the train station.
5. Preserve Harbor Island Park
6. Purchase and renovate the Daniel Warren School to be used as a Village Hall. Develop condominiums in back of the school and rezone the existing Municipal Building to allow conversion to residential units.

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AMERICAN PROFILE 04/22/86

VILLAGE OF MAMARONECK

**** TREND REPORT ****

	1970 CENSUS	1980 CENSUS	1985 ESTIMATE	1990 PROJECTION
TOTAL POPULATION	18909	17616	17165	16627
WHITE	92.3%	91.8%	92.2%	92.4%
BLACK	7.0%	6.1%	5.9%	5.9%
OTHER	0.7%	2.1%	1.9%	1.7%
- SPANISH	1.0%	5.4%	6.6%	8.0%
TOTAL HOUSEHOLDS	6003	6386	6366	6223
HOUSEHOLD POPULATION	18704	17328	16877	16339
AVERAGE HOUSEHOLD SIZE	3.12	2.71	2.65	2.63
TOTAL POPULATION BY AGE	18909	17616	17165	16627
0 - 5	8.7%	5.6%	5.7%	5.6%
6 - 13	15.1%	10.2%	8.2%	7.7%
14 - 17	7.4%	7.1%	5.6%	4.3%
18 - 24	8.5%	10.6%	11.2%	9.8%
25 - 34	11.4%	14.0%	14.9%	15.8%
35 - 44	13.3%	11.9%	12.8%	13.9%
45 - 54	13.8%	13.3%	11.6%	11.6%
55 - 64	11.5%	12.9%	13.3%	12.4%
65 +	10.3%	14.4%	16.6%	19.0%
FEMALE POPULATION BY AGE	9831	9236	9059	8815
0 - 5	8.2%	5.2%	5.3%	5.2%
6 - 13	14.0%	9.1%	7.5%	7.1%
14 - 17	6.9%	6.5%	4.9%	3.9%
18 - 24	8.6%	10.2%	10.3%	8.7%
25 - 34	12.0%	13.3%	14.1%	14.9%
35 - 44	13.6%	12.4%	13.0%	13.1%
45 - 54	14.0%	13.6%	12.1%	12.1%
55 - 64	11.5%	13.2%	13.5%	12.9%
65 +	11.3%	16.5%	19.3%	22.2%
MEDIAN AGE TOTAL POP.	34.0	37.1	38.4	39.9
MEDIAN AGE ADULT POP.	45.9	46.6	46.1	46.5
HOUSEHOLD INCOME:				
\$ 0 - \$ 7,499	30.0%	13.4%	9.6%	6.7%
\$ 7,500 - \$ 9,999	12.7%	4.5%	3.2%	2.2%
\$10,000 - \$14,999	20.5%	10.9%	7.7%	5.4%
\$15,000 - \$24,999	22.0%	24.5%	17.4%	12.2%
\$25,000 - \$34,999	5.6%	18.3%	17.5%	12.2%
\$35,000 - \$49,999	3.4%	16.1%	24.5%	26.9%
\$50,000 - \$74,999	5.9%	7.5%	12.4%	21.0%
\$75,000 +	-	4.7%	7.8%	13.4%
TOTAL	100.0%	100.0%	100.0%	100.0%
MEDIAN HOUSEHOLD INCOME	\$11784	\$23657	\$31938	\$41244
AGGREGATE HH INCOME \$(000)	100260	199950	289840	352840
MEDIAN FAMILY INCOME	-	\$27620	\$37288	\$48153

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VILLAGE OF MAMARONECK

**** CENSUS CHANGE REPORT (1) ****

	1970 CENSUS		1980 CENSUS		PCNT CHANGE
	TOTAL	PCNT	TOTAL	PCNT	
POPULATION:					
WHITE	17455	92.3	16171	91.8	-7.4
BLACK	1324	7.0	1069	6.1	-19.3
OTHER	130	0.7	376	2.1	189.2
TOTAL	18909	100.0	17616	100.0	-6.8
-					
SPANISH	197	1.0	946	5.4	380.2
AGE OF POPULATION:					
0 - 5	1644	8.7	993	5.6	-39.6
6 - 13	2851	15.1	1796	10.2	-37.0
14 - 17	1401	7.4	1251	7.1	-10.7
18 - 24	1608	8.5	1864	10.6	15.9
25 - 34	2156	11.4	2471	14.0	14.6
35 - 44	2514	13.3	2088	11.9	-16.9
45 - 54	2602	13.8	2341	13.3	-10.0
55 - 64	2179	11.5	2269	12.9	4.1
65 +	1954	10.3	2543	14.4	30.1
MEDIAN AGE TOTAL POP.	34.0		37.1		8.9
MEDIAN AGE ADULT POP.	45.9		46.6		1.5
AGE OF MALE POPULATION:					
0 - 5	839	9.2	516	6.2	-38.5
6 - 13	1473	16.2	956	11.4	-35.1
14 - 17	726	8.0	649	7.7	-10.6
18 - 24	762	8.4	925	11.0	21.4
25 - 34	981	10.8	1247	14.9	27.1
35 - 44	1179	13.0	940	11.2	-20.3
45 - 54	1225	13.5	1082	12.9	-11.7
55 - 64	1052	11.6	1046	12.5	-0.6
65 +	841	9.3	1019	12.2	21.2
TOTAL	9078	100.0	8380	100.0	-7.7
MEDIAN AGE MALE POP.	32.5		34.2		5.2
MEDIAN AGE ADULT MALE POP.	45.8		45.2		-1.4
AGE OF FEMALE POPULATION:					
0 - 5	805	8.2	477	5.2	-40.7
6 - 13	1378	14.0	840	9.1	-39.0
14 - 17	675	6.9	602	6.5	-10.8
18 - 24	846	8.6	939	10.2	11.0
25 - 34	1175	12.0	1224	13.3	4.2
35 - 44	1335	13.6	1148	12.4	-14.0
45 - 54	1377	14.0	1259	13.6	-8.6
55 - 64	1127	11.5	1223	13.2	8.5
65 +	1113	11.3	1524	16.5	36.9
TOTAL	9831	100.0	9236	100.0	-6.1
MEDIAN AGE FEMALE POP.	35.3		39.7		12.5
MEDIAN AGE ADULT FEMALE POP.	45.9		47.8		3.9

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AMERICAN PROFILE 04/22/86

**** CENSUS CHANGE REPORT (2) ****

VILLAGE OF MAMARONECK

	1970		1980		PCNT CHANGE
	TOTAL	CENSUS PCNT	TOTAL	CENSUS PCNT	
TOTAL HOUSEHOLDS	6003		6386		6.4
HOUSEHOLD POPULATION	18704		17328		-7.4
AVERAGE HOUSEHOLD SIZE	3.12		2.71		-13.1
TOTAL FAMILIES	5021		4809		-4.2
AVERAGE FAMILY SIZE	3.47		3.23		-6.9
AVERAGE FAMILY INCOME	\$ 18543		\$ 36340		96.0
FAMILY POPULATION	17421	92.1	15542	88.2	-10.8
NONFAMILY POPULATION	1283	6.8	1786	10.1	39.2
GRP QTRS POPULATION	205	1.1	288	1.6	40.5
HOUSEHOLD INCOME:					
\$ 0 - \$ 7,499	1800	30.0	864	13.4	-52.0
\$ 7,500 - \$ 9,999	761	12.7	288	4.5	-62.2
\$10,000 - \$14,999	1233	20.5	698	10.9	-43.4
\$15,000 - \$24,999	1318	22.0	1572	24.5	19.3
\$25,000 - \$34,999	334	5.6	1178	18.3	252.7
\$35,000 - \$49,999	203	3.4	1037	16.1	410.8
\$50,000 - \$74,999	354	5.9	482	7.5	36.2
\$75,000 +			305	4.7	
MEDIAN HH INCOME	\$ 11784		\$ 23657		100.8
AVERAGE HH INCOME	\$ 16702		\$ 31125		86.4
PER CAPITA INCOME	\$ 5360		\$ 11539		115.3
MEDIAN HOME VALUE	\$ 40084		\$ 88088		119.8
AVERAGE HOME VALUE	\$ 41324		\$105563		155.5
MEDIAN MONTHLY RENT	\$ 131		\$ 276		110.7
AVERAGE MONTHLY RENT	\$ 143		\$ 290		102.8
UNITS AT ADDRESS:					
1 UNIT	2638	43.9	3031	46.8	14.9
2 - 9 UNITS	2223	37.0	2482	38.3	11.7
10+ UNITS	1142	19.0	965	14.9	-15.5
MOBILE HOME	0	0.0	3	0.0	9999.9
YEAR ROUND HOUSING UNITS	6089	100.0	6481	100.0	6.4
OWNER OCCUPIED	3323	54.6	3443	53.1	3.6
RENTER OCCUPIED	2680	44.0	2943	45.4	9.8
VACANT	86	1.4	95	1.5	10.5

DONNELLEY MARKETING INFORMATION SERVICES
A COMPANY OF THE DUN & BRADSTREET CORPORATION

VILLAGE OF MAMARONECK

AMERICAN PROFILE 04/22/86
**** CENSUS CHANGE REPORT (3) ****

	1970 CENSUS		1980 CENSUS		PCNT CHANGE
	TOTAL	PCNT	TOTAL	PCNT	
OCCUPATION:					
MGR/PROF/TECH	2566	30.9	3085	32.3	20.2
ADMIN/CLERICAL	1613	19.4	1851	19.4	14.8
SALES	765	9.2	1136	11.9	48.5
TOTAL WHITE COLLAR	4944	59.6	6072	63.5	22.8
PROD/CRAFT/REPAIR	999	12.0	936	9.8	-6.3
MACH OPERATORS/TRANS	748	9.0	714	7.5	-4.5
LABORERS	329	4.0	268	2.8	-18.5
TOTAL BLUE COLLAR	2076	25.0	1918	20.1	-7.6
FARM/FOREST/FISH	40	0.5	217	2.3	442.5
PROT & OTHER SERVICE	776	9.4	861	9.0	11.0
PRIVATE SERVICE	253	3.1	157	1.6	-37.9
TOTAL EMPLOYED	8089	97.5	9225	96.5	14.0
UNEMPLOYED	205	2.5	331	3.5	61.5
TOTAL CIVIL LABOR FORCE	8294	100.0	9556	100.0	15.2
EDUCATION OF ADULTS OVER 25, YEARS OF SCHOOL COMPLETED:					
0 - 11 YEARS	4265	37.4	3123	26.6	-26.8
12 YEARS	3476	30.5	3750	31.9	7.9
13 - 15 YEARS	1311	11.5	1690	14.4	28.9
16 + YEARS	2350	20.6	3196	27.2	36.0
MEDIAN YEARS COMPLETED	12.41		12.73		2.4

1. 0. 0 : DEFINITION BY TRACT

DONNELLEY MARKETING INFORMATION SERVICES
A COMPANY OF THE DUN & BRADSTREET CORPORATION

AMERICAN PROFILE 04/22/86

VILLAGE OF MAMARONECK

**** UPDATE REPORT ****

* SESI SCORE: 71 ** PRIVATE SECTOR EMPLOYMENT: 8152 *

	1980 CENSUS	1985 ESTIMATE	CHANGE	% CHANGE
TOTAL POPULATION	17616	17165	-451	-2.6
TOTAL HOUSEHOLDS	6386	6366	-20	-0.3
HOUSEHOLD POPULATION	17328	16877	-451	-2.6
AVERAGE HH SIZE	2.71	2.65	-0.06	-2.2
MEDIAN HH INCOME	\$ 23657	\$ 31938	\$ 8281	35.0
MEDIAN FAM INCOME	\$ 27620	\$ 37288	\$ 9668	35.0

----- 1985 ESTIMATES** -----

HOUSEHOLD INCOME:

\$ 0 - \$ 7,499	608
\$ 7,500 - \$ 9,999	202
\$10,000 - \$14,999	492
\$15,000 - \$24,999	1107
\$25,000 - \$34,999	1114
\$35,000 - \$49,999	1559
\$50,000 - \$74,999	789
\$75,000 +	495

MEDIAN \$ 31938

POPULATION COUNTS:

WHITE	15825
BLACK	1011
OTHER	329
SPANISH	1140

MEDIAN AGE:

TOTAL POPULATION	38.4
ADULT POPULATION	46.1

NEIGHBORHOOD MOBILITY

HOUSEHOLD MOVED IN:	
MOST RECENT YEAR	10.0%
LAST 5 YEARS	31.2%
6- 9 YEARS AGO	20.2%
10-14 YEARS AGO	13.8%
15+ YEARS AGO	34.8%

NUMBER OF PRIVATE PASSENGER
VEHICLE REGISTRATIONS*

10308

NUMBER OF HOUSEHOLDS OWNING:**

2 OR MORE VEHICLES	2803
STATION WAGONS	1023
LIGHT TRUCKS AND VANS	616
LUXURY VEH (UP TO 4 YRS)	652

HOUSEHOLDS WITH NEWEST VEHICLE:**

UP TO 2 YEARS OLD	422
2 TO 5 YEARS OLD	2535
OVER 5 YEARS OLD	2951

POPULATION BY AGE/SEX:

	TOTAL	% OF TOTAL	MALE	% OF MALE	FEMALE	% OF FEMALE
0 - 5	980	5.7	502	6.2	478	5.3
6 - 13	1413	8.2	734	9.1	679	7.5
14 - 17	953	5.6	505	6.2	448	4.9
18 - 24	1926	11.2	993	12.3	933	10.3
25 - 34	2557	14.9	1281	15.8	1276	14.1
35 - 44	2205	12.8	1028	12.7	1177	13.0
45 - 54	1993	11.6	898	11.1	1095	12.1
55 - 64	2284	13.3	1060	13.1	1224	13.5
65 +	2854	16.6	1105	13.6	1749	19.3
TOTAL	17165	100.0	8106	100.0	9059	100.0

1. 0. 0 : DEFINITION BY TRACT

* - INDICATES SUPPRESSION HAS OCCURRED.

** - DETAILED ESTIMATES MAY INCLUDE SUPPRESSION.

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