

7. RELATED ISSUES

There are several issues tied to the Fifth Avenue area that need additional consideration and study. Planning to support the economic vitality of downtown and the waterfront should be a priority and will need continued attention. As detailed elsewhere in this report, the City of New Rochelle's efforts to bring an IKEA superstore to the Fifth Avenue neighborhood were spurred in part by the desire of city officials to generate substantial sales tax revenue. The IKEA proposal was defeated largely because highly vocal opponents pointed out that the Study Area did not have the necessary infrastructure, such as direct access from Interstate 95, to support a store of the size without substantially eroding neighboring residents' quality of life. In keeping with contemporary planning principles embodied in programs such as Westchester's *Patterns*, the Regional Plan Association's *Third Regional Plan*, and the New Jersey State Plan, New Rochelle should reinforce and regenerate its downtown, the city's traditional center for shopping, dining, and entertainment.

Renewal of the waterfront, and Echo Bay in particular, is another appropriate venue for enhancing the City's tax revenues. Improvement of the waterfront could also improve the quality of life for residents of New Rochelle and Westchester County by providing more adequate public access and a higher quality waterfront.

The location of a vocational school in the area is an idea that should be explored, particularly as a potential means for further supporting New Rochelle and Westchester County's industrial base. Finally, the social fault lines within the community need to be addressed.

7.1 DOWNTOWN

The City has taken many encouraging steps to revitalize its downtown in recent years. Nevertheless, it should be noted that a potential economic downturn might place that turnaround on shaky footing. Attendance at New Roc City has not met expectations, and the viability of its entertainment concept is questionable. It is also unclear whether its primarily youth-oriented activities will enhance the marketability of the new office space that has been proposed for "Parcel 1-A," across Huguenot Street from the New Roc parking garage. The fate of several blocks of prime downtown real estate now rest in the hands of two developers – AvalonBay and Louis Cappelli – which may place the city in a precarious position should these companies face economic problems. This underscores the need to support the remainder of the CBD, with its diverse property ownership.

Huguenot Street has gradually undergone a degradation as a pedestrian environment. The street's gradual decline as a business area and its increased level of traffic have contributed to deteriorate much of its length. As a result, several aging apartment buildings were removed between Lawton Street and

Division Street a few years ago and replaced with surface parking lots in preparation for the second phase of Avalon-on-the-Sound. Unfortunately, this removed some of the remaining activity from the sidewalks and created an environment that was less inviting for people who would still have reason to walk through. Recently the Avalon-on-the-Sound apartment tower was completed, with only moderate interaction with the street. The most detrimental aspect, however, is the lack of pedestrian traffic signals to cross Huguenot Street.

The opening of the Library Green will help improve this situation by making the area more attractive to pedestrians. The proposed retail in the ground floor of the second phase of Avalon will also have a positive effect. The much-needed pedestrian signals would also presumably be installed.

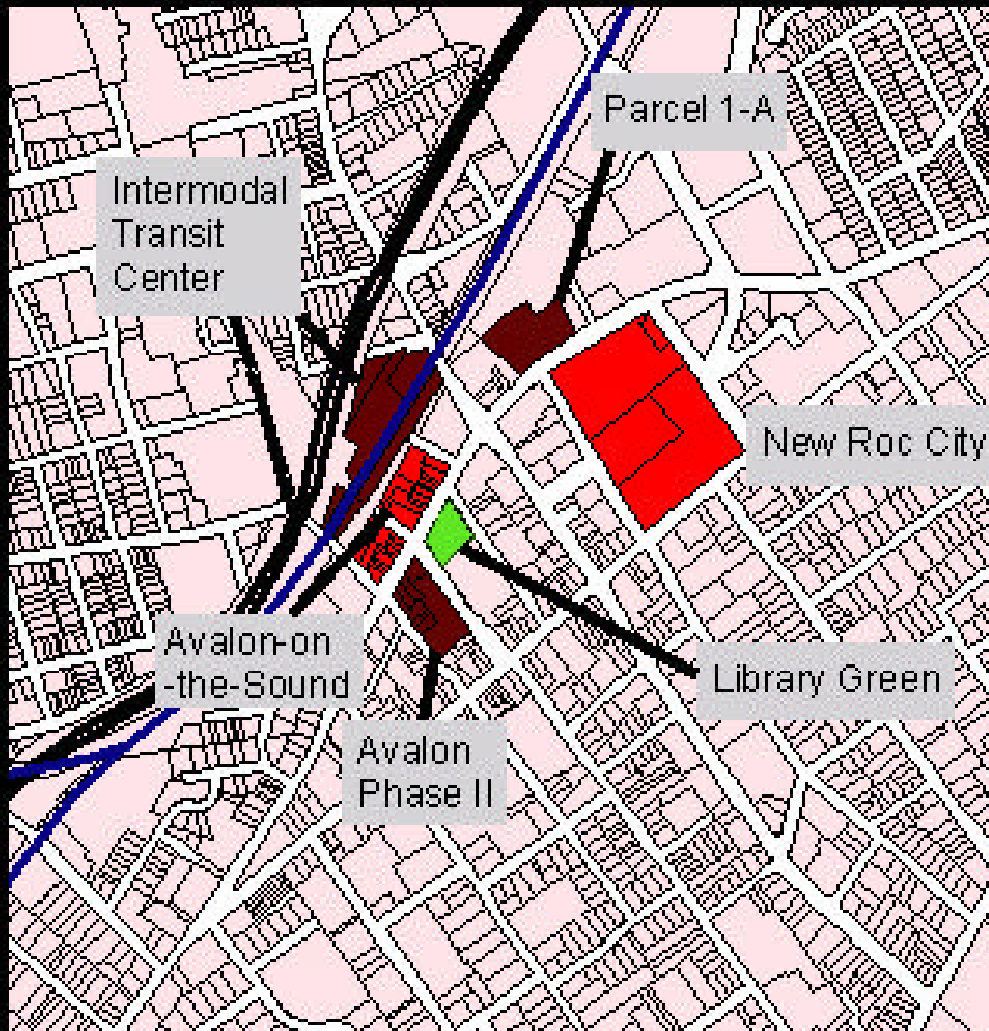
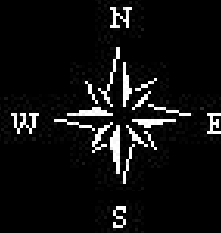
In recent years, new downtown development has included:

- **New Roc City**, an entertainment center with an 18-screen movie theater, bowling alley, large video arcade, and skating rink. This complex, which includes a parking garage funded by the city, replaced a mall anchored by Macy's that closed in the mid-1990s. Thus far, visitor numbers have not come close to meeting expectations: while 5.5 million were expected in New Roc City's first year, only 3.1 million came. According to Mayor Idoni, first-year expenses for the city exceeded income by \$400,000, which has drained discretionary resources from other areas. The developer is Louis Cappelli of Valhalla, New York.
- **Avalon on the Sound**, a 412-unit, 25-story residential tower adjoining the New Rochelle train station, with an adjacent parking garage. When this tower is fully rented, which is expected to occur by the end of 2001, the developer, AvalonBay Communities, Inc. plans to begin construction on a 588-unit residential tower across the street from it, at Division, Huguenot, and Main Streets.

Many developments are in the works that will have a positive effect on Downtown New Rochelle:








- **A proposed downtown historic district.** A cultural resources survey was completed in September 2000 by Taylor & Taylor Associates, Inc., with the intention of establishing a historic district between LeCount Place and the western entrance to downtown. New Rochelle's Business Improvement District is supportive of creating a historic district, which would enable property owners to benefit from the federal tax credit for renovations that meet the Secretary of the Interior's design standards for historic properties. Many downtown property owners as well as the City Council are hesitant to support a historic district, as they are fearful of design regulations that would restrict their options in performing alterations or that might prevent demolition of existing structures.
- **The construction of Library Green** north of the Public Library. This \$2.8 million open-space project was funded by Westchester County, and will be

Recent and Proposed Projects in Downtown



0 0.4 0.8 1.2 Miles

Legend

-  Railroad
-  Thruway
-  Downtown Lots
-  Proposed Developments
-  Recent Developments
-  New Park
-  Other Lots

completed by the summer of 2001.

- **The construction of an Intermodal Transportation Center**, which will include a parking garage and improved infrastructure integrating bus lines and the Metro-North train line to New York City and New Haven. Construction is expected to begin in May 2002 and finish 12 to 18 months later.
- **A five-phase improvement program for North Avenue.** The first phase, from Huguenot to Garden Streets, will be completed with the Intermodal Transportation Center. The North Avenue improvement will include a redesign of a currently inhospitable small plaza at Main Street and Memorial Highway.
- **The development of “Parcel 1-A,”** formerly a city-owned lot. Louis Cappelli has purchased the lot with plans to develop an office tower.

Downtown Recommendations

In order to reinforce the efforts already underway to buttress the financial, social, and cultural performance of Downtown New Rochelle, we offer the following recommendations for future study:

- **Design standards for new downtown buildings.** New buildings should perpetuate the streetscape and pedestrian-oriented nature of New Rochelle’s Central Business District. All new structures built downtown, including parking garages, should have first-floor retail to encourage ground-floor activity. This retail requirement would enable the city to avoid shortcomings that have surfaced in the past, such as the blank wall at New Roc City facing Main Street. This has largely prevented Main Street businesses from benefiting from the 3.1 million visitors to New Roc City. New structures taller than three stories should perpetuate the existing streetwall before setting back above the third story.
- **Downtown historic district.** These plans should move forward, and design controls for historic structures should be instituted. Main Street has a substantial collection of buildings from the late 19th through mid-20th century that are architecturally valuable and could provide a solid foundation for the economic revitalization of the CBD. The city and the Business Improvement District should begin a program to educate downtown property owners on the positive effects of historic districts, which have historically had the effect of raising property values and retail quality, and should invite mayors of cities in which historic districts have had positive economic effects to speak to downtown owners and business operators. The tax incentives available in a New Rochelle historic district would complement the city’s existing Façade Improvement Program, which provides free architectural and design services and 50% of construction cost, up to \$80,000, for qualifying downtown property owners.

- **Pedestrian improvements on Huguenot Street.** Improving the pedestrian environment, and reinforcing the crosswalks in particular, is important to reinforce the connection between downtown and the train station, while making walking trips around downtown more attractive to residents of the new apartment towers. Enhancement of the uses and esthetic attributes need to be considered. As already mentioned, the city is taking several positive steps. It may also want to consider special conditioning of the street corners to make the crosswalks more prominent, creating a special feature to serve as a welcoming pedestrian gateway into downtown in conjunction with converting the train station into the Intermodal Transit Center, and including bicycle lanes on Huguenot to both increase the level of activity on the street and to facilitate alternative means of transportation in connection with the transit center.
- **Enhance Ties with Iona College.** Located on North Avenue several blocks north of Downtown, the college could add vitality to Downtown. A free shuttle could be instituted, with frequent, reliable travel between the campus and several downtown stops. This service should run at least until midnight during the week and into the early morning on weekends. This would not only encourage students, many of whom do not own automobiles, to visit Downtown more, but may encourage many to move Downtown, helping to improve the CBD's performance as a 24-hour community and providing additional customers with disposable income. The possibility of a downtown cultural venue (performing arts, art gallery) operated by Iona, or jointly between the college and the City, should also be explored.
- **Parking Study.** The city should initiate a study to determine the need for additional downtown parking. Although several new garages have been built in recent years or are in the works, these are either private (those serving Avalon) or meant to serve drivers going to the area immediately surrounding New Roc City. A parking field currently located off of Centre Street south of Main may be a candidate for expansion or for construction of a parking structure. This is an especially crucial issue, as a lack of parking has hampered some potentially positive development plans. For example, a proposal to convert the former Main Street Bloomingdale's store, whose vacant condition has been a symbol of Downtown's decline, into office space, has been termed "highly speculative" by New Rochelle's Development Director in large part because of a lack of parking in the immediate area. A Bloomingdale's office building, at approximately 100,000 square feet in size, would require up to 300 spaces.
- **Housing.** The City should begin a marketing campaign to attract residents of New York City and other areas squeezed by high rents to older, vacant apartments in Downtown New Rochelle in the areas west and south of the New Roc City area.

7.2 WATERFRONT

Echo Bay is an inlet off Long Island Sound located just beyond the eastern edge of New Rochelle's downtown. While the waterfront has long been a wonderful asset for the city, there is a lack of association between it and the downtown.

Furthermore, Echo Bay is spotted with industrial uses and dominated by the Westchester County Sewage Treatment Plant, which stands on its east shore.

In addition to the sewage treatment plant, the major parcels around the bay include Five Islands Park, a large vacant manufacturing facility, the New Rochelle City Yard, the former New York State Armory, a concrete company, a former Con Edison plant, and the municipal marina and Hudson Park. There is a stretch of homes between the Con Edison plant and the marina.

The State turned the Armory site over to the City in 1997 under the condition that it make the section of waterfront accessible to the public. The former Con Edison plant will also be turned over to the City, following environmental remediation. The City has also expressed an interest in acquiring the Nelsted Concrete Company to consolidate the waterfront. These sites, together with the parks and the City Yard, place much of the bay's waterfront under municipal ownership. And as the City is currently in the process of finding a place to relocate its City Yard, the opportunity is open to redefine this area and the image of New Rochelle in a more aesthetically pleasing and pedestrian-friendly manner.

At present, the vacant manufacturing plant is privately owned and is likely to be developed privately in the future. It was previously occupied by Tuck Tape Corporation. In August 1997, the owner of New Rochelle Ford and other investors bought the site and now propose a major redevelopment. Dubbed Soundview Plaza, it would incorporate commercial uses, which would require rezoning.

The City Council approved redevelopment plans for the area in 1983 and 1999. In 1983, the area was given the zoning designation "Planned Unit Development" following extensive discussion at a public hearing concerning the appropriate reuse of the Armory and City Yard sites, where strong opposition to high-density, high-rise development was voiced. The PUD designation permits residential and/or commercial development on this site, but leaves major controls, such as height and density, to be determined by the Planning Board and the City Council when development proposals are made.

The Harbor Management Plan provided much of the framework for the 1999 plan, and is frequently cited by the City's plan. The Harbor Management Plan deals with two sets of waterfront uses: water-dependent uses/support facilities, and public access/recreation. The plan suggests as an option a high-speed ferry to Long Island and/or New York City from the Municipal Marina, which has available parking and good access to I-95 and the proposed Intermodal Transportation Facility.

It also recognized the City Yard site as a major waterfront parcel whose redevelopment could significantly improve the quality of life and property values of the surrounding areas. City Yard lies in close proximity to the central business district and equidistant from two underutilized city waterfront facilities - Five Islands Park and the Municipal Marina. The plan highlighted the opportunity for tying together these three city-waterfront nodes with walkways and boat shuttles, thereby enhancing the physical activity and landscape of Echo Bay.

The 1999 plan delimited the Main Street/Echo Bay Urban Renewal Area by Echo Avenue on the west, Main Street on the north, and included all of City Yard to the east and the former Con Edison Plant and Echo Bay to the south. The Urban Renewal Plan called for improved public access to the waterfront, outlining the creation of a public promenade and suggesting a ferry between Five Islands Park and Hudson Park. Proposed developments providing views of the waterfront from Main Street were to be given priority on city-owned property. The plan envisioned mixed residential, commercial, and water-related recreational uses, and encouraged water-dependent and water-enhanced uses.

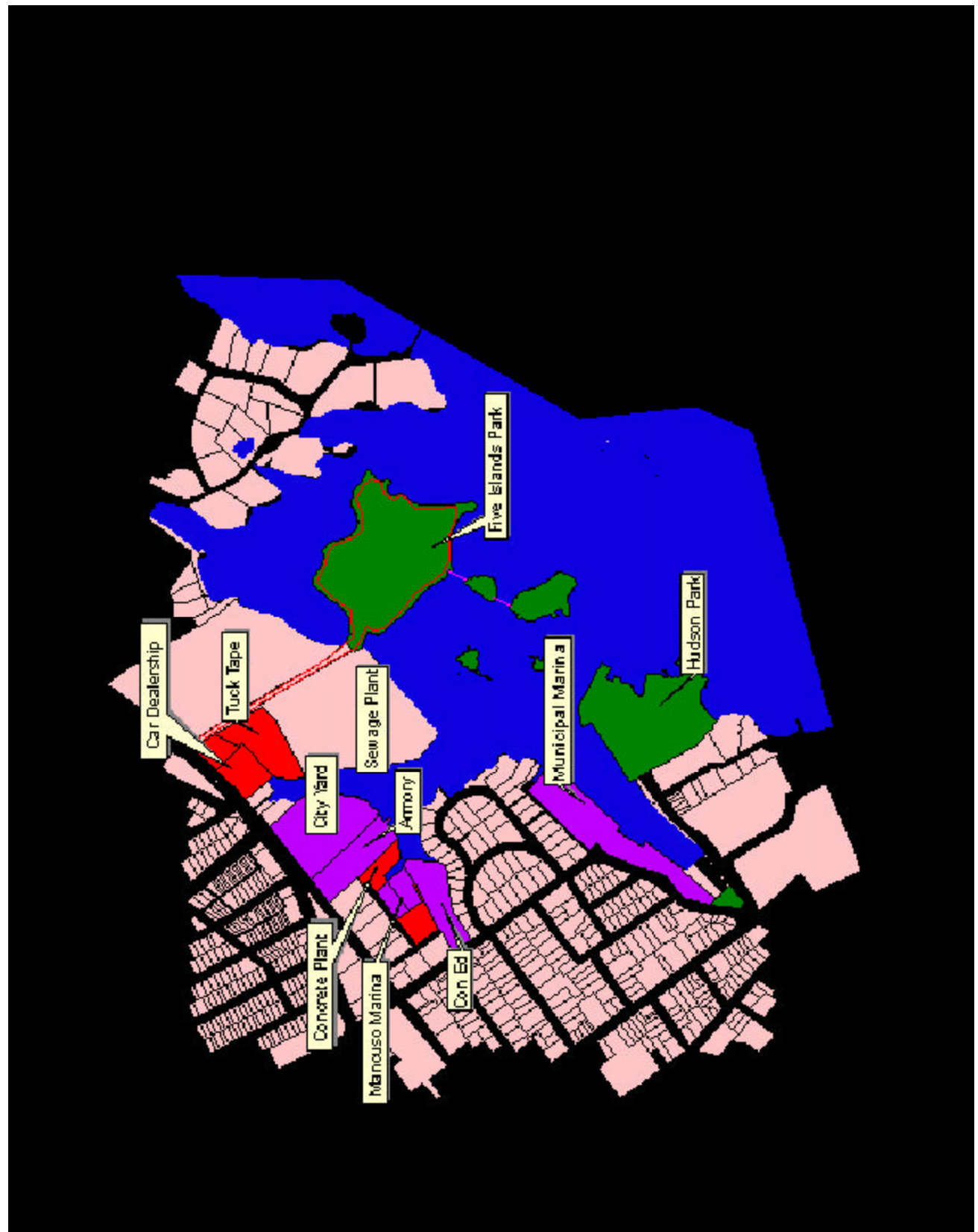
The City replaced its old zoning with new Waterfront Related Zoning Codes in order to allow by special permit residential uses and other commercial uses that are not water-dependent. Approval would be conditional on the uses not displacing existing water-dependent uses, while remaining compatible with adjacent and nearby residential neighborhoods, several of which now enjoy views of the waterfront.

The water-dependent uses encouraged by the 1999 plan may not be viable, however, unless navigation channels are dredged and waterfront edges are improved. If Echo Bay is allowed to continue silting in, the municipal marina, which is the largest public boat basin in Westchester County, will continue to lose capacity. Dredging contaminated areas is expensive and environmentally controversial, however. The Department of Public Works has been dealing with the issue, but has suffered setbacks as the Environmental Protection Agency changed its standards regulating dredging. At last check, the Department of Public Works needed to retest the sediment.

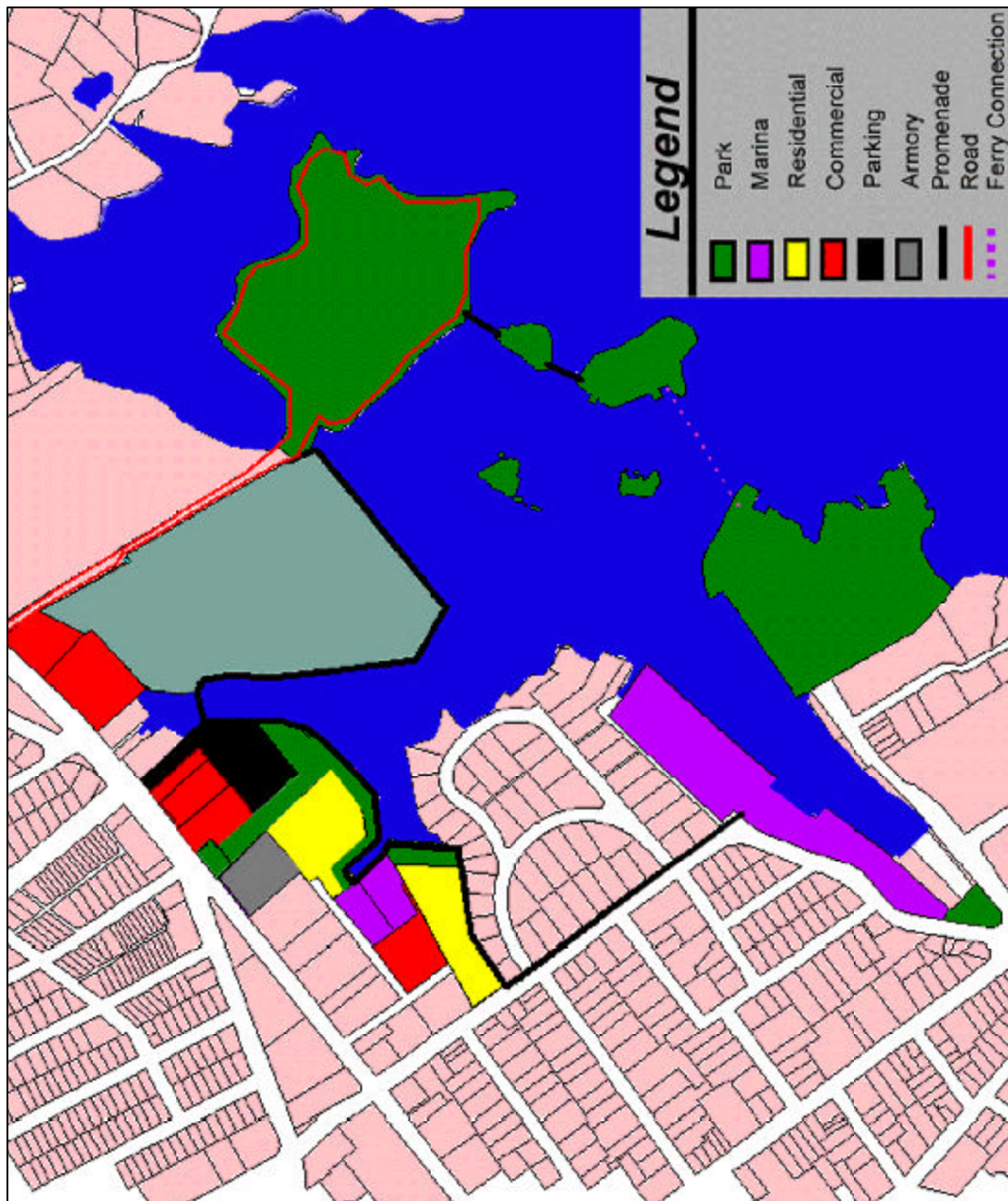
The plan also did not adequately address the sanitation plant, which was not included in the redevelopment area. While there seems to be little odor associated with the plant, it is visually detrimental to the area and occasionally discharges overflows into the bay.

Waterfront Recommendations:

There are some possible alternatives for revitalization in the Echo Bay Area. The objectives of the bay's redevelopment should be a good balance of residential and commercial uses, better connections between the waterfront and the rest of the



Proposal



city, and additional study of the infrastructure that will be needed in the area. Bearing this in mind, the following points merit additional study and attention:

- **Commercial Development.** Extending commercial uses to this section of Main Street could help improve the connection between downtown and the waterfront. The businesses that could benefit from the access to the waterfront would help bolster the City's finances through higher sales and property taxes. The car dealership's lot should be retained for commercial uses, and most of the Main Street frontage of the City Yard site should be opened to commercial development.
- **Variations on a Theme.** The City might consider using public art, decorative benches or lampposts, or other similar techniques to create a series of related elements along Main Street and the waterfront. This carries pedestrians along, wanting to see how the next piece will interpret the theme.
- **Public Parking.** On the City Yard site, the area between the waterfront promenade and the commercial frontage on Main Street could be used for public parking to improve access to the waterfront and serve adjacent businesses.
- **Bicycle Lanes.** In order to better reinforce the connection between the waterfront and the rest of the city, to provide better recreational opportunities to residents, and to alleviate some of the parking pressure on the waterfront, the City should study the possibility of adding bicycle lanes between the waterfront promenade and other parts of the city.
- **Ferries.** The different proposals for recreational and commuting ferries could provide more adequate usage of the waterfront and help make the area more vibrant. There may also be a possibility of mildly curbing the increases in congestion on I-95 with a ferry commuting service. These will have to be carefully studied in terms of economic viability as well as traffic impacts on the surrounding area and throughout the region.
- **Parks, Promenade, and Public Plaza.** The waterfront should be reserved or acquired to create a continuous promenade with lanes for walking, rollerblading, and bicycling along the waterfront, thereby increasing the recreational possibilities of this resource. In addition, the City should consider expanding the existing paths to include these uses. There should be a prominent connection between Main Street and the waterfront adjacent to the Armory, which could include a public plaza. The plaza could become a venue for summer events as well as establishing a gateway that would serve as a connection between the city and its waterfront.
- **The Armory.** As the armory was given to New Rochelle to improve public space,

we suggest that the building itself be dedicated to a public function. This could take the form of a museum, as has been suggested. Another possibility might be a community center.

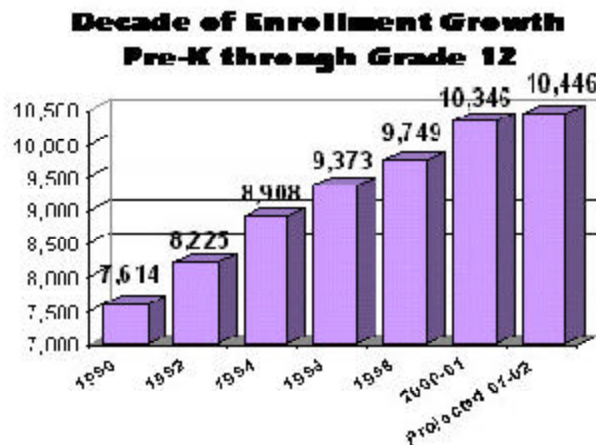
- **Residential Uses.** The City has expressed an interest in developing portions of the bay as market rate housing. It might allow residential development on the Con Edison and Nelsted Concrete sites, while retaining the waterfront as a public promenade. Given the amenity of the waterfront, the City could improve its finances through the sale and increased property taxes of these sites.
- **Sewage Treatment Plant.** This facility is currently an aesthetic detriment to the surrounding area. This problem could be largely alleviated through the use of landscaping as screening. A change of grade, the insertion of trees around the facility, the use of decorative stone walls and other landscaping techniques, could be used to separate the public promenade as it edges the plant.

Given the low capacity of the facility, and the city's increasing population, the need to expand the plant must be studied as a comprehensive element of the plan for the bay's development. If purchase of the Tuck Tape site becomes necessary, this could be done in conjunction with the creation of the public promenade to facilitate land acquisition and limit construction impacts.

- **Environmental Cleanup.** This is a complex issue which needs continued attention pertaining to the municipal marina, and potentially any redevelopment of the City Yard and Nelsted Concrete Company sites. While planning comprehensively for Echo Bay, the City should investigate any benefits from combining the potential remediation of these sites, such as economies of scale, lower application costs, and increased federal and state aid.

7.3 PUBLIC SCHOOLS

New Rochelle's schools are strained under growing enrollment. Enrollment has surged over 35% in the last decade from 7,614 students in 1990 to a projected 10,446 in 2001. The steady rise in enrollment is expected to continue due to two factors: increased births, and sales of homes to families with several children of school age.



Families continue to be attracted to New Rochelle due to the reputation of the school district. For instance, the largest school selection consulting firm, SchoolMatch, an independent, nationwide service in Ohio that helps corporate employee families find schools that match the needs of their children, placed the City School District of New Rochelle in a nationally select top group of 15% of the nation's 15,620 school systems. In addition, the U.S. Department of Education has given five Blue Ribbon School Awards to the New Rochelle schools, more than to any other school district in Westchester. This growth, however, puts a considerable strain on the City's aging facilities.

New Rochelle's Board of Education is actively addressing these financial demands of physical expansion in its 2001-2 Proposed Budget. On March 27, 2001, Bond Proposition No. 1 authorized \$39.9 million to finance the reconstruction of and addition to New Rochelle High School. Currently, most (73.5%) of the New Rochelle school budget is supported by local tax dollars. State aid, the second-largest source of revenue, accounts for 15.4% of the school district's income and is expected to increase about 6% during the 2001-2002 school year. Any increase in state aid would decrease the local tax levy.

Further challenging New Rochelle's efforts, the New York Board of Regents has mandated new standards, tests, and graduation requirements for all public schools. One major change for New Rochelle is the shift in its high school from a

comprehensive institution which formerly offered the option of a local diploma, to an All-Regents high school for all students. Among the changes in Regents requirements relevant to the City Park Redevelopment vision are:

- **Academic Intervention Services (AIS).** Identify and serve children (K-12) who give indication through multiple measures that they are at risk of academic failure. Each child must be furnished with a personal educational plan to be implemented by certified personnel.
- **Staff Development.** The district incurs costs for training/preparing teachers for instructional requirements. Teachers need training where local curriculum indicates major shifts from current practice.
- **Additional Instructional Courses.** Prepare instruction directed toward high-risk students to improve their academics before examination.
- **Proctoring Costs.** District costs for Special Education and for students who are not classified as requiring Section 504 modifications (e.g., extended school time, being read to, physical modifications, and special setting small groups) so that the children can succeed.
- **Part 154 Regulations.** Significant costs associated with the new regulations for Limited English Proficient (LEP)/ English Language Learners (ELL). Mandates increased instructional time for English, native language, and content area instruction.

In short, these state mandates further justify serious consideration for a special needs, advanced occupational training, or vocational education center. The City Park Redevelopment area has the potential to house such a facility, especially given the low usage of City Park during the day and the potential to share parking with the park.

A school providing vocational and occupational training in the study area would complement other efforts to reinforce the industrial base. School construction could be accomplished through the institution of a development corporation. Information regarding the need for a school and its location in southern Westchester, and the type of school that would be required are backed by the following information from Claudia Fuller, Director, and Harry Kaplan, Supervisor, Center for Career Services, at Southern Westchester Boces.

BOCES is an organization providing occupational and vocational training, as well as immigrant services and a wide array of other educational programs for adults and high school students in New York State. Southern Westchester Boces' current facility is located north of White Plains in Valhalla, which is difficult to reach by public transportation from many areas of southern Westchester. According to Fuller and Kaplan:

- New Rochelle accounts for approximately 150 of the students coming to Southern Westchester Boces every year for technical training.

- There is a waiting list for Boces training.
- Of graduating students, 95% of Boces students further their training or go on to work in the field of their training.
- New Rochelle's demographics, with a large working-class, immigrant population, make it a good candidate for additional adult occupational training.
- Boces has identified a need for additional occupational education in Westchester.
- Training is in demand for mechanics, plumbers, electricians, carpenters, and HVAC technicians. Also, there is big demand for computer networking technicians, and these jobs are also the most attractive to prospective students because they are seen as having the largest future potential. There is a need for workers in heavy industrial trades, but not many people are interested in receiving training in these fields because they are not seen as having big future potential.
- Auto mechanics, especially those trained in the latest, computer-oriented systems, are in short supply.
- Health services is a fast-growing field. Medical billing and coding is a big area.
- Not surprisingly, there is always a need for retail workers, but retail jobs generally don't pay well, and those that do pay well generally go to people with business management backgrounds, who are more highly educated.
- Many young people are going into food preparation. There is a big market for it in the area, with many new hotels, conference centers, and restaurants around. But the better-paying jobs in food prep go to those with much more advanced training, such as from the Culinary Institute or Johnson & Wales. Those below them do not receive good wages and benefits.
- Boces is expanding. It just installed a new Cisco training program for computer networking technicians at the Valhalla campus. Although both Kaplan and Fuller said there was additional demand for Boces services, neither provided a ballpark figure on how many additional students could be accommodated.

7.4 HOUSING

Of the 77 tax lots in the redevelopment area, 31 have been identified as being residential in use, making them non-compliant with the existing zoning designation. 13 of the properties are owner-occupied, and 18 are tenant-occupied; many are both. Of these properties, a total of 10 have been purchased by IKEA (5 owner-occupied and 5 tenant-occupied).

The owner-occupied units are inhabited by older residents, mostly African Americans and persons of Italian descent. The rental units are mostly occupied by immigrant Latino families.

Given our proposal to reinforce the industrial base, the residential properties will eventually be replaced by industrial uses. The manner in which this replacement should occur is an open question. We have identified these possible means to

adequately address the needs of residents, many of which could be used in combination:

- Allow for input by the current long-term residents of the area regarding any conversion decision
- Require compliance with the existing zoning upon change of ownership. This would permit older homeowners to stay put until they no longer need their houses.
- Institute a reverse-mortgage type of program to buy out properties so that the present owner/occupants can enjoy income before the property is acquired by the City; this could be a function of the LDC.
- Implement Tax Increment Financing on properties converted to industrial use from residential.
- Provide deposit and relocation cost assistance to tenants
- Work closely with local non-profit housing development groups to find replacement housing for those who wish it.

7.4.1 MACLEAY APARTMENTS

(FOR A HISTORY OF THE MACLEAY APARTMENTS, SEE SECTION 5.3.5)

MacLeay Apartments, formerly a public housing development, is now owned and managed by the New Rochelle Neighborhood Revitalization Corporation. Since acquiring the complex in 1986, MacLeay has gone from being a financial drain on the city to one that generates \$600,000 annually for the city's coffers. While NRNRC measures its success in part in terms of financial objectives, the residents evaluate the organization in terms of its undelivered promises of social services and day care, inadequate maintenance, and the seemingly arbitrary eviction of residents, particularly long-time residents. All of these problems are inter-related and require greater accountability of NRNRC to its tenants and a more democratic and transparent process for residents to express their grievances, respond to lease violations, and participate in the management and development of their community.

INTEGRAL ISSUES

Our assessment of the needs and issues relating to the MacLeay Apartments is based on research and discussions with MacLeay Apartment residents. We made several attempts to contact Charles Depasquale, the executive vice president of NRNRC, but he was unavailable for comment.

Privatization, Lease Violations and Evictions

The privatization of MacLeay is displacing low-income residents receiving Section 8

rent subsidies with people who can pay market rents. Many of the low-income residents have lived there for more than 20 years, and they are being removed from their apartments as a result of two factors. One is NRNRC's rejection of Section 8 vouchers due to a change in the city's rent subsidy program. The city is switching from Section 8 certificates to Housing Choice vouchers, a similar rent subsidy program. The switch requires a new contract between landlords and the public housing agency that provides the voucher, which creates a loophole for landlords to reject the contract with no explanation. NRNRC, as a landlord, has chosen not to sign contracts and will not accept the new vouchers. Consequently, residents whose leases expire must either be able to pay market-rate rents for their units at MacLeay or find another place to live. So far, about 15 families have been affected by this change. This problem is not specific to New Rochelle, and countywide more than 50 families with Housing Choice vouchers are still looking for affordable housing. Many are being forced to look outside Westchester County.

The second factor contributing to an increase in the number of families moving out of MacLeay Apartments are lease violations. Almost 10 families have been asked to move recently after being accused by NRNRC of lease violations, such as not paying their rent or having people who aren't on the lease live with them. Some of these families, however, feel the accusations are not justified. The dispute between NRNRC and residents over illegal evictions has been an ongoing problem since NRNRC assumed ownership of the buildings. In 1996, for example, eleven families faced eviction for "quality of life offenses" that they denied. According to NRNRC, its private security force had documented lease violations such as loitering, marijuana-smoking, and gambling.⁶

The evictions have left some residents feeling intimidated, threatened, and uncertain about their futures. The displacement of longtime residents from MacLeay has not only forced families to move out of New Rochelle, it has also reeded a strong sense of community.

Unmet Needs: Local Retail and Social Services

In 1989, the NRNRC's board directed the manager, Calvin Walton, to research funding sources for social services, including transportation to local programs for youth and seniors, a referral service for counseling and job training programs, day care, and tutoring.⁷ "Whenever you have a large concentration of low-income people, you need social services," Mr. Walton said. "We have to find a way to motivate some of these young people and some adults."

In a survey of current residents during the course of our study, those services are still in demand. Residents would like to have local retail, such as a clothing store and grocery store, an educational facility, day care, and job training programs in the City Park area.

Another related issue is the restricted access to the community center, known as the RESPECT room, and the computer center. Residents complain that they are unable to use the resources in these rooms, because they do not have access to them. On many occasions, they have had to hold their meetings outside the complex, because they were not provided access to the RESPECT room by Mr. DePasquale.

Maintenance Problems

During our discussion with MacLeay residents, they spoke at length about the maintenance problems they've encountered since the 1990 building renovations. Many are concerned of exposure to asbestos during the renovation, when abatement measures in the basement were performed without evacuation of the residents from the building. Furthermore, materials left over from the renovation were apparently buried in an area that was formerly used as a playground.

Residents are also frustrated with repeated flooding of raw sewage in their apartments due to old pipes. Many also complain of rust in their water, as well as inconsistent water service. Some only receive cold water, while others only receive hot water.

The most recent grievance occurred when NRNRC cut down four trees and removed two benches in front of the building that the management staff claimed were obstructing the surveillance cameras from monitoring drug-dealing activity. These actions were taken without consultation with the residents or warning.

Racial Profiling and Mobility Constraints

According to residents, their children have been shadowed by Larchmont police officers who claimed "it's a private town" and turned them away from using the MetroNorth train station. Since these incidents of racial profiling, neither the adults nor their children use the Larchmont station. Instead, they either walk an hour to the New Rochelle station, or they take a cab. The residents also have complained of retail racism, describing experiences where they have had to wait for service in Larchmont or have not been served at all.

The residents' mobility is further limited by the infrequency of public transportation. The buses only run once an hour and do not run on Sundays, which makes scheduling even routine activities difficult.

While residents' access outside of MacLeay is constrained by racial profiling and limited public transportation, the access of visitors to MacLeay is constrained by the lack of visitor parking in the lot adjacent to the buildings. There are reserved spaces that neither residents nor visitors have permission to use without submitting a written request to NRNRC. In their request, residents must provide the

registration number for the vehicle that will be parked there during the visit. Residents themselves have had their cars towed by NRNRC, because of inadequate parking and strict rules on proof of ownership that penalize residents whose cars are owned by friends or family members. The parking lot has approximately 90 spaces, half of MacLeay's 180 units.

Tenants Council

Exercising their right to organize, the residents of MacLeay Apartments formed the Macleay Apartments Residents Association to oppose arbitrary evictions, educate residents of their rights, improve their living conditions, and strengthen a sense of community. On April 23, 2001, more than 35 residents, most of them women, elected an Executive Board comprised of six resident leaders. Their mission statement is as follows:

"The MacLeay Apartments Residents Association is an organization committed to protecting and improving the quality of life of all who reside at the MacLeay Apartment Houses. Our mission statement currently has these objectives:

1. Educate and support residents of their rights and responsibilities as it relates to the MacLeay Apartment Houses, city of New Rochelle, Westchester County, New York State and the United States of America.
2. Inform and encourage residents of the MacLeay apartment complex of the various programs and services that are available to them, and if needed, provide support and resources for the use of those services.
3. Resurrect a community feeling that was prevalent for many years at the MacLeay Apartments, which have been a part of the Queen City since 1948."

Summary

We have only presented the tenants' side of these issues here, because we have made repeated efforts over the past month to interview NRC officials, who remained unavailable. Given the NRC's cool response to us, we are not confident that it meets the standards of transparency demanded of a private group charged with acting in the public interest. Therefore, we believe the following questions must be addressed, and we strongly encourage the residents of Larchmont and New Rochelle, and concerned citizens' groups like the New Rochelle Citizens Committee (NRCC) and the Westchester Residents Against IKEA Now (WRAIN) to work towards answering them over the coming months:

- How can the NRC's operations, especially the tenant eviction and screening processes, be made more transparent?
- How can we ensure that the goal of MacLeay's builders, of providing quality housing to low-income New Rochelle residents, is not lost in an effort to maxi-

mize revenue?

- How can we guarantee that MacLeay residents, who contribute \$600,000 to city coffers each year, receive their fair share of social and transportation services?
- Related to the last point, how can frequent and reliable access to Downtown be created, to the benefit of both Downtown businesses and MacLeay residents?
- And finally, how will the MacLeay residents be included in the planning process for the economic and social development of City Park and New Rochelle?

**The Spring 2001
New Rochelle Studio**

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The Studio maintains a website with reports, studies, graphs, charts, analyses, maps and related materials about the New Rochelle Project at:
www.columbia.edu/itc/architecture/bass/newrochelle/index.html

10. Appendix 1: Businesses Identified in Study Area

COMPANY NAME	ADDRESS	NATURE OF BUSINESS
Total Performance Auto	479 Fifth Ave.	Auto repair
Westchester Wood & Mica Works	521 Fifth Ave.	Cabinetry
Marble America	517 Fifth Ave.	Stoneware
North Star Electric	567 Fifth Ave.	Heavy construction
Cadbury Utility	559 Fifth Ave.	Utility provision
Day Electric	Fifth Ave.	Electrical contracting
Andretta Construction	332 Fifth Ave.	Masonry and construction
Fradan Industries	499 Fifth Ave.	Manufactures leaf blowers
Anthony Truck Repair	49 Plain Ave.	Auto repair
Derf Electronics	37 Plain Ave.	Manufacture of computer parts
Elcan Industries	57 Plain Ave.	Manufacturers screening & sifting equipment
Gerard Daniel	5 Plain Ave.	Manufactures industrial screens
Jantile Ltd.	65 Plain Ave.	Custom design tiles
Montesano Brothers	76 Plain Ave.	Site developer
Ortho-Rite	55 Plain Ave.	Manufactures orthopedic appliances
Vernon Devices	111 Plain Ave.	Manufactures tool cutting parts
Wilco Energy	95 Plain Ave.	Heating, A/C, oil delivery
Ardee Electric	53 Pleasant Street	Electrical contractors
Captech Industries	10 Pleasant Street	Manufactures vending machines for Metro North, LIRR
McMahon's Farms	30 Pleasant Street	Food distributor (eggs)
Mountaintop Cabinet	24 Pleasant Street	Cabinetry
Renzo Auto Springs	15 Pleasant Street	Auto repair
Rudy's Auto Repair	32A Pleasant Street	Auto repair
Safeway Towing & Haulage	1 Pleasant Street	Towing services
Southern NY Bus Sales	6 Pleasant Street	Sells school buses
Telefuture Communications	10 Pleasant Street	Telecommunications consultants
Trotta Foods	Pleasant Street	Manufactures pasta for restaurants, retail
Wodraska Roofing	42 Pleasant Street	Roofing, sheet metal, siding contractors
Van Waters and Rogers	1 Portman Rd.	Pest control equipment & sales
D&G Auto Repair	8 Valley Pl.	Auto repair
Jeff Williamson Tree Service	227 Weyman Avenue	Tree cutting
Absolute Coatings	38 Portman Road	Manufacture polyurethane coatings for floors
Rawl (Ranero corp)	29 Sharot Street	Manufacture power facets for wall anchors
Mario Bulfamante & Sons	262 Drake Avenue	Nursery/garden center, landscaping
(Name Unknown)	14 Sharot Street	Heavy machinery
Goldman Electrical Contractors	48 Potter Avenue	Electrical contractors
Westchester Dental Implant Institute	45 Potter	Dentistry
B&F Precision Manufacturing Company	62 Potter	Manufacture small precision parts for the medical and aircraft industries
Noto's Auto Repair	62 Potter	Auto repair
(Angela Lopane-owner)	70 Potter	New auto prep
Laser Frame and Body (Ace Autobody & Col., Inc.)	74 Potter	Auto body repair
Micelli Excavating	110 Portman Road	Heavy machinery storage, excavation
LaRocca & Sons	69 Potter	Landscaping, masonry, snow removal
New Rochelle Autobody, Inc.	43 Potter	Auto body repair
GER Industries, Inc.	28 Potter	Architectural woodworking
Tekcast Industries, Inc.	12 Potter Avenue	Manufactures "spin cast" parts for machinery
Matthew Outdoor Advertising Acquisition	Potter and Fifth	Billboard advertising
Wash & Dry	453 Fifth Avenue	Laundromat

Appendix 1 (continued)

COMPANY NAME	ADDRESS	NATURE OF BUSINESS
Imperial Milk Mart	453 Fifth Avenue	Bodega
Green Market Lunch	459 Fifth Avenue	Restaurant
Beechmont Bus Service, Inc.	26 Valley Place	School bus service and repair
Southern New York Bus Sales, Inc.	6 Pleasant Street	Sells school buses
Larchmont Millworks	8 Valley Place	Custom cabinet makers
Atlas Party Rentals	(address unknown)	Party rental
Librett Industrial Wholesale Distributors, Inc.	615 Fifth Avenue	Distribution
Bayview Larchmont Rapid Car Service	(address unknown)	Car service
Rosann Land Improvement	5 Fifth Avenue	Landscaping
Mat-Bon Construction	(address unknown)	Construction
Collins Brothers Moving Corp.	(address unknown)	Moving service
Chow-Down Discount Pet Food	626 Fifth Avenue	Pet food store
Lesco Service Center (pro turf care)	5 Fifth Avenue	Lawn care
East Coast Auto Body	1 Fifth Avenue	Auto body repair

COMPANY	NATURE OF BUSINESS	TOTAL EMPLOYEE S	RESIDENCE OF EMPLOYEES NEW ROCHELLE WESTCHESTER R COUNTY OUTSIDE OF WESTCHESTER

