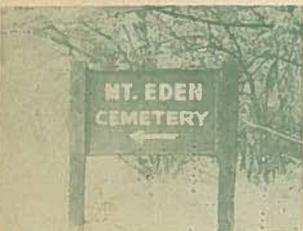
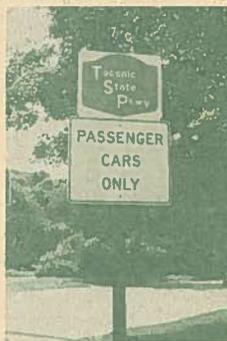
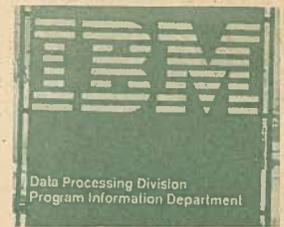


1970 COMPREHENSIVE MASTER PLAN



TOWN OF MOUNT PLEASANT



COMPREHENSIVE MASTER PLAN

TOWN OF MOUNT PLEASANT, N.Y.

AUGUST 1970

SUPERVISOR

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The preparation of this report was financially aided through a grant from the U.S. Department of Housing and Urban Development under the Comprehensive Planning Assistance Program authorized by Section 701 of the Housing and Urban Development Act of 1954 as amended. This report was prepared under the Comprehensive Planning Assistance Program for the New York State Office of Planning Coordination. It was financed in part by the State of New York.

WHEREAS, the Mount Pleasant Planning Board has prepared a Comprehensive Master Plan for the development of the entire area of the Unincorporated Area of the Town of Mount Pleasant, aided in part through a Federal Grant from the United States Department of Housing and Urban Development and, in part, by the State of New York under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, with the assistance of the firm, Frederick P. Clark Associates of Rye, N. Y., and

WHEREAS, the Mount Pleasant Planning Board has met, since August, 1968, at least once a month to study and review the various studies that make up the Comprehensive Master Plan, and

WHEREAS, the Mount Pleasant Planning Board has held five public hearings to present the preliminary Comprehensive Master Plan for public discussion, and has met with other various groups for discussion, and

WHEREAS, the Mount Pleasant Planning Board has held two public hearings to present the proposed Comprehensive Master Plan for public discussion, and

WHEREAS, under Chapter 62, Article 16, Section 272a of the Consolidated Laws of the Town Law, the Planning Board has been charged with the preparation of a Comprehensive Master Plan of the entire area of the Town, and

WHEREAS, the Mount Pleasant Planning Board is in full agreement with the Comprehensive Master Plan,

NOW, THEREFORE, BE IT RESOLVED, that the Mount Pleasant Planning Board hereby adopts the said Plan and forwards it to the Town Board for its review and approval.



Charles T. Post, Chairman
Mount Pleasant Planning Board

Dated: July 2, 1970

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INTRODUCTION

DEFINITION

The Town Development Plan is a comprehensive or master plan for the physical development of the community, in general terms, covering a long-range time period. The Plan (sometimes referred to as the Comprehensive Plan) is conveyed by both written text and maps. The master plan is: *comprehensive*—encompassing all geographical parts of the community and all functional elements which bear on physical development; *general*—it summarizes policies and proposals and does not go into details; *long-range*—it seeks to provide a pattern of growth for the next ten to twenty years.

SCOPE

The master plan covers the unincorporated area of the Town, not including the incorporated villages within its boundaries. The program covers a two-year time period which commenced on August 8, 1968. Two-thirds of the total cost of this program was financed through Section 701 of the Federal Housing Act, one-sixth was financed by the State of New York, and the remaining one-sixth was financed by the Town of Mount Pleasant. The work for this program was undertaken by the Mount Pleasant Planning Board and Frederick P. Clark Associates.

USE

The master plan should not be regarded as a rigid document detailing the future growth pat-

terns for Mount Pleasant, but rather as a guide to help the Planning Board arrive at individual development decisions that result in an overall pattern. New conditions arise over the years, and the Planning Board will have to consider modifications to the Plan. It has been recognized that only through careful planning and concerted action can a town guide its growth so as to preserve and enhance those qualities that have attracted its residents.

ELEMENTS TO COMPREHENSIVE PLAN

Before we can determine the future development patterns the Town should take, we must determine where the Town is today. This preliminary study of the Town results in a series of base studies which include: what is happening in the region Mount Pleasant is in, how the land is being used within the Town, what land is suitable for future development, what past population trends have been, an analysis of residential development patterns and business and industrial development, the patterns of the streets and highways, locations and use of public facilities, and an analysis of the existing housing.

Preliminary objectives for the Town were obtained from both the Planning Board and the public at large. The preliminary plan is a result of these studies and objectives. After review by the Planning Board and the public, revisions are made to reflect the Town's feelings on its future. Once this document is accepted by the Planning Board, after public hearings, it becomes the Plan for the Town.

GOALS AND OBJECTIVES

ASSUMPTIONS

1. The New York Metropolitan Area will continue to grow in population and economic activity. Current forecasts indicate that the metropolitan area may have almost 4,000,000 additional population and 1,500,000 more jobs in the next twenty years. Most of this growth will take place in the suburban areas.
2. The Town of Mount Pleasant is one of the towns nearest to New York City which still has a large amount of vacant land suitable for development. The Town will experience growth pressures proportionately greater than that of most other communities in the County.
3. Single-family residential use will continue to predominate in the Town's development.
4. The large amount of vacant land held by the Rockefeller Family will continue to remain in their ownership, and in its present state.
5. Pressures for the construction of the Hudson River Expressway will continue.
6. Route 117 will be improved from where the present new route ends to Route 35 in Katonah.
7. Graham Hills shall remain in County ownership, and left in its natural state.
8. The Grasslands Medical Complex will be developed.
9. The pattern of growth will be strongly influenced by the natural features of the Town.
10. The methods of transportation that we know today will remain relatively unchanged for the immediate future.

GOALS

Although the general character of Mount Pleasant should remain the same, that of a semi-rural community, the development pressures that are emanating from the New York City Metropolitan Region, should be recognized and controlled, to achieve a balanced community. Through controlled development these pressures can be met for the benefit of the community without loss of character.

The Town's residential development should be composed primarily of single-family homes on one acre or more of land. Housing should also be provided for the elderly and young newlyweds who cannot presently afford a house in the community.

The open spaces that give Mount Pleasant its

semi-rural character should be preserved in whatever feasible method is available to the Town.

The tax base should be broadened without sacrificing the character of the Town.

PLANNING POLICY

Every effort should be made to maintain the high standards of residential development that are characteristic of the Town, through such public agencies as the Planning Board, the Zoning Board of Appeals, Building Department, and the Architectural Board of Review.

The same type of development patterns, which primarily are composed of single-family dwellings on one acre or more of land, should be continued.

Housing should be provided for the elderly.

Allow open space development on certain tracts of land, providing that the overall density remains the same and the open area is guaranteed to remain open.

Rejuvenate the hamlet business sections by allowing multi-family developments in these areas.

If multi-family zoning is to be adopted, it will be important to include special requirements regarding the provision of open space, landscaping, and generous amounts of landscaped screening where adjoining single-family residential properties.

So as to help ensure the highest quality of design and site layout in any multi-family housing development, it is recommended that Board review of site plans be required if such zoning is to be adopted. Furthermore, the review of such projects by an Architectural Advisory Board would be desirable.

In terms of general locational requirements, it will be important that any multi-family housing be located so as to be distinctly separated or screened from single-family residential areas. Furthermore, all such sites should have frontage on one or more major or secondary roads, be conveniently situated with regard to the activity centers of the Town (preferably with pedestrian access to them), and be in areas served with both public water and sewerage facilities (unless densities are kept extremely low).

Mount Pleasant's semi-rural character should be kept by requiring that new commercial development be buffered on all sides, near major highways, and with stringent performance standards. Through controlled development, areas could be designated to become more fully developed with business, industrial, or multi-family development, and yet not

interfere with the Town's character. By attracting higher tax-yielding development, such as business, industrial or multi-family developments, the Town could improve its tax structure.

With stringent esthetic and performance standards, light industrial development should take place in Office Business Zones. Encourage such development in school districts that have little industry and/or higher school taxes than other districts within the Town.

Service business uses which are not primarily dependent upon customer accessibility, or are not compatible with retail uses, should not be permitted in the retail centers. Suitable locations for such uses, however, should be provided in a service-commercial zone.

Since all parts of the Town are within easy reach of existing business areas, either in the Town or in adjoining communities, there is no need to establish new retail business districts in any other section of the Town, unless large estate areas are developed.

Additional commercial facilities should be located in the already existing business areas of North Tarrytown, Pleasantville, and Briarcliff Manor.

A parking authority should be created to provide parking facilities in the hamlet shopping areas.

Areas having substandard conditions should be improved so that they will become healthy parts of the Town.

Traffic Access

Any development which may generate such a substantial amount of motor vehicle traffic should be located where there is access to major highways or parkways without the necessity of traversing local residential streets.

Parcel Size

Office-laboratory developments should be subject to strict regulations which will create a campus-type character, in order to protect and be

compatible with neighboring residential development. To do this, such development should be permitted only in areas where there are large parcels, or where large sites can be assembled. Such sites should permit generous setbacks, low coverage, and significant areas of attractive landscaping and open space.

Topography

In general, terrain which is suitable for low-density residential development will be suitable for, and is often sought by, office-laboratory developments. Building on steep land is too expensive, and flat land is usually considered too uninteresting by those corporations interested in such development. Rolling topography is desirable because it permits not only more interesting design, but often allows a development to be "tucked away" from neighboring residential areas.

The existence of trees and other natural landscaping is also important to the screening of these developments from residential areas, as well as to improving the setting within which they are located. It is recommended that the Architectural Board of Review have an opportunity to comment on these plans.

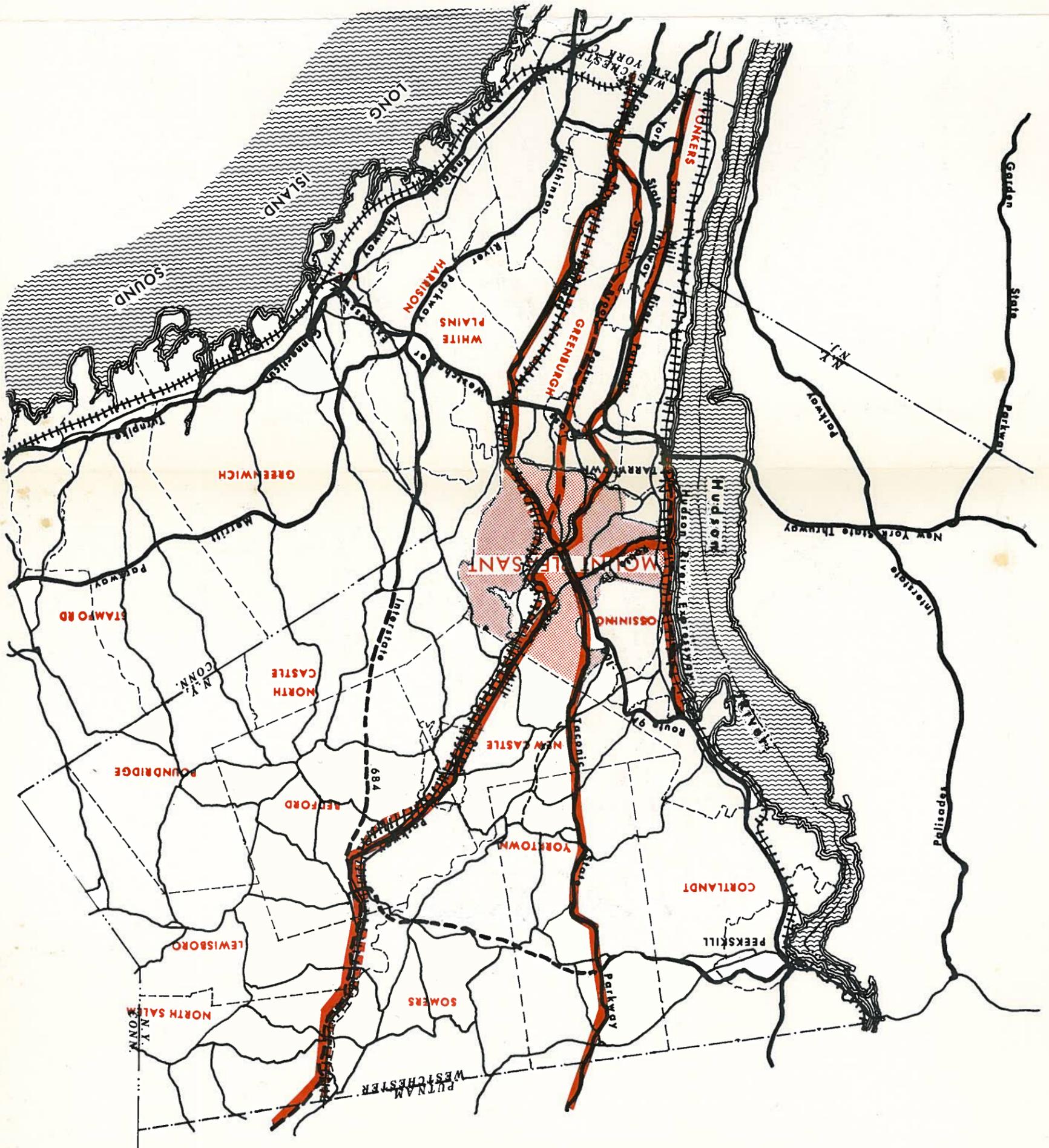
Public Facilities

A Town Center should be created, either in the geographical center or population center of the Town, to give Mount Pleasant a physical focal point—an identity. This Center should not only include a central administrative complex but also other types of dense development to give this area a vitality of its own.

Suitable locations for public facilities and services should be planned throughout the community to best serve the Town's future growth, and to promote economy and efficiency of service and protection.

Co-ordinate land development policy decisions with other agencies that are affected by such decisions, notably the school districts that serve the Town.

REGIONAL MAP-MOUNT PLEASANT AND VICINITY



LEGEND

- Existing Planned
- Expressways, Parkways
- Main Highways
- Railroads



TOWN PLANNING BOARD
 FREDERICK P. CLARK ASSOCIATES
 PLANNING CONSULTANTS RYE, N.Y.

BASE STUDIES

REGIONAL AREA

R P A STUDY AREA
RINGS OF DEVELOPMENT 1965

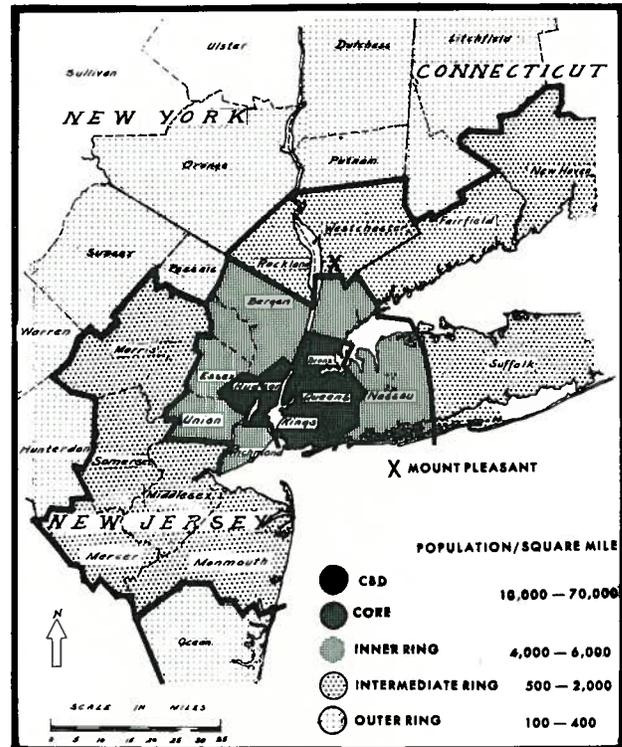
Mount Pleasant is at a significant point in its development. Situated at the "waist" of Westchester, within comfortable commuting range of Manhattan and containing relatively large amounts of developable land, the Town appears to be on the threshold of an area of intensive growth. As part of the greater regional community, Mount Pleasant has a responsibility to both the citizens of the greater area and Town residents. Obviously regional, state and national development forces and pressures, over which the Town has little control, will be causative agents in Mount Pleasant's growth. A new State road, extension of the County Sewer System, or Federal policies toward mass transportation subsidies, to name but a few examples, are beyond the Town's control. Yet, in reacting to these external forces through the use of its own internal methods of control, Mount Pleasant can either aid or abet the regional zones of growth, to a considerable degree.

Mount Pleasant is located in one of the wealthiest and fastest growing counties in the State, when measured by both densities and economic indices. Westchester County is one of the smaller of New York's sixty-two counties, with 450 square miles of varied terrain. It is a next-door neighbor of New York City to its south, the State of Connecticut along its most eastern border, and Putnam County, N.Y. to its north. Two famous water bodies bound the County—the Hudson River on the west, and Long Island Sound on the southeast. Located in Westchester are some of the largest manufacturing plants in the New York Metropolitan Area. Westchester is also one of the nation's most famous suburban counties, with numerous low-density residential communities and scenic rural areas dotted with large estates.

The Regional Plan Association (RPA)*, whose area of study includes 31 counties in New York, New Jersey and Connecticut, has defined rings of growth and population densities by parts of the various counties. The rings are centered on the central business district of New York City.

The Regional Plan Association expects that the region's 19 million population will expand to 25

*Regional Plan Association is a non-profit citizens' organization working since 1929 for better development policies in the New York Metropolitan Region.



SOURCE: THE REGION'S GROWTH, May 1967, RPA

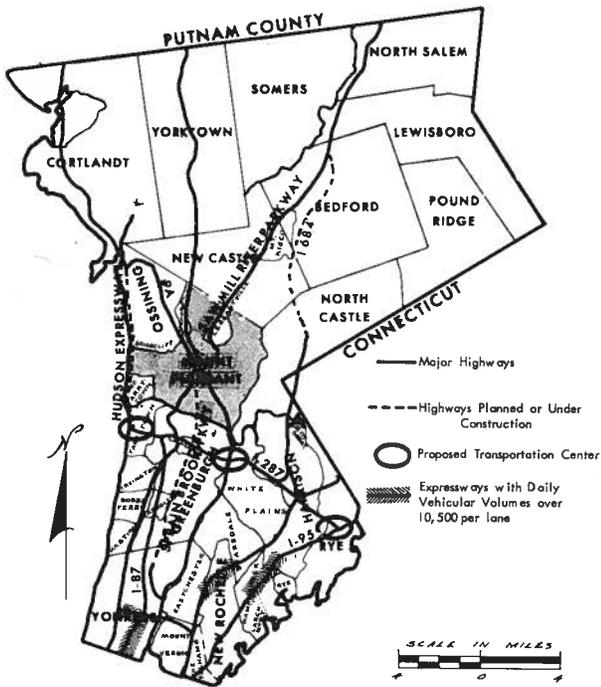
million by 1985, and to 30 million by 2000. The core area and the inner ring are expected to grow by five million and three million people, respectively, between 1965 and the year 2000. Since the core and the inner ring are largely built up, with little vacant land available for new development, authorities believe that most of the expected eight million population produced by natural increase in the core and the inner ring areas could migrate to the intermediate and outer rings, unless higher density housing is developed in these areas.

Mount Pleasant, adjacent to the inner ring, would most certainly feel this population increase migrating from the core area and the inner ring.

The RPA recommends that White Plains become a metropolitan center to serve lower Westchester County, including the Towns of Ossining and Mount Pleasant. If the Plan is followed, White Plains will become more of an urban center, offering some of the urban amenities of New York City, but being in much closer proximity to Mount Pleasant. This may increase growth pressures upon the Town.

Westchester County has an excellent network of

**WESTCHESTER COUNTY
MAJOR HIGHWAYS**



sources: Streets and Highways: A Regional Report, Tri-State Transportation Commission, 1968
Metropolitan Transportation, Metropolitan Transportation Authority, Feb., 1968

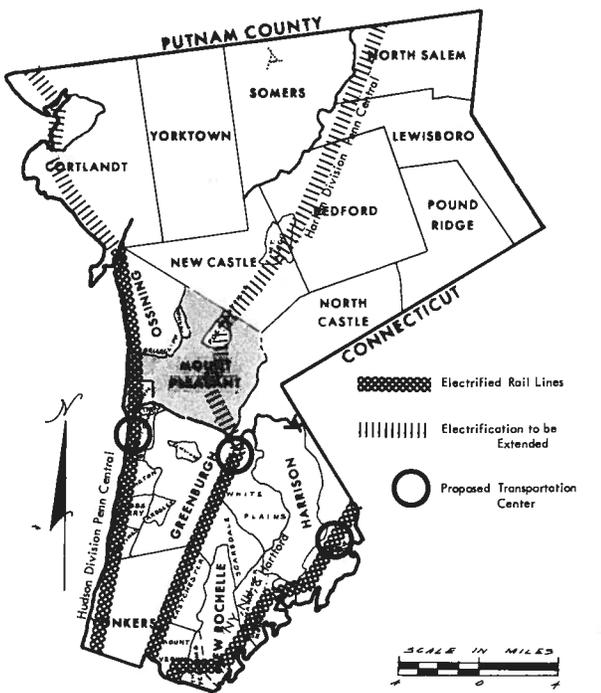
limited access highways which give its residents easy internal and external access. Except for the Cross County Parkway and the Cross-Westchester Expressway (Interstate 287), which runs east to west, the limited access highway network runs in a general north-south direction.

Mount Pleasant enjoys perhaps the most convenient location in the County: (a) because of its situation at the crossroads of the Saw Mill River Parkway, the Taconic State Parkway and the Sprain Brook Parkway for both intra-County and Manhattan travel, and (b) its situation on the Penn Central Harlem Division line for Manhattan and White Plains rail commuting.

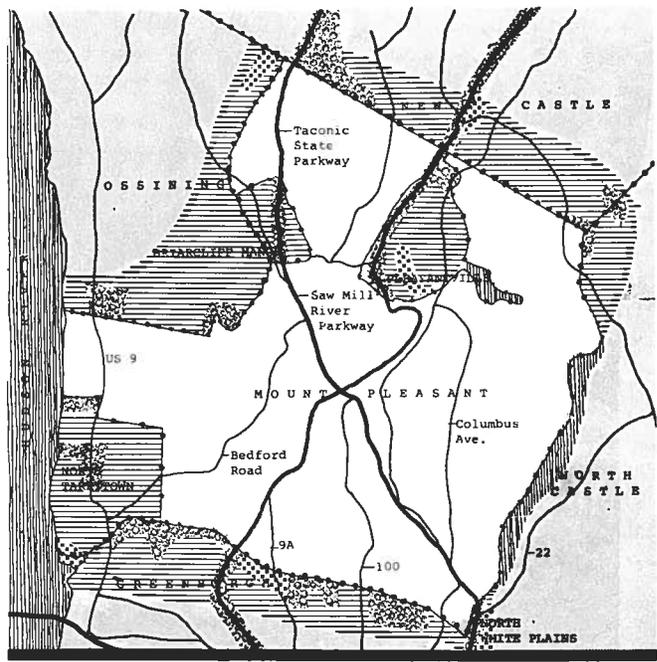
**LAND DEVELOPMENT POLICIES
AFFECTING MOUNT PLEASANT**

The Town of Mount Pleasant is surrounded by the four Towns of New Castle (to the north), North Castle (to the east), Greenburgh (to the south), and Ossining (to the west), and contains all or portions of the Villages of Pleasantville, North Tarrytown, and Briarcliff Manor. Adjacent population densities range from less than 200 people per square mile in adjacent areas of North Castle's western boundary, to about 400 people per square mile in southern New Castle and northern Green-

**WESTCHESTER COUNTY
RAILROADS**



source: Metropolitan Transportation, Metropolitan Transportation Authority, Feb., 1968



LAND USE INTENSITY ADJACENT TO THE UNINCORPORATED TOWN OF MOUNT PLEASANT

THE WESTCHESTER COUNTY DEPARTMENT OF PLANNING, IN 1968, PROJECTED INTENSITY OF LAND USE BASED ON EXISTING PLANS OF THE VILLAGES AND TOWNS.

HIGH DENSITY URBAN MEDIUM DENSITY OPEN SPACE WATER

0 5000
N FEET

burgh. Higher population densities occur in the Villages of North Tarrytown, Pleasantville, Briarcliff Manor, and unincorporated areas of Greenburgh, but these areas are not extensive.

Residential lot sizes in these adjacent communities range from large estates of many acres in North Castle to homes on one and two acres in New Castle and Briarcliff Manor, to 10,000 square feet, and smaller lots in sections of the Towns of Greenburgh, Ossining and North White Plains. There are also several garden apartments and multi-family units in parts of the Villages of Pleasantville, North Tarrytown, and the Towns of Ossining and Greenburgh.

TOWN OF NEW CASTLE

The southern part of New Castle, adjacent to Mount Pleasant's northern boundary, is zoned for single-family units on lots sizes between one-half to two acres. The only exception is the land adjacent to the Harlem Division of the Penn Central Railroad, which is zoned for light industry, business, and commercial. This land is presently in residential and open space use. If New Castle township develops under its 1968 master plan, the area bordering Mount Pleasant will be composed primarily of the County designated medium density residential development, with commercial and industrial development remaining in its approximate location along the railroad. As the hamlet of Chappaqua develops, it should prove increasingly attractive and useful to some of Mount Pleasant's residents for shopping and commuting.

TOWN OF NORTH CASTLE

Along most of its borders, the Kensico Reservoir acts as an open space between the Towns of Mount Pleasant and North Castle. The land area of North Castle that is adjacent to Mount Pleasant is zoned and developed for low residential housing. The North Castle master plan, prepared in 1967, continues this area in its present use, with the County designating the intensity of the area as open space.

The area of North White Plains, adjacent to Mount Pleasant, is zoned for single-family dwellings. On both sides of the Harlem Division of the Penn Central Railroad lines, along Lafayette Avenue, the area is zoned for warehouse use. Between Lafayette Avenue and West Broadway, the area is zoned for two-family residential use. The land use of the area of North White Plains adjacent to Mount Pleasant, is composed of a watershed area and open space created by the Bronx River Parkway. Between the Penn Central rail lines and

Lafayette Avenue the land is used for industry and multi-family structures. The buffer of open space created by the Bronx River Parkway will remain in the County's open space category in future development, while the area along Lafayette Avenue will have the County's designation of intense urban concentration.

TOWN OF GREENBURGH

The portion of Greenburgh bordering Mount Pleasant, between the Saw Mill River Parkway and Route 9A, is zoned for office buildings and light industry. From Route 9A to Route 100A, the area is zoned for "planned development," and single-family units on lots of one-half to one acre. At the interchange of Routes 100A and 100C, a small area is zoned for neighborhood shopping. The area between Routes 100A and 100, along the border of Mount Pleasant, is zoned for residential development, with a small area, from Route 100 to the Bronx River Parkway, zoned for multi-family dwelling units and neighborhood shopping.

VILLAGE OF BRIARCLIFF MANOR

Within the Town of Mount Pleasant, the Village of Briarcliff Manor is zoned for one-half acre residential use. The Town of Ossining, the land bordering Mount Pleasant in the Village of Briarcliff Manor, from Long Hill Road south and west to Aspinwall Road, is zoned for one acre residential use. From Aspinwall Road west to Route U.S. 9, the land bordering Mount Pleasant is zoned for one and one-half acre residential use. Between Route U.S. 9 and the Hudson River, the land is zoned for one-quarter and one-half acre residential use. All of the land bordering Mount Pleasant in Briarcliff Manor is presently used for residential use, except some areas of open space created by the Taconic State Parkway. The County's projection on land use intensity, based on Briarcliff Manor's 1958 master plan, defines the area bordering Mount Pleasant as being developed to medium density and open space use.

VILLAGE OF PLEASANTVILLE

The Saw Mill River Parkway forms a green belt on the western boundary of Pleasantville, separating it from Mount Pleasant. The land on the eastern boundary of the Village is zoned for single-family dwellings. Several zones occur on the southern boundary of Pleasantville, near the Saw Mill River Parkway; light manufacturing, multi-family and two-family residences. Except for one small area along the railroad and Marble Avenue,

which is primarily used for industrial use, the land in Pleasantville bordering Mount Pleasant is used for open space and residential use. The County projects that, based on the Village's 1961 master plan, the area between the Saw Mill River Parkway and Marble Avenue, in the southwestern part of the Village, will develop to high intensity urban densities.

VILLAGES OF TARRYTOWN AND NORTH TARRYTOWN

Only a small portion of Tarrytown borders Mount Pleasant, and it is almost entirely in Saw Mill River Parkway lands and in property surrounding the lower Tarrytown Lake Reservoir.

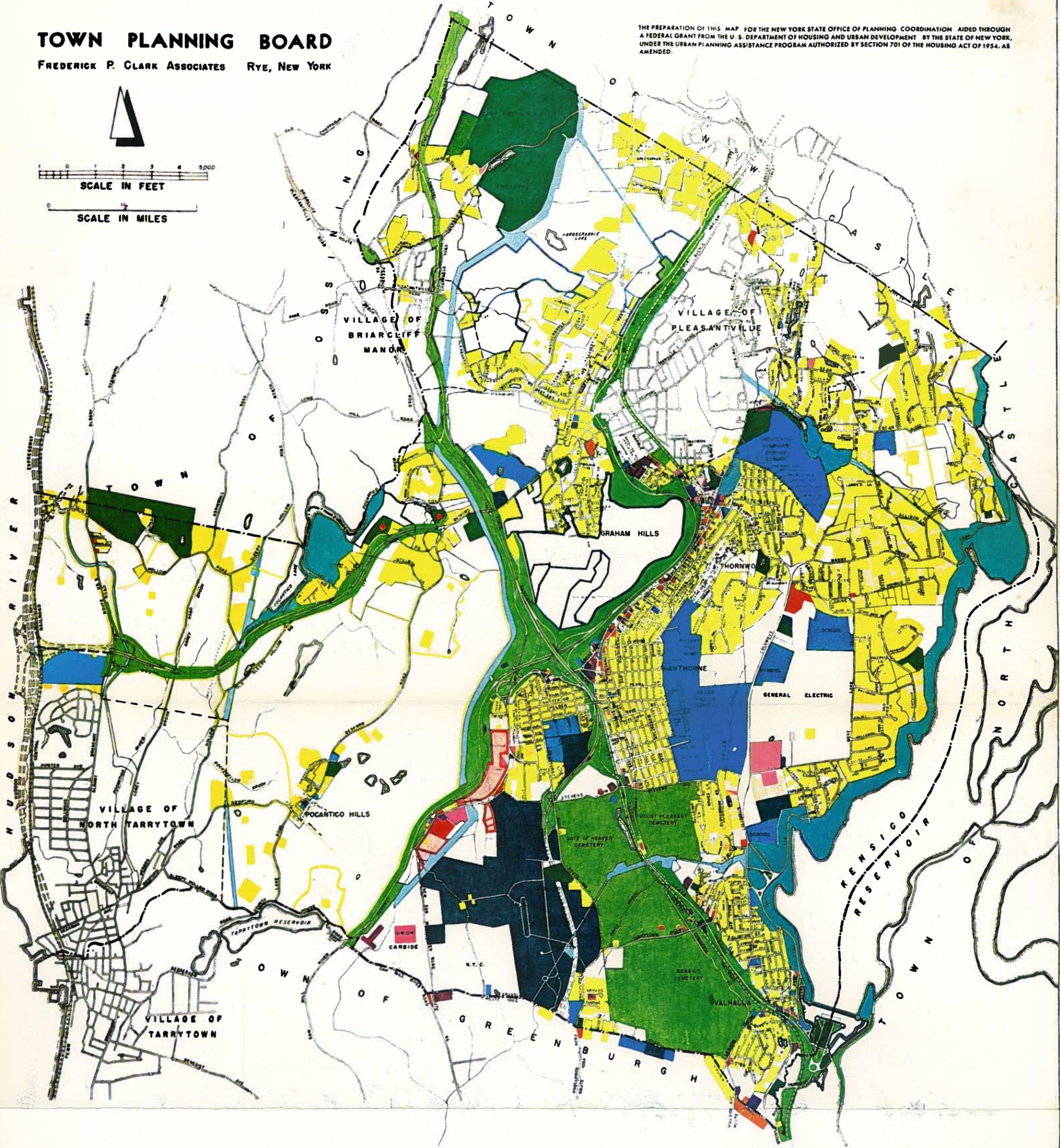
The land in North Tarrytown bordering Mount Pleasant is zoned and used for residential purposes and public institutions; in this case, Phelps Memorial Hospital. The land on North Tarrytown's eastern border is zoned for single-family dwellings on one-quarter acre. Based on its 1963 master plan, the County foresees no major land use changes in the areas bordering Mount Pleasant.

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD

FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK

THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION AIDED THROUGH A FEDERAL GRANT FROM THE U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



LAND USE

- ONE-FAMILY RESIDENCE
- TWO-FAMILY RESIDENCE
- MULTI-FAMILY RESIDENCE
- BUSINESS-PROFESSIONAL OFFICE
- RETAIL-SERVICE
- WHOLESALE AND STORAGE
- AUTOMOTIVE
- LIGHT INDUSTRY
- EXTRACTIVE INDUSTRY
- MONUMENT WORKS
- HORTICULTURE
- PRIVATE RECREATION
- CEMETERY
- VACANT LAND
- PUBLICLY OWNED VACANT LAND
- ESTATE
- WATERSHEDS
- PARK AND RECREATION
- AQUEDUCTS AND POWER LINES R O W
- HIGHWAY-PARKWAY RAILROAD R O W
- PUBLIC-PRIVATE SCHOOL
- PUBLIC INSTITUTION
- SEMI-PUBLIC INSTITUTION

DATA FROM FIELD SURVEY 1968-1969 J.H.H.

Best Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant - Drawn By G.A.S. February 1983

REVISIONS

DATE	BY	DESCRIPTION
JANUARY 1968	J.P.	PREPARED
AUGUST 1968	J.P.	REVISED
MAY 1969	J.P.	REVISED
NOVEMBER 1969	J.P.	REVISED
DECEMBER 1968	J.P.	REVISED
MARCH 1969	J.P.	REVISED
AUGUST 1969	J.P.	REVISED
JULY 1964	J.P.	REVISED
FEBRUARY 1963	J.P.	REVISED

LAND

PURPOSE

An analysis of land and its uses is one of the major elements of research necessary in preparing a community development plan. For virtually any planning purpose, it is important to know where and how much land is presently developed for residences, business, recreation, and other uses, and how much land is vacant and available for future development.

Developed land is studied to discern the character of the existing pattern of land use, in particular, the assets and deficiencies, and to provide a foundation on which to base the formulation of planning objectives and policies to help guide the pattern of future development. Undeveloped land is studied to help determine what areas are suitable for future development, and what land uses would be most appropriate in these areas.

METHODOLOGY

The land use categories chosen, reflected earlier land use categories used in Mount Pleasant for comparison purposes, and land use categories that were unique to the Town, such as estates and horticulture.

On land uses that had more property than was required by zoning (as in the case of estates), it was determined how much land under existing zoning was needed to support a particular facility, with the remainder of the property being classified as vacant.

In order to better evaluate land use, land ownership was included in vacant land publicly owned and in estates.

The unincorporated area of Mount Pleasant contains approximately 15,000 acres of land with the topography exemplifying the rugged and distinct land character of Westchester County. In the northern section of the Town, in and around the Hardscrabble area, the land is rugged and steeply sloping, forming a ridge that runs approximately down the middle of the Town. In the southern section of the Town, the land is relatively flat east of the Saw Mill River Parkway. This rugged topography is reflected in the fact that over 1,433 acres of land (approximately 9%) are in slopes over 20% in grade. There are 662.8 acres of water bodies, most of which is accounted by the Kensico Reservoir, and 96.6 acres of swamps.

HOW LAND IS ZONED

The unincorporated Town is divided into 15 zones: 5 residential zones, 4 office business zones, 4 commercial zones, and 2 industrial zones. Over 60% of the land is zoned in the R-40 category (single-family dwellings on minimum lot sizes of 40,000 square feet). The second largest category is in the R-20 Zone (single-family dwellings on at least 20,000 square feet). From Table 1 it can be seen that only 2.1% of the land is zoned for commercial use, and only 0.7% is zoned for industry. The majority of the non-residential zones are located along the Saw Mill River Parkway corridor and the Taconic State Parkway corridor below the Hawthorne Circle. Other areas of non-residential zoning are along Columbus Avenue, Route U.S. 9, and Grasslands Road between Taconic State Parkway and the Saw Mill River Parkway.

HOW THE LAND IS USED

Except for its citizenry, land is Mount Pleasant's greatest asset. The Town's character has been determined by the way in which the land is used, and its character will be determined by the way vacant land is developed. There is only a given amount of land within the Town; when it has been fully developed, the opportunity for change can only be effectuated through private or public renewal—a time-consuming and costly method of land change.

MAJOR LAND USES

The largest single land use is in residential development, which uses 2,843 acres or 19% of the total area of the Town. Single-family homes account for over 99% of the residential development in the Town.

The second largest land use is in public, semi-public development which accounts for 2,776 acres or 18% of the total area. This category includes public and private schools, cemeteries, public and semi-public institutions, watersheds, parks and recreation.

Commercial development is on only 173 acres, representing 1.15% of the total Town area, while industrial development is on only 33 acres, representing 0.25% of the total area.

The aqueduct and power line rights-of-way which pass through the Town, take up 246 acres, representing 1.6%; the highways, parkways and

Table 1

LAND USE BY ZONES

ZONE	ACREAGE	% OF CATEGORY	% OF TOTAL
Residential	13,152.9	100.0	87.8
R-40, One Acre	9,466.1	72.0	63.2
R-20, One-Half Acre	2,305.5	17.5	15.4
R-10, One-Quarter Acre	1,347.6	10.2	8.9
R-5A, Multi-Family	18.6	0.1	0.1
R-3A, Multi-Family	15.1	.1	0.1
Office Buildings	1,408.7	100.0	9.4
OB-1, General Office Building	792.6	56.4	5.3
OB-2, Public Utility	211.4	15.0	1.4
OB-3, Research	293.0	20.7	2.0
OB-4, Commercial	111.8	7.9	.7
Commercial	309.1	100.0	2.1
C-NR, Neighborhood Retail	86.9	28.2	.6
C-RB, Retail Business	136.8	44.1	.9
C-GC, General Commercial	39.1	12.7	.3
C-PS, Planned Shopping	46.2	15.0	.3
Industrial	103.9	100.0	.7
M-1, Planned Light Industry	58.4	56.2	.4
M-2, Light Industry	45.5	43.8	.3

SOURCE: Land Use Survey by Frederick P. Clark Associates—Fall, 1968.

their rights-of-way take up 1,120 acres or 7.5%, and local roads account for 685 acres or 4.6% of the total area.

Summarily, the total land that is in use is 7,880 acres, representing 52.5% of the total area. Of the 6,954 that are vacant, 4,900 acres are suitable for development, and 2,193 acres are in marginal land uses which include swamps, water bodies, and slopes over 20%.

GROWTH COMPARISON

In 1955, the land use survey that was made of Mount Pleasant showed only 47.8% of the total area as being developed as compared to 52.5% now. The major increase in land use between 1953 and 1962 occurred in a residential development which increased from 11.9% to 19.0%. The amount of land in cemeteries, roads and commercial use remained approximately the same, whereas land devoted to semi-public institutions declined from 6.7% in 1955 to 2.6% in 1969. This is attributed to the selling off of the Children's Aid Society land and portions of the Hawthorne Cedar Knolls land.

BUILDABLE LAND

As land values increase in the Westchester area, land that is difficult to build on, due to steepness and/or swampy conditions, will be developed. However, this marginal land will most likely be the last area to be developed. Besides determining the suitability of the land, it is important to ascertain the availability of buildable land to arrive at a realistic estimate of future development. In determining this, land ownership was considered by classifying vacant land in individual ownership which will most likely develop first; vacant land in estates which, for the most part, will probably not be developed; and publicly owned buildable land which also will most likely not be developed.

There is a total of 7,093.4 acres of vacant land in Mount Pleasant. Of this, 662.8 acres are in water bodies, 96.6 acres are in swamps, and 1,433.6 acres are in slopes over 20%, leaving 4,900.4 acres of buildable land. Of this 4,900.4 acres in buildable land, 2,076.5 acres are in private ownership, 2,331.9 acres are in estates, and 492.0 acres are in publicly owned lands.

Table 2

LAND USES IN MOUNT PLEASANT

	ACRES	% OF CATEGORY	% OF TOTAL
Total Town Area	14,973.7		100
Residential	2,843.4	100.0	19.0
One-Family	2,830.8	99.6	18.9
Two-Family	8.8	.3	.07
Multi-Family	3.7	.1	.07
Commercial	172.7	100.0	1.1
Business Professional Office	37.9	22.2	.2
Retail Service	45.2	25.5	.3
Wholesale/Storage	14.3	8.2	.1
Automotive	15.6	9.2	.1
Horticulture	59.6	34.9	.4
Industrial	38.2	100.0	.20
Light Industry	21.4	55.8	.11
Extractive Industries	14.9	39.3	.08
Monument Works	1.8	4.9	.01
Public, Semi-Public	2,775.9	100.0	18.5
Public/Private Schools	114.8	4.1	.7
Cemeteries	780.6	28.2	5.2
Public Institutions	543.3	19.7	3.7
Semi-Public Institutions	375.4	13.6	2.6
Watersheds	420.0	15.2	2.8
Private Recreation	82.9	2.9	.5
Parks and Recreation	458.9	16.3	3.0
Aqueducts and Power Lines	245.7		1.6
Highway-Parkway, Railroad Rights-of-ways	1,119.7		7.6
Roads	684.7		4.6
Marginal Land	2,193.0	100.0	14.6
Water Bodies	662.8	30.3	4.4
Swamps	96.6	4.4	.6
Slopes	1,433.6	65.3	9.5
Land Suitable for Development	4,900.4		32.8

(Due to rounding of figures, the sub-totals will not always add up to the totals.)

SOURCE: Land Use Survey by Frederick P. Clark Associates—Fall, 1968.

It is assumed that the first lands to be developed in the Town will be parcels not in steep slopes or swamps, owned by private individuals. Once this land has been used, assuming land values continue increasing, the marginal land will be developed which, while more costly, can, in most cases, be developed.

Ninety-five percent of the approximately 2,000

acres that are in the estate lands which can easily be developed, are owned by one family. Although they do not presently have any plans to develop this land, it is one of the most important variables in the future development of Mount Pleasant.

It is unlikely that any of the publicly owned lands or water bodies will ever be developed, unless a state agency, such as the Urban Development

Table 3

BUILDABLE LAND

	ACREAGE	% OF TOTAL AREA
Total Vacant Land	7,093.3	47.4
Total Marginal Land	2,193.0	14.6
Water	662.8	4.4
Swamps	96.6	.6
Slopes over 20%	1,433.6	9.6
Total Buildable Land	4,900.4	32.7

	ACREAGE	% OF BUILDABLE LAND	% OF TOTAL AREA
Total Buildable Land	4,900.4	100.0	32.7
Private Ownership	2,079.5	42.4	13.9
Estates	2,331.9	47.6	15.6
Publicly Owned	492.0	10.0	3.2

SOURCE: Land Use Survey by Frederick P. Clark Associates—Fall, 1968.

Table 4

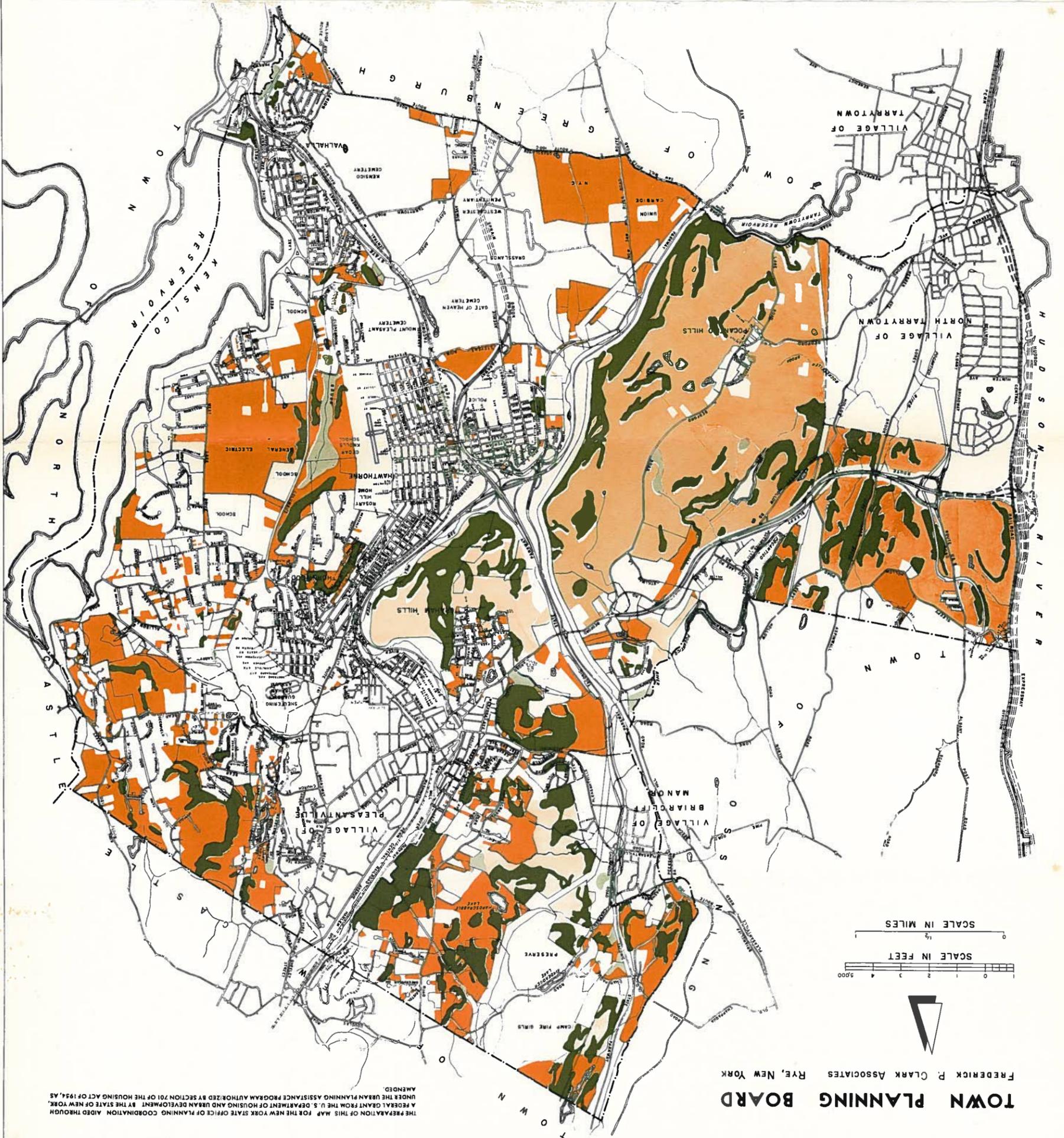
BUILDABLE LAND LIKELY TO BE DEVELOPED

More Likely		Available/Developable In Acres		Less Likely		
VACANT		ESTATES		PUBLICLY OWNED		
BUILDABLE	SLOPES & SWAMPS	BUILDABLE	SLOPES & SWAMPS	BUILDABLE	SLOPES & SWAMPS	WATER
2,079.5	658.4	2,331.9	534.7	492.0	334.0	662.8
Cumulative Totals:						
2,079.5	2,737.9	5,069.8	5,604.5	6,096.5	6,430.5	7,093.3

SOURCE: Land Use Survey by Frederick P. Clark Associates—Fall, 1968.

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD
 FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK



BUILDABLE LAND

VACANT LAND

PUBLICLY OWNED VACANT LAND

ESTATES

SLOPES OVER 20 PERCENT

SWAMPS

Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant—Drawn By G. S. February 1953

REVISIONS	DATE	DESCRIPTION
1	JANUARY 1953	BASE MAP
2	AUGUST 1953	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
3	MAY 1954	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
4	NOVEMBER 1954	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
5	MAY 1955	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
6	APRIL 1955	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
7	JULY 1955	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
8	AUGUST 1955	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
9	MARCH 1956	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
10	DECEMBER 1956	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
11	NOVEMBER 1957	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED
12	AUGUST 1958	ADDED THROUGH COORDINATION WITH THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

Table 5

AMOUNT OF LAND IN ZONES

ZONING DISTRICT	TOTAL	% IN USE	TOTAL VACANT	SLOPES	SWAMPS	DEVELOPABLE
R-40	9,466.1	44.6%	5,443.4	1,290.3	42.6	3,453.2
Vacant	—	—	1,576.5	469.0	19.8	1,084.8
Estate	—	—	2,480.5	506.2	16.3	1,955.9
Publicly Owned	—	—	732.1	315.1	6.4	413.5
Water	—	—	654.4	—	—	—
R-20	2,305.5	89.5%	242.8	30.4	5.3	200.9
Vacant	—	—	196.3	12.4	5.3	178.6
Estates	—	—	25.8	12.2	—	13.6
Publicly Owned	—	—	14.5	5.7	—	8.7
Water	—	—	6.2	—	—	—
R-10	1,347.6	85.7%	193.2	30.8	8.5	153.9
Vacant	—	—	166.3	24.1	8.5	133.6
Estates	—	—	8.7	—	—	—
Publicly Owned	—	—	18.2	6.7	—	11.5
R-5A	18.6	78.9%	3.0	—	—	3.0
Vacant	—	—	3.0	—	—	3.0
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
R-3A	15.1	96.9%	.5	—	—	.5
Vacant	—	—	.5	—	—	.5
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
OB-1	792.6	28.5%	566.3	49.7	31.7	484.4
Vacant	—	—	555.5	49.7	31.7	474.1
Estates	—	—	—	—	—	—
Publicly Owned	—	—	10.3	—	—	10.3
Water	—	—	.5	—	—	—
OB-2	211.4	11.8%	186.1	—	—	185.4
Vacant	—	—	185.4	—	—	185.4
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
Water	—	—	.7	—	—	—
OB-3	293.0	4.78%	279.0	15.4	—	262.4
Vacant	—	—	—	—	—	—
Estates	—	—	227.0	15.4	—	211.6
Publicly Owned	—	—	50.8	—	—	50.8
Water	—	—	1.1	—	—	—
OB-4	111.8	9.8%	100.5	—	—	100.5
Vacant	—	—	—	—	—	—
Estates	—	—	100.5	—	—	100.5
Publicly Owned	—	—	—	—	—	—

(Continued on next page)

Table 5 (Continued)

ZONING DISTRICT	TOTAL	% IN USE	TOTAL VACANT	SLOPES	SWAMPS	DEVELOPABLE
C-NR	86.9	85.1%	12.9	.2	—	12.7
Vacant	—	—	12.9	.2	—	12.7
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
C-RB	136.8	89.1%	15.0	3.2	—	11.8
Vacant	—	—	15.0	3.2	—	11.8
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
C-GC	39.1	100.0%	—	—	—	—
Vacant	—	—	—	—	—	—
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
C-PS	46.2	47.8%	24.1	7.6	—	16.6
Vacant	—	—	—	—	—	—
Estates	—	—	24.1	7.6	—	16.6
Publicly Owned	—	—	—	—	—	—
M-1	58.4	75.9%	14.7	6.0	3.2	5.5
Vacant	—	—	14.7	6.0	3.2	5.5
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
M-2	45.5	73.9%	12.0	—	2.3	9.7
Vacant	—	—	12.0	—	2.3	9.7
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
TOTALS	14,973.7	52.6%	7,093.4	1,433.6	96.6	4,900.4

(Due to rounding of figures, the subtotals will not always add up to the totals.)

SOURCE: Land Use Survey, Frederick P. Clark Associates, 1968.

Corporation decides to make use of these lands.

There are land uses which, although presently committed, are open in character and could be more intensely developed. The most likely area is the 59.6 acres in horticulture use, the public and semi-public institutions which account for 918.7 acres, and the recreation areas which include a golf course, riding stables and trails, and camps. In this latter category, there are 541.8 acres.

Although the R-3A and R-5A Zones are almost developed to capacity (96.9% and 78.9% respectively), most of the development is not in multi-family dwellings, but rather one and two-family homes. While there is relatively little available buildable land in the R-10 and R-20 Zones, there is over 3,000 acres of buildable land in the R-40 District, two-thirds of which is in estates.

The OB-1 District has only 28.5% of its land in use, leaving 474 acres of developable land. There is also ample buildable land in the OB-2 District

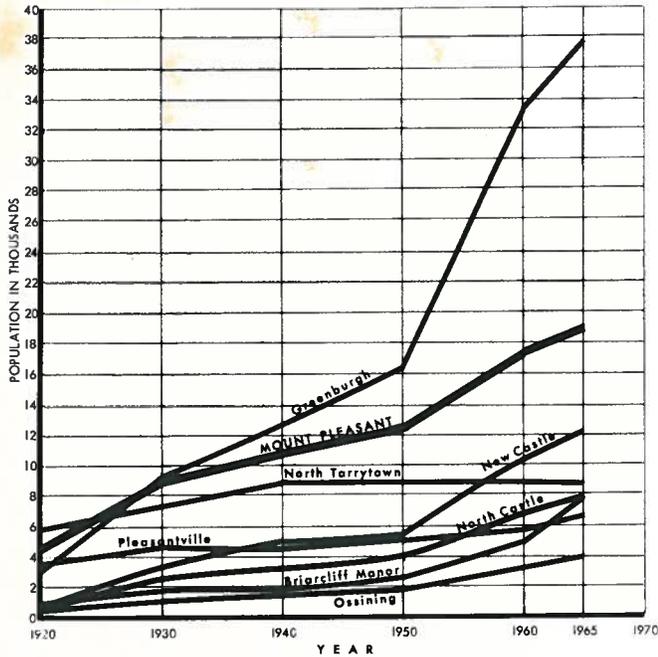
which presently has only 11.8% of its land in use, leaving 185 acres of buildable land. Only a small percentage, 4.8%, of the land zoned for OB-3 is used, but the 211 acres that are vacant and buildable are entirely within estates and publicly owned lands. Of the 112 acres zoned for OB-4, only 9.8% are developed, the rest, 100.5 acres, is in estates.

In the commercial zones, there is little available land for development. The C-NR District has 12.7 buildable acres available, the C-RB District has 11.8 acres (both in the vacant category), and the C-PS District has 16.6 acres all of which is in estates.

The two industrial zones, which are approximately 75% developed, have only 5.5 acres in the M-1 Zone available for development, and 9.7 acres in the M-2 Zone.

In conclusion, there seems to be ample buildable land in the R-40 District, and in the OB-1, 2, 3 and 4 Districts.

**POPULATION GROWTH
MOUNT PLEASANT & COMPARISONS 1920-1965**



SOURCE: 1950, 1960, 1965 CENSUS OF POPULATION, NEW YORK

MOUNT PLEASANT CENSUS TRACTS

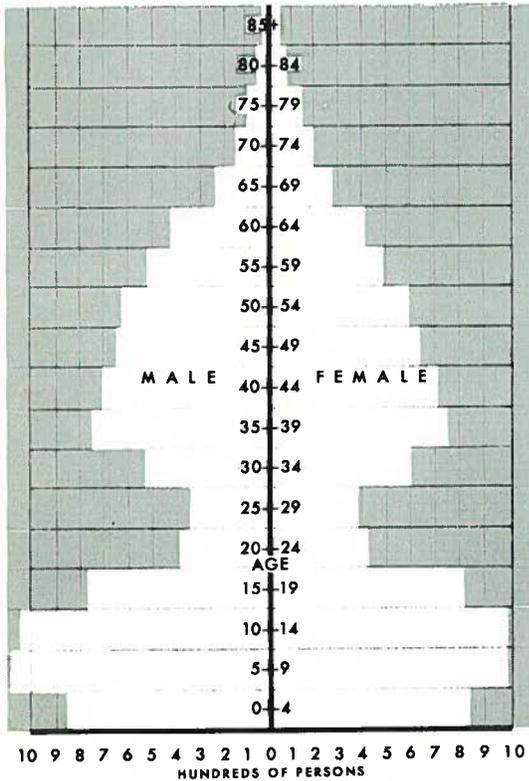


Population by Census Tract for Non-Institutional Population, 1950-1965

Tract	1950		1960		1965		Average Annual % Change 1950-1960	Average Annual % Change 1960-1965
	Number	% of Total	Number	% of Total	Number	% of Total		
MTP-0118	1,998	19.3	2,211	12.9	2,484	13.2	3.8	2.5
MTP-0119	3,031	29.3	4,182	24.5	4,607	24.6	6.3	2.0
MTP-0120	2,438	23.5	4,351	25.5	4,555	24.3	7.8	.9
MTP-0121	2,891	27.9	6,350	37.1	7,028	37.8	12.0	2.3
TOTAL	10,358	100.0	17,094	100.0	18,724	100.0		

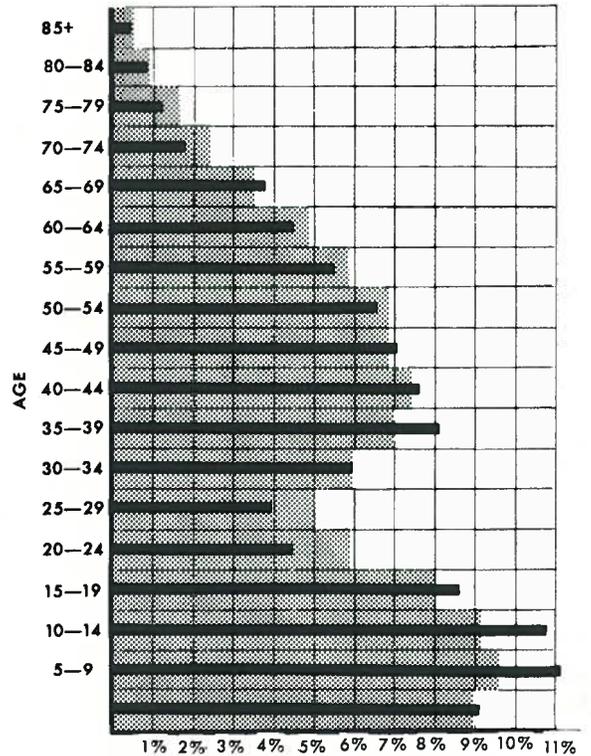
SOURCE: 1950, 1960, 1965 CENSUS OF POPULATION, NEW YORK

**POPULATION PYRAMID
AGE-SEX DISTRIBUTION MOUNT PLEASANT 1965**



SOURCE: 1965 CENSUS OF POPULATION, NEW YORK

**AGE DISTRIBUTION PERCENTAGE
MOUNT PLEASANT & WESTCHESTER COUNTY 1965**



WESTCHESTER COUNTY MOUNT PLEASANT

SOURCE: 1965 CENSUS OF POPULATION, NEW YORK

POPULATION TRENDS AND RELATED ECONOMIC CHARACTERISTICS

INTRODUCTION

The underlying reason for the development of the facilities and services in a community is to meet the physical, social, economic and cultural needs of the people living in it. In order to know the number and size of facilities which will be needed and where they will have to be located, it is necessary that Mount Pleasant know how many people there are presently living within its boundaries, how many are likely to be in the Town in the foreseeable future, and where they will probably live. Similarly, information on the trends in characteristics of the population (changes in proportional sizes of age groups and in family size, for instance) will help determine the type of facilities and services needed. Rapidly growing areas such as many of the suburban towns in Westchester, find it necessary to plan for and provide many new facilities, while relatively slowly growing areas similar to many cities and villages in the United States, will be concerned primarily with the replacement or improvement of old, worn-out, or out-moded facilities.

DEFINITION -- "MOUNT PLEASANT'S POPULATION"

Two refinements have been made to the Census data available for review; the first is that the three villages in or abutting the Town of Mount Pleasant (North Tarrytown, Briarcliff Manor and Pleasantville) have not been included in the Town's population. The village portions of the Town are normally serviced and planned for by their own village governments.

The Town's population statistics have been further refined by excluding institutional population. The growth or decline of the large numbers of institutions in Mount Pleasant is more dependent upon the policies and capacities of the various institutions rather than upon normal factors affecting the rest of the Town's population.

PAST POPULATION GROWTH

Between 1930 and 1965 Mount Pleasant's population increased from 7,440 to 18,724, or more than two and one-half times in thirty-five years.

From 1930 to 194- Mount Pleasant's population growth rate of 21.4% was over twice as rapid as that of Westchester County, yet each of Mount

Pleasant's neighboring towns (Greenburgh, Ossining, North Castle and New Castle) grew at faster rates. The villages of Briarcliff Manor and Pleasantville were substantially stable during this time period, whereas the Village of North Tarrytown grew by 18.8%.

In the 1940-1950 decade, Mount Pleasant's population growth rate was again lower than its neighboring towns. Although its population growth was greater than the County's (14.4% compared to 9.1%), its neighboring towns grew at much greater rates. The Village of Briarcliff Manor increased by 36.1%. The Village of North Tarrytown's population decreased slightly during this period.

Mount Pleasant experienced its greatest numerical growth from 1950 to 1960. Its growth rate far exceeded Westchester County's, and for the first time was greater than one of its neighboring towns, Ossining. The Village of Briarcliff Manor also experienced its greatest growth, more than doubling its population; Pleasantville increased by 20.8%, and North Tarrytown remained stable.

During the most recent period for which Census information is available, the five years of 1960-1965, Mount Pleasant's growth rate was the lowest compared to its neighbors', yet still greater than the County's. Briarcliff Manor continued to grow substantially, when North Tarrytown's population actually declined.

In the ten year period between 1950 and 1960, Mount Pleasant's population increased by 8,366 or 80.1%. The source of this population increase came primarily from net in-migration (78.2%) rather than from natural increase (21.8%). The increase in population between 1960 and 1965 shows a slight percentage decline of net in-migration.

SOCIAL POPULATION CHARACTERISTICS

The age distribution within Mount Pleasant has a higher percentage of population in the 0 to 19, 35 to 50 and 65 to 69 year old groups than in Westchester County. In the two age groups of 20 to 24, and 25 to 29, Mount Pleasant has substantially fewer people, proportionately, than the County. In 1965, almost one-quarter of the population living in Mount Pleasant was between the ages of 5 to 14; about 40% was 19 years old or younger. As in the County, the 25 to 34 age bracket experienced growth in total number, but declined as a percentage of population. The Town's population appears

Table 6

SOURCES OF POPULATION INCREASE

	Increase 1950-1960		Source of Increase		Percent Increase Due To	
	NUMBER	PERCENT	NATURAL INCREASE	NET IN-MIGRATION	NATURAL INCREASE	NET IN-MIGRATION
Mt. Pleasant	8,366	80.1	1,825	6,541	21.8	78.2
Westchester	227,382	36.3	120,672	106,710	53.1	46.9
Increase 1960-1965						
Mt. Pleasant	1,630	10.0	599	1,031	36.7	63.3
Westchester	44,307	5.5	39,220	5,100	88.5	11.5

to be fairly stable in terms of age distribution, with heaviest concentrations at the 10 and 40 year old levels. One explanation of this grouping is the dominance of a housing market which caters to families who have established themselves financially (further indicated by family income statistics later in the report) and whose children have grown to elementary school age. The tendency for these two age groups to be predominant is not at all unusual and exists in many Westchester County communities.

NON-WHITE POPULATION

Mount Pleasant's percentage of non-white population increased from 0.6% in 1960 to 2.5% in 1965. This percentage is substantially lower than the two neighboring towns of Greenburgh, with 9.5%, and Ossining, with 10.7% non-white population. It was also substantially lower than Westchester County's 8.7% and the State's 9% non-white population. The three villages in Mount Pleasant vary widely as to their non-white population.

Table 7

PERCENTAGE OF NON-WHITE POPULATION

AREA	YEAR	TOTAL POPULATION	NON-WHITE POPULATION	% OF NON-WHITE POPULATION
Westchester	1960	808,891	62,485	7.7%
	1965	853,198	74,598	8.7%
MOUNT PLEASANT	1960	17,094	103	.6%
	1965	18,724	471	2.5%
Briarcliff Manor	1965	6,788	91	1.3%
North Tarrytown	1965	8,600	593	6.9%
Pleasantville	1965	6,361	30	.5%
Greenburgh	1965	82,882	7,886	9.5%
Tarrytown	1965	11,280	727	6.4%
Ossining	1965	31,455	3,377	10.7%
New Castle	1965	16,351	401	2.5%
North Castle	1965	7,738	157	2.1%

SOURCE: U.S. Census of Population, New York, 1965.

LENGTH OF RESIDENCE

Available data in this area is quite outdated and should be utilized as an indicator of present conditions with considerable caution. In 1960, Mount Pleasant did not have quite as many new residents (living in the area for less than two years) as did Westchester County. Almost 35% of Mount Pleas-

ant's population in 1960 had resided in the Town since the 1940's; 12% since before 1939. Obviously, many families had lived in the area for a good portion of their lives acquiring a feeling of attachment to the community. A large group of long-time residences as found in Mount Pleasant lend an air of stability to the Town.

Table 8

**LENGTH OF RESIDENCY
UNINCORPORATED AREA OF THE
TOWN OF MOUNT PLEASANT & WESTCHESTER COUNTY
1960**

YEAR MOVED TO PRESENT LOCATION	MOUNT PLEASANT OCCUPIED HOUSING UNITS	% OF TOTAL	WESTCHESTER COUNTY % OF TOTAL
1958 - 1960	1,116	22.6%	25.0%
1954 - 1957	1,498	30.4%	27.8%
1940 - 1953	1,719	34.9%	34.3%
1939 or earlier	595	12.1%	12.9%
TOTAL	4,928	100.0%	100.0%

SOURCE: U.S. Bureau of Census, Characteristics of Population, 1960.

HOUSEHOLD SIZE

In 1960, the Town of Mount Pleasant had an average household size of slightly more than 3.5 persons per household. This ratio is high when

compared to Westchester County which has an average household size of only 3.2, and the New York Metropolitan Region and the State of New York which both have an average household size of 3.1. Yet, Mount Pleasant's average household is

Table 9

**HOUSEHOLD SIZE* -
UNINCORPORATED AREA OF THE
TOWN OF MOUNT PLEASANT & SELECTED AREAS
1950 - 1960**

	1950	1960
New York State	3.3	3.1
New York Metropolitan Region	3.3	3.1
Westchester County	3.4	3.2
MOUNT PLEASANT	3.5	3.5
Greenburgh	3.4	3.3
New Castle	3.5	3.5
North Castle	3.5	3.6
Ossining	3.3	3.3

*A household is defined as all the persons who occupy a housing unit. Household size is obtained by dividing the population in households by the number of households.

SOURCE: U.S. Bureau of Census, Characteristics of Population, 1950, 1960.

approximately the same size as neighboring towns. Undoubtedly, the in-migration to Mount Pleasant by families with children has contributed toward maintaining this ratio.

While all three larger communities—the State, the New York Metropolitan Region, and the County—experienced decreasing household sizes over the recent years, Mount Pleasant has experienced a mild increase: from just under 3.5 in 1950 to slightly over 3.5 in 1960. In keeping with the trends observed in the larger jurisdictions, Mount Pleasant's household size should begin to taper off as the Town's population growth slows.

EDUCATION

The median number of years of education is 11.9 years in Mount Pleasant. This is higher than the State's 10.7 years, yet lower than the County's 12.2 years of education. Compared to the County, a greater percentage of Mount Pleasant's population go on to college, but a smaller percentage complete college and/or go on to graduate school. Conversely, a smaller percentage than the County begin high school, yet a greater percentage complete high school. This is primarily due to Mount

Pleasant's greater percentage of population in the age groups of 10 to 19 which include the high school years, and a smaller percentage of their population in the college groups of 20 to 24. What is significant is that only 1.6% of Mount Pleasant's population receives no schooling, compared to 2.1% for the County, and 3.5% for the State.

LABOR FORCE — ECONOMIC CHARACTERISTICS

Compared to Westchester County and New York State, Mount Pleasant's labor force is proportionately smaller (55%), composed of more males (70%) who earn more (\$8,623 yearly median family income). Most of them work within the County (76.4%) in white collar employment.

In 1960 Mount Pleasant's labor force (the population between the ages of 14 and 65 not in school and not actively seeking employment) comprised a smaller percentage of its total population than Westchester County's and New York State's. In that year, 72.3% of Mount Pleasant's male population was in the labor force as compared to 80.9% in Westchester County, and 79% in New York State. During this same period, Mount Pleasant had

Table 10

SCHOOL YEARS COMPLETED — 1960

	NEW YORK STATE		WESTCHESTER COUNTY		MOUNT PLEASANT	
	NUMBER	% TOTAL	NUMBER	% TOTAL	NUMBER	% TOTAL
Persons over 25 Years Old	10,124,045	100.0	495,282	100.0	11,706	100.0
No Schooling	354,026	3.5	10,158	2.1	187	1.6
Elementary:						
1 - 4	430,964	4.3	115,463	3.1	357	3.1
5 - 7	1,183,794	11.7	42,350	8.6	974	8.3
8	1,907,212	18.8	68,573	13.8	1,723	14.7
High School:						
1 - 3	2,110,963	20.9	88,109	17.8	2,016	17.2
4	2,430,682	24.0	133,064	26.9	3,251	27.8
College:						
1 - 3	804,304	7.9	54,659	11.0	1,361	11.6
4+	902,100	8.9	82,906	16.7	1,837	15.7
Median Years		10.7		12.2		11.9*

*Weighted mean of 4 Census Tract Medians.

SOURCE: U.S. Bureau of Census, Characteristics of Population, 1960.

Table 11

**PLACE OF WORK
MOUNT PLEASANT AND COMPARISONS
1960**

	WESTCHESTER COUNTY	NEW YORK CITY	OTHER
Westchester County	68.3%	28.0%	3.8%
Mount Pleasant	76.5%	20.9%	2.7%
Pleasantville	77.3%	21.4%	1.3%
North Tarrytown	87.4%	10.8%	1.8%
Briarcliff Manor	66.5%	30.3%	3.2%
Ossining	88.8%	9.4%	1.7%
Greenburgh	60.1%	35.9%	4.0%
New Castle	60.3%	36.4%	3.2%
North Castle	73.7%	21.3%	5.0%

NOTE: Due to rounding of figures the totals will not always be 100%.

SOURCE: *Westchester Commuting Patterns*—Westchester County Department of Planning—October, 1963.

Table 12

**METHOD OF TRANSPORTATION TO WORK
MOUNT PLEASANT AND COMPARISONS
1960**

	AUTO	TRAIN	BUS	WALK
Westchester County	52.9%	17.8%	8.6%	11.9%
Mount Pleasant	63.7%	17.6%	3.9%	8.2%
Pleasantville	58.6%	19.2%	4.7%	15.5%
North Tarrytown	47.6%	11.2%	7.0%	31.5%
Briarcliff Manor	51.9%	24.4%	2.6%	14.0%
Ossining	66.9%	10.0%	5.8%	13.6%
Greenburgh	56.5%	24.7%	7.7%	4.1%
New Castle	51.6%	34.1%	1.4%	3.6%
North Castle	60.5%	17.1%	3.1%	9.4%

NOTE: Due to minor categories being omitted, the percentages do not necessarily total 100%.

SOURCE: *Westchester Commuting Patterns*—Westchester County Department of Planning—October, 1963.

fewer people unemployed than the County and the State. Conversely, Mount Pleasant had a greater percentage of its population either attending school, over 65 years of age, or not seeking employment, than the County or the State. Fewer women worked in Mount Pleasant (30.2% of the labor force) than the County (34.2%) or the State (34.4%).

METHOD OF TRANSPORTATION TO WORK

The majority of Mount Pleasant's labor force (63.7%) use private automobiles to go to work. This is attributed to the excellent road system in and around the Town. Commutation by trains accounts for 17.6% of the labor force. Due to the relatively low density of the Town's development, buses carry only 3.9% of Mount Pleasant's labor force to place of employment.

FAMILY INCOME

The median family income of \$8,623 per year in Mount Pleasant is higher than both the County,

\$8,052, and the State's \$6,371. As the "Family Income Distribution" chart shows, in the income groups of \$7,000 to \$25,000 per year, Mount Pleasant exceeds both the State and County. Mount Pleasant's upper middle wage earners (\$10,000 to \$25,000 per year) represented nearly 35% of the Town's families. In the income group of \$25,000 and over, Westchester County had a substantially higher percentage of its families in this group than Mount Pleasant, although the Town had a significantly higher percentage than New York State.

OCCUPATION

Mount Pleasant has a greater percentage of its labor force in the professional, technical and kindred occupations than either Westchester County or New York State. Other notable discrepancies are in clerical, where Mount Pleasant has 15.6% of its labor force as compared to 6% for the County and 18.1% for the State; operatives which is substantially less than both County and State, and private household workers which comprise 1.8% of its labor force as compared to 4.3% for the County.

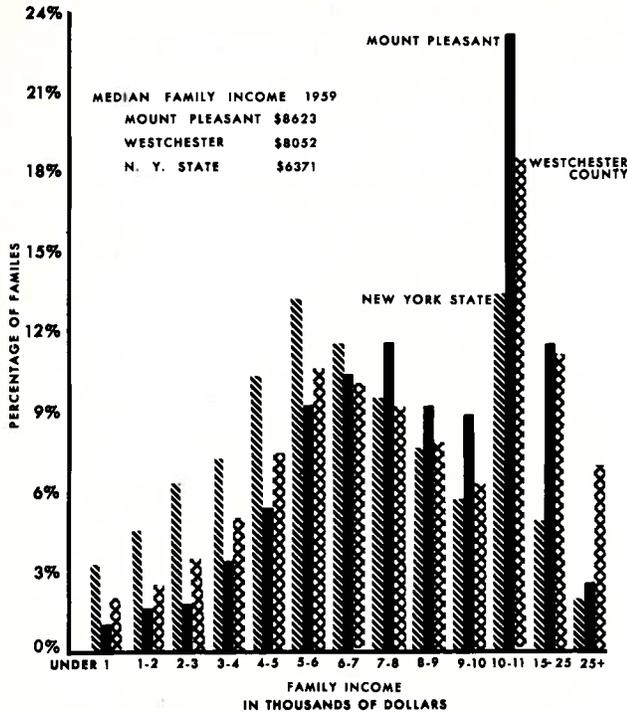
Table 13

FAMILY INCOME DISTRIBUTION MOUNT PLEASANT, WESTCHESTER COUNTY, NEW YORK STATE 1959

FAMILY INCOME (\$)	PERCENT OF FAMILIES		
	NEW YORK STATE	WESTCHESTER	MOUNT PLEASANT
Less than 1,000	3.2%	2.0%	1.0%
1,000 - 1,999	4.5%	2.6%	1.6%
2,000 - 2,999	6.1%	3.4%	1.7%
3,000 - 3,999	8.3%	5.1%	3.4%
4,000 - 4,999	10.7%	7.5%	5.4%
5,000 - 5,999	12.9%	10.1%	9.2%
6,000 - 6,999	11.5%	9.8%	10.5%
7,000 - 7,999	9.5%	9.1%	11.5%
8,000 - 8,999	7.6%	7.8%	9.2%
9,000 - 9,999	5.7%	6.3%	8.9%
10,000 - 14,999	13.3%	18.4%	23.3%
15,000 - 24,999	4.8%	11.1%	11.6%
More than 25,000	1.9%	6.8%	2.7%
Median Family Income	\$6,371	\$8,052	\$8,623

SOURCE: 1960 Census of Population, Characteristics of the Population, N.Y.

**FAMILY INCOME DISTRIBUTION
MOUNT PLEASANT, WESTCHESTER COUNTY, N.Y. STATE 1959**



SOURCE: 1960 CENSUS OF POPULATION, NEW YORK

INDUSTRIAL AND TRADE EMPLOYMENT

The tendency toward white collar employment is evident in the choice of industry or trade made by the Mount Pleasant labor force. The professional and related fields attracted one-fifth of all workers in 1960. This was the largest employment category studied, and more than durable and non-durable manufacturing combined. The construction industry employed almost 8% of the work force, a percentage somewhat higher than both the State and the County.

POPULATION PROJECTIONS

Although there are a total of 5,678 acres of vacant land zoned for residential use, the ultimate population that the Town could have, based on present zoning, must be refined to take into consideration the buildability of the land and its availability. It is possible that if land values continue to increase, land that is now considered marginal could be developed. The large amounts of land in estates (residential property than contains substantially more land than required by zoning) could remain vacant, or, if one family so decides, 95% of

Table 14

**OCCUPATIONS OF EMPLOYED LABOR FORCE
(Employed Persons by Place of Residence) —
NEW YORK STATE, WESTCHESTER COUNTY, TOWN OF MOUNT PLEASANT
1960**

	NEW YORK STATE	WESTCHESTER COUNTY	MOUNT PLEASANT
Professional, Technical and Kindred	12.5%	16.6%	20.9%
Managers, Officials, Proprietors, including Farmers	9.9%	13.7%	13.0%
Clerical	18.1%	6.0%	15.6%
Sales	7.3%	8.7%	6.4%
Craftsmen and Foreman	12.4%	11.2%	14.9%
Operatives	18.1%	11.3%	6.3%
Private Household Workers	2.1%	4.3%	1.8%
Service Workers	9.3%	7.3%	9.3%
Laborers, including Farm Laborers	4.2%	3.3%	3.8%
Not Reported	6.1%	7.6%	8.1%

SOURCE: U.S. Census, Population, Characteristics, 1960.

Table 15

**EMPLOYMENT BY TYPE OF INDUSTRY FOR EMPLOYED PERSONS
BY PLACE OF RESIDENCE
NEW YORK STATE, WESTCHESTER COUNTY, TOWN OF MOUNT PLEASANT
1960**

	NEW YORK STATE	WESTCHESTER COUNTY	MOUNT PLEASANT
Construction	4.9%	6.2%	7.8%
Manufacturing			
Durable	13.9%	10.6%	8.5%
Non-Durable	14.7%	11.3%	9.1%
Transportation	3.7%	3.5%	3.7%
Communications and Other Public Facilities	2.9%	3.4%	4.7%
Wholesale	4.4%	5.7%	4.6%
Retail	13.8%	13.2%	12.2%
Business Repair Service	3.2%	4.1%	4.4%
Professional and Related	12.8%	15.7%	20.0%
Public Administration	4.8%	4.0%	4.3%
Personal Services	4.2%	7.3%	4.3%
Other Industries Not Specified	16.7%	15.0%	16.4%

SOURCE: 1960 Census of Population, Characteristics of Population, New York.

Table 16

POPULATION CAPACITIES UNDER EXISTING ZONING

ZONE	FAMILIES PER ACRE	% OF LAND FOR SCHOOLS, ROADS, AND RECREATION	VACANT		ESTATES		PUBLICLY OWNED	
			BUILD- ABLE	MARGINAL	BUILD- ABLE	MARGINAL	BUILD- ABLE	MARGINAL
R-40	1.09	15.9%	3,293	1,475	5,917	1,577	1,247	970
R-20	2.18	15.9%	1,088	108	82	74	52	35
R-10	4.6	32.1%	1,392	346	—	—	118	70
R-5A	8.71	36.2%	56	—	—	—	—	—
R-3A	12.45	28.1%	15	—	—	—	—	—
Totals			5,844	1,929	5,999	1,651	1,417	1,075
Cumulative Total Increase			5,844	7,773	13,772	15,423	16,840	17,915
Cumulative Ultimate Population (1969 Population—22,000 Estimated)			27,844	29,773	35,772	37,423	38,840	39,915

SOURCE: Frederick P. Clark Associates—1969.

Table 17

POPULATION ESTIMATES FOR MOUNT PLEASANT

	1940	'45	'50	'55	'60	'65	'70	'75	'80	'85	'90
Actual Population	9,030	—	10,358	—	17,094	18,724					
Estimated:											
Westchester County							23,000	28,000	31,000	35,000	
R.P.A.							20,500	22,500	24,700	27,300	
Building Permits Issued							20,000	21,650	23,300	24,950	26,600
Frederick P. Clark Associates							21,000	25,000	27,000	28,000	30,000

the estate lands could be developed for whatever reasons the family might have. Although it is unlikely that publicly owned lands will be sold off for development, it is possible that some State organization would develop these lands for some form of developmental model.

Therefore, there is no one population figure which can be called the ultimate, for the ultimate population depends upon these several factors.

The ultimate population figures are not to be viewed as a prediction of future population. They represent the population which could be expected if all land suitable for development in the Town were developed to the maximum now permitted under the terms of the Zoning Ordinance.

POPULATION FORECAST

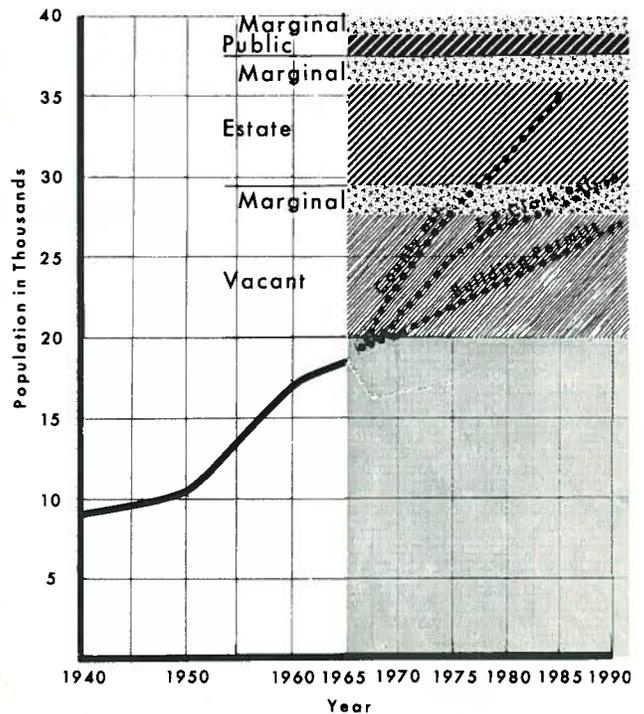
How fast the Town will approach its maximum potential population is difficult to ascertain, for it depends on both the rate of growth and the availability of land. The ultimate maximum population could be from 27,800 to 39,900 people. The Regional Plan Association of New York has forecast a population of about 1,200,000 for Westchester County by 1985. If this rate of growth were applied to Mount Pleasant, the Town's population would be 27,300 by 1985. But it is assumed that the Town will grow at a greater rate than the County due to its central location and large areas of vacant land. The Westchester County Department of Planning estimates that Mount Pleasant's population will be 35,000 by 1985. One of the best indicators of possible future population growth is the recent rate of residential building. Since 1960, the average number of homes built in Mount Pleasant has been approximately 100. If building activity were to continue at this rate, the Town's population would be approximately 26,000 by 1990. This figure is near the ultimate maximum population that the vacant buildable

land could accommodate under existing zoning. However, it is felt that the growth rate will accelerate until this vacant land is used up.

These estimates could be changed if new zoning were adopted and/or the estates were to be developed as a separate development.

It is felt that as long as there is available buildable land, the Town's growth rate will be high. Once this land is used, and marginal lands must be developed, the growth rate will decline. At this time, it is assumed that the large estates will not be developed by 1990.

Ultimate Population



Source: Mount Pleasant Land Use Analysis April 1969

RESIDENTIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

There are a total of 2,843.4 acres in residential development in Mount Pleasant. Of this amount, 99.5% is in single-family homes, with only 12.5 acres in two-family and multi-family dwellings. The 33.7 acres that are zoned R-5A are primarily developed with single-family homes. In these zoning categories, there are only three acres available for this type of development. Subsequently, for all practical purposes, there is no available vacant land zoned for multi-family development. The 9,466 acres that are in the R-40 Zone presently only have development on 44.6% of the land. Of the approximately 3,000 acres of buildable land in this zone, two-thirds are in estates and public ownership. The R-10 Zone has development on 85.7% of its land, leaving 133 acres of buildable land not in estates or public ownership. The R-20 Zone, which has development on 89.5% of the area, has 178.6 acres of buildable land not in estates or public ownership.

A majority of the building land in the R-40 Zone, not in estates or public ownership, is located in the northeastern section of Mount Pleasant, above Nanny Hagen Road, east of the Village of Pleasantville. This area is served by the New Castle Water Co. which is presently operating at 50% capacity and, therefore, potentially could serve the water needs of any future development. It is not serviced by sewers and, therefore, would have to rely on either septic systems or an extension of the existing sewer system which ends just below Nanny Hagen Road to the south, and west of Bear Ridge Road.

The second largest area of vacant land zoned for residential use, not in estates or public ownership, is along Hardscrabble Road. The area, which is not within a legal water district, could, if it became a legal water district, obtain its water supply from the Catskill Aqueduct which runs through this area. The largest amount of buildable land zoned for R-40 is within estates. If the land in the Pocantico Hills section were ever developed, the existing water and sewer facilities would not be able to cope with the increased demands, although the area could form its own water district and obtain water from the Croton Aqueduct.

APARTMENT GROWTH

In 1960, of the total 255,000 housing units in Westchester County, 40%, or 104,000 were in multi-family structures. Most of these multi-family structures were in Southern Westchester County, below Hawthorne Interchange, while the remaining 6,000 multi-family units were in Northern Westchester County above the Interchange.

During 1960-1963, the percentage of multi-family houses constructed increased. Whereas Northern Westchester County only had 12% of its housing in multi-family units in 1960, 20% of all new construction in 1960-1963 was for multi-family units. Southern Westchester County, which had 48% of its total housing in multi-family structures, is now constructing 56% of its housing units for multi-family residences.

This pattern does not apply to the Town of Mount Pleasant.

Table 18

BUILDING PERMITS ISSUED

YEAR	SINGLE-FAMILY	TWO-FAMILY	APARTMENTS
1960	104	5	0
1961	78	0	0
1962	101	7	0
1963	83	2	0
1964	113	6	0
1965	113	0	0
1966	142	0	0
1967	110	0	0
1968	65	0	0
	<u>909</u>	<u>20</u>	<u>0</u>

SOURCE: Mount Pleasant Building Department, Mrs. Eckles, Jan. 29, 1969.

From 1960 to 1968, 929 housing units were constructed in the Town of Mount Pleasant. Of this total, only 2.1% were in multi-family dwelling units; of these, all were in two-family houses. In

comparison, the following percentages of multi-family housing units were constructed between 1960-1966:

Table 19

PERCENTAGE OF MULTI-FAMILY HOUSING UNITS CONSTRUCTED 1960-1966

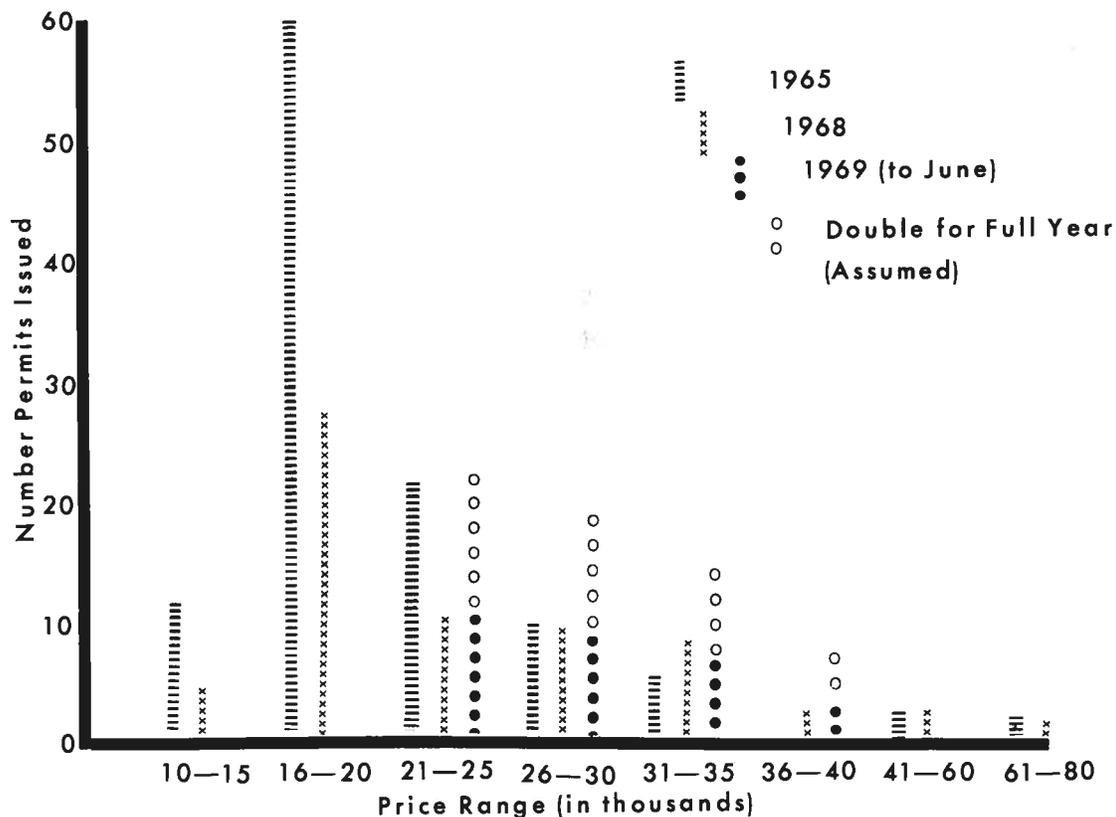
Towns:	Greenburgh	52.8%
	New Castle	1.3
	North Castle	3.0
	Ossining	19.6
Villages:	Briarcliff Manor	14.0
	North Tarrytown	62.6
	Ossining	78.9
	Pleasantville	26.2

SOURCE: Westchester County Department of Planning, December 1967.

The most paramount housing problem in the unincorporated area of the Town of Mount Pleasant is the inadequate supply of single-family

dwelling units in the middle income range (\$25,000-\$40,000) and the absence of multi-family housing for the elderly and young couples.

Cost* of Housing Mount Pleasant 1965-1969



* does not include land cost

Source: Mount Pleasant Building Department June, 1969

Multi-Family Building Permits 1958-1968

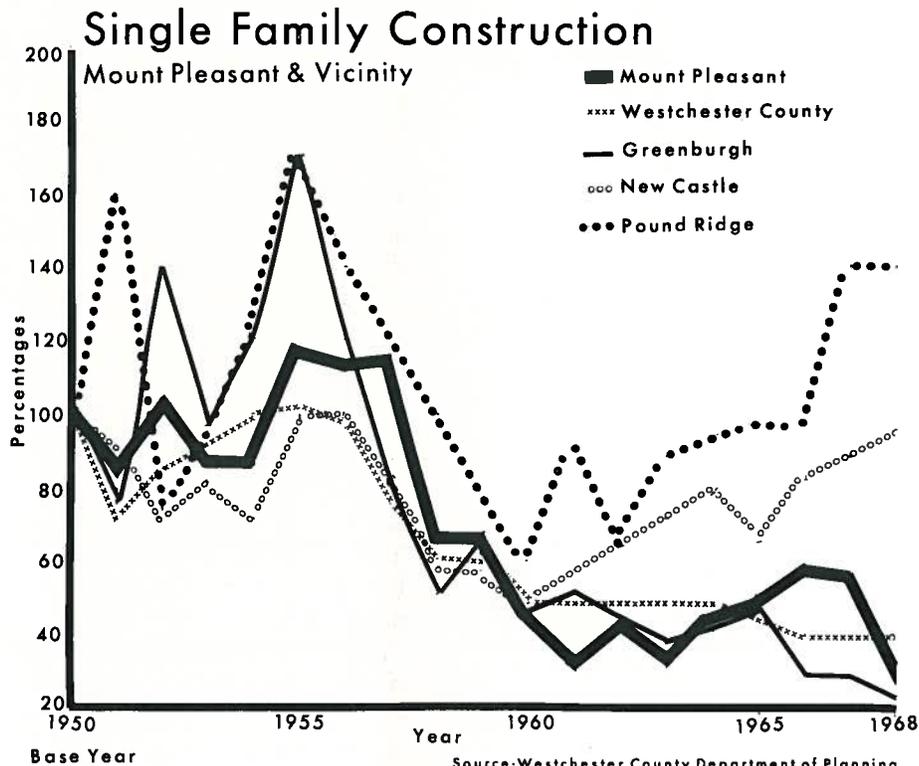
Mount Pleasant & Vicinity

	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	Total
Westchester County	2188	3522	1798	2280	3211	3154	2545	4484	2431	1970	4735	32,318
Mount Pleasant	0	8	0	0	0	10	4	0	0	0	0	22
New Castle	0	0	0	6	0	0	10	0	0	0	0	16
North Castle	0	0	0	0	0	2	0	12	10	0	4	28
Pound Ridge	0	0	0	0	0	0	0	0	0	0	0	0
Greenburgh	2	116	0	288	24	160	71	363	216	189	913	2426

Source: Westchester County Department of Planning
OFFICE FILES - 1969-1970

The number of single-family dwelling units constructed in Mount Pleasant has been declining since the late 1950's. The rate of single-family unit construction in Mount Pleasant has generally followed that of the County. While Mount Pleasant and

towns south of it have had less single-family housing constructed, towns north of Mount Pleasant have generally been increasing their rate of single-family construction since 1960.



According to the Builders' Institute*, the cost of construction for a single-family home is approximately \$18 per square foot, exclusive of land. Our discussions with local realtors and builders indicate that, based on this figure, a moderately sized home containing 2,000 square feet would cost \$36,000 to construct, and between \$10,000-\$15,000 for the building site, for a total cost of approximately \$50,000.

According to a local banking authority, banks are presently giving mortgages equal to approximately two times the applicant's gross income. Although it is difficult to ascertain the average salary one must have to purchase a \$50,000 home, it can be assumed that his income would have to be between \$15,000-\$20,000 per year (assuming a deposit of \$10,000-\$20,000 can be made).

Another example of gross annual income in relation to cost of housing can be made using the assumption that one-quarter of one's gross annual income should go for shelter. If this is assumed, and a home is priced at \$40,000, the following analysis is made to determine what one's gross annual income must be. If the individual can put up \$10,000 as a down payment, his mortgage will be \$30,000, which, at 7½%, is \$221 per month, including interest and amortization. Assuming that taxes are between \$100 and \$150 per month, the total carrying charge of the house would be between \$320 and \$370 per month. Subsequently, the individual should be earning from \$15,000 to \$17,000 a year. The problem of housing, therefore, is not only for low income families but also affects middle income families.

The total number of housing units in Mount Pleasant in 1960 was 5,091; the number of substandard units were 161 or 3.2% of the total. Those that were sound but lacking some plumbing numbered 113; those that were deteriorating numbered 17, and those that were dilapidated numbered 31. Of the total housing units, 44.9% or 2,284 were built between 1950 and 1960, 8.2% or 417 were built between 1940 and 1949, and 46.9% or 2,381 were built before 1939.

In order to more fully analyze the Town, we have divided Mount Pleasant into 10 Planning Districts. Planning Districts were determined through an analysis of those elements that give cohesion to an area, such as postal districts, shopping areas, school districts, road orientation, physical or man-made barriers and other such factors that would give the area a definable identification. Within each

*Builders' Institute, White Plains, N.Y., August 1969.

planning district, the condition of houses was analyzed, based on 1960 Census information.

Briarcliff Manor: In this area there are 94 housing units; over 98% of these housing units being structurally sound, and only slightly more than 1% were in the classification of deteriorating. There were no homes that were classified as dilapidated.

Hardscrabble: Having 212 housing units, 100% of these were found to be structurally sound.

Bear Ridge: Of the 478 housing units in this area, 99.8% of these were found to be structurally sound, with only 0.2% being in the classification of deteriorating.

Graham Hill: This area contains 160 housing units, 97.5% of these being structurally sound, 1.8% being deteriorating, and only 0.7% being dilapidated.

Grasslands: Of the 122 housing units in this area, 99.2% were found to be structurally sound, and 0.8% were found to be dilapidated.

Pocantico Hills: The 115 housing units in this area were all found to be structurally sound.

Sleepy Hollow: The 114 housing units in this area had only 0.9% in the deteriorating classification whereas the other 99.1% were found to be structurally sound.

The last three Planning Districts to be discussed are the oldest and most established housing areas in the Town; they also contain the most problem areas. It should be noted however that even their older areas contain substantially sound housing and no extremely blighted areas exist.

Thornwood: Of the 1,307 housing units in this Planning District, 96.8% are structurally sound, 3.1% are deteriorating, and 0.1% are dilapidated.

Hawthorne: This Planning District contains 1,251 housing units of which 93.3% are structurally sound, 5.6% are deteriorating, and 1.1% are dilapidated.

Valhalla: There are 1,233 housing units in this area, of which 95.9% are structurally sound, 3.0% are deteriorating, and 1.1% are dilapidated.

In order to update the 1960 U.S. Census information and better evaluate the housing situation in Mount Pleasant, a housing survey was made of the three Planning Districts that had the greatest amount of deteriorated and dilapidated housing in 1960. It is significant to note that these three areas (the three hamlets) were found to contain fewer dilapidated and deteriorated housing in 1969 than in 1960. As Table R-5 shows, the percentage of sound housing in all three areas increased, even though the homes had become nine years older. It is felt that this reduction of dilapidated and deteriorating homes was primarily due to the tight hous-

Table 20

HOUSING CONDITIONS

	CATEGORY	% 1960	NUMBER 1969	% 1969
Valhalla	Total Number	100%	1,233	100%
	Sound (Minor)	95.9	1,216	98.7
	Major Deteriorated	3.0	12	0.97
	Dilapidated	1.1	5	0.4
Hawthorne	Total Number	100%	1,251	100%
	Sound (Minor)	93.5	1,239	99.1
	Major Deteriorated	5.6	10	0.85
	Dilapidated	1.1	2	0.2
Thornwood	Total Number	100%	1,307	100%
	Sound (Minor)	96.8	1,286	98.3
	Major Deteriorated	3.1	21	1.6
	Dilapidated	0.1	1	0.07

SOURCE: *U.S. Census of Housing, 1960*. Frederick P. Clark Associates, Survey, 1969.

ing market in the general area. The table below shows the housing conditions in the three hamlets of Mount Pleasant, Valhalla, Thornwood and Hawthorne, in 1960 and 1969.

CLUSTER DEVELOPMENT

The majority of residential construction in Mount Pleasant is occurring in the development of new subdivisions (division of a parcel of land into two or more lots by a single developer). Large tracts of open, undeveloped areas are being subdivided to provide these building lots. Although this pattern of development is typical in this area, other methods of development should be considered as an attempt to make the best possible use of the land.

Cluster development is the generic term for residential subdivision design which departs from the zoning pattern which requires each residence be surrounded by its own span space and, instead, permits the pooling of some or all of the individual's open areas to provide common open space for all the residents of the development without (or with) an increase in overall residential density.

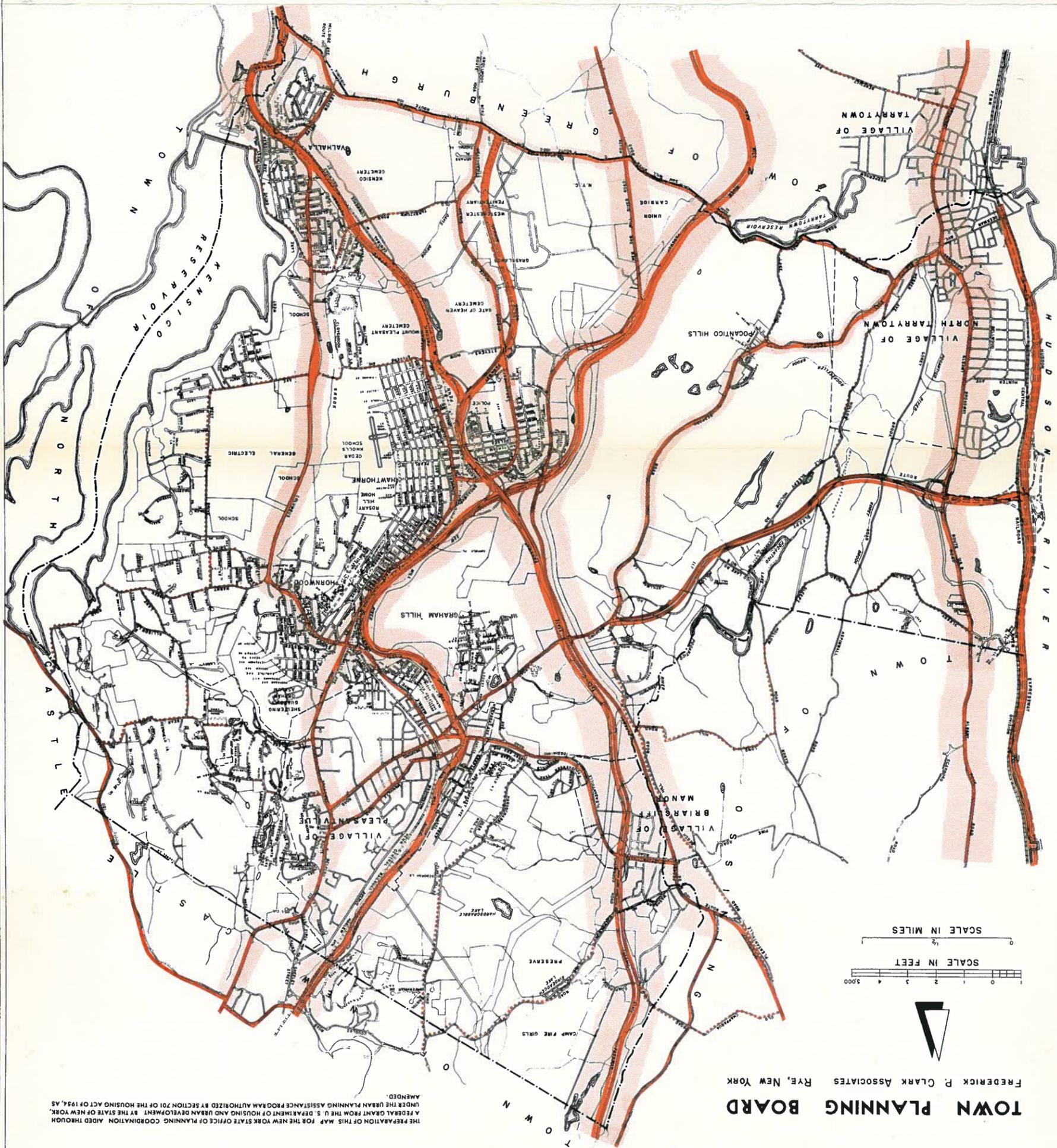
A well-designed development may offer an attractive alternative to the common single-family subdivision by capitalizing on unique natural features of the site, by providing more usable open space per family, by creating an environment where the family's sense of community orientation is enhanced, by providing a break in what, to some, is becoming the monotonous pattern of residential design, both in type of dwelling and type of neighborhood.

The "true" cluster development has been concisely defined in a Planning Advisory Service Bulletin (Bulletin #135, June 1960) of the American Society of Planning Officials, as follows. Two features distinguish the cluster development:

"The first is a characteristic of design and site planning in which several houses are grouped together on a track of land. Each cluster of houses serves as a module, which is set off from others like it by an intervening space that helps give visual definition to each individual group. The second characteristic . . . is the presence of undeveloped land that is held for the common enjoyment of the neighboring residents or the community at large."

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD
 FREDERICK P. CLARK ASSOCIATES
 RYE, NEW YORK



STREETS AND HIGHWAYS

- LIMITED ACCESS HIGHWAYS
- MAJOR ROADS
- COLLECTOR SECONDARY ROADS
- LOCAL MINOR ROADS



SOURCES: EAST HUDSON PARKWAY AUTHORITY
 NEW YORK STATE DEPARTMENT OF TRANSPORTATION (N.Y.S. D.T.)
 WESTCHESTER COUNTY DEPARTMENT OF PLANNING
 THE HUDSON RIVER EXPRESSWAY, N.Y.S. D.O.T. MAY 1968
 TRAFFIC INFORMATION REPORT, N.Y.S. D.O.T. NOVEMBER 1967

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Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant—Drawn By G.A.S. February 1958

STREETS AND HIGHWAYS

One of the difficult problems of a rapidly growing community is providing for the streets and highways necessary to serve the present and future development of the community. With the increasing use of the private automobile and our dependence on it as a means of transportation, it is essential to provide safe roads and convenient circulation and, at the same time, plan for traffic control so as to prevent deterioration of the residential character of the community. The problem of streets and highways becomes even more difficult where a substantial amount of the traffic in a community is non-local or "through" traffic.

The local streets of a town are primarily intended to service the properties fronting on them and are not intended to carry through traffic. Collector, or secondary streets, pick up traffic from the local streets for movement between sections of the Town and/or movement between local and major streets. The east-west collector roads in Mount Pleasant are: Bear Ridge Road, Lake Road, Nanny Hagen Road, Stevens Avenue, Tarrytown and Lakeview Avenue, Old Chappaqua Road, Sleepy Hollow Road, and Long Hill Road. North-south collector roads are: West Lake Drive, Hardscrabble Road, Beech Hill Road, Sleepy Hollow Road and Lake Road.

The collector roads feed into major roads which are the primary inter-community arteries. They are: King Street (Route 120), Columbus Avenue, Commerce, Franklin, Broadway, Route 117, Bradhurst Avenue (Route 100), Route 9A, Route 9, Pleasantville Road, Manville Road, Sleepy Hollow Road and Grasslands Road.

Mount Pleasant has several limited access highways which are designed to rapidly move traffic between communities within the region and beyond. Major roads carry traffic from collector and local roads to these limited access highways. Mount Pleasant contains portions of the following limited access highways: the Saw Mill River Parkway, Taconic State Parkway, and the section of relocated Route 117 between Route 9 and Beech Road.

POTENTIAL DEVELOPMENT

There are several roads in the Town that warrant special attention as to the increased traffic they will have to carry due to potential development that could take place adjacent to them under existing zoning.

U.S. 9: Most of the land between U.S. 9 and the

Hudson River is zoned CB-3, research office buildings; and C-PS, planned shopping. With the completion of the new Route 117, and the Hudson River Expressway, this area will be more prone to development. The only interchange with this expressway in Mount Pleasant will be at the junction of Route 117. The east side of U.S. 9, which is presently zoned for R-10 and R-20 residential development, should be examined for possible zone changes to allow commercial development.

U.S. 9A: From Grasslands Road north to Herbert Place, the land adjacent to Route 9A is zoned for OB-2, public utility office buildings; OB-4, commercial office buildings; and C-RB, rural commercial. Although much of this land has already been developed for these commercial purposes, some vacant and underutilized land still exists. This route appears to have great commercial and industrial development potential.

Columbus Avenue: From Stevens Avenue north to Mount Pleasant Avenue, the land adjacent to Columbus Avenue is zoned for retail and office building development. Much of this land is presently vacant and warrants special attention for proper development.

Grasslands Road: From the Saw Mill River Parkway to approximately 6,000 feet east, the land adjacent to Grasslands Road is zoned for office building use. Union Carbide is presently expanding its facilities with a structure that straddles Grasslands Road, placing it in two towns.

Stevens Avenue: It appears that the prospects of continuing this important east-west artery through from West Lake Road to the Saw Mill River Road no longer exist due to the construction of The Sprain Brook Parkway. The Parkway will be constructed without an underpass for the continuation westward of Stevens Avenue at Bradhurst Avenue. It is strongly recommended that this interchange be redesigned to allow the eventual continuation and improvement of a major east-west route on Stevens Avenue. This has been a recommendation since 1961. The Town has relatively few east-west collector roads and it is unfortunate to see this link lost.

FEDERAL AND STATE HIGHWAY PROPOSALS

Hudson River Expressway: Despite local opposition by the several communities through which the proposed Hudson River Expressway will pass, its construction will most likely take place. In a re-

cently published report*by the New York State Department of Transportation the need for this expressway was examined and justified. The average daily traffic volume on Route 9 between the Village of North Tarrytown and the Town of Ossining, was 16,000 vehicles in 1968. It is estimated that by 1985 this traffic volume will be over 24,000 vehicles. Ninety percent of this traffic is composed of trips made by residents and workers travelling between their homes and places of employment and retail shopping.

The Hudson River Expressway, which will have its northern terminus at the intersection of Routes 9 and 9A in Crotonville, and its southern terminus at the Tappan Zee Bridge, will be built to Interstate standards, while still providing closely spaced interchanges to serve local traffic. These interchanges will be at Tarrytown, Tarrytown Waterfront, Beekman Avenue, Route 117, Sparta, Ossining, and Crotonville. From the Tappan Zee Bridge in Tarrytown to Route 117 in Mount Pleasant, it will be six lanes. From Route 117 to Crotonville it will be four lanes with a median strip wide enough to increase the expressway to six lanes if demand warrants.

At the Route 117 interchange a riverfront park will be created by land fill operations.

In conjunction with relocated Route 117, which is under construction, the Hudson River Expressway will bring development pressures to Mount Pleasant and, in particular, the western section of the Town.

The Department of Transportation believes that the Hudson River Expressway will alleviate traffic volumes on Routes 9, 9A, and Saw Mill River Parkway south of the Hawthorne Circle, and on the Taconic State Parkway north of the Hawthorne Circle. Traffic volumes on Bedford Road could be substantially increased due to this route feeding into the expressway at the Beekman Avenue interchange in North Tarrytown.

Route 117: The construction of relocated Route 117, between Route 9 and Bedford Road in Mount Pleasant, is scheduled for completion in October 1970. The only interchanges will be at these two points. This four-lane, grade-separated highway will eventually extend from the Hudson River Expressway in Mount Pleasant to Route 35 in Katonah. The New York State Department of Transportation is presently studying the route alignments and type of improvements needed to improve Route 117 from the end of its present construction at

**The Hudson River Expressway and the Hudson River Expressway Park*, New York State Department of Transportation, May 1968.

Bedford Road in Mount Pleasant to Katonah. If a new route alignment is needed it will be between the Saw Mill River Parkway and the present Route 117 in Pleasantville.

A recent study*, made for the New York State Department of Transportation of the Route 117 corridor between Pleasantville and Katonah, recommends that Route 117 be improved as an arterial or land service road rather than as an expressway. Traffic surveys on Route 117 (conducted in 1966) found that most of the vehicular traffic was local in nature. It is estimated that although traffic volumes will substantially increase on Route 117 by 1985, it will still be local in character, therefore, requiring a highway based on providing access to abutting lands. Expressway needs are, and will continue to be, served by other roads in the area.

Although the continuation of Route 117 from Route 9 to Bedford Road will provide a rapid east-west route from the Taconic State Parkway to Route 9 and, eventually, the Hudson River Expressway, it will create traffic congestion at the Bedford and Beech Road intersection as well as the Bedford Road and Route 9A intersection. Until an interchange is built in conjunction with the reconstruction of the Taconic State Parkway, the new road should reduce traffic volume on existing Route 117 between Route 9 in North Tarrytown and the intersection of Bedford and Beech Road in Mount Pleasant.

The Hawthorne Interchange, which is under construction and scheduled for completion in 1971, will eliminate the congestion created by the on-grade traffic circle but will have limitations on the number of possible traffic movements. At present, the Hawthorne Circle serves as a complete interchange for the two parkways crossing it, offering all possible traffic movements from one route to another. The new interchange will not allow northbound traffic on one parkway to go southbound on another. For example, it will not allow traffic heading north on the Taconic to go south on the Saw Mill River Parkway at the interchange, without using Broadway, a local street in Mount Pleasant. This limitation of the interchange will force some motorists onto the local streets of the Town.

The interchange will also make it more difficult to leave and enter the parkways in the vicinity of the Hawthorne business area.

**Traffic Information Report, Route 117 Corridor Study, Pleasantville to Katonah*, by Edwards and Kelcey for New York State, Department of Transportation, Nov. 1967.

Sprain Brook Parkway: The Sprain Brook Parkway will connect the Hawthorne interchange with the Bronx River Parkway in Yonkers. Although the southern section is complete, the link between the Hawthorne interchange and the Cross Westchester Expressway will not be constructed for several years. The section of the Hawthorne Complex that is presently under construction will make the Grasslands Area more accessible from the north of Mount Pleasant but will only be of minor importance until the entire route is completed. No provisions have been made to continue Stevens Avenue east of Bradhurst but, rather, have it stop at this route.

Taconic State Parkway: The Taconic State Parkway, north from the Hawthorne Interchange to its intersection with Route 100 in New Castle, will be reconstructed to a six-lane, limited-access highway. This reconstruction will eventually incorporate an interchange for the new Route 117 now under construction from Route 9 and, later on, connect with the Hudson River Expressway.

When the Taconic State Parkway is reconstructed, and the Sprain Brook Parkway is completed, a major north-south, limited-access, non-commercial highway will pass through the center of Mount Pleasant.

West Lake Drive: The Westchester County Department of Public Works will award a \$300,000 contract this year (1969), for the realignment of West Lake Drive from the western side of Kensico Dam to Prospect Street. The realignment will take the curve out of the road in the vicinity of the Dam and widen the pavement to 24 feet.

The County is initiating a \$25,000 study for possible improvements on Kensico Road between Franklin Avenue and Columbus Avenue. The study will cover the present conditions and possible improvements to this 0.7 mile section.

FUTURE DEVELOPMENT

Westchester County

In April of 1966, the Westchester County Planning Department issued a "Preliminary Highway Plan" showing existing, programmed and proposed interstate highways, parkways, and major thoroughfares and expressways in Westchester County. This plan was intended as an input to the State Department of Public Works and the Tri-State Transportation Commission for evaluation as a possible highway network for the County in 1985. The County Planning Department clearly qualified their "plan" as a proposal for testing and evaluation only; it is not final and is not official in the

sense of being binding on any of the levels of government affected. It is an example, however, of the type of road network that the Planning Department believes will be necessary to accommodate the growth expected within Westchester over the next twenty years. The "Preliminary Highway Plan" shows the following proposed improvements within the Town of Mount Pleasant:

1. Route 117 from Beech Hill Road to Kensico Avenue, around the southern part of Pleasantville, and northward to New Castle;
2. A new major thoroughfare from the Kensico Dam area, northwesterly to parallel of the Saw Mill River Parkway below the Hawthorne Interchange, approximately following the routes of 9A to Broadway—to Commerce Street—to Kensico Avenue;
3. Major improvements on the southerly section of Columbus Avenue;
4. A continuation of Commerce Street southward to the Kensico Dam area; and
5. A realignment of the Saw Mill River Parkway to eliminate the curve north of the Hawthorne Interchange, below Pleasantville.

Adjacent Communities

The following information has been obtained from town plans, and state and local officials:

Town of New Castle: The Town Plan for New Castle, completed in 1968, recommends that King Street (Route 120), which passes through the northeastern section of Mount Pleasant, be widened and realigned in some places in New Castle, in order to handle anticipated increases in traffic volumes. The Plan recognized that Route 117 needs improvements yet disagrees with the State as to the new highway being four lanes, separated by a 16-foot center mall. The Town of New Castle is actively studying new alignments for this route. Douglas and Hardscrabble Roads, both collector arteries in New Castle, are not specifically recommended for any improvements at this time, although the Plan recommends minimum right-of-way widths for collector roads of 50 feet.

Town of North Castle: North Castle's 1967 Town Development Plan also recommends that King Street (Route 120) be widened and realigned to handle increases in traffic volumes expected due to Interstate 87. With the construction of the interchange with Interstate 87 at Westchester County Airport, King Street has taken on added importance while Route 22, which Lake Drive and King Street intersect, will be relieved of increased traffic due to the construction of this major route.

Town of Greenburgh: The Saw Mill River Road (Route 9A), will be realigned between Ardsley and Elmsford.

In order to allow for the future widening of Grasslands Road and the Saw Mill River Road, Union Carbide has designed their new office building over this artery to accommodate two additional lanes of traffic. The 180-foot span from pier to pier is more than sufficient for this improvement. In addition, a 50-foot right-of-way has been dedicated to the Town of Mount Pleasant for this road's future widening.

The Villages of Briarcliff Manor, North Tarrytown and Pleasantville presently do not have any announced plans to improve their local streets or highways.

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD

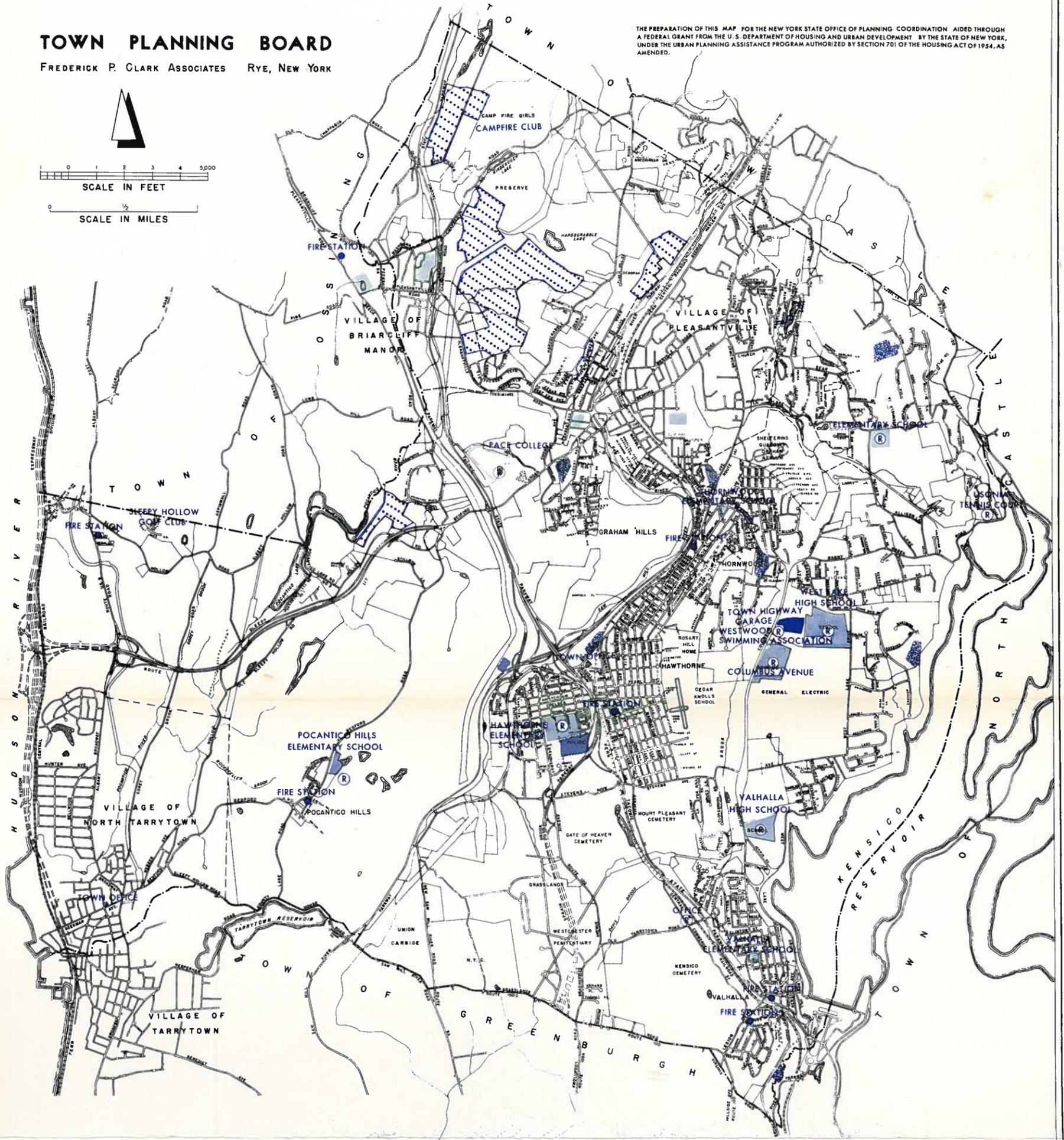
FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK

THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION AIDED THROUGH A FEDERAL GRANT FROM THE U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



0 1 2 3 4 5,000
SCALE IN FEET

0 1/2
SCALE IN MILES



EXISTING PUBLIC FACILITIES

- SCHOOLS ●
- RECREATION (R)
- PARKS ●
- FIRE STATIONS ●
- POLICE STATIONS ●
- OTHER MUNICIPAL FACILITIES ●
- TOWN OWNED LAND (D)

REVISIONS

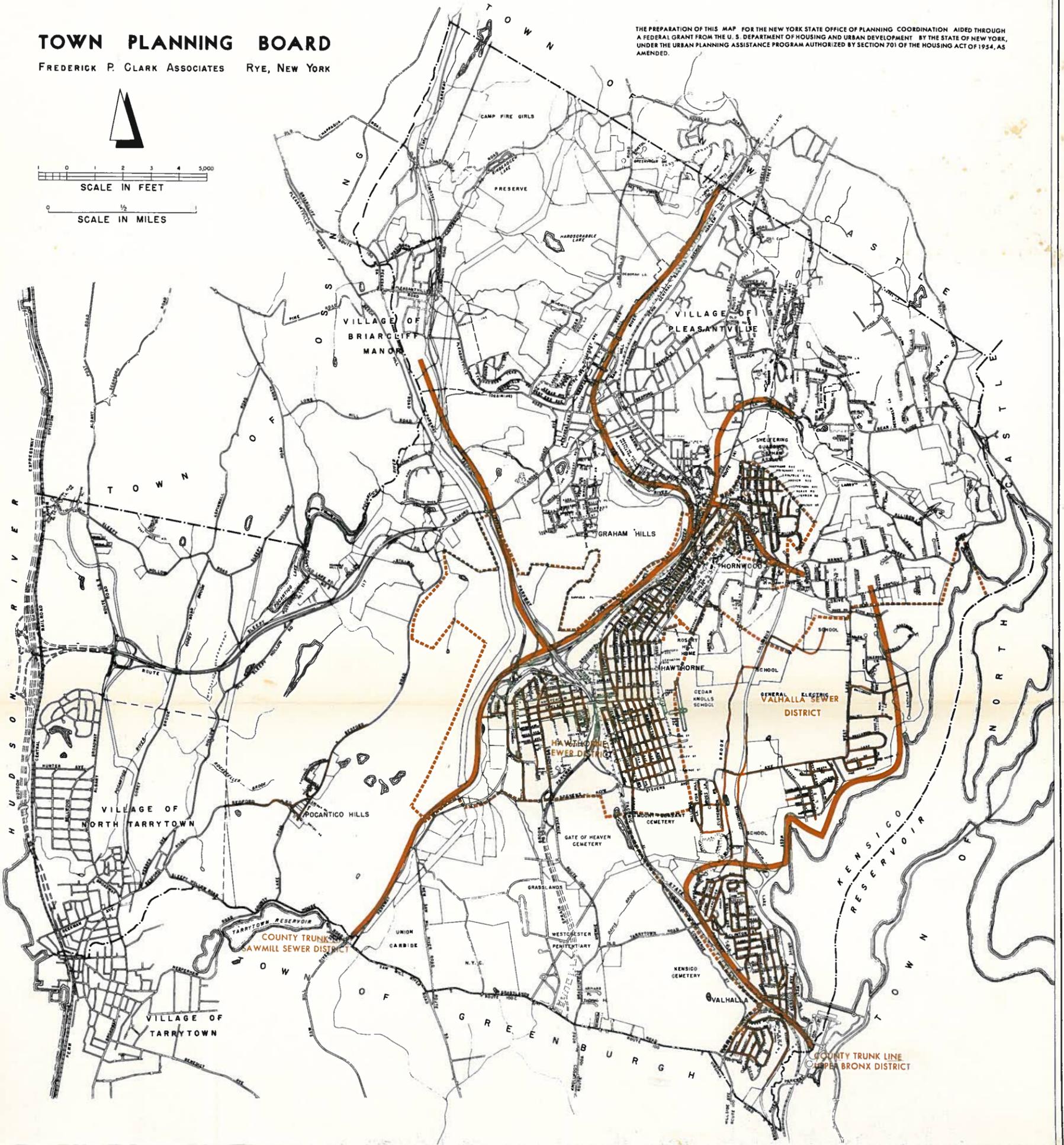
	JANUARY 1968	gpc
	AUGUST 1965	rbp
	MAY 1965	rbp
	NOVEMBER 1965	rbp
	DECEMBER 1968	gpc
	MARCH 1965	rbp
	JULY 1964	rbp
	AUGUST 1960	rbp
	JULY 1955	rbp

Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant - Drawn By G. A. S. February 1953

TOWN OF MOUNT PLEASANT, N. Y.

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 FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK

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AREAS SERVED BY SANITARY SEWERS

- AREAS SERVED ————
- TRUNK LINES —————
- SEWER DISTRICT BOUNDARIES - - - - -

SOURCE: MOUNT PLEASANT TOWN ENGINEER 1969

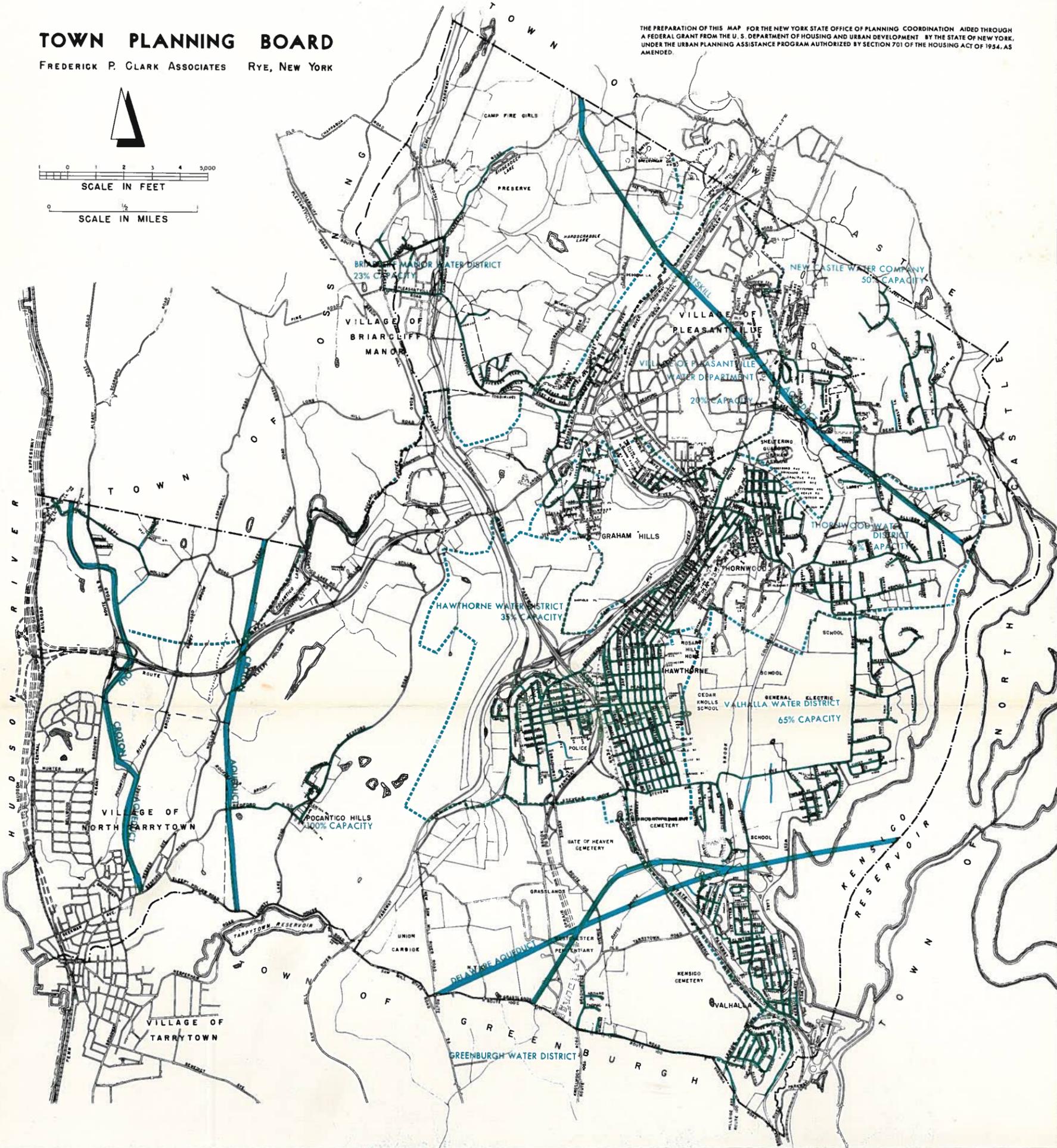
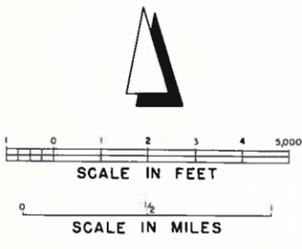
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	JULY 1953

Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant - Drawn By G. A. S. February 1953

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD
 FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK

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AREAS SERVED BY WATER MAINS

AREAS SERVED —————
 AQUEDUCTS —————
 WATER DISTRICT BOUNDARIES - - - - -

SOURCES: NEW CASTLE WATER COMPANY
 BRIARCLIFF MANOR WATER DISTRICT
 HAWTHORNE WATER DISTRICT
 THORNWOOD WATER DISTRICT
 VALHALLA WATER DISTRICT
 VILLAGE OF PLEASANTVILLE WATER DEPARTMENT
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PUBLIC FACILITIES

SANITARY SEWERS

Although a good portion of Mount Pleasant's population is served by sanitary sewers, the five residential areas that presently do not have this public facility are along: Bear Ridge Road, Nanny Hagen Road, Hardscrabble Road, Sleepy Hollow Road, and the Graham Hills area.

Three sewer districts and one private sewer system provide Mount Pleasant with its sanitary sewer systems which act as collectors for the County trunk lines that are in and adjacent to the Town. Effluent from these districts are conveyed to the County trunk sewer lines and thence to the County treatment plant in Yonkers.

The eight-inch sewer lines that are installed are capable of serving approximately 250 families. The sewer system in the Town is constantly being added to, as new development takes place. Residential subdivisions that are developed usually install individual septic systems if soil conditions permit, and a sanitary sewer line is not in the near vicinity.

The Town is underway in expanding the sewer lines to the Rosary Hill complex, and is planning in the next two or three years to bring sewer lines to the Church Street area. Although one acre is usually sufficient to support an individual sanitary system for a single-family dwelling, soil conditions and/or topography must be considered. As an example, the Town Engineer feels that the Deerfield Lane and Rolling Hills areas, although in one acre zones, will have to be serviced in order to alleviate the sanitary sewer problems caused by individual septic systems serving these R-40 zoned residences.

STORM WATER DRAINAGE

As the Town continues to develop, the need for a comprehensive Town-wide drainage plan will become more and more acute. As land is developed, impervious surfaces such as roofs, driveways and streets increase the runoff of storm water which previously had been absorbed into the soil. This additional runoff is then conveyed more rapidly to the lower areas of the Town and adds to the problem of flooding.

The only way to ensure that adequate drainage facilities are being installed, either in connection with new land development or as a Town improvement program, is to relate these individual problems to a Town-wide drainage plan. Such a plan would analyze the several watershed areas, deter-

mining the amount of water runoff that should be anticipated when watershed areas are fully developed. It would also indicate the size and location of drainage facilities required to handle that volume of water. With such a drainage plan available, the Planning Board would be in a better position to determine the proper storm water drainage facilities that should be installed when land is developed. As a result, the Town would lessen the possibility of having to undertake costly projects to correct serious drainage situations.

WATER SUPPLY

The new Croton Aqueduct, which has replaced the old Croton Aqueduct, is situated on the west side of Mount Pleasant. It carries water from Croton Lake to the gatehouse at 135th Street in New York City. The Catskill Aqueduct, crossing the northeastern section of Mount Pleasant to Kensico Reservoir, and south to New York City, obtains its water supply from the watersheds of the Esopus Creek and the Schoharie River. This water supply is contained in two large reservoirs, the Ashokan, and the Schoharie. The Delaware Aqueduct, passing through the southwestern corner of Mount Pleasant, obtains its water supply from the Rondout Reservoir on Rondout Creek.

These aqueducts bring water from upstate reservoirs to New York City. Although this water supply is controlled by New York City, the City must, by law, provide any legally constituted water district within the County with the same amount of water per capita as the City of New York supplies its residents. Presently, this amount ranges from 110 gallons to approximately 150 gallons of water per day per capita. Accordingly, any legally established water district in Mount Pleasant can draw from 110-150 gallons per day per resident, depending on how much water New York residents are using in any given month.

Mount Pleasant is served by the Thornwood, Hawthorne and Valhalla Water Districts within the Town, the Pleasantville Water Department, and the Briarcliff, New Castle and Greenburgh Water Districts and New Castle Water Company are situated outside of the unincorporated limits of the Town.

The Thornwood Water District presently supplies approximately 350,000 gallons of water per day to its 1,281 accounts. Originally all of the water was supplied by wells. Presently 90% of the District's water supply comes from wells and 10% comes from the Catskill Aqueduct. The system,

which can supply 800,000 gallons per day, is operating at 43% of its capacity.

The Hawthorne Water District supplies approximately 350,000 gallons of water per day to its 1,300 accounts. All of this water comes from the Catskill Aqueduct. The District's present demand is only 35% of its capacity of 1,000,000 gallons of water per day.

The Valhalla Water District supplies 850,000 gallons of water daily to its approximately 1,450 accounts. This supply comes entirely from the Catskill Aqueduct and represents 65% of the District's capacity of 1,300,000 gallons of water per day.

The Village of Pleasantville has its own water department which supplies 700,000 gallons of water per day. Fifty-two percent of this supply comes from the Catskill Aqueduct and 48% from wells. The Water Department is able to produce 3,500,000 gallons of water per day, and the system is only used to 20% of its capacity. The Pleasantville Water Department has received permission from the New York State Water Resource Commission to supply water one mile from the Village boundaries, which enables the Water Department to serve a large area of the Town.

Although Briarcliff partitioned and received approval from the Water Resource Commission in 1933 to serve an area beyond the Town boundaries, the area is not legally a water district. The "Water District" presently supplies 800,000 gallons of water per day. Fifty percent of this comes from the Croton Aqueduct and 50% from wells. The District's present demand represents only 23% of its total capacity which is 3,500,000 gallons per day.

The New Castle and Greenburgh Water Districts serve small portions of the Town of Mount Pleasant which are immediately adjacent to their boundaries.

The Pocantico Hills area has its own private water system, which comes entirely from ponds in the area. A water connector with the Village of North Tarrytown does exist for emergency purposes only. The watershed area that supplies the ponds and, subsequently, the residents of the area, does not collect enough water for any additional demands.

The Usonia residential development has its own water system which is supplied from wells.

In 1901 the New Castle Water Company was established by Victor Ginsburg who bought land in the southeastern part of New Castle, dammed up streams and formed artificial lakes to supply his water system. In 1930 the New Castle Water District was formed to tie into the aqueduct system

going through the Town. The New Castle Water District supplies water to an area north of Hights Cross Road while the New Castle Water Company supplies water from its lakes to an area south of Hights Cross Road, including parts of the Town of Mount Pleasant. This private system presently supplies approximately 110,000 gallons of water per day; if demand warranted, the supply could be doubled. The water tower on the Kraus Estate in the Town of Mount Pleasant is not presently being considered a possible part of the water company's system since the water pressure of the tower is less than that of the company's system.

The Grasslands area is not served by any public water, except for the Grasslands Reservation which is operated by Westchester County, and Union Carbide, whose property transcends the Greenburgh Town boundary. If the Grasslands complex petitioned the Town of Mount Pleasant to become a water district, its low residential population would not qualify it for enough water to supply the present and potential industrial demands in the area. However, if the water district boundaries of the Valhalla and/or Hawthorne Water Districts were expanded to include Grasslands, an adequate water supply for this area could possibly be supplied. The Hawthorne Water District would be the most logical for expansion due to its 65% excess water capacity and its large degree of development.

The northeastern section of Mount Pleasant, which is not in a water district, and the northwest section of the Town which is in the so-called Briarcliff Water District, should consider petitioning the Town to become official water districts in order to have the right to obtain water from the New York City Water System.

LIBRARIES

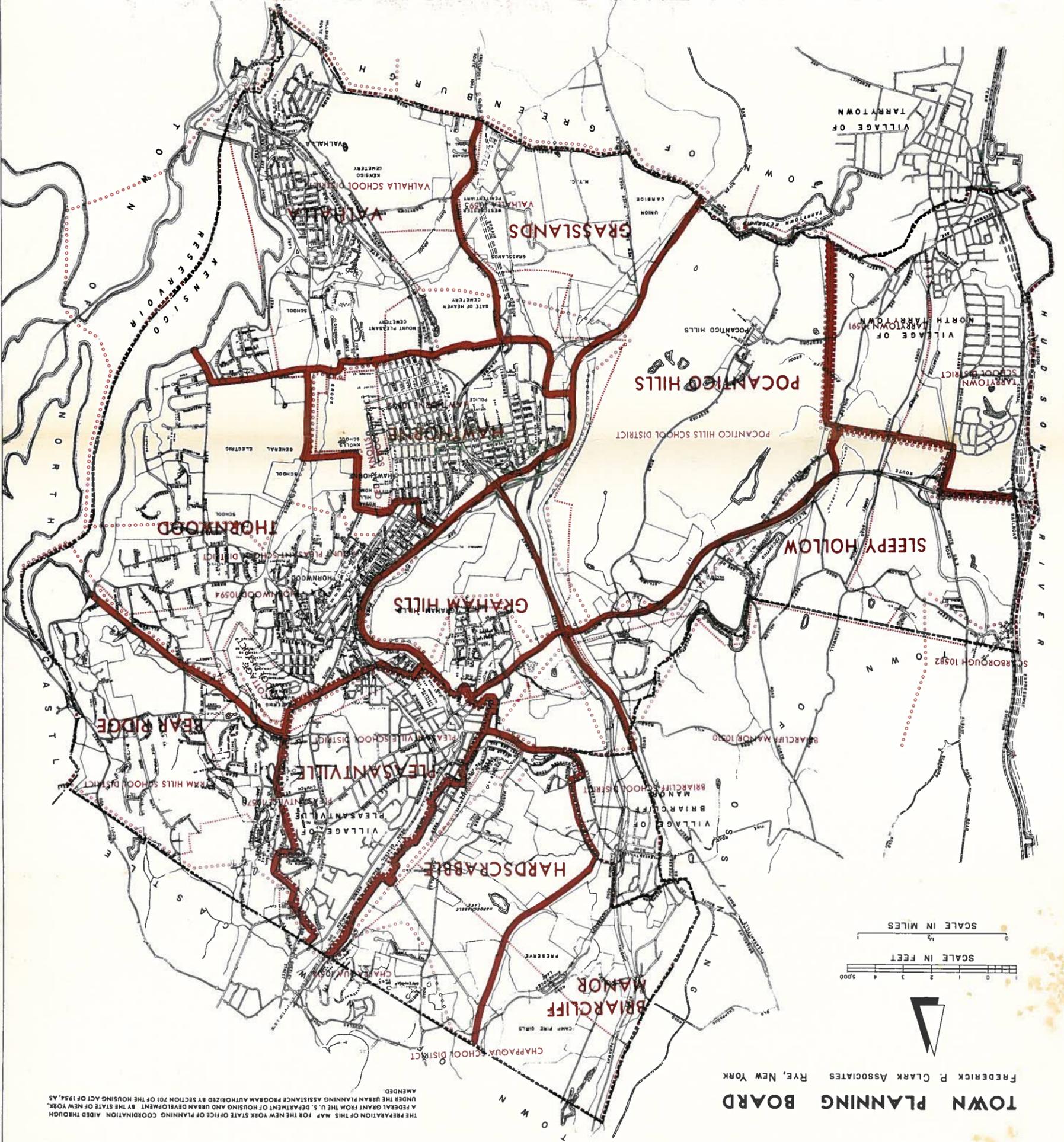
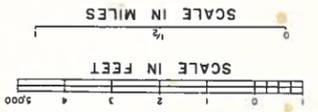
According to a recently published report*, libraries should be located in or near commercial areas and shopping centers in order to promote library use. Although the cost of the land might run as high as one-half of the total cost, as compared to approximately one-third in general construction, the higher cost is justified by higher circulation and, consequently, lower cost of operation per unit. In a library system serving from between 10,000 to 35,000 people, 2¼ to 3 books per capita should be in stock. The main Town Library, which is shared with the Village of Pleasantville, has 17,237 card-carrying members. Using this standard, the Library should have between

*ASPO Planning Advisory Service, *Planning the Public Library*, December 1968.

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD
 FREDERICK P. CLARK ASSOCIATES
 RYE, NEW YORK

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NEIGHBORHOOD BOUNDARIES ———
SCHOOL DISTRICT BOUNDARIES - - - - -
POSTAL DISTRICT BOUNDARIES
LEGAL BOUNDARIES - - - - -

REVISIONS

REVISIONS	DATE	DESCRIPTION
1	AUGUST 1959	PRELIMINARY
2	AUGUST 1959	ADJUSTED
3	MAY 1960	ADJUSTED
4	JULY 1960	ADJUSTED
5	MARCH 1961	ADJUSTED
6	SEPTEMBER 1961	ADJUSTED
7	NOVEMBER 1961	ADJUSTED
8	MAY 1962	ADJUSTED
9	AUGUST 1962	ADJUSTED
10	AUGUST 1962	ADJUSTED
11	AUGUST 1962	ADJUSTED
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17	AUGUST 1962	ADJUSTED
18	AUGUST 1962	ADJUSTED
19	AUGUST 1962	ADJUSTED
20	AUGUST 1962	ADJUSTED

Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant—Drawn By G. S. HANCOCK, 1953

47,400 to 51,700 volumes. In fact, the system has 58,934 volumes of which approximately 9,000 volumes are in the Valhalla Branch.

The main Town Library is located at 350 Bedford Road in the Village of Pleasantville, and the Branch Library is at 6 Cleveland Street in Valhalla. The two Libraries, combined, are staffed by three full-time professionals, one part-time professional, seven full-time clerical employees, and two part-time trainees.

The Library in Pleasantville was opened in 1967 and presently has parking for 50 cars. The Branch Library in Valhalla is located in a rented building that was built in 1968. The off-street parking area that will serve this branch will, when improved, provide adequate off-street parking facilities.

Operating expenses for the Library come from fines and other various fees (\$8,000), private sources (\$750), and the Town of Mount Pleasant and the Village of Pleasantville which contribute 60% and 40% of the budget, respectively. In the fiscal year 1967-1968, the budget was \$114,184.

TOWN OFFICES

The Town government of Mount Pleasant is located in four separate, widely-scattered structures. It is felt that this lack of a central physical structure, housing all of the functions of the Town government, contributes to the lack of identity of the Town.

The Town Supervisor, Board, the Town Clerk, the Comptroller and the Receiver of Taxes are located at 47 Beekman Avenue in North Tarrytown. The office space is leased from the proprietor of the building. The Tax Assessor, Court Clerk, Police Department and Building Department are all located in a Town-owned building at 70 Broadway in Hawthorne. The Recreation Department is located in the Town-owned Valhalla Railroad Station, and the Town Engineer and Highway Superintendent have offices in the Town Highway Garage on Columbus Avenue.

FIRE PROTECTION*

The Town of Mount Pleasant is covered by six Fire Districts and five Fire Protection Districts. The main difference between a Fire District and a Fire Protection District is that the former is

*This information was obtained from field surveys in 1968, 1969, Mr. Studwell from the Westchester County Mutual Aid System, and the New York Fire Insurance Rating Organization, New York City, N.Y.

formed by the taxpayers in the areas, whereas the latter is fire protection that is contracted for from other Fire Districts. The following is the list of Fire Districts and Fire Protection Districts serving the Town. The name in parenthesis is the name of the Fire Department that protects the area, if the area has outside protection.

Hawthorne Fire District
Briarcliff Manor
Valhalla Fire District
Northeast Briarcliff Fire Protection District
(Briarcliff Manor V)
East Briarcliff Fire Protection District
(Briarcliff Manor V)
Hardscrabble Fire Protection District
(New Castle TFD 1)
South Hardscrabble Fire Protection District
(Pleasantville Fire District)
Pleasantville Fire District
Thornwood Fire District
Pocantico Hills Fire District
Scarborough Fire District
(Briarcliff Manor V)

MINIMUM SCHOOL SITES

In choosing future sites for new schools, the minimum size will depend on several factors. In a study of minimum school sites conducted in 1963* the range varied from two to fifteen acres for an elementary school. For secondary schools the range was from five to forty-five acres. However, the most commonly used standard was five acres for an elementary school, with an additional acre for each one hundred pupils of ultimate enrollment. The recommended size of junior high school sites ranges from 10 to 20 acres, with the median being 15 acres; and the recommended senior high school site ranges from 20 to 30 acres, with the median being 25 acres. For both junior and senior high schools, the standard formula of one additional acre for each one hundred pupils of ultimate enrollment applies.

SCHOOL DISTRICTS

Mount Pleasant 1 — Mount Pleasant: This School District covers the Hawthorne area of Mount Pleasant and small sections of the Towns of North Castle and Greenburgh, and the Village of Pleasantville. All of the school buildings are situated in the Town of Mount Pleasant.

The Hawthorne Elementary School, K-6, is lo-

**School Site Selection*, ASPO Planning Advisory Service, August 1963.

cated in Hawthorne on the southeasterly corner of Bradhurst Avenue and Broad Street. The school has a capacity of between 400 and 425 and presently has an enrollment of 440 students.

The Thornwood School, southeast of the intersection of Commerce Street and Kensico Avenue in Thornwood, has a capacity of between 400 and 425 students, with a present enrollment of 367 students. It serves grades K-6.

The Columbus Avenue School, serving K-6 grades, is on the eastern side of Columbus Avenue. Although its capacity is between 400 and 425, its present enrollment is 539.

The West Lake High School, now serving grades 7 through 12, is located west of West Lake Drive. Its capacity of 1,000 students is exceeded by its present enrollment of 1,350 students.

A new middle school, serving grades 6 through 8, is under construction adjacent to the West Lake High School. The new school, which will be completed in approximately two years, will have a capacity for 725 students. By taking grades 6 through 8 it will relieve all of the elementary schools and the high school by taking the 6th grades from the elementary schools, which will include 200 6th graders from the Columbus Avenue Elementary School, and the 7th and 8th grades from the high school.

Mount Pleasant 2 – Pocantico Hills: This School District, which includes the western part of Mount Pleasant to Gorey Brook Road, also encompasses a large portion of the Grasslands industrial complex in both Mount Pleasant and Greenburgh, and the northeastern corner of the Village of North Tarrytown. Because of large areas of this District being in estates which produce relatively few public school children, and high-paying tax industries in the Grasslands industrial complex, the school taxes in this district are relatively low.

The one K-8 elementary school in this district is located in Pocantico on the eastern side of Bedford Road. Since this school district does not include a high school, high school pupils are sent to the Tarrytown High School which assesses the Pocantico School District on a per capita basis.

The elementary school, which has a capacity of 450 pupils, presently has an enrollment of 443. The findings of a report prepared by the Institute of Field Studies, Columbia University, in June 1968, recommended that additional facilities be added to the existing structure, including additional classrooms. A referendum has been scheduled to go before the voters of this District to approve this expansion which will provide 9 additional classrooms, a gymnasium and a pool. This

would increase the school's capacity to 600 pupils. There is presently ample space for expansion, with an additional 15 acres available if necessary.

Mount Pleasant 3 – Cedar Knolls: This School District, which only serves the Cedar Knolls Institution, does not have any effect on the public school children of Mount Pleasant.

Mount Pleasant 5 – Valhalla: This School District includes the hamlet of Valhalla in Mount Pleasant and small sections of Greenburgh, North Castle and North White Plains. Two of the three elementary schools in this district are outside of the Town of Mount Pleasant. The Columbus Avenue K-6 Elementary School on Columbus and Livingston Avenues in Valhalla has a capacity student enrollment of 453. The high school on Columbus Avenue also has a capacity student enrollment of 1,077. Plans are presently under way to add an additional seven classrooms to the high school to increase its capacity. There is no room for expansion at the Columbus Avenue Elementary School.

Mount Pleasant 9 – Pleasantville: The Pleasantville School District covers only small sections of Mount Pleasant which are adjacent to the Village boundaries. The district has one high school, one junior high school, and an elementary school.

North Castle 1 – Byram Hills: This School District serves the Bear Ridge area of Mount Pleasant. The schools that Mount Pleasant children attend in this district are: the Bear Ridge School, the Crittenden School, and the Byram Hills High School.

Bear Ridge School, located in the Town of Mount Pleasant, is a K-4 facility with an enrollment capacity of 165; its present enrollment is 156. The Crittenden School, located on Mac Donald Avenue in Armonk, serves the 5th and 6th grades; its capacity is 350, while its present enrollment is 406. The Byram Hills High School, on Tripp Lane in Armonk, serves grades 7 through 12. With a capacity of 900, its present enrollment is 984.

Although there is an apparent need for additional facilities, a middle school bond issue has recently been voted down twice. Space at the various schools is ample for expansion.

New Castle 4 – Chappaqua: This School District includes only small sections of the northern end of Mount Pleasant. Public school pupils from Mount Pleasant attend three of the district's schools, the K-5 Grafflin School, the 6-8 Robert E. Bell School, and the Horace Greeley High School, all located in Chappaqua.

The present student enrollments are 750 at the Grafflin School, 920 at the Bell School, and 1,100

Table 21

ULTIMATE SCHOOL AGE POPULATION BY SCHOOL DISTRICT

SCHOOL DISTRICT	STUDENTS IN ZONE					TOTAL STUDENTS
	R-40	R-20	R-10	R-5A	R-3A	
Mt. Pleasant MP-1						
Vacant	—	112	97	—	4	213
Estates	53	—	—	—	—	53
Publicly Owned	179	—	—	—	—	179
Pocantico Hills MP-2						
Vacant	99	—	10	—	—	109
Estates	1,473	—	—	—	—	1,473
Publicly Owned	—	—	—	—	—	—
Hawthorne Cedar Knolls MP-3	—	—	—	—	—	—
Valhalla MP-5						
Vacant	—	97	84	13	—	194
Estates	—	—	—	—	—	—
Publicly Owned	—	14	—	—	—	14
Pleasantville MP-9						
Vacant	16	—	125	—	—	141
Estates	—	—	—	—	—	—
Publicly Owned	1	—	74	—	—	75
Tarrytown G-1						
Vacant	31	—	—	—	—	31
Estates	433	25	35	—	—	493
Publicly Owned	—	—	—	—	—	—
Byram Hills NC-1						
Vacant	271	11	—	—	—	282
Estates	—	—	—	—	—	—
Publicly Owned	—	—	—	—	—	—
Chappaqua NC-4						
Vacant	215	—	—	—	—	—
Estates	—	—	—	—	—	—
Publicly Owned	9	—	—	—	—	9
Briarcliff Manor O-2						
Vacant	367	—	—	—	—	367
Estates	—	—	—	—	—	—
Publicly Owned	144	—	—	—	—	144
TOTALS:						
Vacant	1,234					
Estates	2,019					
Publicly Owned	421					

SOURCE: Frederick P. Clark Associates.

at the Horace Greeley High School. A bond issue has been approved to construct a new elementary school.

Ossining 2 – Briarcliff Manor: This School District includes portions of the Town of Mount Pleasant that are adjacent to the Village of Briarcliff's borders. The District is presently constructing a new high school in the Town of Mount Pleasant, south of the Pleasantville Road, adjacent to and partially in the Village of Briarcliff. This site was chosen in the eventuality that the Briarcliff Manor School District and the Pleasantville School District combine into one. When the new high school is completed, Todd Elementary School will only have K-5 grades; the present high school will become a middle school containing grades 6 through 8, and the new high school will contain grades 9 through 12. The capacity of this high school will be 500 students. The Todd School presently has an enrollment of 650, and the high school an enrollment of also 650.

Greenburgh 1 – Tarrytown: This School District covers the area west of Gorey Brook Road in Mount Pleasant, and also provides high school facilities to the Pocantico Hills School District. The Sleepy Hollow High School, which has a capacity of 1,200 students, and a present enrollment of 1,082 (of which 192 come from Pocantico Hills), is located on North Broadway in the Village of North Tarrytown. Other schools in this district are two K-2 schools, Tappan Hill in Tarrytown, with an enrollment of 283, and Paulding in North Tarrytown, with an enrollment of 359. Serving grades 3 and 4 is the Pierson School in Tarrytown, with an enrollment of 323. Grades 5 and 6 are in the Norse

School which has 515 pupils, and grades 7 and 8 are in the Washington Irving Junior High School. Presently there are no plans for added improvements to these schools, although there is a need for a replacement of the Pierson School.

PROJECTED SCHOOL POPULATION

In order to determine the future school needs, the population projections have been analyzed according to School Districts. It is assumed that there is approximately one public school age child per family.* All the projections are based on buildable land only. The three refinements of availability, discussed earlier, have also been made in this projection. The formula that was used was: (land) minus (land not used for development) times (number of families per acre) times (one school age child per family).

Based on 25 students per classroom, if all buildable land were developed, there would be a need for approximately 160 additional classrooms. This would be distributed over the following school districts in the various classifications of land availability.

TAX RATES

The tax rates from one school district to another vary greatly within the Town, as reflected by the table.

*This is based on a recent study conducted in Greenburgh, of the number of public school age children per residential dwelling.

Table 22

CLASSROOMS NEEDED FOR ULTIMATE POPULATION

SCHOOL DISTRICT	VACANT	ESTATES	PUBLICLY OWNED	TOTAL
MP-1	9	2	7	18
MP-2	4	59	0	63
MP-3	—	—	—	—
MP-5	8	—	1	9
MP-9	6	—	3	5
G-1	1	20	—	21
NC-1	11	—	—	11
NC-4	8	—	—	8
O-2	15	—	7	22
TOTALS	62	81	18	161

Table 23

SCHOOL TAX RATES

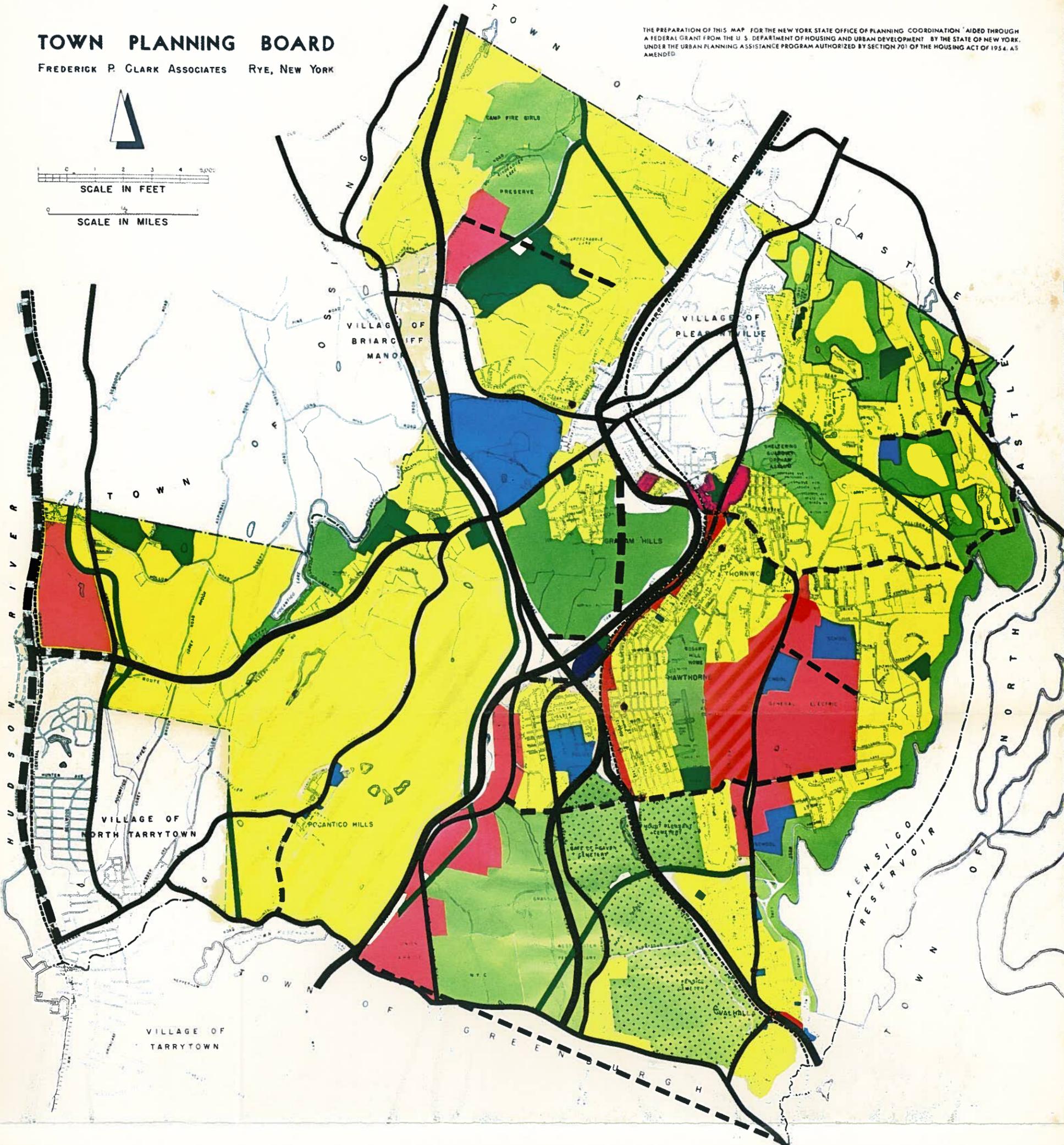
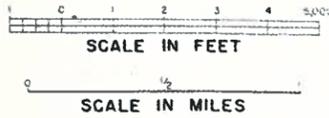
SCHOOL DISTRICT	TAX RATE IN MILLS PER \$1,000 (1969)
Mount Pleasant 1 - Mount Pleasant	85.6
Mount Pleasant 2 - Pocantico	47.6
Mount Pleasant 5 - Valhalla	83.7
Mount Pleasant 9 - Pleasantville	98.2
North Castle 1 - Byram Hills	107.1
New Castle 4 - Chappaqua	124.3
Ossining 2 - Briarcliff Manor	125.9
Greenburgh 1 - Tarrytown	75.8

TOWN OF MOUNT PLEASANT, N. Y.

TOWN PLANNING BOARD

FREDERICK P. CLARK ASSOCIATES RYE, NEW YORK

THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION AIDED THROUGH A FEDERAL GRANT FROM THE U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



PLAN

- RESIDENCE**
- LOW DENSITY HOUSING
 - ELDERLY HOUSING
- COMMERCE**
- RETAIL
 - SERVICE-COMMERCIAL
 - OFFICE
 - INDUSTRY

- OPEN SPACE**
- RECREATION
 - RECREATION TRAIL
 - CEMETERY
 - OPEN SPACE
 - OPEN SPACE DEVELOPMENT
 - PUBLIC FACILITY
 - TOWN CENTER

- TRAFFIC CIRCULATION**
- EXISTING PROPOSED
- MAJOR STREET
 - HIGHWAY
 - INTERSECTION NEEDING IMPROVEMENT
 - - - RAILROAD

REVISIONS

JANUARY 1958	gsp
AUGUST 1956	rdp
MAY 1956	gsp
NOVEMBER 1955	rdp
DECEMBER 1950	rdp
APRIL 1955	rdp
MARCH 1955	rdp
AUGUST 1950	rdp
JULY 1954	rdp
JULY 1953	rdp

Base Map (For Planning Purposes Only) Prepared For The Mount Pleasant Town Planning Board By FREDERICK P. CLARK, Planning Consultant—Drawn By G. A. S. February 1953

PLAN

REGIONAL PLAN

MAJOR FINDINGS

Situated at the "waist" of Westchester County, on the edge of a largely built-up area, containing relatively large amounts of developable land, the Town appears to be on the threshold of an era of intensive growth. As White Plains becomes more urbanized, these pressures on Mount Pleasant will increase.

GOALS AND OBJECTIVES

Although the general character of Mount Pleasant should remain the same, that of a semi-rural community, the development pressures that are emanating from the New York City Metropolitan Region should be recognized and controlled, to

achieve a balanced community. Through controlled development, these pressures can be met for the benefit of the community without loss of its character.

POLICY

Contain the development of high-density land uses in areas that will not basically change the character of the Town.

PLAN

Except along Columbus Avenue, all high-density development occurs along the parkway corridors, leaving the low-density residential areas in their semi-rural character.

TOWN IDENTITY

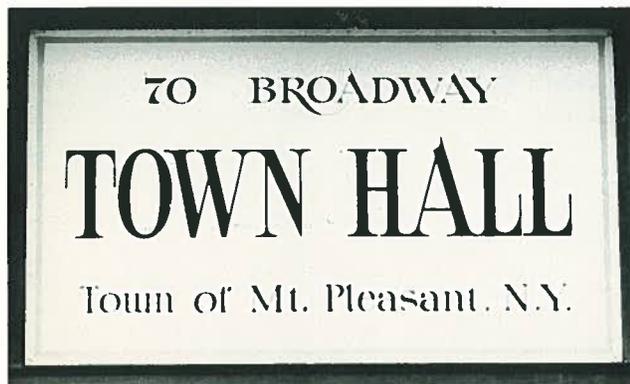
The elements which give an area identity, a sense of recognition, are lacking in Mount Pleasant. The legal boundaries which define the Town are not reinforced by the other elements which usually give an area its identity. The people living within the borders of Mount Pleasant have closer identification to the neighborhoods in which they live such as Valhalla, Thornwood, Pleasantville and Pocantico Hills. Subsequently, Mount Pleasant is more of a federation or collection of ten neighborhoods than a cohesive town. There are several factors which contribute to this lack of identity within the Town.

CENTRAL BUSINESS DISTRICT

A Town's identity is often associated with the main shopping area which people relate to. When one thinks of Pleasantville or White Plains it is the main shopping area that often becomes the focal point for identity. In Mount Pleasant there is no central business district, but rather three small shopping areas. The shopping areas that the Town's citizenry do relate to are outside of the unincorporated area of the Town; namely, North Tarrytown, Pleasantville and Briarcliff Manor.

POSTAL DISTRICTS

Rather than one postal district covering the Town and giving it identity by a name, there are



U.S. POST OFFICE

HAWTHORNE, N.Y. 10532

six postal districts covering Mount Pleasant, four of which extend outside of the unincorporated area; subsequently, one living in Mount Pleasant has mail addressed to either Chappaqua, Pleasantville, Briarcliff Manor, Hawthorne, Thornwood or Valhalla, but not Mount Pleasant.

SCHOOL DISTRICTS

The lack of identity in Mount Pleasant is also due to the Town being divided into nine separate

school districts, four of which extend into other towns.

CENTRAL GOVERNMENT

The administration of the Town is located in four separate areas: North Tarrytown, Broadway and Columbus Avenue in Hawthorne, and Valhalla (Recreation Department).

GOALS AND OBJECTIVES

The community identity, which is presently toward one of the ten neighborhoods within the Town, should be strengthened to give the Town an identity of its own.

RESIDENTIAL

MAJOR FINDINGS

Land Use: Of the 2,843 acres of land in residential use (18.9% of the total land area of the Town) single-family homes account for over 99% of this total. There are a total of 3,810 acres of buildable land zoned for residential use. Of this amount, 1,968 are in estate ownership, and 433 are in public ownership, leaving 1,398 acres available for residential development. This land is zoned: 1,084 acres in R-40, 178 acres in R-20, 133 acres in R-5A, and 0.5 acres in R-3A.

GOALS AND OBJECTIVES

The Town's residential development should be composed primarily of single-family homes on one acre or more of land. Housing should also be provided for the elderly and young newlyweds who cannot now afford a home in the community.

POLICY

Every effort should be made to maintain the high standards of residential development that are characteristic of the Town.

Multi-family development should be allowed in the hamlets to rejuvenate the business areas in these locations.

Housing for the elderly should be provided.

Every effort should be made to encourage the construction of sidewalks in and around the hamlet areas.

Desirable open space should be preserved wherever possible.

The Rockefeller Family lands in the southwest part of Mount Pleasant, are proposed to be continued for very low-density residential use. This is based on the appropriateness of the lands for this purpose and the desires of the owners. However, the physiographic and locational advantages of these lands, coupled with the unique factor of very large tracts under the control of a few owners give this land great potential for a variety of purposes which could be of benefit to the Town.

PLAN

In considering the development of apartments in the hamlet areas, whose purpose would be to revitalize the hamlet areas; provide housing for all the citizens of Mount Pleasant and create a tax surplus, the following criteria would be used:

1. There should be no specific area zoned for apartments, but rather the criteria that must be fulfilled. This would place control over such development with the Planning Board.
2. There should be no more than 225 units developed in any one hamlet. This would prevent any hamlet from being overrun by multi-family development. It would also place added pressures on the various developers to design units that would be acceptable to the Planning Board.
3. No apartment development should have over 100 units.
4. Apartment development should be near public water and power facilities. If the Town

Engineer feels such facilities are inadequate for such a project, the developer should improve the facilities at his own expense.

5. The development should be within 2,500 feet of the Valhalla, Thornwood or Hawthorne railroad stations. This is an approximately 12 minute walk, which is a reasonable distance to expect a person to travel. By being near the railroad station, it is anticipated that the number of automobiles needed per apartment would be reduced.
6. The maximum density should be 50 units to the acre. Since a major objective to this district is to eliminate blight in the hamlet areas, the density should be high enough to encourage private capital to redevelop these areas. The 50 units are based on the land costs a developer would allocate for a 100 unit development, which at \$3,000 per unit is \$300,000. It is estimated that for this amount of money it is possible to assemble approximately 2 acres of land.
7. The development should be within one mile of an interchange with a limited access highway. This would help keep traffic generated by this project from using local streets.
8. The building coverage should not exceed 20% of the land coverage.
9. The parking requirement should be 1½ car spaces per unit.
10. In order to provide a wide range of housing opportunities, apartment development should contain efficiency, one and two bedroom units. This size of living accommodation is not usually provided in single-family homes.
11. The aerial ladder trucks that the Valhalla and Thornwood Fire Department have can go as high as 75 and 85 feet respectively. Subsequently, according to the New York Fire Insurance Rating Organization, buildings of this height could be afforded fire protection without any additional purchase of fire equip-

ment. Any building over 6 stories tall according to New York State Building Code, must be entirely of fireproof construction, which also would not require any additional fire apparatus.

12. This type of development will be allowed in only the C-GC and C-NR Districts.
13. Adjacent residential areas should be well buffered.
14. The Planning Board will review the site plan.
15. The Architectural Review Board will review the esthetic qualities of the project.
16. Proper setbacks shall be provided to allow future street widening.

Open Space Development: In order to preserve the feeling of openness in Mount Pleasant, this type of development is recommended on the large tracts of land in the northeastern section of the Town. The overall density that would be allowed under a conventional subdivision would not be increased with this type of development. Subsequently, if a conventional subdivision could have 50 conforming lots, the open space development would not be allowed to have more than 50 houses. The open area that is created must be ensured against further development by legal action, and its maintenance must be guaranteed.

Housing for the Elderly: In addition to office type development, townhouses or garden apartments for the elderly should be considered between Columbus Avenue and the Hawthorne Cedar Knolls complex. This area, which is heavily wooded and hilly, could be developed to take advantage of this natural beauty. A development of this type could be a tax producing factor. The development would not detract from the low density rural housing in the area, due to the strong boundaries which surround this area, which include the Hawthorne Cedar Knolls complex, Columbus Avenue, Stevens Avenue, and a buffer strip (to the north) that would be required of the developer.

BUSINESS AND INDUSTRY

MAJOR FINDINGS

Most of the retail shopping by the Town's residents is done outside of Mount Pleasant in such retail centers as Pleasantville, North Tarrytown, Ossining and White Plains. The commercial centers

within the Town are in need of economic rejuvenation.

GOALS AND OBJECTIVES

The tax base should be broadened for the Town,

and the specific school districts that have unfavorable school tax rates.

Commercial areas should be upgraded.



THORNWOOD SHOPPING CENTER

RUBINO'S PHARMACY
4 CORNERS CLEANERS
THORNWOOD PAINTS
DELICIOUS COLD CUTS

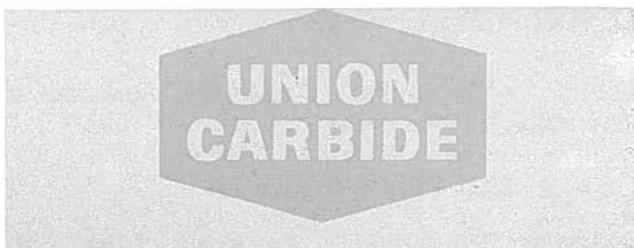
POLICIES

Locate non-residential development near major vehicular arteries, and utilities lines; and in school districts which have unfavorable school tax rates. Residential developments near these office/industrial areas should be protected by large areas of open space, buffer zones. With stringent esthetic controls and performance standards, light industry should be allowed to develop in some office business zones.

The commercial facilities in the hamlets should be rejuvenated by allowing a few high-rise apartments to generate retail business, creating a parking authority to increase the number of parking spaces in the hamlet areas.

PLAN

Business Area: The commercial development on Commerce Street, between Hawthorne and Thornwood, should be of a retail nature, with the service commercial development taking place on both sides of Brady Avenue, north of Stevens Avenue.

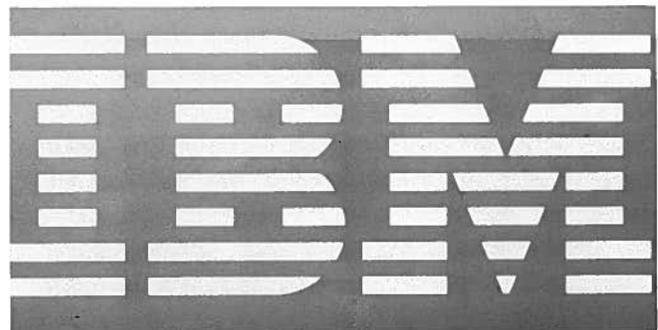


UNION CARBIDE



NEW HOME OF
GEORG JENSEN INC.
CORPORATE OFFICES
AND
WAREHOUSE
EMPLOYMENT APPLICATIONS
ACCEPTED NOW

Industry: Five areas in Mount Pleasant will allow office development or high standard industrial development: 1. Along both sides of U.S. 9A, from south of Beverly Road to Grasslands Road, office development should be allowed. This area is well served by major roads, buffered from residential development by the Grasslands Complex and the Saw Mill River Parkway and by topography. A portion of this area east of 9A approximately midway between the Hawthorne Interchange and Grasslands Road should be considered for industrial development. 2. The second area for office development is along Columbus Avenue, south of the shopping center to Highclere Avenue. This area does not have as good vehicular access as other areas close to Routes U.S. 9A and the parkways; therefore, the density of development should be



THE IPCO OFFICE CENTER
NATIONAL HEADQUARTERS
IPCO HOSPITAL SUPPLY CORPORATION
OFFICE FLOORS FOR RENT

kept down. 3. The third area designated for office development is in the northwest section of Mount Pleasant, east of Chappaqua Road. This area is bounded on all sides by buffers, including the power line right-of-way, publicly owned property, and the Taconic State Parkway. The development of this area would broaden the tax base of the Town and of the School District, which presently

has one of the highest school tax rates in the Town. Service facilities will be considered to serve the Grasslands complex. 4. The marble quarry on the eastern side of Franklin Avenue should be filled in and developed with light industry. 5. The area northwest of the intersection U.S. 9 and new Route 117 should be developed for office development.

STREETS AND HIGHWAYS

MAJOR FINDINGS

Although Mount Pleasant is at the crossroads of two parkways, there is need for better east-west vehicular access. Several major road improvements that will affect the Town, and are either under construction or in the planning stage, are: the Hawthorne Interchange, the Sprain Brook Parkway, the Hudson River Expressway, new Route 117, the reconstruction of the Taconic State Parkway, and the construction of Interstate 684.



GOALS AND OBJECTIVES

Create a network of vehicular arteries that will expedite both inter- and intra-Town traffic without interference with other vehicular or pedestrian traffic.

POLICY

Keep through traffic off local streets.

Reduce through commercial traffic.

Make the parkways accessible for inter-Town travel.

Improve east-west vehicular arteries.

Improve the parking facilities in the hamlet areas.

PLAN

A parking authority should be created to provide more parking facilities in the hamlet areas. A

parking authority could provide flexibility in responsiveness for prompt decisions in meeting the parking demands of these hamlet areas. Their functions could include: a) conducting detailed studies to determine the parking demands and potential supply of off-street parking sites, b) assisting groups concerned with off-street parking, c) acquiring property for off-street parking facilities, d) controlling the location and operation of parking meters at curbs.

In order to allow full traffic movements at the Hawthorne Interchange, connector ramps should be constructed to permit general change of direction from one parkway to the other. Under the presently designed interchange, traffic will be forced to use local streets for this movement.

Kensico Road from the intersection with Saw Mill River Parkway east to Columbus Avenue and Nanny Hagen from Columbus to King Street should be improved.

If the Taconic State Parkway is reconstructed, a full interchange with Pleasantville Road should be provided.

The Grasslands Complex will place additional traffic demands on Grasslands Road as industrial facilities are completed and the medical school becomes operational. As a major east-west route in Mount Pleasant, connecting the Taconic State Parkway, Route 100, Route 9A and Saw Mill River Parkway and, eventually, the Sprain Brook Parkway, this route will be of major importance.

King Street (Route 120) should be improved to expedite traffic from Bear Ridge and Nanny Hagen Roads to Route 22 and Interstate 684 via this route. The Towns of North Castle and New Castle have already stated in their master plans the need to improve this route.

Route 117 should be continued to Pleasantville. The location of its realignment is presently under study by the Department of Transportation.

As the Hardscrabble area develops, greater east-west movements should be provided. Through the design and construction of new subdivisions, an

east-west road could be constructed between Hardscrabble and Chappaqua Roads.

If the Pocantico Hills area becomes fully developed, better access should be provided from this area to Tarrytown. The improvement of Lake Road and Nepperhan Road in Tarrytown could provide this increased access.

Pleasantville-Ossining Road should eventually be improved to provide additional traffic capacity. Besides the generally increasing traffic, this need is due to:

- a. The Hawthorne Interchange does not allow southbound traffic on the Taconic State Parkway to go northbound on the Saw Mill River Parkway, forcing traffic to either use local streets around Hawthorne or use the Pleasantville-Ossining Road.
- b. The development of the Hardscrabble area will place additional traffic on the Pleasantville-Ossining Road, which is presently the only major route serving the Hardscrabble area.
- c. Improvements to Route 117 and the Taconic State Parkway will increase their traffic capacities, making them more attractive for use and, subsequently, traffic using the Pleasantville-Ossining Road (to go from one parkway to the other) may increase.

Additional east-west routes should be provided in the Town. This appears to be the greatest Town-wide need. Stevens Avenue should be improved from West Lake Drive to 9A. The intersection at Columbus Avenue should be improved to eliminate the two right-angle turns that occur just west of Columbus Avenue on Stevens Avenue.

Despite Town opposition, the interchange of the Sprain Brook Parkway with Bradhurst Avenue has not allowed the continuation of Stevens Avenue westward to Route 9A. It is recommended that the interchange be redesigned or altered to allow the continuation of Stevens Avenue as an east-west route from West Lake Drive to Route 9A.



In order to relieve the traffic on Swanson Drive, a new road should be constructed to connect Columbus Avenue and West Lake Drive.

Intersections Needing Improvements in Mount Pleasant: In discussions with the Mount Pleasant Police Department and from information obtained from the field survey of the Town in 1968 (for the land use survey), the following intersections are considered to be in need of improvements due to one or several of the following factors: the occurrence of several accidents; steep grades; acute angle of the intersection; obstructions; or other factors that incur poor sight distance.

Cedar and Hillside
Commerce Street & Kensico Road
Circular Street & Warren Avenue
Broadway & Bradhurst Avenue (Route 100)
Commerce Street & Stevens Avenue
Columbus Avenue & Livingston Street
Kensico Road & Franklin Avenue
Commerce Street & Circular Street
Commerce Street & Elwood Avenue
Commerce Street & Frankford Street
Columbus Avenue & Lake Drive
Columbus Avenue & Legion Drive

SOURCE: Mount Pleasant Police Department and Field Survey by Frederick P. Clark Associates, December 1968 – January 1969.

PUBLIC FACILITIES

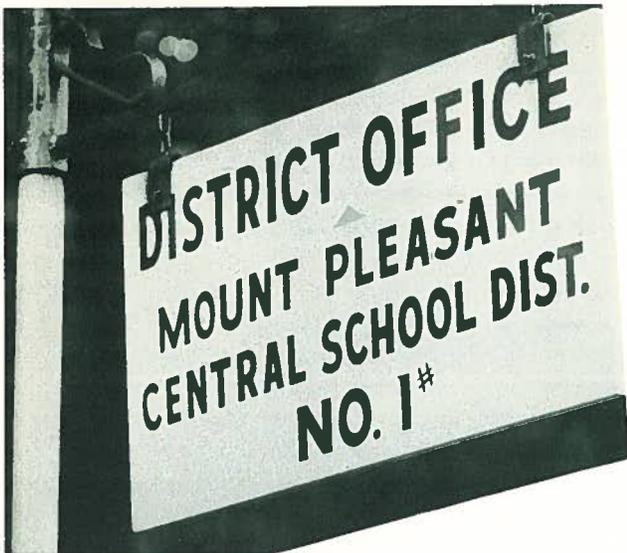
PLAN

Schools: Of the nine school districts serving the Town, five are making plans, or have facilities under construction, for added enrollment. If the vacant land not in estates or public ownership were fully developed under existing zoning, 62 additional classrooms would be needed.

In the Mount Pleasant 1 School District, nine

additional classrooms would be required. This potential demand is being met by the construction of a new middle school (serving grades 6 through 8) adjacent to the West Lake High School. Its capacity will be 725 students.

In the Mount Pleasant 2, Pocantico Hills School District, four additional classrooms would be needed if the area were fully developed. Plans are now under way to provide nine additional class-



rooms to the existing school.

Within the Mount Pleasant 5 Valhalla School District, plans are underway to add on additional seven classrooms to the high school to increase its capacity. These added classrooms will almost meet the potential demand that would be created if all the vacant buildable land were developed in this area. If this occurred, eight additional classrooms would be needed.

If the vacant land in Mount Pleasant were fully developed, the Mount Pleasant 9, Pleasantville School District, could be required to add six additional classrooms to its school.

There is little available vacant buildable land in Mount Pleasant which lies within the Greenburgh 1 Tarrytown School District. Subsequently, only one additional classroom would be needed under optimal development.

The North Castle 1, Byram Hills School District, which serves the Bear Ridge area of Mount Pleasant, is less able to meet the potential demand that would occur if the available developable land in Mount Pleasant were developed. Under the existing zoning, this area could create a demand for an additional eleven classrooms. A middle school bond issue has been voted down twice. Space at the various schools in the district is ample for expansion.

The New Castle 4, Chappaqua School District's new elementary school should fulfill the potential demand for eight added classrooms in this area.

The Ossining 2, Briarcliff Manor School District, is constructing a new high school with a capacity of 500 students. With its completion, the Todd Elementary School will only have K-5 grades, and the present high school will have a middle school containing grades 6 through 8. This additional capacity should meet the potential demand of 15

additional classrooms that would be required if this area of Mount Pleasant were fully developed.

Town Office: The Town has engaged an architectural firm to determine the physical office space needs of the Town government and to adequately plan one building to house all the government functions. Possible locations for a new Town Hall could be on Columbus Avenue where the roadway divides (leaving an island) near Stevens Avenue, or near the site of the present Town Office at Hawthorne. The latter site would strengthen the focal point of Mount Pleasant at the Hawthorne Interchange.

FIRE PROTECTION*

The following recommendations were made in a series of reports by the New York Fire Insurance Rating Organization, New York, N.Y.

Hawthorne Fire District: As this area continues to develop, an aerial ladder and three engine pumpers should be provided for additional fire protection demands for the potential industrial, commercial expansion and increased residential development.

Briarcliff Manor 5 (North East Briarcliff Fire Protection District Scarborough Fire District): In 1964, it was suggested that the Fire District obtain another aerial ladder and three pumpers for future long-range planning purposes.

Valhalla Fire District: In 1963, it was recommended that the Fire District consider obtaining one ladder truck and two 1,000 gallon per minute pumpers.

Hardscrabble Fire Protection District (New Castle TFD 1): For long-range needs, it was suggested that the Department obtain one aerial ladder and three pumpers with a minimum capacity of not less than 750 gallons per minute.

South Hardscrabble Fire Protection District (Pleasantville Fire District): For future acquisition, it is recommended that this District consider one aerial ladder and three engines with a pumping capacity of not less than 750 gallons per minute.

Thornwood Fire District: It is suggested that one ladder truck and three engines, with a combined capacity of not less than 2,000 gallons per minute, be considered for future acquisition.

Pocantico Hills Fire District: Two additional

*This information was obtained from field surveys in 1968, 1969, Mr. Studwell from the Westchester County Mutual Aid System and the New York Fire Insurance Rating Organization, New York City. Recommendations are from the latter source.

pumping engines should be considered for acquisition for long-range needs.

REFUSE DISPOSAL

The collection of refuse is handled by private contractors who dump the material they collect at

County facilities located at Croton Point. Although this facility is near capacity and is due to close in 1970, plans are being made to replace the landfill operation with the compacting plant that would greatly reduce the volume of the garbage for shipment to upstate New York. Presently this method is facing strong opposition.

PARKS AND RECREATION

MAJOR FINDINGS

Based on existing recreation standards, Mount Pleasant has a deficiency of developed recreational lands and an abundance of natural open spaces. It is the latter which gives the Town the feeling of openness which lends to the semi-rural character of the Town.

GOALS AND OBJECTIVES

The open space that gives Mount Pleasant its semi-rural character should be preserved in whatever feasible method is available to the Town. Adequate recreational facilities should be provided throughout the Town.

POLICY

Open space development should be allowed on certain tracts of land which should remain open, providing the overall density remains the same and the open areas are guaranteed to remain undeveloped. Additional recreational facilities should be provided throughout the Town.

PLAN

1. There is an undeveloped 6.1 acre site located on Old Farm Hill Road. This acreage became Town property to be used for recreation purposes, acquired under the Subdivision Regulations pursuant to Town Law granting authority to the Planning Board to require lands to be set aside within a subdivision for recreation purposes. Although the site is adequate for a playground its design should be coordinated with the local residents. This 6.1 acre site could and probably should eventually be enlarged to playfield size when areas adjoining this property are subdivided.
2. Pleasant Lake (Opperman's Pond), a 5.6 acre Town-owned site located just south of Bedford Road, is and has been used for some



time by the townspeople for ice skating during winter. Presently there is no provision for off-street parking which forces the numerous cars belonging to skaters to park along Bedford Road. The topography of this site is such that few cars can completely manage to clear the pavement to allow "through" vehicles maximum pavement space at a time of year when maneuvering area because of winter road conditions is vital. Subsequently, added parking facilities should be added. It has been suggested that provision might be made for warming huts or toilet facilities. However, before any major capital improvements are made, the Town should determine if this recreation area will be eliminated by the construction of Route 117.

3. Exclusive of Hardscrabble Lake, which is privately owned, the Town owns four parcels

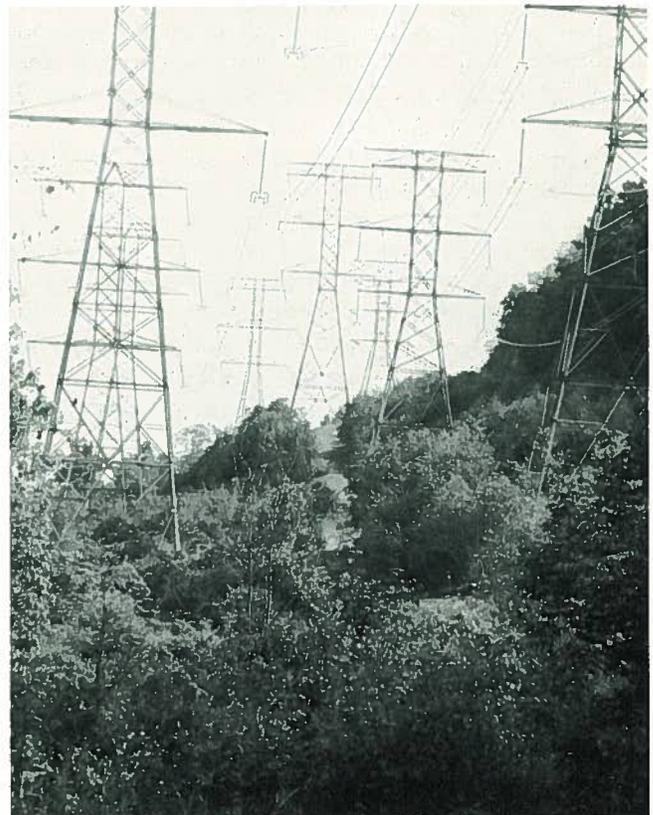
of land totalling approximately 230 acres, to the west of Hardscrabble Road. The topography in this area is varied but no sector is inaccessible. The possibilities for access to and from this site are primarily from Hardscrabble Road, although it would also be possible to use an extension of an existing Road, Dogwood Lane. The future road will have to be built to provide access to an area farther north which can be subdivided. This latter area also encompasses Hardscrabble Lake area. In order to retain the open feeling of the Town, and guarantee future recreational land, the Town should retain the 230 acres in the Hardscrabble Lake area.

Although the Hardscrabble area is not centrally located, most parts could be utilized by groups of children who could be transported there, or by families who come by car. Its inaccessibility by foot to a large population is not a deterrent from the standpoint of the parking being fully utilized. The site can contain all the facilities generally found in a large town park, including a large playfield, school play equipment, hiking paths, nature trails and, possibly, bridle paths. The southwest side of the lake could be incorporated into the park area by designating the land abutting it as part of the recreation area.

4. The Bear Ridge, Hawthorne and Valhalla Elementary School facilities should contain additional recreation areas to serve the local residents. Wherever possible, recreational facilities should be developed in conjunction with existing school facilities.
5. The Town-owned land west of Lake Shore Drive should be developed with ice skating and playground facilities.
6. The Town should make every effort to make use of the Kensico Reservoir for recreational purposes. Stonegate which is Town-owned should be developed with possible use of the Reservoir.
7. The Town-owned Rolling Hills Park should provide playground facilities and parking.
8. The playfield between Broadway and the Saw Mill River Parkway should be more fully developed, incorporating the little-used parking area.
9. With portions of Cedar Knolls being sold off for private development, the Town should ensure permanent use of the ballfield and general park area located within the Cedar

Knolls school property at the top of Stevens Avenue.

10. In the high-density area of Valhalla, the Town should acquire the five-acre parcel of New York City watershed land along West Lake Drive for park and recreation use.
11. The land owned by the Pepsico Co. should be developed in conjunction with the Valhalla School District to provide facilities that would benefit both the Valhalla High School and the Town.
12. The Town-owned land along the Pocantico River, below Bacon Hill Road, should be held for development for open play areas. If the Pocantico Hills section of Town ever fully develops, this area would be very important in providing recreational facilities to its residents.
13. The Town should consider obtaining open space through cluster-type residential subdivisions. With this type of development, large open areas could be created for playground and passive recreation facilities.
14. The extensive network of aqueducts and overhead high-tension rights-of-way provide the Town with the opportunity of creating a linear park system of walkways, riding trails and small open areas, connecting the larger



open spaces of the Town, and creating scenic easements and a pedestrian network throughout the Town. These easements can also be used for riding trails, bicycle paths, and snowmobile paths.

15. Careful consideration should be given in allowing a developer to pay cash in lieu of land dedication for recreational purposes. With land values rising as rapidly as they are in the Town, land for recreational purposes in a subdivision is worth more than the recreation fee.
16. If the existing roadway on top of Kensico Dam is widened, consideration should be given in allowing the motorist to see the views on either side of the present roadway.

In any large residential subdivision, the lands that are dedicated for recreational use should be reviewed by the Recreation Commission. In any land dedicated for recreational use by the developer of a residential subdivision, adequate parking should be considered in order not to burden the nearby residents. These recreational areas should also be well buffered from any surrounding home. If the recreation land that is being dedicated is large enough, sanitation facilities should be provided. When the Saw Mill River Parkway is straightened out in the Graham Hills area, the parcel of land that is east of the new alignment should be obtained by the Town for recreational and/or other public facility development.

AESTHETIC CONSIDERATIONS

THE HAMLET AREAS

The "face" of a community is the relatively small area where the business district is located. Thus, when we think of White Plains, it is Broadway, Mamaroneck Avenue and Main Street that we think of. In most communities, the business area that gives a community much of its character only represents 5% of the total land use of the town, and yet this 5% is how many people view the entire community. By improving this small area, the image of the entire community is enhanced.

VALHALLA

The stores on Broadway lack any sort of aesthetic continuity. Their facades, style of architecture and setbacks vary according to each structure. It is recommended that an eave line defining the lower business occupied stores be established to bring continuity to this area. This could also be accomplished by an arcade partially over the sidewalks or awnings on all stores being of similar design and height.

The blighted buildings on the western side of Kensico Avenue should be removed through the encouragement of new development. If the new structures were high enough, they would act as a visual focal point to the hamlet.

Signs: The retailers of the hamlet and/or some other group should arrive at a specific scheme of signs to advertise their specific establishments. A less ostentatious use of advertising signs would greatly add to the overall impression of Valhalla.

The scheme used by the merchants could be carried out on the railroad station, post office, and identification signs on major roads leading into Valhalla.

Park: The open space between the Taconic State Parkway and Broadway should be improved to become a more visual part of the hamlet and visually block the Taconic State Parkway. By creating a stronger physical and visual boundary the business area will take on a greater sense of identification. The park should also be designed to be more readily usable by shoppers wishing to rest a few minutes while shopping and by employees wishing to have lunch outside.

Non-Conforming Uses should be eliminated as expeditiously as possible.

Railroad Station: The Valhalla Railroad Station which for many is the visual entrance to the hamlet should be both aesthetically improved and better oriented to the business area. At present, the railroad station is separated from the retail shops by: the Taconic State Parkway, a park, and Broadway. A pedestrian bridge from the south side of the railroad tracks over the Taconic State Parkway and Broadway to a second story of a parking structure in the retail area would act as a link between the station and residential areas to the retail area.

HAWTHORNE

At present, there is no focal point which can be designated the Hawthorne business area. Rather strung out along Elwood and Commerce Streets are

a series of unrelated retail establishments. It is recommended that the retail area be more concentrated locating in the area between the railroad station and the Rylan Building. The beauty of this building has been tarnished by the multitude and size of signs defacing its exterior. The numerous blighted buildings in this area should be removed.

Signs: Uniform business signs should be used throughout the hamlet. (See previous section on signs.)

Railroad Station: The structure now used for the railroad station is to many people the symbol of Hawthorne. It is recommended that the station be repainted and a new "Hawthorne" sign be designed which would be the same style used throughout the hamlet.

Parking: The haphazard parking adds to the general feeling of dishevelment in the hamlet. With the parking authority, the parking could be better controlled both functionally and aesthetically.

Town Center: There should be a strong physical link between the retail area on Commerce Street and the proposed higher density of development on the dead-end street of Broadway. The underpass used by rail commuters should be improved aesthetically to create an attractive pedestrian gateway to the Hawthorne business area. The underpass would also be used for children using the baseball field.

THORNWOOD

The retail establishments along Kensico Road have little or no relationship to each other. This conglomeration of buildings is the first view the motorist has coming from the Saw Mill River Parkway, Columbus Avenue and Pleasantville. It is recommended that the area between the railroad station and Kensico Road be upgraded by attract-

ing new retail development. Part or all of the high-shaped lands surrounded by Franklin Avenue, Commerce Street and Kensico Avenue should be considered for an open mall and/or parking facilities. By opening this area, a central focal point would be created tying together the fragmented retail elements which now make up the hamlet.

The river from Leiths Pond leading into Thornwood should be improved in order to allow pedestrians to walk along the brook to enjoy the natural beauty of the area while affording them an opportunity to walk to the business area for convenience shopping.

A uniform sign scheme should be adopted and used by all the retail establishments in the hamlet. (See section on signs.)

The entrance to Thornwood from the Saw Mill River Parkway is landscaped before the railroad underpass. The landscaping should be continued on the other side to the aforementioned mall in the center of the hamlet.

OTHER AREAS FOR AESTHETIC CONSIDERATION

Columbus Avenue: The steep wooded banks opposite the Rose Hill Shopping Center should be preserved in their natural state. If development does take place in this area, every effort should be made to preserve the dramatic nature of this land.

Bear Ridge Area: As mentioned in other sections of the Plan, the undeveloped wooded sections in the northeastern section of Mount Pleasant should be preserved through open space development, a type of residential development that while keeping the overall density the same groups bring the residential structures closer together to achieve open space.

COST REVENUE ANALYSIS

The various planning recommendations must be analyzed on both planning and fiscal criteria. Although a complete fiscal analysis of the various recommendations is beyond the scope of this report, the following cost analysis has been made to better understand the fiscal ramifications that would result in various types of land development.

Single-Family Homes: The largest tax cost in Mount Pleasant is for education. In 1965-66, the cost of educating one pupil in the Mount Pleasant 1 School District was approximately \$1,000. After deducting state and federal contributions, the

actual cost to the school district was approximately \$800. During this same period, the tax rate in the Mount Pleasant 1 School District was 70 mills on 30% of market value, based on the 1962 housing market. Assuming that the average single-family home has one public school-age child, the property would have to be valued at \$60,000 in order for tax revenue to equate the cost to the school district. This figure was arrived at by multiplying the 1966 mill rate (70 mills) times the assessed valuation (30% of 1962 market value). This was then adjusted to 1969 housing prices.

Subsequently, any home worth less than this amount is a tax liability, and any home worth more is a tax asset to the school district.

Services Provided: The other facilities needed in single-family homes in subdivisions are usually provided by the developer, such as the roads, sidewalks, street lighting, etc. The continuing expenses to the Town are for such items as street maintenance, police protection and recreational facilities which could be developed on the land that a developer donates to the Town for such purposes.

Multi-Family Housing, Taxes: A large number of cost-benefit analysis studies for apartments have been done in many suburban areas of the New York Metropolitan Region and in Connecticut. On the whole, these studies have shown that taxwise, apartment developments more than pay their own way.

Perhaps the most comprehensive study was the one conducted by the Town of West Hartford in 1960. That study, which allocated costs for all municipal services to each type of land use, showed that apartments contributed an average of \$1.35 in taxes for every \$1 of expense to the Town in servicing them. This was clearly more favorable than the results shown for single-family homes, which indicated an average net loss to the Town of 10 cents on the dollar.

Most other studies have confined themselves primarily to the number of school children in apartments as compared to those in single-family homes, since education represents the bulk of local tax loads.

A study, prepared by the Nassau County Planning Commission in 1963, revealed an average of 0.19 public school-age children per apartment unit. A further breakdown indicated a ratio of 0.24 for garden apartment units, and only 0.14 in the higher-density types of development. With regard to individual communities, the Nassau County study showed a range from 0.06 in Garden City to 0.46 public school-age children per dwelling unit in Oceanside. In relating this to school taxes, the study revealed that the average apartment dwelling unit contributed almost \$75 more than was expended on it.

A similar type of study, prepared by the Rockland County Planning Board in 1965, showed an average ratio of 0.29 public school-age children per occupied apartment unit. Their study also indicated a wide fluctuation in the ratio between various apartment developments. In one town, 9 out of 22 developments did not have any school-

age children. They found that the greatest number of school-age children were located in projects with a high proportion of two and three bedroom units, and with comparatively inexpensive rentals. The analysis of school taxes, however, indicated a County-wide average surplus of \$58 per apartment unit.

A study conducted by the Greenwich Planning and Zoning Commission in 1964, revealed a ratio of 0.15 public school students per apartment dwelling unit in private housing, and 0.99 in public housing. In terms of school costs, the study showed an average tax surplus of \$229 per dwelling unit for private apartment houses.

Another study of this type was conducted by the Rye City Planning Commission in 1963. That study showed an average ratio of 0.17 public school children per dwelling unit for all apartments in the City, with a ratio of 0.11 for medium-density apartments, and 0.20 for low-density apartments. In terms of school costs vs. revenues, the report revealed an average tax surplus of \$55 per medium-density apartment unit, and \$23 per low-density apartment unit. In contrast, the City's study of one-, two- and three-family homes revealed a school tax deficit of \$171 per dwelling unit, based upon an average of 0.83 public school pupils per dwelling unit.

For the purpose of supplementing the above data, the consultants have collected recent information concerning multi-family housing in Greenburgh, Port Chester and Pleasantville.

On December 6, 1968, Dalewood Gardens and Hartsdale Knolls, both garden apartments in Greenburgh, had a total of 525 units with 155 public school children; resulting in the average apartment producing .295 public school children.

In 1967 the average assessed valuation of single-family homes in Greenburgh was \$17,403 while the average assessed valuation of apartment units was \$7,710. And yet, assuming that an average single-family home produced one public school child, the average assessed valuation per public school child was \$17,403 for single-family homes, compared to \$51,111 in apartments.

In 1967, in School District 7 Greenburgh, the average garden apartment had 0.4 public school children, and the average high-rise apartment had 0.07 public school children; taken together, there were 1,677 apartment units with 253 public school children, or an average of 0.15 public school children per apartment. This low ratio of public school children to apartments is also exemplified in the Villages of Pleasantville, and Port Chester.

Table 24

APARTMENTS IN PLEASANTVILLE

	TOTAL UNITS	BEDROOMS			PUBLIC SCHOOL CHILDREN
		1	2	3	
Rockledge Courts	64	36	20	8	6
Pleasant Manor	33	8	25		10
Roselle Apartments	63	41	20	2	1
Manville Apartments	30	18	12		4
Stellar Court	32	4	8		0
TOTAL	222				21

Average number of school children per apartment 0.1.

SOURCE: Interviews with owners or superintendents of each apartment unit—March, 1970.

Table 25

APARTMENTS IN PORTCHESTER

APARTMENTS	UNITS	PUBLIC SCHOOL CHILDREN
Rye Ridge	168	50
Regent Gardens	72	20
Long View Terrace	158	42
Heritage Hills	120	14
Windsor	108	7
Imperial	93	13
	719	146

Average .20 public school-age children per apartment.

SOURCE: 1968-69 Village and Town Assessment Rolls, Port Chester Board of Education—1969.

EXECUTIVE OFFICE—LIGHT INDUSTRY

Tax Income and Town Costs

Prospective tax benefits are the primary attraction of office and laboratory developments to most communities. For this reason, it is important to evaluate the real gains that such uses may bring by analyzing the potential revenue in relation to estimated servicing costs.

A study of the taxes paid by several office developments in Westchester County in 1969 (see Table TR-1) indicates that, on the average, such uses are presently paying about \$500 annually for each acre of land included within the site, and about \$1,500 for each 1,000 square feet of building area included thereon. On an overall per acre basis, the total annual tax revenue from land and buildings was found to be nearly \$8,500.

However, in several of these communities, land values and building coverages are much higher. Therefore, to obtain a more accurate picture of what return could be expected, the per acre land and building taxes were averaged for only IBM Mohansic, IBM Kitchawan and Reader's Digest. With respect to these three developments, the total annual tax revenue averages almost \$5,200 an acre.

With regard to municipal costs, several typical office-laboratory developments were surveyed to determine the extent to which they required the municipality to provide them with additional services at general taxpayer expense. The results from four different developments are summarized.

The largest individual items are usually schools, sewers, fire and police protection, and streets. School costs are related to the residential distribution of employees rather than to the place where the office or laboratory is located. As has been pointed out previously, experience has shown that relatively few of the employees live in the Town where they work. This indicates that school costs are distributed over a wide area, and that the effect on school taxes of a new office development is much the same in surrounding communities as in the Town and school district in which it is located. On the contrary, new residential development within a school district invariably effects school

Table 26

**ANNUAL TAX REVENUE
SELECTED EXECUTIVE OFFICES AND RESEARCH LABORATORIES
WESTCHESTER COUNTY, NEW YORK**

COMPANY AND LOCATION	TOTAL ANNUAL TAXES PAID* (\$)	SITE AREA (ACRES)	LAND TAX (\$/ACRE)	TOTAL FLOOR AREA (SQ. FT.)	BUILDINGS TAX	
					(\$/1,000 S.F.)	(\$/ACRE)
Continental Baking Co. Rye, N.Y.	112,800	21.5	780	78,150	1,230	4,470
Geigy Chemical Corp. Greenburgh, N.Y.	498,000	37.6	940	252,600	1,830	12,290
General Foods Corp. White Plains, N.Y.	595,500	28.9	810	375,000	1,510	19,590
IBM Corporation Harrison, N.Y.	545,200	55.0	540	273,000	1,890	9,380
IBM Corp. (Kitchawan) Yorktown, N.Y.	714,000	224.0	180	451,300	1,570	3,160
IBM Corp. (Mohansic) Yorktown, N.Y.	111,900	27.5	330	75,000	1,370	3,740
Reader's Digest Assoc. New Castle, N.Y.	380,000	77.6	220	254,000	1,400	7,880
Sloan-Kettering Inst. Rye, N.Y.	170,900	37.0	330	100,000	1,160	3,140
AVERAGES	391,000		520		1,500	7,960

*Based on 1969 assessed values and tax rates.

SOURCE: Survey by Frederick P. Clark Associates—August, 1969.

costs, and taxes, in that district.

Property developed for office or laboratories will be served by fire and police protection and by streets, just as will property developed for any other purpose. However, fireproof construction is usual in office and laboratory developments, with the result that the demand upon the fire department is likely to be lower than average.

The police will cover any such development in the course of its general patrolling of the Town. Whether police would be assigned to traffic duty at

entrance drives would depend on the particular situation. However, our studies show that such police and traffic control is not usually provided or required, even in developments of considerable size.

A remaining matter of importance is needed street improvements and water and sewer line connections or facilities. Again, experience in existing office and laboratory developments indicates that these costs are also normally met at company expense.

PUBLIC IMPROVEMENTS AND SERVICES REQUIRED BY FOUR EXECUTIVE OFFICE DEVELOPMENTS, AND AGENCY BEARING THE COSTS

CONTINENTAL BAKING COMPANY

Connected to public water system and to County trunk sewer at company expense.

All needed road connections and full off-street parking provided by company.

Traffic light at driveway entrance installed at company expense but operated under town police control. No town police used for traffic direction at entrance.

Turn-off lane added to public road near entrance, at company expense.

IBM – MOHANSIC

1,300 feet of new public road (34 feet wide) built at company expense along the side of the laboratory site. Access drives and complete off-street parking facilities built at company expense.

Connected to public water at company expense. Own sewage disposal facility built by company at its expense.

No police traffic direction provided by Town at entrance to site.

IBM – KITCHAWAN

Connected to public water system by extending water line at company expense about 2,000 feet along public road.

Company building own sewage disposal plant.

All access roads and complete off-street parking constructed at company expense. Parkway authority is expected to improve the existing traffic interchange on the Taconic Parkway at the State road which leads to the IBM site.

READER'S DIGEST ASSOCIATION

Connected to public water system and county trunk sewer at company expense.

No traffic regulation provided by the town at the Digest's driveway connections to the public roads.

All needed road connections built at company expense. Complete off-street parking provided by company.

FROM PLAN TO EFFECTUATION

The Town of Mount Pleasant will develop over the years as a result of hundreds of individual decisions made by private individuals and public and semi-public institutions. The Plan, which presents the Planning Board's recommendations for the best future development of the Town, will be useful and effective only if active steps are taken to carry out the various proposals.

ZONING

The most effective means to achieve the Town's development goals is through zoning, which gives the Town some control over the use of private property and its development for the benefit of the community in general. Through zoning incentives to developers, areas of the hamlets can be upgraded by allowing multi-family development with various provisions for aesthetic controls.

SUBDIVISION CONTROL

Another significant means of effectuating the Plan for the Town is through the subdivision approval power of the Town Planning Board. Some of the road proposals shown on the Town Plan can be obtained through subdivision approval procedures. The Planning Board may require a developer to set aside a certain portion of land for recreation purposes. The Town Law permits the Planning Board to waive the land requirement in lieu of a fee which would be the equivalent value of the land.

The Planning Board is required by law to determine whether various public facilities, such as recreation land, sidewalks, curbs, water and sewer facilities, street trees, etc., are necessary in a particular subdivision.

REFERRAL TO AND BY THE PLANNING BOARD

The Plan relates to many aspects of the Town, and subsequently the authority to carry out these elements is widely scattered throughout the many agencies of government. It would be helpful if the various proposals for action by these agencies be referred to the Town Planning Board so that it may perform its function of coordinating proposals of one agency with those of the others and with the Town Plan.

Development that affects the various School Boards, both within the Town and in other towns,

should be coordinated between the Planning Board and the School Districts.

FEDERAL AND STATE PROGRAMS

There are several Federal and State Assistance Programs that could be used to carry out various elements of the Plan. However, it must be noted that most of these programs presently do not have adequate funding.

FEDERAL PROGRAMS – PUBLIC FACILITY

Nature and Purpose: This program provides long-term construction loans to local public agencies for needed public works for which financing is not otherwise available on reasonable terms and conditions.

Scope: Loans may be made to finance up to 100 percent of the project cost for a wide range of nonfederal public works.

Provisions: Any local unit of government or state instrumentality (cities, towns, villages, townships, counties, public corporations or boards, sanitary or water districts, or combinations of such units) that has the legal authority to build a particular public work and issue bonds to pay for it is eligible; however, the applicant community must have a population of under 50,000. In redevelopment areas population may be 150,000 or more. Indian tribes and NASA-affected areas are not subject to a population limit. A nonprofit private corporation serving a community under 10,000 population also is eligible.

Enabling Legislation: Housing Amendments of 1955; P.L. 84-345; 69 STAT 642; 42 USC 1491-1497 (1964) as amended.

URBAN BEAUTIFICATION

Nature and Purpose: This program provides grants to assist local programs of urban beautification and improvement of open space and other public land in urban areas.

Scope: Grants may be used for park development, such as basic water and sanitary facilities, paths and walks, landscaping, shelters, and recreation equipment; upgrading and improvement of public areas, such as malls, squares, and waterfronts; street improvements such as lighting, benches, and tree planting; and activities on behalf of the arts, such as facilities for outdoor exhibits.

Federal grants may not exceed 50% of the amount by which the cost of approved urban beautification and improvement activities (carried on by the applicant, during a fiscal year) exceeds the usual expenditures for comparable activities. Grants covering up to 90% of the cost of activities may be approved in demonstration projects having special value in developing and demonstrating improved methods and materials.

Provisions: Applicants are limited to states or local public bodies. To be eligible, local programs

or urban beautification and improvement must be significant and effective efforts, involving all available public and private resources for beautification and improvement of open space and other public land in the community, and must be important to comprehensively planned development of the locality.

Enabling Legislation: Housing Act of 1961, Title VII, as amended; P.L. 87-70; 75 STAT 183; 42 USC 1500-1500e (Suppl. III) 1959, 1961. P.L. 89-117.

PART OF PLAN	CARRIED OUT BY
<i>CREATE A TOWN CENTER, A FOCAL POINT</i>	Town Board, Town Zoning Ordinance Town Planning Board
<i>MULTI-FAMILY HOUSING</i>	Zoning Ordinance, Architectural Board of Review, Town Planning Board
<i>CLUSTER HOUSING</i>	Zoning Ordinance, Architectural Board of Review, Town Planning Board
<i>HOUSING FOR THE ELDERLY</i>	Zoning Ordinance, Town Planning Board, Town Board, Federal Government
<i>INDUSTRIAL DEVELOPMENT</i>	Planning Board, Zoning Ordinance
<i>PARKING AUTHORITY</i>	Town Board
<i>HAWTHORNE INTERCHANGE IMPROVEMENT</i>	East Hudson Parkway Authority
<i>GRASSLANDS ROAD</i>	State and County Highway Departments
<i>KING STREET</i>	State Highway Department
<i>ROUTE 117</i>	State Highway Department
<i>ROAD BETWEEN HARDSCRABBLE AND CHAPPAQUA ROAD</i>	Subdivision Regulations
<i>LAKE ROAD AND NEPPERHAM ROAD</i>	Town
<i>PLEASANTVILLE-OSSINING ROAD</i>	County Highway Department
<i>STEVENS AVENUE</i>	Town Highway Department
<i>ROAD BETWEEN COLUMBUS AND WEST LAKE</i>	Subdivision Control
<i>ADDITIONAL CLASSROOMS</i>	Various School Boards
<i>PARK AND RECREATION</i>	Town Recreation Department
<i>HARDSCRABBLE LAKE RECREATION AREA</i>	Town Recreation Department, Town Board

OUTDOOR RECREATION

Nature and Purpose: This program provides technical assistance and advice to, and cooperates with, the states, their political subdivisions, and private interests, in areas of recreational programs.

Scope: The program encourages interstate and regional cooperation in planning, acquisition, and development of outdoor recreation resources, and provides a means for accepting and using donations of money, property, personal services, and facilities for these purposes.

Matching fund requirements are: Federal, 50%; State, 50%.

Provisions: State and local governments, private organizations, and individuals are eligible for limited technical assistance.

Enabling Legislation: P.L. 88-29; 77 STAT 49; 16 USC 460L, 460L-1 to 460L-3 (Suppl. V) 1959-63.

MULTIPLE-PURPOSE WATERSHED PROJECTS

Nature and Purpose: This program provides watershed planning assistance and technical and financial installation service and loans to local sponsoring organizations to help develop multiple-purpose watershed projects.

Scope: These projects include land use treatment and flood prevention installation and may include developments for agricultural water management, recreation developments, and water for municipal and industrial use.

Provisions: Any state agency, county or group of counties, municipality, town or township, soil and water conservation district, flood prevention or flood control district, or any other nonprofit agency with authority to carry out, maintain, and operate water supply improvements may sponsor a watershed project. The watershed project area must be smaller than 250,000 acres and must not include any single structure with a total capacity of more than 25,000 acre-feet. Project benefits must be in excess of costs.

Enabling Legislation: Watershed Protection and Flood Prevention Act; P.L. 87-703; 76 STAT 608, 609; 16 USC 1004, 1005 (Suppl. V).

LAND AND WATER CONSERVATION

Nature and Purpose: This program provides grants-in-aid to states and their political subdivisions for planning, acquiring, and developing outdoor recreation areas and facilities.

Scope: The program also provides funds, upon appropriation by Congress, for acquisition of cer-

tain Federal outdoor recreation lands, and for payment into the Treasury to help offset capital costs of public recreation and fish and wildlife enhancement at Federal water development projects.

Provisions: States and their political subdivisions are eligible for grants-in-aid assistance; designated Federal recreation agencies are eligible to participate in the Federal portion of the program. State and local proposals should first be made to designated state officials and agencies. Each state is required to prepare an adequate state-wide outdoor recreation plan as a prerequisite to participating in the grants-in-aid program. Local projects must be in accord with the state-wide plan to qualify for assistance.

Enabling Legislation: Land and Water Conservation Fund Act of 1965; P.L. 88-578; 78 STAT 897; 16 USC 460D, 460L-4 to 460L-11 (1964); 23 USC 120 note (1964).

HIGHWAY BEAUTIFICATION

Nature and Purpose: This program provides for a revision of existing legislation covering Federal-aid highways for the purpose of beautifying highways and communities by: controlling outdoor advertising signs, billboards and displays; controlling the establishment, use, and maintenance of junkyards in areas adjacent to highways; landscaping and otherwise enhancing the scenery along such highways, and by other means.

Scope: Compensation will be paid by the Federal government for property or rights to property affected by this program, or for the costs of landscaping and scenic enhancement. The Federal share in most cases will be 75 percent.

Provisions: Any state highway department may enter into an agreement with the Secretary of Commerce.

Enabling Legislation: Highway Beautification Act of 1965; P.L. 89-285; 79 STAT 1028.

GRANTS FOR BASIC WATER AND SEWER FACILITIES

Nature and Purpose: This program provides grants to encourage and assist local public bodies in comprehensively planned basic water and sewer facilities that will help improve living standards and promote efficient and orderly growth and development of the area-wide community.

Scope: Basically, grants of not more than 50% of the development cost are authorized.

Provisions: The applicant agency must be a local public body or agency of one or more states, an Indian tribe, and/or a board or commission estab-

lished by state law to finance water and sewer improvement projects.

Enabling Legislation: Housing and Urban Development Act of 1965; 79 STAT 490.

CODE ENFORCEMENT PROGRAM

Nature and Purpose: This program provides grants to cities, counties, and other municipalities for planning and administering concentrated code enforcement programs in selected local areas. These programs are both remedial and preventive, such as restoring properties and their environments to decent and standard conditions and arresting future deterioration.

Scope: Grants can be made up to two-thirds of program cost for localities with 50,000 or more population, and up to three-quarters for those with population under 50,000. Eligible project expenses include planning and administration and such environmental improvements as street, sidewalk, lighting work, landscaping, and plantings.

Additional financial assistance is provided via absorption of relocation costs for displacees; availability of FHA mortgage insurance to residential property owners for rehabilitation work; and direct low-interest loans and grants to property owners in the selected code enforcement area for rehabilitation purposes.

Provisions: The municipality must:

1. Have an approved Workable Program for Community Improvement.
2. Have a comprehensive system of codes.
3. Be carrying out an effective program of code enforcement throughout the entire locality.
4. Agree to maintain normal levels of expenditures for code enforcement outside the project areas.
5. Have a satisfactory capital and public improvement program.
6. Provide relocation assistance to those displaced as a result of these project activities.
7. Select, for concentrated code enforcement, project areas where there is a reasonable expectation that the program can be completed within three years.

Enabling Legislation: Housing and Urban Development Act of 1965; P.L. 89-117; 79 STAT 451.

ADVANCES FOR PUBLIC WORKS PLANNING

Nature and Purposes: This program provides

interest-free advances to states, their political subdivisions, and public agencies to assist them in planning essential public works and community facilities (except public housing) to be constructed within a reasonable period.

Scope: The planning advances are repaid to the Federal government when construction begins.

Provisions: Any nonfederal public agency that is legally authorized to plan, finance, and construct the proposed project is eligible. This includes states, public agencies, political subdivisions of states (counties, cities, regions, metropolitan areas, townships, towns, school districts, and Indian tribes) and other special districts, authorities, or agencies.

Enabling Legislation: Housing Act of 1954; P.L. 83-560; 68 STAT 641; 40 USC 462 (1964) as amended.

ADVANCE ACQUISITION OF LAND

Nature and Purpose: This program encourages and assists local public bodies or agencies acquire, in a planned and orderly fashion, land and interests in land to be utilized in connection with future construction of public works and facilities.

Scope: Grants are authorized not in excess of the aggregate amount of reasonable interest charges on funds borrowed locally to finance the acquisition of land for a period of five years from the date the loan is made or such financial obligation is incurred, until an earlier date when construction begins on the public improvement for which the land was acquired.

Provisions: The applicant agency must be a local public body or agency of one or more states, an Indian tribe, or a board or commission established by state law to finance water and sewer improvement projects.

Enabling Legislation: Housing and Urban Development Act of 1965; P.L. 89-117; 79 STAT 491.

NEIGHBORHOOD FACILITIES

Nature and Purpose: Grants are made to local public bodies to assist in financing specific projects for neighborhood facilities such as neighborhood and youth centers, health stations, and other public facilities that provide social and related services to neighborhoods. The facilities may be provided through new construction or through acquisition, and rehabilitation, if necessary, of existing buildings. Under this program two-thirds, in some cases three-fourths, of the costs are provided.

Scope: Facilities must provide new services or extend or improve existing services in a neighbor-

hood. Existing levels of social service in other parts of the locality must be maintained.

Priority is given projects designed primarily to benefit low-income families or to further the objectives of the Economic Opportunity Act of 1962.

Provisions: To be eligible for assistance under this program, a facility must be necessary for carrying out a program of health, recreational, social, or similar community service (including a Community Action Program approved under Title II of the Economic Opportunity Act of 1964) in the area; consistent with comprehensive planning for development of the area; and so located as to be avail-

able for use by a significant portion (or number, in the case of large urban places) of the area's low- or moderate-income residents.

Enabling Legislation: Housing and Urban Development Act of 1956, Sec. 703; P.L. 89-117; 79 STAT 491.

STATE PROGRAMS

There are several State Assistance Programs that could be used to execute various elements of the Plan, if they are adequately funded. Some of these programs are already in use.

Program	Authority
Town Highway Act Grants for Improvements and Repair of Town Highways outside cities and villages	Highway Law 279,223, 226 and 227.
Water resources Grants for comprehensive studies and reports on area-wide public water supply system needs	PUBL)IC Conservation Law 446.
Beautification State assistance in development of local beautification programs for scenic easements and billboard and junkyard control	Program Executive Law 662.
Low-Interest Loans provide housing for the aged	Executive Law Art. 19-J.
Refuse Disposal Grants for comprehensive planning for treatment and disposal of refuse	Health Law 1362.
Feasibility studies of proposed cooperative activities.. This program pays up to 71% of the cost of undertaking studies by two or more municipalities, to provide a municipal service or facility. It does not cover sewage disposal, water supply, or refuse disposal projects.	Art. 5-J, Gen Municipal Law.