

DOBBS FERRY VISION PLAN

Our Village, Our Future

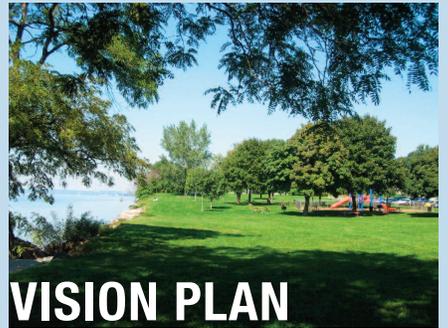
Submitted to
the Village Board by:

**The Village of Dobbs Ferry
Land Use Committee**

with support from

Phillips Preiss Shapiro Associates, Inc.
Planning and Real Estate Consultants

Adopted September 28, 2010



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Submitted to the Village Board by:

The Village of Dobbs Ferry

Land Use Committee

c/o Village Hall

112 Main Street

Dobbs Ferry, New York

www.dobbsferry.com

With support from:

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Why the Vision Plan, and why now?

Why the Vision Plan needs to be done:

- Development pressure is intense
- Zoning is out-of-date
- Protect the character of the village
- Protect property values
- Make Dobbs Ferry sustainable through a changing future

Who is preparing the Vision Plan?

- Land Use Committee drafts
- Board of Trustees revises and approves
- Other boards contribute and comment
- Architectural Review Board
- Conservation Advisory Board
- Planning Board
- Zoning Board
- Committees and staff contribute and comment
- Downtown Improvement Committee
- Open Space Committee
- Village Round Table
- Waterfront (LWRP) Committee
- Mayor's Task Force on Energy and the Environment
- YOU

What's special about Dobbs Ferry:

- Progressive civic community
- Rediscovery of the riverfront
- Downtown poised for improvement
- Distinct and diverse residential neighborhoods
- Historic and scenic character deserves protection

Some Vision Plan objectives:

- More predictable development review and approval process
- No out-of-scale development
- Cultural and housing diversity
- A civic community
- Historic preservation
- Main/Cedar place to meet, eat and shop
- Safer and more attractive Gateway
- Greenway connections
- Vibrant Riverfront parks and connections
- Celebration of Dobbs as a special place
- Sustainable community to support sustainable lifestyle

Implementation Tools:

- Best practice zoning
- Green design regulations
- Design guidelines
- Historic protection
- Improved review and approval process

Village resources

- \$3 million open space bond
- Village capital budget

Private resources:

- National Register incentives
- Institutions, such as Mercy College – others
- Supportive property owners and development community

Outside resources:

- Broadway/Route 9 (State DOT)
- Ashford Avenue (County DOT)
- Railroad (MetroNorth)
- Old Croton Aqueduct (State park, national landmark)
- Trails (State and County system)
- Development Grants (County system) CDBG
- Development Grants and Low Interest Loans based on the LWRP (State system)
- Development Grants from the Hudson River Valley Greenway Communities Council
- Development Grants from NYS DOS – Quality Communities Program
- Development Grants from NYS DEC Hudson River Estuary Program

chapter 1



This Community Vision Plan is the product of an extensive Village-wide effort to reflect on what it is about Dobbs Ferry that those of us who live here want to preserve and strengthen, and what we want to change or avoid as we look toward the future. Like all of our neighbors, Dobbs Ferry is experiencing extraordinary development pressure, a fact of life that will continue in years to come. We have been coping with this pressure with very limited fiscal resources, with land use laws that were for the most part enacted in another era, and without a clearly articulated consensus about how we would like to channel the growth that will inevitably occur to build on what is good and, in some cases, unique to Dobbs Ferry, and avoid development that threatens the qualities we cherish.

These factors place the Village at a severe disadvantage in its effort to manage growth and change. Much of our housing and commercial building stock is quite old and constructed on lots and street grids from days gone by. This is a source of much of the Village's charm. But it also gives rise to frequent tensions in the land use arena. So, too, does the fact that many remaining potential building sites present significant engineering and environmental challenges, and many others have been carved out of one of a large number of institutional campuses throughout the Village, and thus represent a loss of open space. When homeowners want to expand their older homes on often irregular, sometimes quirky lots that will bring their houses even closer to their neighbors; when a developer wants to construct a new home on a small, steep parcel tucked in near, and frequently above or just below, an existing community of homes; when a major grocery chain wants to expand an outmoded store in the central business district and bring it up to contemporary industry standards - standards that are largely a reflection of suburban shopping centers constructed in much newer and less densely built communities than ours - tensions abound.



*Like all of our neighbors,
Dobbs Ferry is experiencing
extraordinary development pressure,
a fact of life that will continue in
years to come.*

These tensions cannot be wished away. Without question, they will remain a feature of our civic life. However, the likelihood that they will be resolved in a way that reinforces the character of Dobbs Ferry and strengthens our community and our local economy will be materially enhanced if our response to these challenges reflects a consistent and thoughtful conception of what we would like the Village to look like twenty years from now. This document articulates that vision.

So what is that vision? Dobbs Ferry is a Village that is not defined simply by a single quality or feature, but instead by many attributes. The Hudson River waterfront, other smaller watercourses, generous open spaces, tree-lined streets, a traditional downtown, a hillside setting and the balance of the natural and built environment all play a part in defining Dobbs Ferry's identity. It is a historic, riverfront Village, founded more than 300 years ago, and built on the steep slopes and rolling terrain that typifies the east bank of the Hudson River. As a result, many of its streets are narrow and do not follow a geometrical street grid, many of its building lots and structures are irregularly shaped and close together. It is an exceptionally diverse community - economically and ethnically, and also diverse in the character of its many distinct residential neighborhoods. Dobbs Ferry is home to an unusually large number of institutions that own substantial tracts of land, which create generous green spaces,





Opposite and above: Small-scale neighborhoods, the village downtown, the Old Croton Aqueduct trail and the riverfront create a strong civic identity in Dobbs Ferry.

many of which are available for active and passive recreational use by Village residents. Dobbs Ferry also enjoys a strong sense of community—among its residents, businesses and institutions—that makes it a particularly wonderful place in which to live and work.

With all these extraordinary resources and blessings, Dobbs Ferry has the potential to play a role in redefining patterns of suburban community life in the 21st Century. Dobbs Ferry enjoys a unique location just twenty miles north of midtown Manhattan. It is situated on major train and bus mass transit lines. Together with its easily walkable downtown, these qualities make it a place where a person can choose to live in a vibrant small-town community, without being dependent on an automobile for access to life's essentials, and still earn a living in or near the world's greatest city.

The process of preparing the Vision Plan involved an extensive dialogue with the public and incorporated earlier community-based planning efforts. The plan itself builds upon the various things that make Dobbs Ferry special, and provides a framework for preservation, development and government decision-making in the coming decades.

The public workshops and discussion leading up to the drafting of this Vision Plan focused on six topics: (1) the Village's overall opportunities moving into the future, (2) the Riverfront, Old Croton Aqueduct Trail and village-wide open space, (3) the "Downtown" – focused on Cedar and Main Street, (4) the "Gateway" at Ashford Avenue and Broadway, (5) "Intensification" and other pressures on neighborhood quality of life, and (6) "Development Approvals" and other aspects of the way the Village goes about the business of overseeing the built and natural environments. Much of the content of this Vision Plan is derived from those discussions.



It is important that the vision of a civic, green, riverfront community be realized in every part of the Village; that every neighborhood benefit from: protections against inappropriate intensification, preservation of open space, restriction of thru-traffic on residential roads, encouragement of property improvement and maintenance, and the premise that future land use and development decisions should be consistent with existing Village-scale. The most noticeable and immediate benefits of the Vision Plan and attendant zoning/implementation are likely to be in the downtown and on the waterfront. Elsewhere, in the residential neighborhoods, the impacts will be more incremental – more by way of preserving what is best about Dobbs Ferry than making dramatic changes.



Above: Open space features and views add to home and civic values.

Several hundred Dobbs Ferry residents produced this Vision Plan. Participants included nearly all of the Village leadership, many civic activists involved in various boards and ad hoc committees, and nearly one out of twenty adult residents. The process has taken well over five years. The breadth and depth of this effort, and the consensus it reflects, should ensure that this Vision Plan will retain its value for many years.

The Village Board of Trustees authorized the work. The Land Use Committee labored well over four years with the details in no fewer than

chapter 2

authorship

30 work sessions. Earlier and coterminous, formal and ad hoc committees contributed. Village Board-appointed committees included Downtown Improvement, the Gateway, Open Space, Sidewalk, Mayor's Task Force on Energy and the Environment, and the Waterfront Committees. All Village residents were invited to participate in meetings and workshops that focused on six topics of particular concern, and the sessions were lively and very well attended.

Technical know-how came from a number of quarters. Participants came from a variety of affiliations and interests, ranging from residents to merchants to developers. The Village Board retained Phillips Preiss Shapiro Associates, Inc. (PPSA) to act as our consultants. PPSA built on the prior work of several firms, especially the LA Group (which prepared many of the base and survey maps shown in this report). The Land Use Committee includes representatives of the Architectural Review Board, Conservation Advisory Board, Planning Board and Zoning Board, most of whom are long time residents, and all of whom have professional expertise and experience with zoning, planning and land use issues. PPSA served as the "outside" experts knowledgeable about the models and trends; the participants as the "inside" experts knowledgeable about what is most worth saving and enhancing in the Village; and the Land Use Committee contributed from both perspectives.

The Land Use Committee recommends that the Village Board of Trustees adopt the Community Vision Plan as the official Comprehensive Plan for Dobbs Ferry under New York law. This would assure that the policies and priorities put forward have official standing. The Land Use Committee has concurrently prepared a draft of a zoning code and revisions to other portions of the Village Code that would implement most of the Plan's recommendations. PPSA prepared

a draft Generic Environmental Impact Statement (GEIS), which analyzes the economic, community and environmental impacts of carrying out the Vision Plan. Drafts of the revised zoning and GEIS were available for public review and comment in the fall of 2009 and in 2010. The ensuing dialogue led to improvements to the original draft of the Vision Plan and proposed Village Code revisions before they were considered for formal adoption.

A Vision Plan and Zoning Ordinance are not worth the paper they are written on unless they reflect the lasting priorities of the full community. It is in that spirit that the members of the Land Use Committee have invited our neighbors to comment, and thus continue your participation in planning for a better Dobbs Ferry.

Land Use Committee:

Stephen Hunter, Chair
Peter Paden, Past Chair
Jonathan Foster
Rob Lane
Jeanne Mikelson
Paddy Steinschneider
Stephen Tilly
Fred Larson
Bill Perri
Tom Speyer

Trustees who were in office during the time that the Vision Plan was prepared:

Joe Bova, Past Mayor
Brian Monahan, Past Mayor
Scott Seskin, Past Mayor
Fred Broda
Hartley Connett
Paula Dambroff
Nancy Delmerico
Allegra Dengler
Larry Dengler
Frank Farrington
Chuck Fleming
Marcia Hefler
David Konigsberg
Linda Leone
Clay Lifflander
Cathy Kay
Ed Manly
Lyle Miller
Teresa Walsh

Village Board of Trustees:

Hartley Connett, Mayor
Catherine Kay, Deputy Mayor,
Trustee
Victor Golio, Trustee
Sean Horsfield, Trustee
David Koenigsberg, Trustee
Ed Manley, Trustee
Greg Smith, Trustee

Partial List of Other Participants: *

Douglas Austrian, Melody Bach, Al Bailas, Robert Baron, Suzanne Berger, Ernest L. Bial, Martha Bial, Mike Blazoski, Peggy Blizzard, Steve Brosnahan, Faith Byrnes, John Canning, Erna Capetanopoulos, Sara Cashen, Bill Cassella, Jeanne Ceccolini, Debbie Cohen, Olympia Cosentino, Eileen Cronin, Danny d'Adamo, Barbara Dannenbring, Ellen Davis, Javier De La Garza, A.J. Dobbs, Melanie Dobbs, Liz Dreaper,

The breadth and depth of this effort, and the consensus it reflects, should ensure that this Vision Plan will retain its value for many years.

Dorothy Dunn, Paul Enea, Doug Epstein, Marc Esrig, Irving Faust, Maureen Fonseca, Charlotte Frankenthaler, Matt Frattura, Susan Frattura, Sidney Freund, Denise Gabriele-Poulin, Noirin Gahan, Ruth Gastel, Susan Geratz, Anthony Giaccio, Martin Ginsberg, Rachel Ginsberg, Irene Ginsburg, Carmine Giuliano, Garrett Glaser, Jack Goldstein, Bruce Gombos, Nelly Gupta, Augustus Hac-thoun, Roma Halatyn, Alan Harris, Kim Hays, Suzanne Hawood, Suellen Helinski, Hubert Herring, Bill Hoff, Penny Hofmann, Jean Howell, Neerja Jain, Hassan Jamal, Sami Jamal, Jacques Janett, Alan Janey, Wendy Johnston, Colleen Michelle Jones, Vikki Jones, Karl Kaye, Michael Kennis, James Kiberd, Randy Klipstein, Helena Kolenda, Richard Kravath, David Lipson, Arlene Lohr, Brian Maddox, Donald Marra, Melissa March, Melissa Marsh, Miriam Mauzerall, Marty McConnell, James McCue, Larry McGovern, Celeste Menensis, Saralyn Meyer, David Mintzes, Anne-Marie Mitroff, Jeff Moretti, Mark Morganelli, Saralyn Meyer, Ken Narva, James O'Brien, Jane O'Brien, Charlene Paden, Joanne Passaro, Bill Perri, Mildred Persinger, Lenore Person, Linda Jo Platt, Ed Plotkin, Kevin Plunkett, Robert Ponte, Ellen Prior, Leslie Rich, Bruce Richards, Herbert Rosenberg, Roger Sauer, Mary Schellhorn, Natalie Schifano, David Schmerler, Anne Schneider, Bettina Speyer, Peter Stein, Steve Sudak, Chris Thomasino, Angelo Tisi, Martha Weist, Stan Wexler, Rick Whelan, Lucy Wildrikc, Mike Willis, Denise Woodin, Joyce Zaritsky

**On average, over 50 people attended each of the seven workshops. Based on a show of hands, at any given meeting half of the group had come before, and the other half had come to that meeting as a particular priority to them. The people listed above are just those who signed in or were recognized based on their involvement in other Village committees and projects. It is offered with apologies to the many others who also participated.*

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- Project for Public Spaces and Phillips Preiss Shapiro Associates, A Plan for the Gateway to the Downtown Business District, 1999.
- Westchester County, Affordable Housing Allocation Plan, 2000 – 2015, 2005 draft.
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- Westchester County, Historic River Towns of Westchester, 2000.
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Opposite: This plan culminates over eight years of volunteerism.

Above: Village Hall on Main Street.

Timeline: The Past 50 Years of Planning

1960s and 1970s	Dealing with suburban growth
1961	Draft (not adopted) Master Plan
1966	Zoning ordinance adopted
1966	Subdivision Regulations
1966	Architectural Review Board Law
1971	Draft (not adopted) Master Plan
1974-1976	Zoning amendments to comply with draft Master Plan
1978	Further extensive zoning amendments
1980s and 1990s	Starting to address environment and downtown disinvestment
1984	Further zoning amendments
1984	Market study for downtown
1986	Flood Damage Prevention regulations
1987	Parking study
1989	Steep Slope Ordinance
1991	Downtown Improvement Committee first formed
1995	Juhring Estate designated Critical Environmental Area
1995	Downtown Improvement Committee re-formed
1997	Gateway report prepared by Project for Public Spaces
2000	Sign Ordinance for downtown
2000s	Creating an exemplary civic and riverfront village
2000	Open Space Committee formed
2000	Waterfront (LWRP) Committee formed
2000-2001	Resident surveys for jitney, waterfront, open space
2001	Land Use Committee formed
2001	Sidewalk Committee submitted recommendations
2001	Downtown Improvement Committee report
2002	Waterfront (LWRP) report prepared by LA Group
2002	Downtown Parking report prepared by LA Group
2003	Open Space Report and Map accepted by Village Trustees
2003	Land Use Committee provides findings to Village Trustees
2003	New Land Use Committee formed to tackle Vision Plan and zoning
2004	Land Use Committee starts Vision Plan process
2005	Waterfront (LWRP) Plan approved by Village Trustees
Next	Agreeing on a Vision, zoning and implementation strategies



It is important to begin with a discussion of Dobbs Ferry’s numerous, diverse and wonderful neighborhoods. This is, first and foremost, a residential community, and those who live here do so primarily because they value the physical and social qualities of the neighborhoods where they and their families make their lives. This section identifies each distinct neighborhood, what is unique and worth preserving about it, its particular challenges, and the corresponding recommendations for land use policy. It builds on the goal expressed in the 1971 draft master plan to stabilize all residential areas in terms of their overall den-

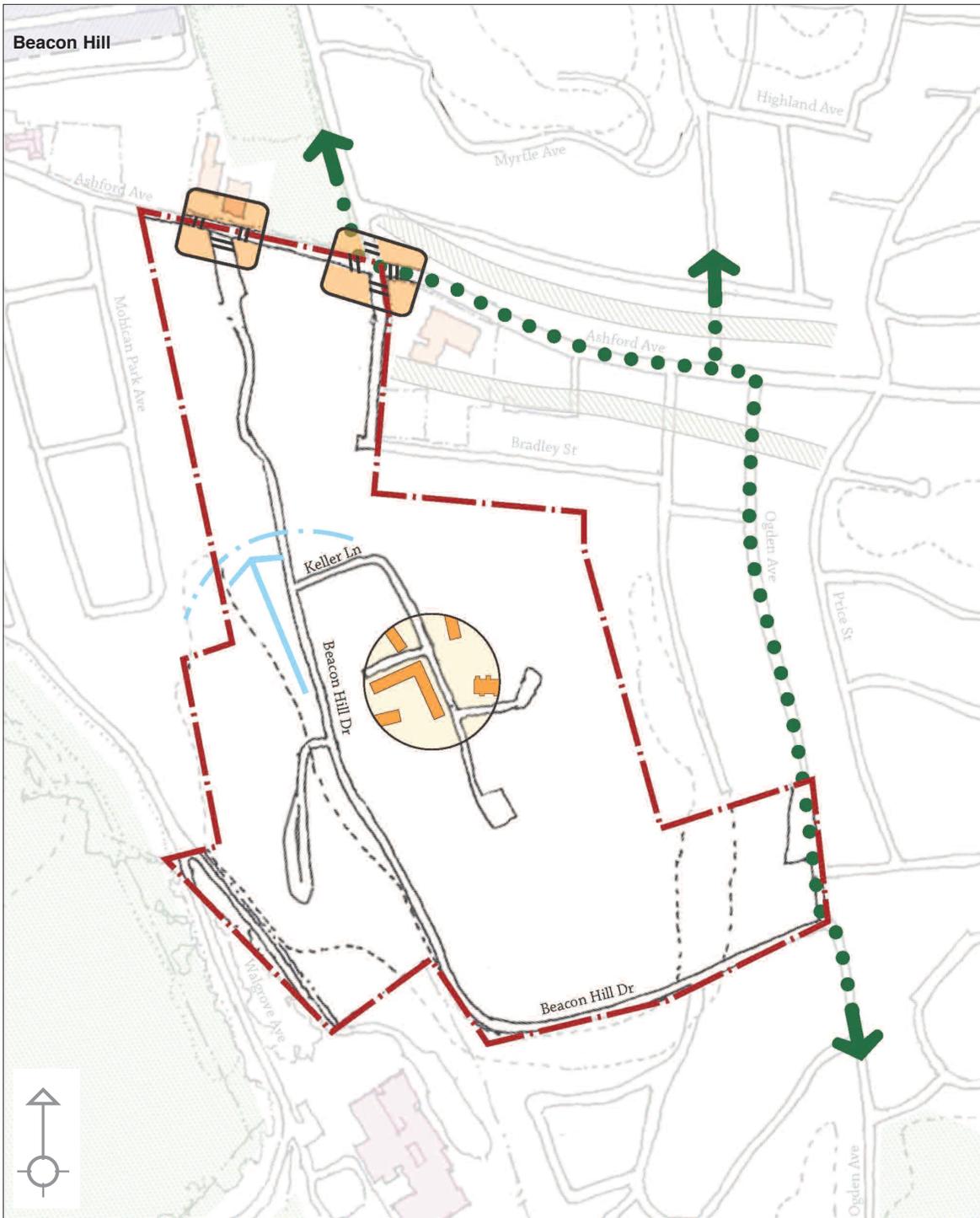
chapter 3

neighborhoods

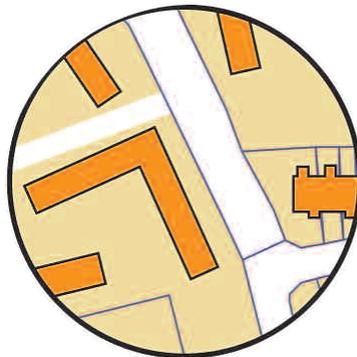
sity. It further builds on the goal indicated in the Local Waterfront Revitalization Program (LWRP) plan: “Avoid new uses and developments that are incompatible with existing residential development. Avoid new uses in a stable residential area when the use, design, or scale will significantly impair the character or functionality of the neighborhood.”

Following is an outline assessment of each neighborhood in the Village. Sometimes the boundaries of these neighborhoods are clearly defined, but other times less so. Where necessary, boundaries have been interpolated. Consequently, it should be understood that some neighborhoods will blend from one to the other. [A Field Guide to American Houses](#) by Virginia and Lee McAlester has been used for definitions of styles and the characteristics intrinsic to those styles.

Opposite: Recommendations are summarized for each of the 21 neighborhoods on the following pages. (Neighborhood maps by Rob Lane and Justin Kray).



- | | | |
|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
| River / Stream | Special District | Viewshed |
| Institutional Building | Pedestrian Crossings | Urban Density Transitions |
| Commercial Building | Example of Typical Housing Density | Sound Buffer |
| Neighborhood Boundary | Pathway Lighting | |



Beacon Hill

Vision: Reinforce Beacon Hill as an attractive, affordable, multi-family neighborhood.

Features and Opportunities:

- Once a few estates, now largely built out for garden apartments, apartment buildings and one small condo and a couple of small single-family subdivisions.

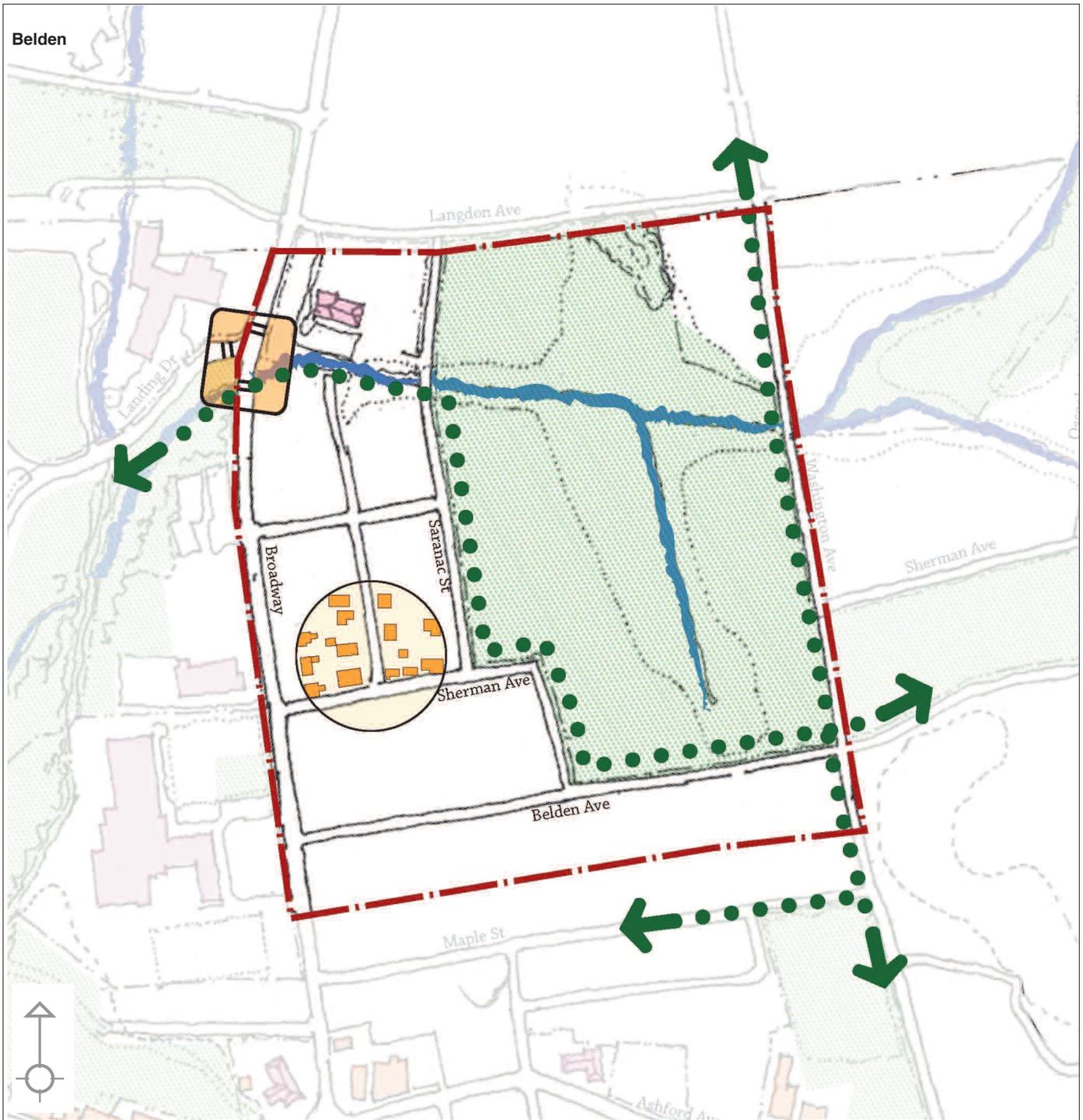
Concerns:

- A number of older apartment buildings now need reinvestment.
- Backs onto but has no connections to the Campuses & Woods neighborhood.

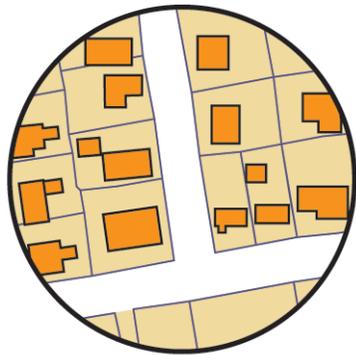
Recommendations:

- Encourage zoning and building code enforcement to better maintain building and environmental standards.
- Create stronger open space links to Woods & Fields, and any greenways created there in the future. For example, fix and reopen the walkway to Springhurst Elementary School.

Opposite and above: Beacon Hill features well-maintained multifamily housing set among hills and woods.



- | | | |
|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
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Belden

Vision: Enhance the historic character of the Belden neighborhood as it gains in value.

Features and Opportunities:

- Attractive “small-town” quality with many historic houses.
- Increases in values combined with larger lots invites house expansion for the smaller non-descript houses, while the majority of historic homes are already fairly large and thus not as vulnerable as is the case elsewhere in the village.

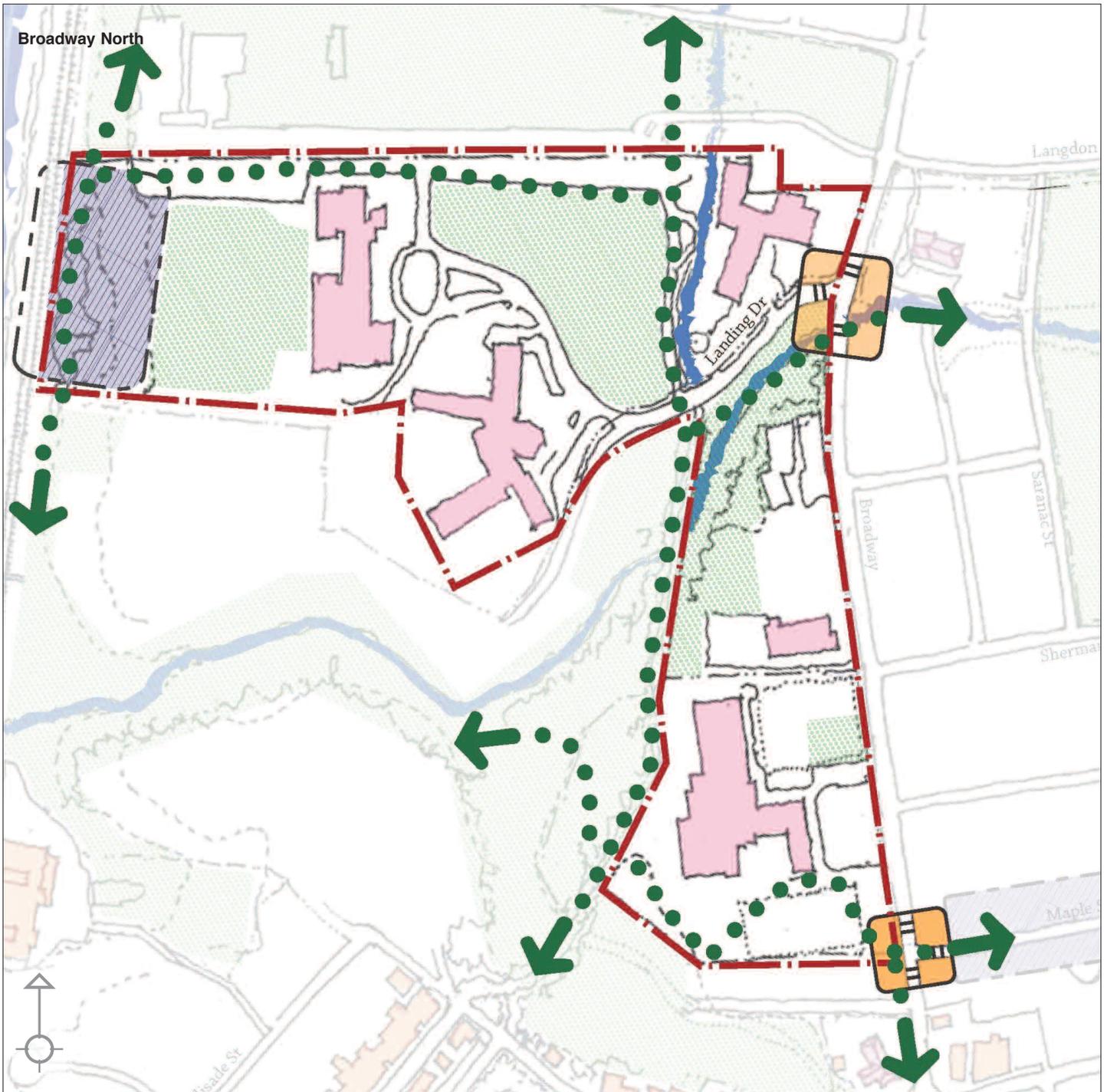
Concerns:

- Growth in values can lead to insensitive house enlargements and inappropriate renovations.
- The large area of the Ardsley Country Club known as the Flats was considered for development many years ago, and could be again in the future.

Recommendations:

- Adopt heritage or historic district guidelines to protect the historic character of the neighborhood.
- Employ design guidelines to expand upon the existing predominance of wood clapboard, wood shingle, and stucco materials, and the prevalent small scale and eclectic detailing.
- While supporting the continued presence of the golf course have a development strategy in place that would assume the redevelopment of the Flats as a positive extension of the Beld neighborhood, while protecting its environmental characteristics which are susceptible to flooding.
- Understand the value of the open space provided by the golf course.

Opposite and above: The Ardsley Country Club adds to the value of Belden’s historic homes.



- | | | |
|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
| River / Stream | Special District | Viewshed |
| Institutional Building | Pedestrian Crossings | Urban Density Transitions |
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Broadway North

Vision: Retain the estate-like institutions of Broadway North, with any future intensification and redevelopment linked to public amenities.

Features and Opportunities:

- Former estates along the Hudson River and Route 9 drive – long replaced with institutional uses that now include the Dobbs Ferry Middle and High School, Greenburgh Hebrew Center, Mercy College, Montessori School, and Tabernacle of Prayer.
- Neighborhood's open spaces, river views, recreation facilities and the Croton Aqueduct Trail are now or might serve as Village resources.
- Large parcels that invite intensification and redevelopment some day. To highlight one immediate opportunity: there is a significant underutilized stretch of land on the western edge of Mercy College, joined to an underutilized remote parking field.

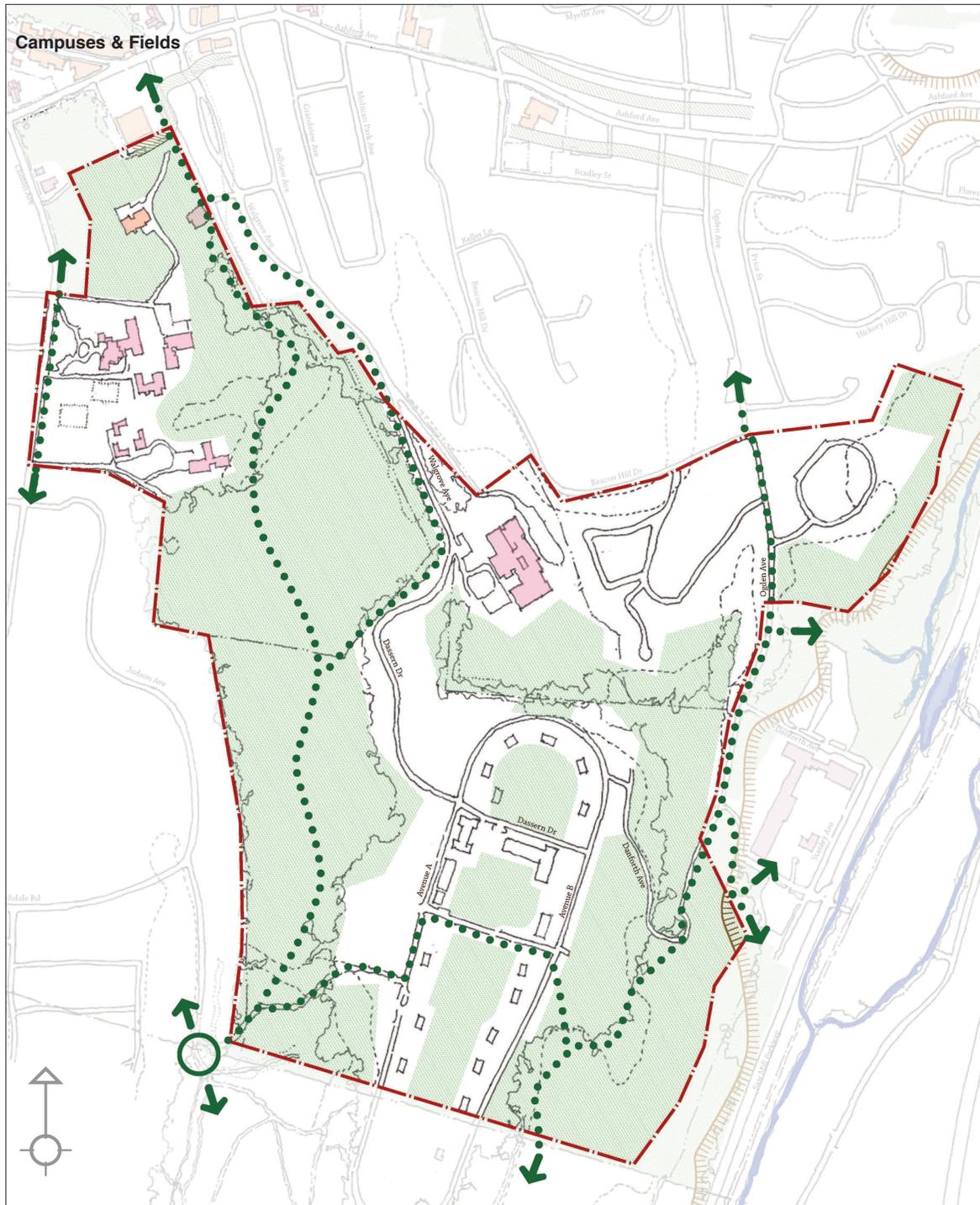
Concerns:

- Each institution will, every so often, seek expansion or reconfiguration of its physical plant.
- Potential for incremental or wholesale sale of property to generate revenue for the institution, e.g., in connection with concentration on a smaller part of the site, or in connection with relocation of activities to a facility outside of Dobbs Ferry.
- The Croton Aqueduct Trail is an under-used resource, as it has fallen into disrepair and many of the institutions view the aqueduct as a potential liability.

Recommendations:

- Make intensification or redevelopment contingent on Villagers' access or shared use of existing recreational and latent riverview amenities.
- Upgrade the Aqueduct Trail consistent with the Local Waterfront Revitalization Program (LWRP) and Hudson River Greenway plans, particularly to improve the convenient access of Mercy College to the Downtown.
- If new development goes forward, retain the campus quality now prevalent.
- Encourage generous green frontage, landscape buffers and a tree-lined street along Broadway for any new development on institutional/education properties or wherever else it may be practicable.
- Develop a buffer greenway along North Broadway, Old Town, etc., as feasible.

Opposite and above: Former estates on a bluff overlooking the Hudson River are now educational and religious institutions.



- | | | |
|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
| River / Stream | Special District | Viewshed |
| Institutional Building | Pedestrian Crossings | Urban Density Transitions |
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Campuses & Fields

Vision: Retain the Campuses & Fields area's largely open landscape as the lungs of the village.

Features and Opportunities:

- Masters School on the former McComb estate; Children's Village on the former McCormack, Paton and Russell estates; and Springhurst Elementary School on the former Brown estate.
- Significant historical character inherent in the buildings and formal layouts of the Masters School and Children's Village.

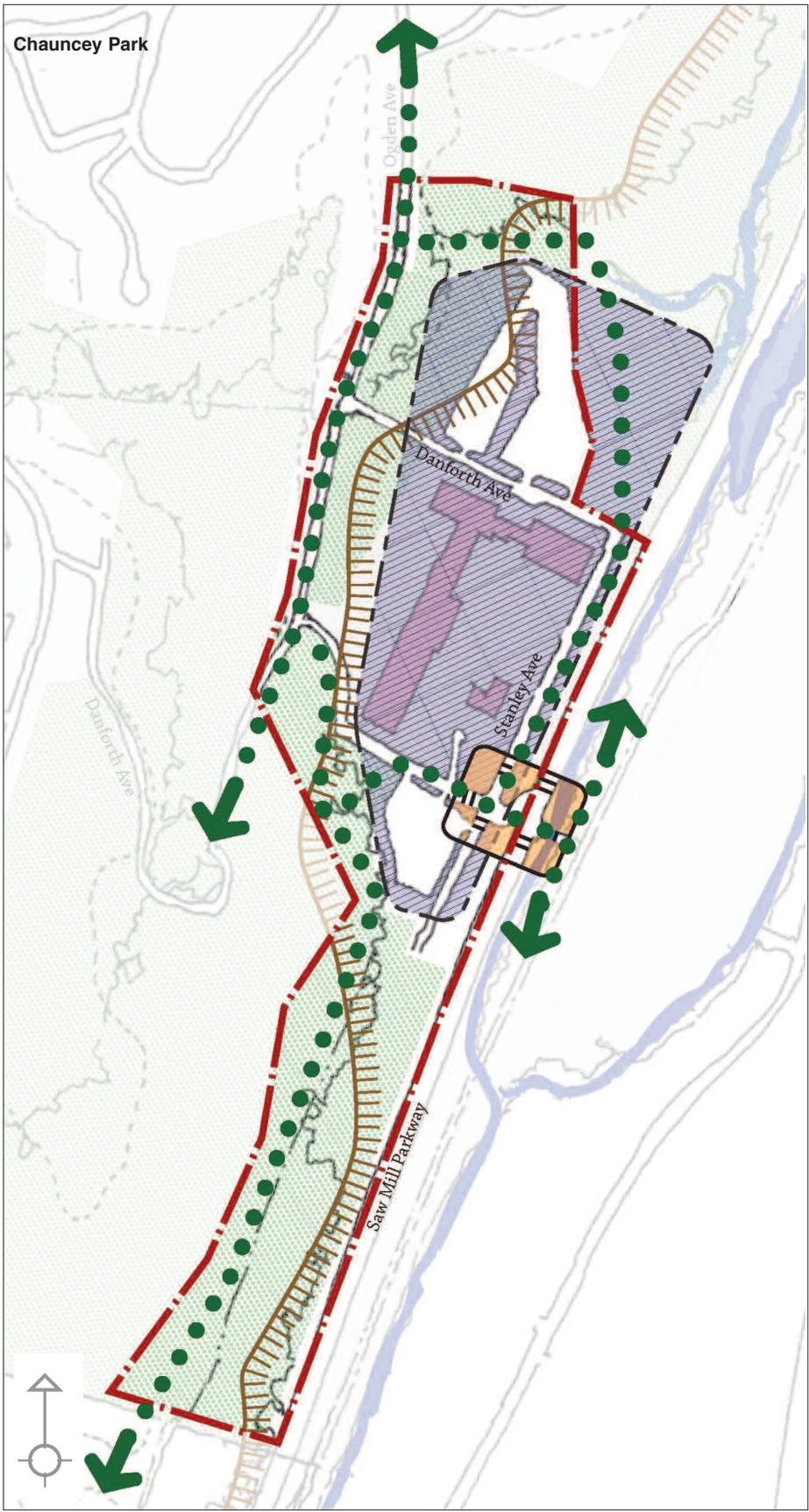
Concerns:

- Only a matter of time before there are development proposals—residential or institutional—for the privately held property.
- The institutions—in part due to the topography and in part to their need for privacy—slice a wedge through the center of the Village, further complicating neighborhood connections.

Recommendations:

- Maintain current institutional uses if at all possible.
- Wherever possible, tie new subdivisions to conservation subdivisions and dedication of land for open space and community amenities.
- Protect environmentally sensitive areas.
- Preserve buffers to adjoining neighborhoods and to Broadway.
- Create greenways with trail connections linking to the adjoining neighborhoods as well as through Walden Woods and Hunter Run, two condominium complexes that demonstrate the goals of clustering and protection of open space, albeit in an earlier stage.
- Preserve the remaining historic buildings and campus environments of the institutional uses, such as the green oval in the Children's Village.

Opposite and above: At the heart of Dobbs Ferry are a number of former estates reused for schools and institutions set among woods and hills.



-  Developed Land
-  Open Space
-  River / Stream
-  Institutional Building
-  Commercial Building
-  Neighborhood Boundary
-  Greenway Path
-  North Arrow
-  Special District
-  Pedestrian Crossings
-  Example of Typical Housing Density
-  Gateway to Open Space
-  Topography / Steep Slope
-  Viewshed
-  Urban Density Transitions
-  Sound Buffer
-  Pathway Lighting



Chauncey Park

Vision: Strengthen the value of the Chauncey Park area as a source of tax ratable development; yet respect the green corridor along the Parkway and its non-sprawl character.

Features and Opportunities:

- Unprotected greenbelt along the western edge near Children’s Village, as well as protected open space at Hunters Run.
- Woods on the south flank, offices in the middle, single-family homes on the north flank. Offices convey handsome “modern” (really modernist) campus quality, with low-rise buildings checkerblock with woods and greens.
- Parkway access generates value for commercial uses.
- Potential for trailway connections involving Putnam Trail (on the east side of the Parkway) to Hillside Park (in Hastings).

Concerns:

- Isolated from the rest of the village.
- Much of the unprotected open space is subject to steep slopes, rock outcroppings, and other environmental constraints.
- The existing paved area north of Danforth and the elevated plateau south of the new DPW garage may present an opportu-

nity for residential use, but the impact of noise from the adjacent Parkway on residential use will need to be mitigated.

- A variety of proposals have been submitted for the area including retail stores, a health club, a subdivision of single- and two-family homes, and a congregate care facility for seniors.
- The recent construction of a new Department of Public Works garage could affect the development value for this area, since it is not necessarily considered a good neighbor with its truck traffic, the noise of vehicles backing up, and the tendency for DPWs to store materials on site that are not particularly attractive.

Recommendations:

- Place priority on preserving the remaining open spaces in the Chauncey Park area, especially those that contribute to the greenbelts and/or are subject to environmental constraints.
- In the area closest to the Lawrence Street connection with the Saw Mill River Parkway,

allow intensification of commercial uses and residential use; and to the extent possible, retain its landscaped qualities. Allow mixed office/commercial, health care and, by special permit, retail uses. Acceptable retail uses include restaurants and stores that take advantage of the proximity to the Saw Mill River Parkway.

- Promote commercial uses in the existing buildings – like an office incubator for unusual businesses – much like the existing 145 Palisade Street.
- Commercial uses that make use of the Saw Mill River Parkway and do not generate excessive traffic on the nearby narrow and hilly residential streets should be preferred.
- Residential uses should be permitted in mid-rise buildings or clustered complexes allowing for the preservation of the steeper sloped areas and other environmental features.
- Link new development and future roadway improvements to pedestrian and bicycle trail con-

PARKWAY TO THE GARDEN SUBURB: When...proposed by the Westchester County Parks Commission plan in 1924, the Saw Mill River Parkway was promoted as “a key project in the creation of the garden suburb.”...

The first section of the parkway...[near] downtown Yonkers...was completed in 1926....[The] four-mile section of the parkway, from Tuckahoe Road in Yonkers to Ashford Avenue in Dobbs Ferry, was completed in September 1929. Another four-mile section, between Dobbs Ferry and NY 119 (Tarrytown Road) in Elmsford, was completed in 1930.

WIDENING PLANS THWARTED: In 1955, Westchester County proposed...to bring the parkway up to modern design standards....The parkway was to be widened [eventually to ten lanes,]...facilitated by the...purchase of the...New York Central Railroad-Putnam Division right-of-way....[Also,] the existing grade-level intersections and traffic signals [would be removed]. Both plans...met with significant resistance from community groups in Yonkers, Hastings-on-Hudson and Dobbs Ferry [and were dropped].

....Although overshadowed by more modern parallel highways, the Saw Mill River Parkway [carries]...approximately 60,000 vehicles per day...from the Bronx-Westchester border north to the Cross Westchester Expressway.

Excerpt from www.nycroads.com

RAIL TO TRAIL: [Instead of being part of a highway widening plan, the Putnam Division railroad line has been converted into a Westchester County recreational trail.]

The South County Trailway is a paved bicycle and pedestrian path located primarily on right-of-way lands of the former Putnam Division of the New York Central Railroad. The “Old Put,” as it was fondly referred to by commuters, provided freight and passenger service from 1881 to 1958 between the Bronx and Putnam County. Freight service continued...sporadically [till 1982].

....The Putnam Right-of-Way [trailway] spans 36.2 linear miles through Westchester County, of which 14.1 miles comprise the South County Trailway, from Eastview south to the New York City border....The South County Trailway is one element of the County’s extensive trail system that also includes the [North County Trailway,] Bronx River Pathway, Briarcliff-Peekskill Trailway, and many other planned paths and hike routes...

Excerpt from the Westchester County Trailways brochure for the South County Trailway.



nections. Provide sidewalks that link existing and potential north/south and east/west trailways.

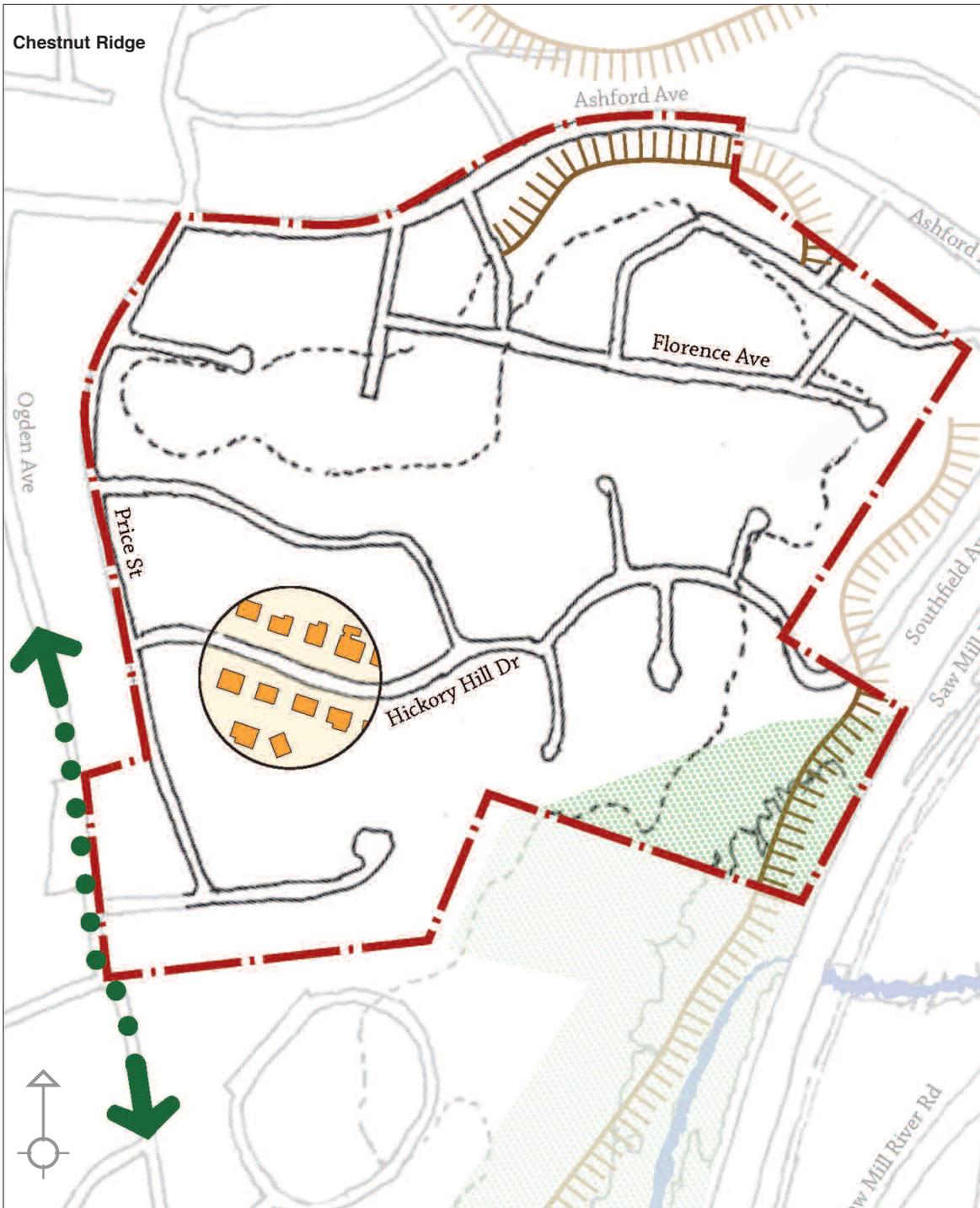
- Maintain heavily landscaped edge and “green” image of the Parkway, on an all-season basis (e.g., coniferous trees).
- Employ stormwater management; limit impervious surfaces; protect the Saw Mill River watershed; mandate a “silver” LEED standard in terms of green architecture. (LEED refers to the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Green Building Rating System, which includes various levels of compliance (i.e., Certified, Silver, Gold or Platinum).)
- Adopt site design guidelines that reference the existing attractive, wooded campus environment: view lines broken up with trees, especially in the parking lots; varied vegetation; work with existing contours; shared parking; and minimal number of curb cuts.
- Adopt building design guidelines that reference the modernist architectural style: low-rise (up to 50 or 60 feet) buildings; horizontal proportions and detailing; use of materials and/or facades that

complement those of the predominant office buildings in the area; façade designs that down-play retail uses, and prevent the appearance of a strip mall.

- Consider the possibility of a parking garage that could function as a reservoir for commuters from neighboring municipalities with a shuttle bus service to the train station.
- Restore the abandoned section of Ogden Avenue to access the property south of the DPW, as well as provide a second access road to the garage. Extend the existing Livingstone Avenue to the restored portion of Ogden Avenue, providing connectivity and making it possible to drive around the block. Lawrence Street should then be widened and restored to two way traffic, eliminating existing traffic conflicts caused when cars exiting the Saw Mill River Parkway do not follow the traffic signage and find themselves driving the wrong way on a one way street. The existing section of Stanley Avenue south of Lawrence Street could then become a private drive serving the DPW.
- Chauncey Park is a neighborhood that can accommodate the

scale of development and types of uses, such as a hotel, that could overburden other neighborhoods in the Village. With large greyfields of parking lots and underutilized buildings, this area provides an opportunity for redevelopment at a comparatively large scale.

- In an effort to help promote the use of MetroNorth, reducing vehicle miles traveled (VMT) and greenhouse gases (GHG), as well as better serve the neighboring communities of Ardsley and Greenburgh, which are not served by a mass transit rail line, creating a multi-storied parking garage on the area of the existing parking lot to the south of Lawrence Street should be considered. This could be integrated with a shuttle bus to the Dobbs Ferry Train Station, making it possible for commuters to use the garage as a parking reservoir and take the shuttle to the train. The Village currently sells a limited number of parking permits to Ardsley residents for a high price. These permits sell out quickly every year and there has been a demonstrated demand for additional commuter parking.



- | | | |
|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
| River / Stream | Special District | Viewshed |
| Institutional Building | Pedestrian Crossings | Urban Density Transitions |
| Commercial Building | Example of Typical Housing Density | Sound Buffer |
| Neighborhood Boundary | | Pathway Lighting |



Chestnut Ridge

Vision: Continue to use the topography and irregularity of the streets and lots to maintain the wooded quality and privacy that mark the Chestnut Ridge neighborhood.

Features and Opportunities:

- Hilly, with both high ground on the south, and low ground along Ashford Avenue on the north.
- Captures in one place two suburban paradigms: 1960s on the top of the hill; and traditional neighborhood lower and closer to Ashford.
- Steep slopes, odd and problematic lots, and a maze of streets together contribute to open space quality and sense of privacy for residences.
- In contrast to the more traditional character celebrated in Dobbs Ferry's older neighborhoods, Chestnut Ridge evokes the personality of auto-centric suburbia, with its repetitious blandness of a washed out architecture. In that criticism is also a great opportunity. Most of the homes in Chestnut Ridge are coming to that age when owners decide that a facelift and reconstruction are justified. The Chestnut Ridge neighborhood has the ability to be transformed as individual homes are rebuilt.

Concerns:

- Sites once considered beyond the pale in terms of preparation costs are now being subdivided and developed, due to increased property values.
- The combination of traffic congestion and a limited number of cross streets on Ashford Avenue isolate the neighborhood.
- Due to the twisting roads negotiating the terrain and the way in which the lots have been laid out, Chestnut Ridge creates many of the conditions that have garnered complaints in other neighborhoods when new homes are built on the steep slope behind existing homes. As the homes in Chestnut Ridge come up for reconstruction, the privacy provided by the terrain needs to be retained.
- While the terrain limits the opportunity for connectivity with other roads, resulting in a neighborhood with one main feeder road and a series of cul de sacs, Chestnut Ridge's isolation from other neighbor-

hoods can be addressed through the creation of walking and biking trails linking with trails, roads, and sidewalks in adjacent neighborhoods.

Recommendations:

- Design steep slope and lot dimension parameters to protect the neighborhood from removal of the landscape, erosion of tree coverage, and subdivisions disrespectful of environmental conditions.
- Find ways to create pedestrian ways at the end of cul de sacs in the neighborhood to connect with the conservation area in Hunters Run, which can then provide connections to Chauncey Park.