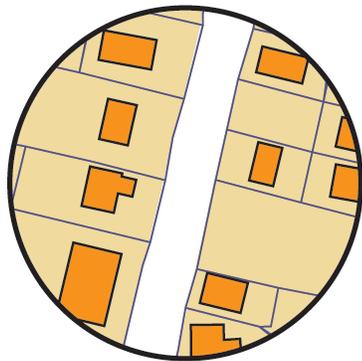




-  Developed Land
-  Open Space
-  River / Stream
-  Institutional Building
-  Commercial Building
-  Neighborhood Boundary
-  Greenway Path
-  North Arrow
-  Special District
-  Pedestrian Crossings
-  Example of Typical Housing Density
-  Gateway to Open Space
-  Topography / Steep Slope
-  Viewshed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



Fairmead

Vision: Create a coherent character for Fairmead.

Features and Opportunities:

- On a plateau above the river with many view opportunities.
- On former estates.
- Broadway is the gateway road from the south, with a fork and view featured at the Livingston intersection.

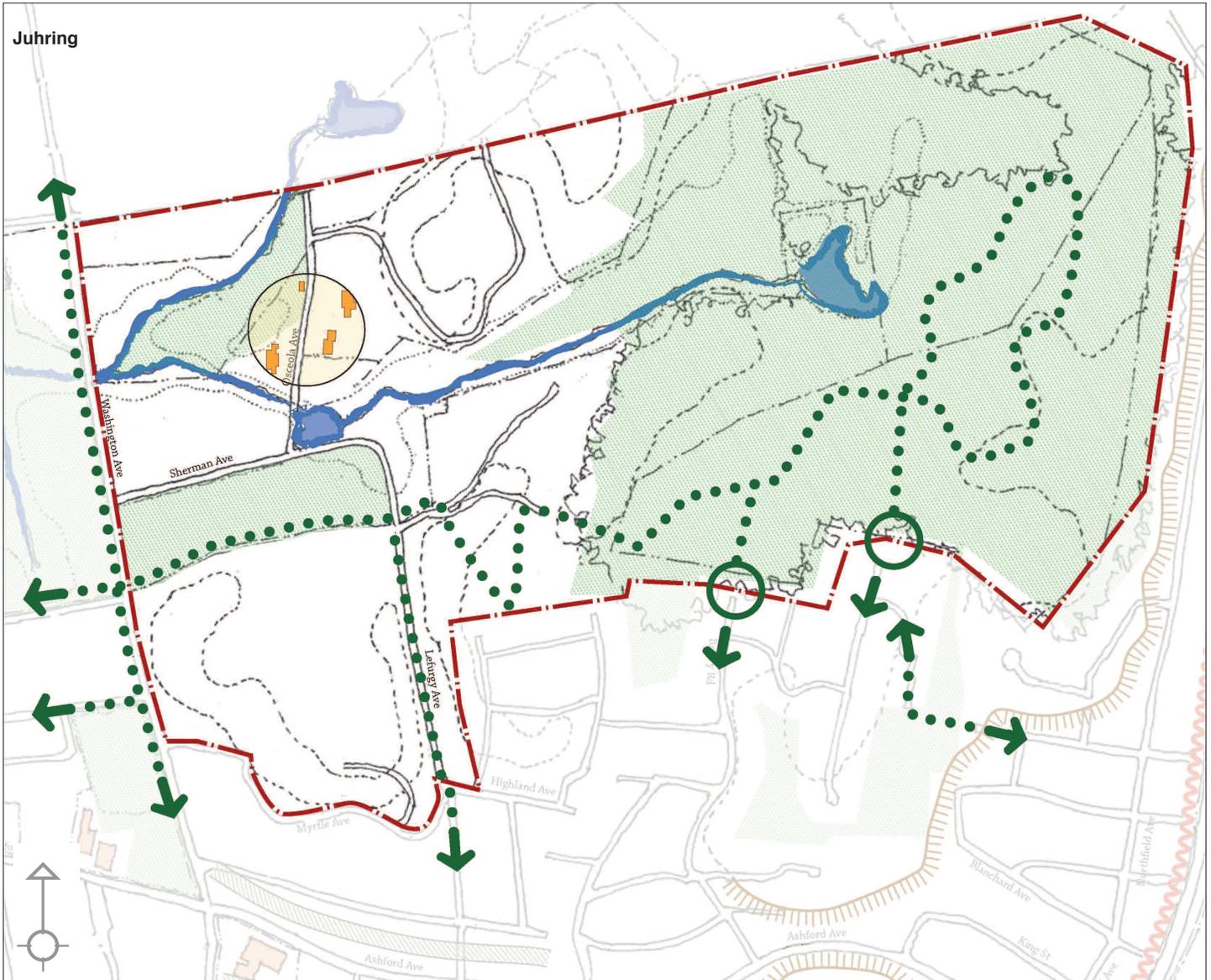
Concerns:

- Redevelopment looms for institutional properties – sometimes on a lot-by-lot basis; sometimes wholesale.
- Jumble of uses.
- Residential enclaves, isolated by Broadway's traffic volume and barriers, and by the lack of north/south connections due to the intervening institutions.
- Along Livingston Avenue, many well-maintained houses and apartments are oddly non-conforming.

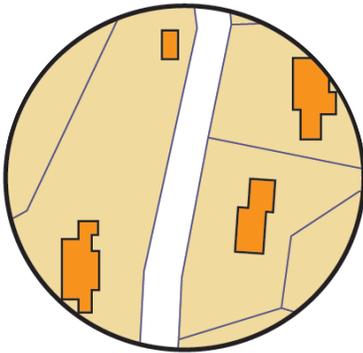
Recommendations:

- Condition residential development / intensification of the remaining large sites on: extension of the road network adjoining these parcels, creation of pocket parks / overlooks, and protection of views from the upland (Riverview Manor neighborhood).
- Create a gateway at the Broadway/Livingston intersection; with a public park feature, and ideally a meaningful community use (such as an overlook and theater) at the Rudy's site should it ever be redeveloped.
- Legalize the use of houses along Broadway and Livingston for multi-family as well as office use for non-residents.

Opposite and above: Small housing enclaves, several institutional type uses and one restaurant look out over the Hudson from Fairmead's bluff.



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



Juhring

Vision: Maintain the open space and estate qualities of the Juhring neighborhood.

Features and Opportunities:

- Large lots with large handsome houses, backing on to the Juhring Estate, Ardsley Country Club, and its golf course.
- Rolling terrain rising to hilltops that feature parks and country club facilities.
- The Juhring Estate itself is a 76-acre, Village-owned open space, and has been designated as a Critical Environmental Area by the Village and the County.

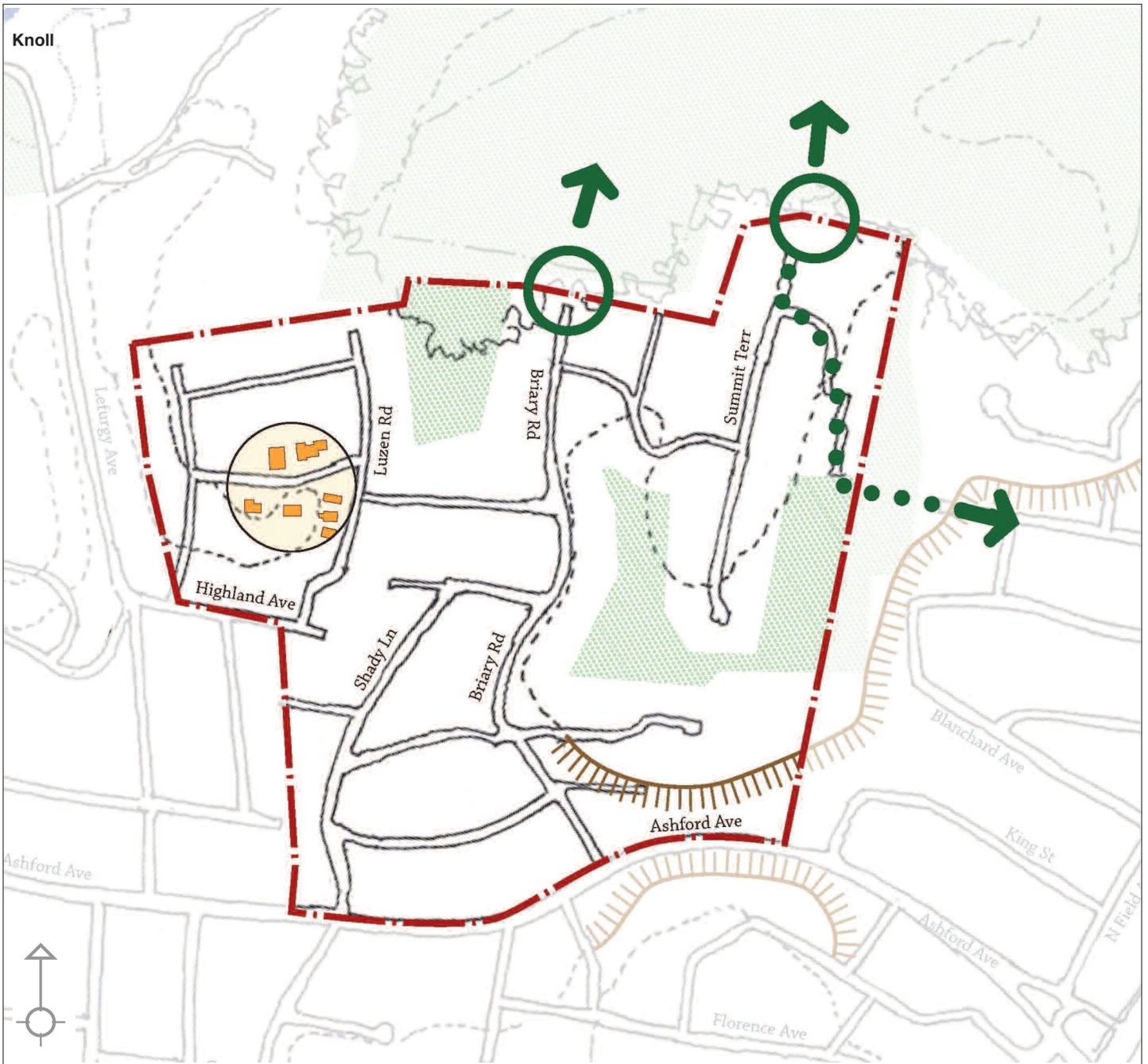
Concerns:

- Some local residents have been resistant to through-traffic going to the Juhring Estate, effectively cutting it off from the rest of the community.

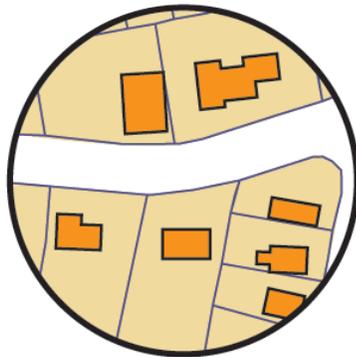
Recommendations:

- Employ upzoning (lower density zoning) to control further subdivisions to the extent necessary to preserve the character of the neighborhood.
- Encourage use of the Juhring Estate. As in the Knoll (see below), provide limited amount of parking and bicycle amenities—with limited signage—to make the Juhring Estate more accessible to neighborhood residents and other villagers.
- Integrate Juhring Estate trails into the larger trailway system traversing the Village.
- Create a greenway/trail along the North Branch of the Wickers Creek from the Juhring Estate to Belden.

Opposite and above: Estate-like houses overlooking preserve, country club and river make this the most exclusive neighborhood in Dobbs Ferry.



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|--|------------------------|--|------------------------------------|--|---------------------------|
| | 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 | | |



Knoll

Vision: Preserve the Knoll neighborhood as an attractive, private place to live.

Features and Opportunities:

- Top of the hill, with a predominance of older houses and mature trees.
- Modest scale houses on shady, lightly traveled streets.
- Neighborhood backs onto the Juhring Estate – a Village-owned preserve.

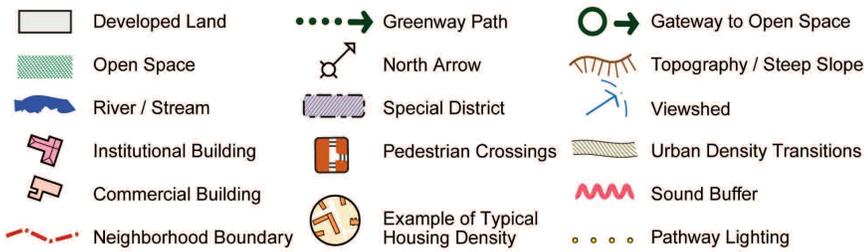
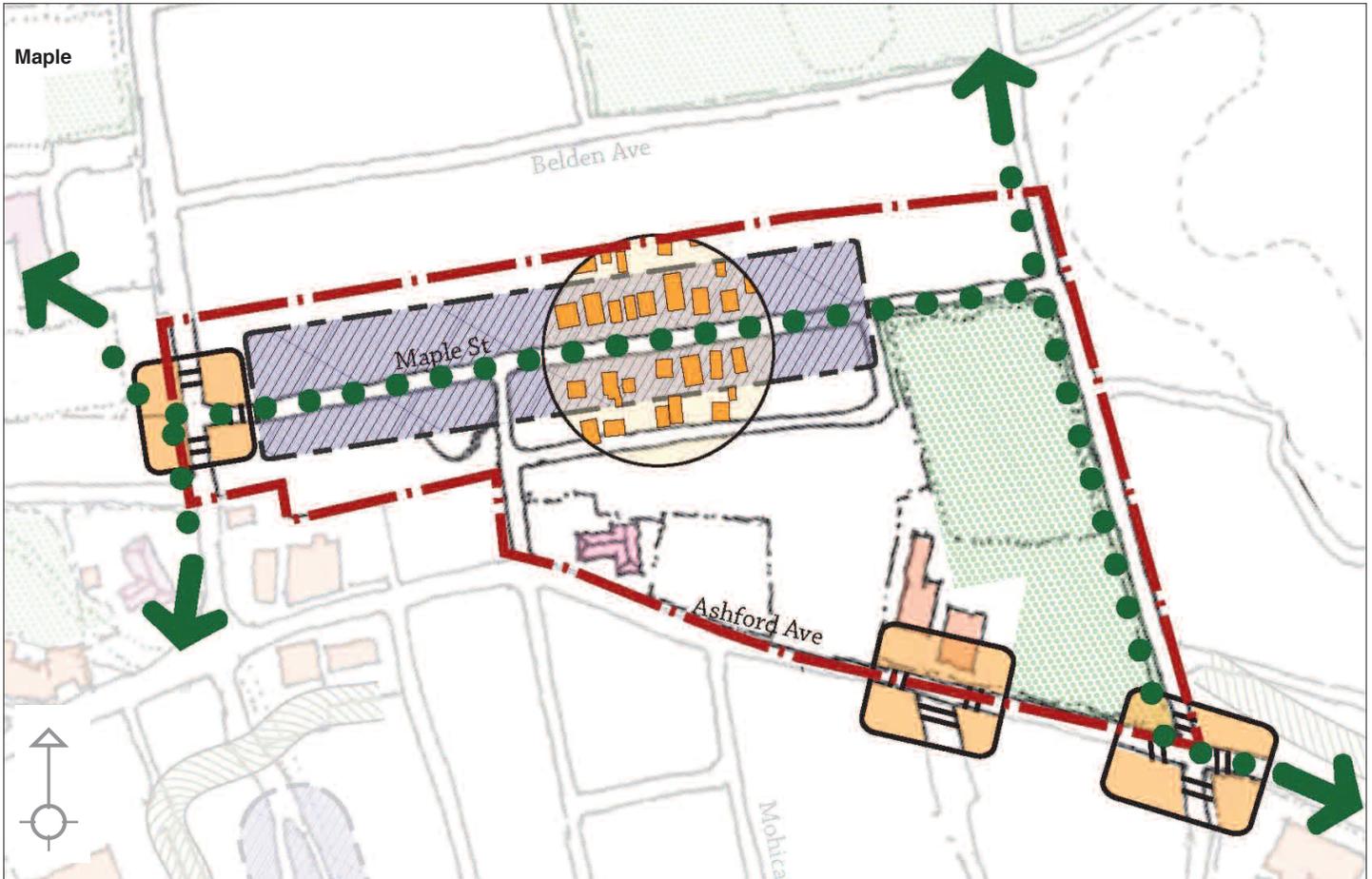
Concerns:

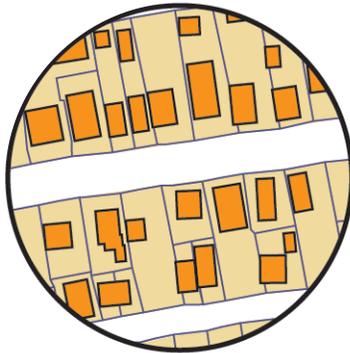
- Until recently, mapped paper streets have led to out of scale infill development on wooded, topographically challenging terrain widely used and enjoyed as open space, and created continuing pressure for such development, which threatens to dramatically alter the character of the neighborhood.
- As in the Juhring neighborhood, some local residents have been resistant to through-traffic going to the Juhring Estate, effectively cutting it off from the rest of the community.

Recommendations:

- Provide street-end entries into the Juhring Estate, with a handful of parking spaces and bicycle amenities, but modest signage so that these entry points remain understated to avoid unnecessarily disturbing nearby residents. (Same recommendation for the Juhring neighborhood, so as not to burden one neighborhood.)
- Take whatever steps are necessary to ensure that the formerly mapped paper streets remain off limits to development.
- Create a conservation district to protect the character of the homes within the wooded landscape and hilly terrain.

Opposite and above: The Knoll features homes nestled by woods, hills and preserves.





Maple

Vision: Protect the traditional qualities of the Maple neighborhood.

Features and Opportunities:

- Compact neighborhood of homes on small lots facing a grid of tree-lined streets.
- Cohesive historic and treed character is the source of the neighborhood's abiding quality, and thus of value to all of its residents.
- Gould Park is a principal recreation resource for the village, and a key amenity for the neighborhood.
- Single structures that provide more than one residential unit, providing naturally affordable homes.

Recommendations:

- Establish building controls that prevent teardowns and out-of-scale houses.
- Establish guidelines that control the amount of impervious surfaces.
- Establish a heritage district or historic district along Maple Street.
- Provide traffic-calming on local roads now used as bypasses.
- Encourage multi-family uses in buildings that retain the appearance of single-family homes.

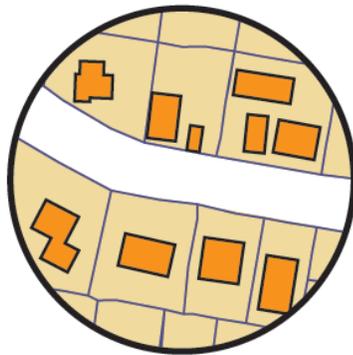
Concerns:

- High housing values invite teardowns and significant home expansions out of keeping with the scale of housing in the neighborhood.
- Traffic shortcutting through the neighborhood as a way of avoiding congestion at the Ashford/Broadway intersection.

Opposite and above: Maple is a tight-knit neighborhood of older homes laid out on a grid.



- Developed Land
- Open Space
- River / Stream
- Institutional Building
- Commercial Building
- Neighborhood Boundary
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- Example of Typical Housing Density
- Gateway to Open Space
- Topography / Steep Slope
- Viewshed
- Urban Density Transitions
- Sound Buffer
- Pathway Lighting



Northfield

Vision: Conserve the current scale and character of the Northfield neighborhood.

Features and Opportunities:

- Steep hill rising from the Saw Mill River and Parkway, up toward the Knoll neighborhood.
- Largely built out.
- Small, post-war houses tucked into the landscape create an attractive neighborhood.

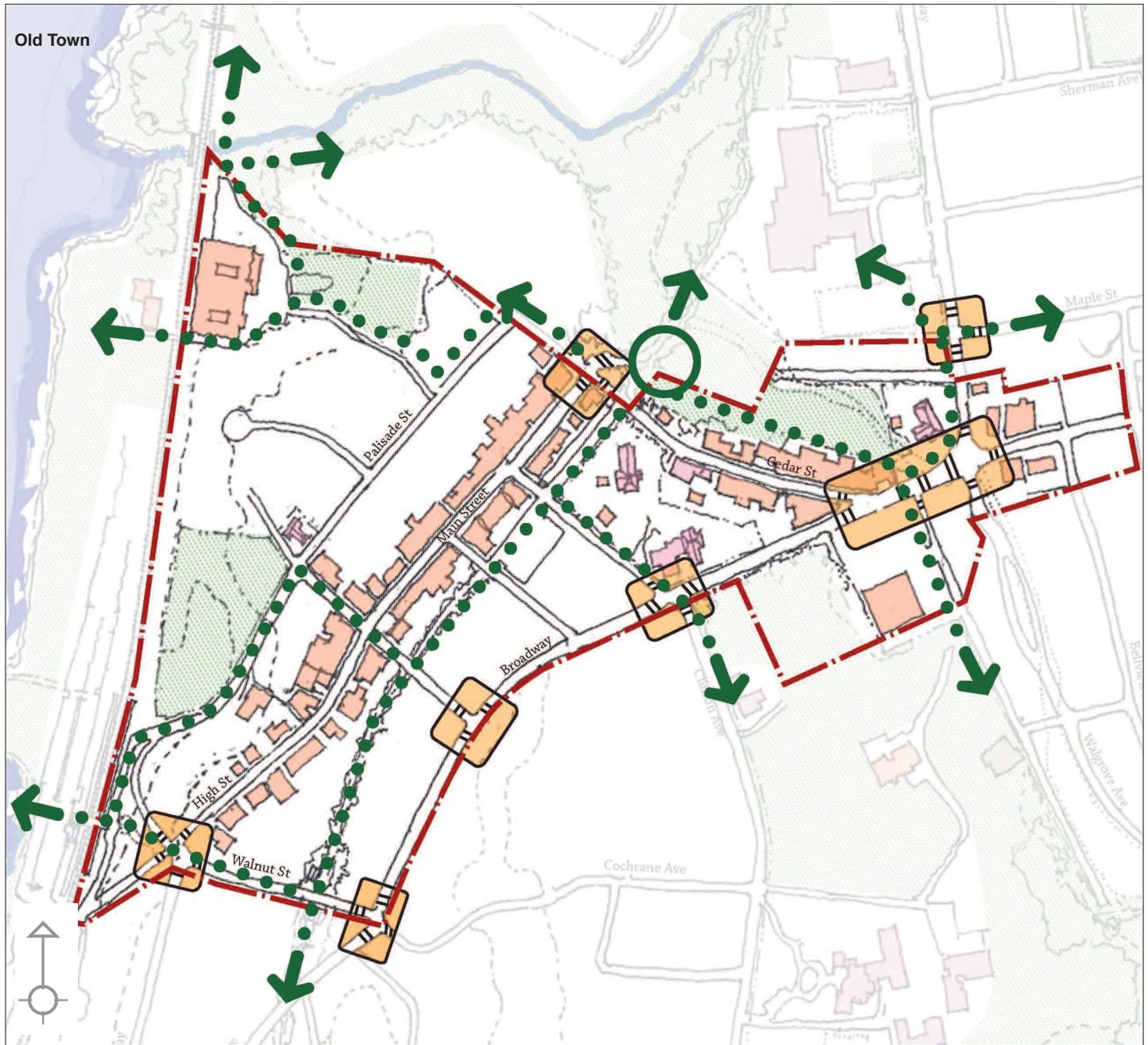
Issues:

- Steep slopes invite large houses on little plots built into the hill, that are low on one side and looming on the other.
- The Saw Mill River Parkway adjacent to the backyards of the houses on the east side of Northfield Avenue disturbs the peacefulness of these properties.
- The houses that have been built on the west side of Northfield Avenue have required significant disturbance of steep slopes and other environmentally sensitive conditions.

Recommendations:

- Ratchet down floor area and site coverage requirements to improve the relationship between the size of the houses and the character of the parcels.
- Incorporate all aspects of site design into reviews: retaining walls, clear-cutting, landscape buffers, old stonewalls, old-growth trees, etc.
- Establish environmental protection requirements that actually protect the sensitive features, instead of just reducing density.

Opposite and above: Northfield is one of the neighborhoods where land use, zoning and land features need to be carefully calibrated.



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|------------------------|------------------------------------|---------------------------|
| 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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| Neighborhood Boundary | | Pathway Lighting |



Old Town

Vision: Amplify the pedestrian vitality, amenities, scale, and style of life in the Village’s “Old Town” center, which includes downtown.

Features and Opportunities:

- “Old Town” includes Cedar and Main Streets, as well as side streets, nearby Broadway, and the Gateway.
- Older homes on small lots, many of which were converted from single-family to multi-family prior to the adoption of the zoning ordinance. There are also “Main Street” storefronts, often with housing above.
- Cedar/Main Street’s retail is overbuilt relative to demand; then again, lower rents allow interesting and home-grown businesses to incubate in downtown.
- Lack of through-traffic creates a calm quality for downtown. Commuter train and bus service makes Old Town the most transit-served neighborhood, where car dependency can be reduced.
- Memorial Park, Croton Aqueduct Trail, and the waterfront park offset this otherwise relatively densely developed area. The Local Waterfront Revitalization Program (LWRP), Hudson Greenway and other plans promise even better open space and recreation amenities.

Issues:

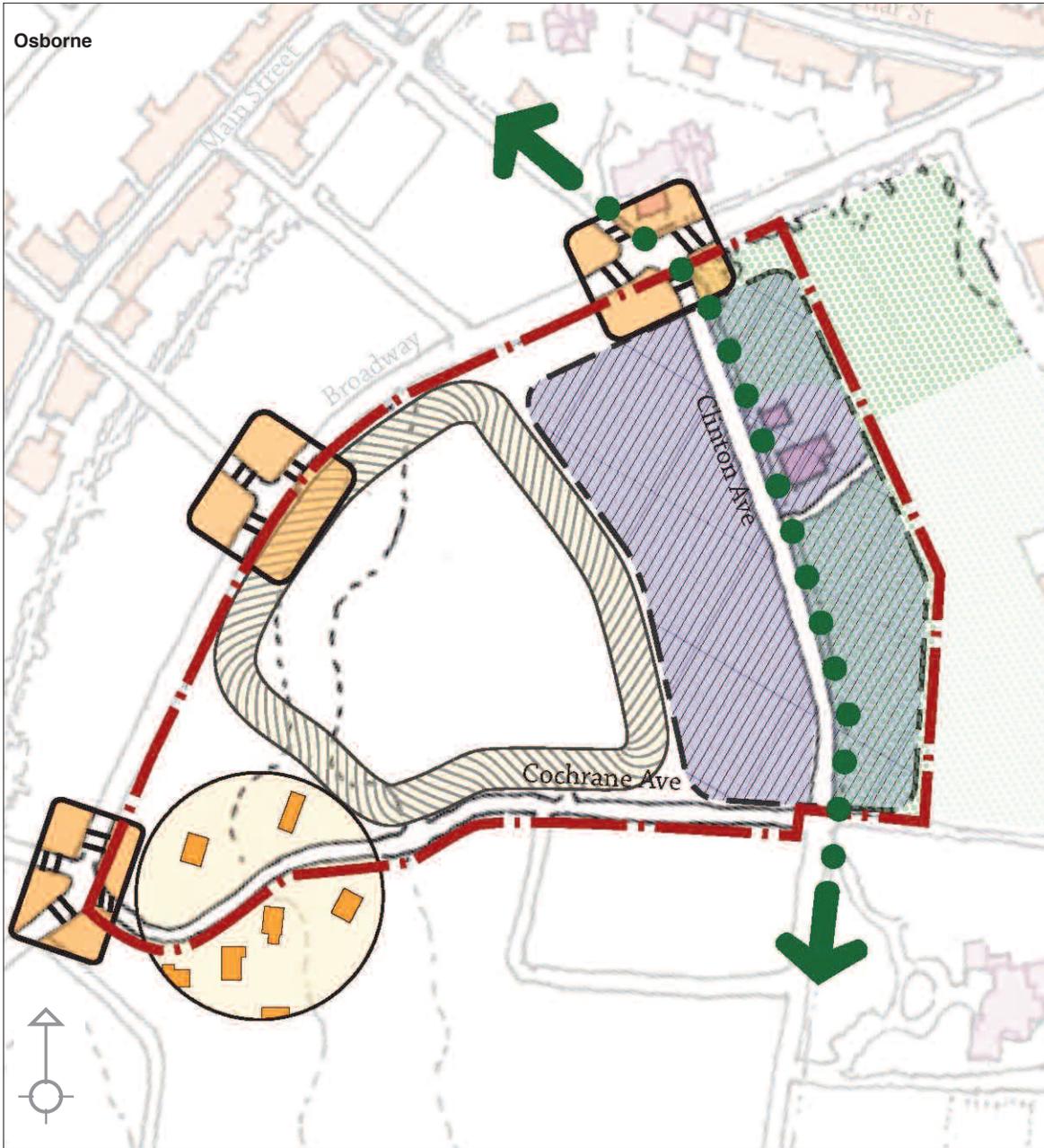
- Many converted houses and upstairs apartments are non-conforming. However, legalizing/increasing housing is hampered by the shortage of downtown parking.
- The Gateway suffers from a lack of cohesive development, complicated traffic patterns and pedestrian inconveniences.
- Incremental development can lead to the erosion of Old Town’s historic character.

Recommendations:

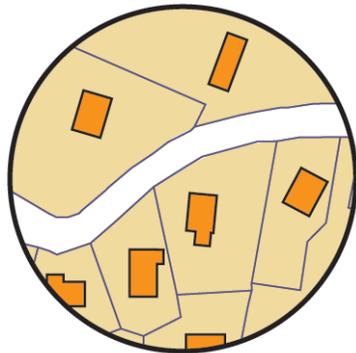
- Legalize the use of housing along Broadway and the side streets for multi-family and office uses to encourage the preservation and restoration of these often historic structures.
- Legalize housing and apartments in the downtown area, contingent on Payments in Lieu of Parking (PILOP). Use PILOPs to provide shared use parking lots and pedestrian improvements that make remote parking more attractive.
- Encourage a significant increase in the number of residential units in Old Town.

- Redevelop the Gateway with the pedestrian—as much as the car—in mind.
- Upgrade and expand the waterfront park system; improve Memorial Park, including opening up waterfront views; carry out Aqueduct trailway and pedestrian connections consistent with the LWRP and Hudson Greenway plan.
- Carry out historic-minded regulations. This could include designating parts of Old Town as historic districts.
- Maintain a well-treed canopy along Broadway.
- Improve the pedestrian experience with enhanced sidewalks and crosswalks including enhancing the Aqueduct as a pedestrian route through Old Town.

Note: This area is more fully discussed in Chapter 5, which addresses the Downtown in detail.



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|------------------------|------------------------------------|---------------------------|
| 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 |
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Osborne

Vision: Foster incremental improvements in the Osborne residential enclave.

Features and Opportunities:

- A tight triangle wedged between Broadway/downtown and the Masters School with a large garden apartment complex at the core.
- Historic houses on Clinton Avenue facing Estherwood (Masters School), apartments especially on Broadway opposite commercial development. In one case (Wit's End) new development has been designed to integrate with the historic houses.

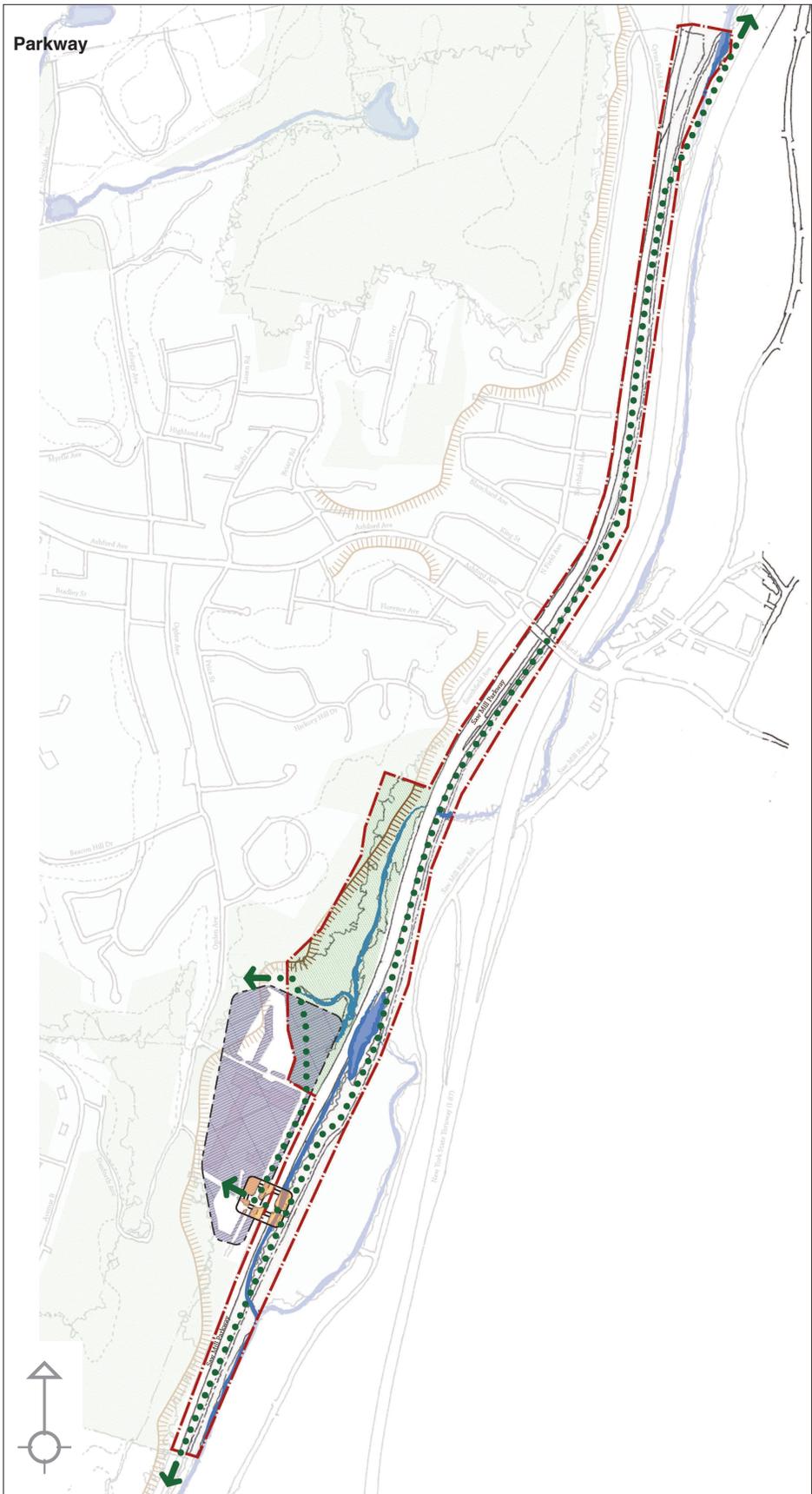
Recommendations:

- Allow area to have apartment development, with lower density on periphery.
- Draw inspiration from Wit's End as a way to allow multi-family while maintaining historic buildings.
- Create historic district protection for Clinton Avenue.

Concerns:

- The zoning for the properties fronting on Clinton Avenue is inconsistent with their use. Large single-family homes that were converted to multi-family use prior to the adoption of the zoning ordinance back up to a garden apartment complex.
- Redevelopment threatens historic houses.

Opposite and above: Here in Osborne, Clinton Avenue's stately landmark homes contrast with small multifamily housing.



-  Developed Land
-  Open Space
-  River / Stream
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Parkway

Vision: Respect the green corridor along the Parkway and its non-sprawl character. Protect the wetlands and wooded areas that are currently County and State park land.

Features and Opportunities:

- Steep ridge with narrow band of land parallel to the Saw Mill River Parkway, adjoining and proximate to Bramley Park, County-owned land, Saw Mill Park, and the County's South County trail.
- The length of the Parkway is mostly wooded (with the exception of the traffic signal at Lawrence Street), creating a green corridor along a heavily traveled road with limited access.
- North of the Ashford Avenue exit off of the Parkway, the right of way is relatively narrow, allowing views from the Parkway of the homes along Northfield Avenue and its side streets.

Concerns:

- A sensitive flood plain directly affected by adjacent development discharging to the Saw Mill River.
- While the recent construction of the building to the north of Lawrence Street redeveloped an existing greyfield, the recent

construction of the new DPW garage removed a substantial greenbelt and required extensive disturbance to a steep rock hillside, making it directly visible from the Parkway.

- There are several large tracts of open space within and adjoining the Parkway, which could change the character of the greenway, if developed.
- The existing entries and exits to the Parkway at Ashford Avenue were created in the 1930s, when design speeds and conditions were very different from contemporary standards. Safety concerns have been expressed.
- The width of Lawrence Street and the number of turning lanes accessing the Parkway can result in traffic congestion.

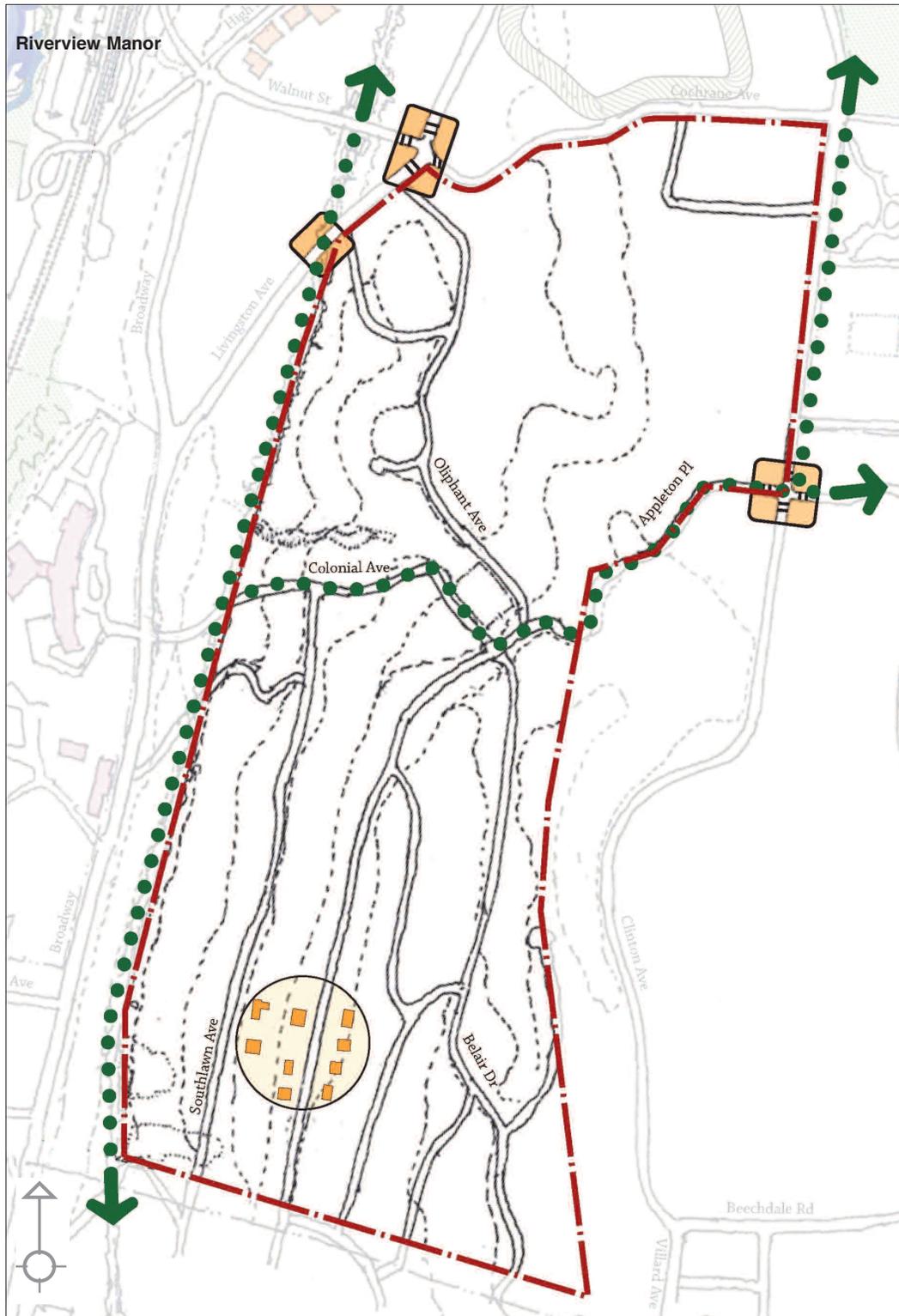
Recommendations:

- Explore a new southbound entry onto the Saw Mill Parkway employing the properties at the southeast corner of Ashford and Southfield Avenues.
- Cooperate with the State and County in the redesign and

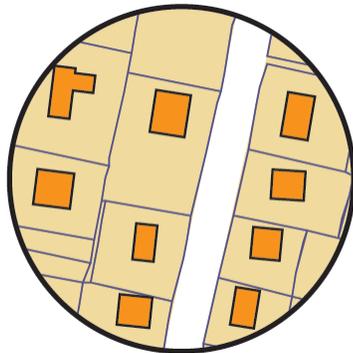
reconstruction of the Ashford Avenue Bridge and encourage pedestrian and bike lanes.

- Cooperate with the State and County in the changes to the intersection of Lawrence Street and the Parkway to improve traffic patterns and maintain an acceptable level of service.
- Protect the green corridor, encouraging berms and landscaping that help screen adjacent development.
- Prohibit any development of the parkland extending north from Chauncey Park.
- Improve pedestrian and bike access from Chauncey Park to the South County Trail.
- Implement Light Imprint stormwater management measures to protect the existing wetlands and Saw Mill River, and mitigate flooding.

Opposite and above: The Saw Mill River Parkway creates value for nonresidential uses.



- Developed Land
- Open Space
- River / Stream
- Institutional Building
- Commercial Building
- Neighborhood Boundary
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Riverview Manor

Vision: Preserve Riverview Manor as a classic Dobbs Ferry neighborhood — a hillside community facing the river.

Features and Opportunities:

- Small generally historic houses on oddly configured often steeply sloped sites create a diverse but consistently charming setting.
- Very cohesive neighborhood in terms of landscape and quirky character.

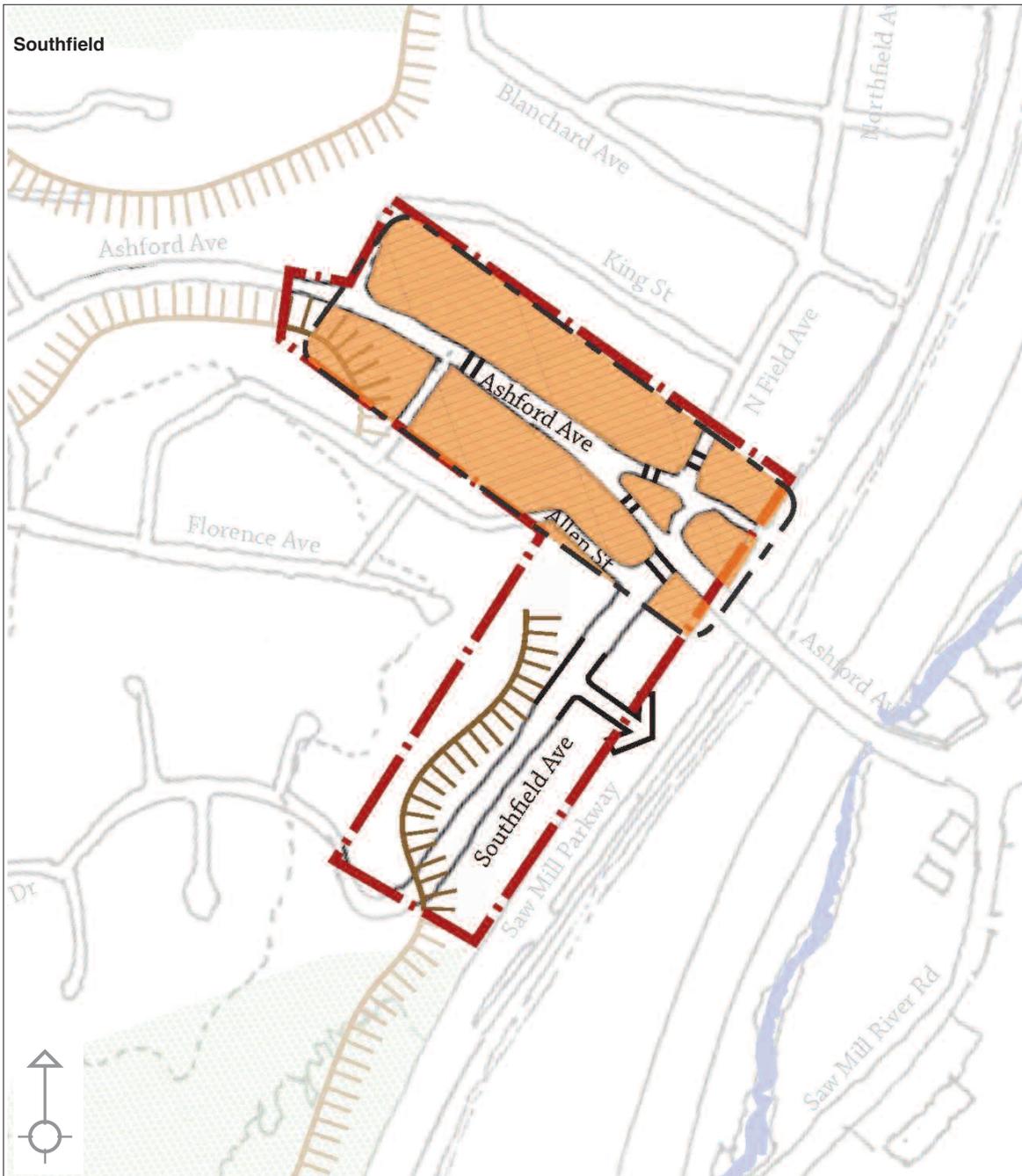
Issues:

- Teardowns, expansions and the risk of resulting out-of-scale and out-of-character homes.
- Steep slopes invite out-of-scale development.

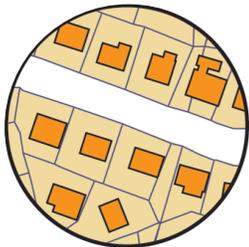
Recommendations:

- Provide guidelines that prevent out-of-character and/or out-of-scale housing: stronger regulations to reinforce greenery, intimacy of detailing, handcraft imagery, idiosyncratic orientation of buildings, and building into the hillside.
- Improve walkability by providing walkways and trailways.

Opposite and above: In Riverview Manor, small and large historic homes hug a wooded hill overlooking the Hudson.



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|------------------------|------------------------------------|---------------------------|
| 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 |



Southfield

Vision: This small commercial area is vestigial, having been created prior to the construction of both the Saw Mill River Parkway and the New York Thruway, which disconnected it from the Ardsley business district. A number of the businesses are located in previously residential buildings, which have been converted to commercial use.

Features and Opportunities:

- This commercial area is convenient to the Saw Mill Parkway and to Ardsley via the Ashford Avenue Bridge and the small shopping strip.
- There is no parking permitted on Ashford Avenue and the permitted parking on Southfield is limited.
- The terrain and Parkway restrict any expansion of this small commercial district.
- The small green island on Ashford west of the bridge is a gateway to the Village.
- There are at least two parcels of undeveloped land in Southfield and several of the other properties are underutilized.
- The County is currently planning for the replacement of the Ashford Avenue Bridge.

Concerns:

- The buildings on Ashford Avenue are a mix of commercial and residential uses, with some having minimal on-site parking,

- complicating traffic conditions.
- Due to some of the area's building conditions, the image presented to visitors entering the Village on Ashford Avenue is not as positive as it could be.
- Residents of Southfield Avenue have complained about the lack of parking serving the commercial uses, resulting in competition for the limited street parking in front of their homes, several of which do not have on-site parking.
- With both downtown Dobbs Ferry and downtown Ardsley having difficulty filling retail stores, there does not seem to be a need for more commercial development in Southfield.
- The road network accommodating the entrance and exit for the Saw Mill River Parkway creates confusion and congestion with the Village streets connecting with Ashford Avenue in Southfield.
- Allen Street is particularly steep, exceeding current standards of

safety, and connects to Southfield Avenue awkwardly close to Ashford Avenue.

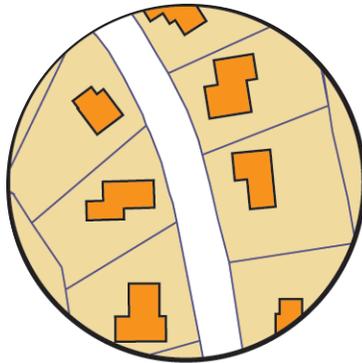
Recommendations:

- Modify the zoning of the properties fronting on Ashford Avenue to limit the possible size of commercial buildings. Provide incentives to upgrade commercial properties along Ashford for live-work and other lower-traffic generating uses.
- Encourage shared parking and cooperative parking agreements to reduce the frustration in the neighborhood.
- Rezone the existing properties on the west side of Southfield to be residential only.
- Consider reconfiguring the existing Allen Street to improve safety.
- Encourage the County to consider a substantial redesign of the on and off ramps to the Parkway to reduce congestion along Ashford Avenue and improve safety.

Opposite and above: On the hill rising from Ashford Avenue are clusters of well-maintained, older subdivisions.



- Developed Land
- Open Space
- River / Stream
- Institutional Building
- Commercial Building
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- Gateway to Open Space
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- Sound Buffer
- Pathway Lighting



Villard

Vision: Preserve the mini-estate character of the Villard neighborhood.

Features and Opportunities:

- Large houses on large lots arranged around a circle drive.
- In a Village made up largely of older, more traditional houses, the neighborhood is characterized by more contemporary structures.
- One of two estate districts remaining in Dobbs Ferry, important to the Village's tax base.

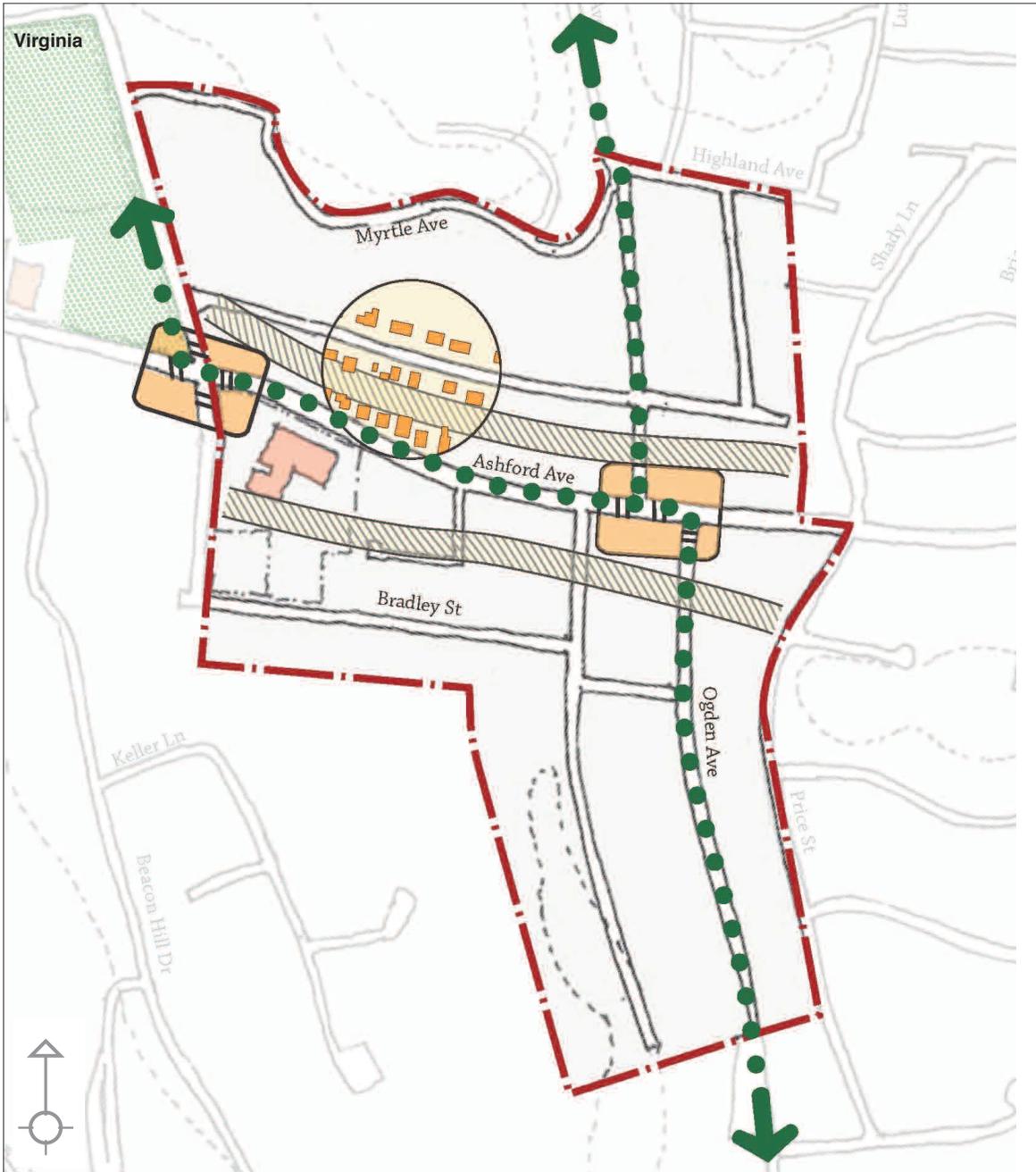
Recommendations:

- Retain low-density residential.
- Allow larger homes, with proviso that the new homes be designed to be compatible with existing.

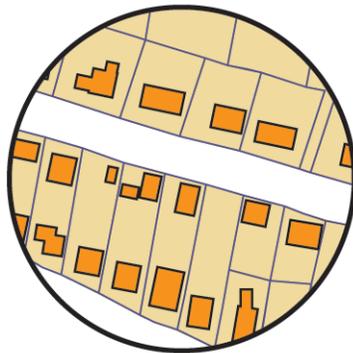
Concerns:

- A number of lots invite further subdivision.

Opposite and above: At the Villard hilltop, former estate homes alternate with fine examples of more modern home design.



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|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
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| Commercial Building | Example of Typical Housing Density | Sound Buffer |
| Neighborhood Boundary | | Pathway Lighting |



Virginia

Vision: Enhance the contextual quality of Virginia as a traditional neighborhood.

Features and Opportunities:

- Traditional grid-style streets lined with modest homes.
- Moderately priced single-family houses contribute to the diversity of Dobbs Ferry.

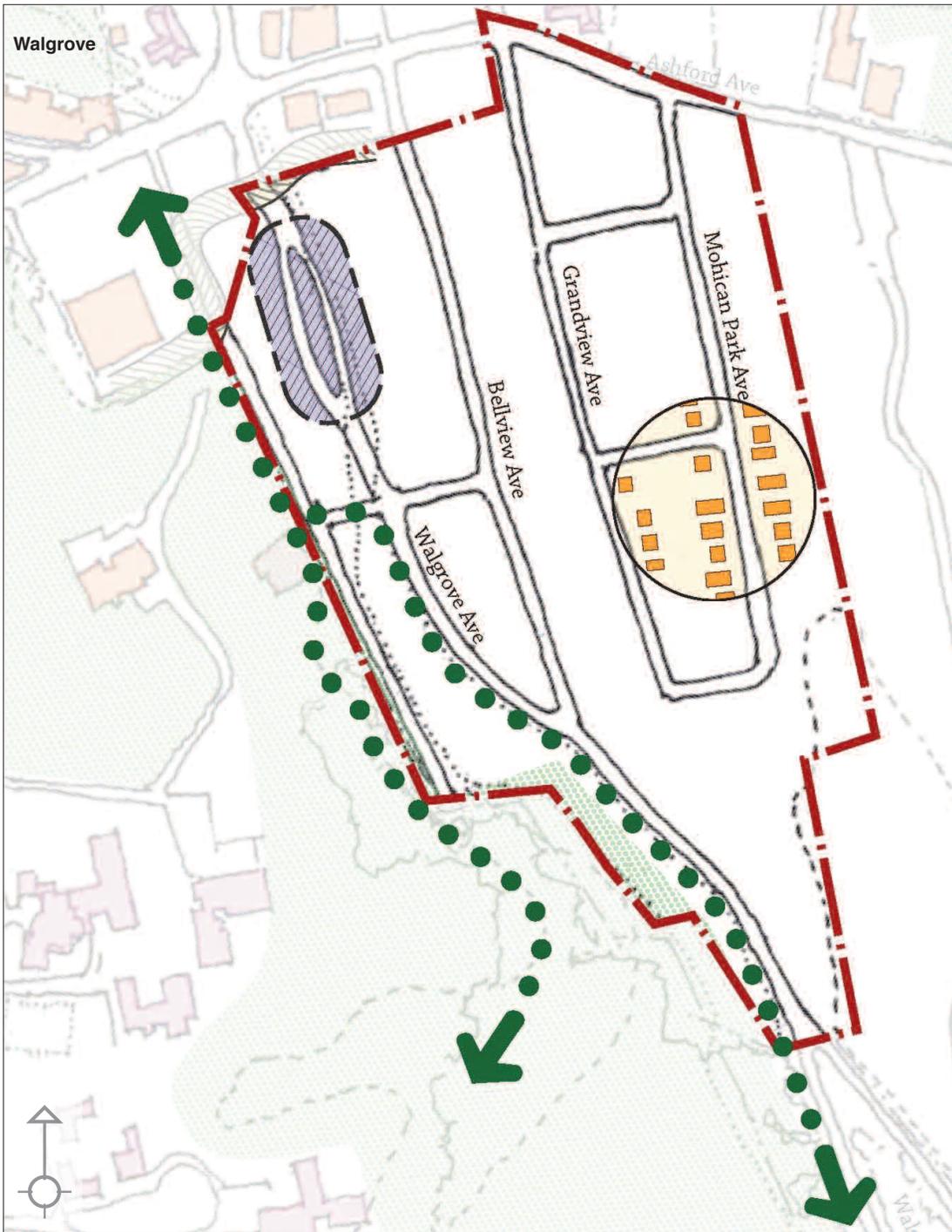
Concerns:

- Several out-of-scale developments—with suburban massing and character—break the rhythm of the built environment.
- Ashford Avenue traffic is a danger in terms of getting in and out of the neighborhood.
- Ashford Avenue’s commercial uses complicate traffic conditions on the Avenue.
- Ashford Avenue redevelopments encroach on neighborhood character.

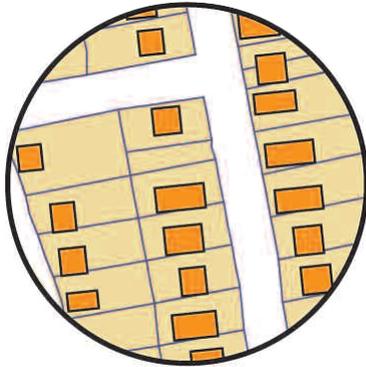
Recommendations:

- Allow for continued small-scale commercial and mixed use development on the north side of Ashford, near the intersections of English Lane and Lefurgy Avenue. Limit commercial uses on the south side of Ashford in these areas to help reduce traffic impacts and provide a transition to the surrounding back streets of the Virginia neighborhood.
- Provide a traffic signal at Ashford and Lefurgy.
- Recalibrate zoning standards to maintain a streetscape of similarly scaled houses, on small lots, facing the street.

Opposite and above: The Virginia area has an old-fashioned neighborhood quality, thanks to modest homes on tree-lined streets. Ashford Avenue retail could use a spruce-up, however.



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|------------------------|------------------------------------|---------------------------|
| Developed Land | Greenway Path | Gateway to Open Space |
| Open Space | North Arrow | Topography / Steep Slope |
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| Commercial Building | Example of Typical Housing Density | Sound Buffer |
| Neighborhood Boundary | Pathway Lighting | |



Walgrove

Vision: Protect the cohesive enclave of vintage houses, set in the valley of the south branch of Wickers Creek.

Features and Opportunities:

- Small houses on small lots, in an area wedged between institutional, commercial, and residential apartment uses.
- This community is well organized due to concerns about impending development in the adjacent Gateway.

Concerns:

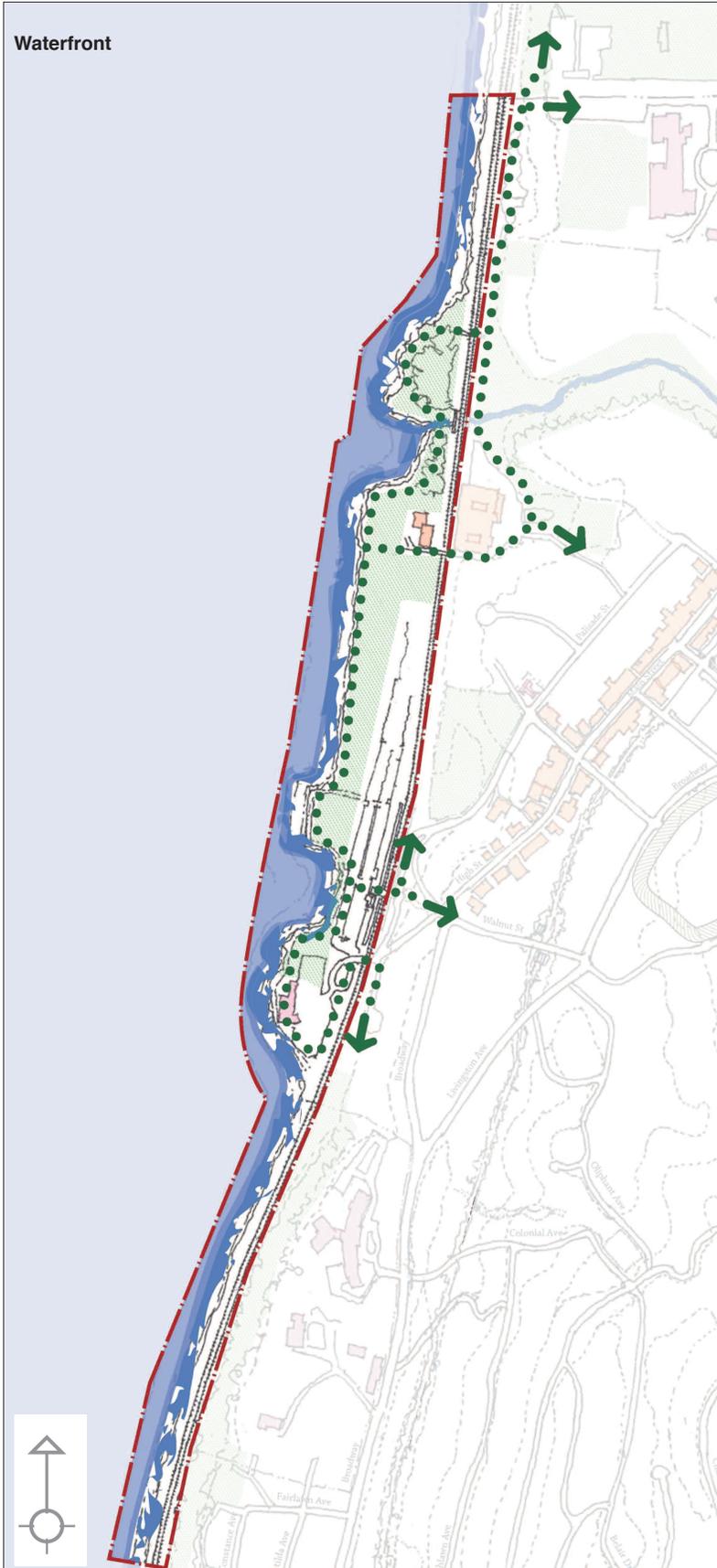
- Threat of destabilization from commercial development along Broadway and Ashford, particularly at the Gateway.

Recommendations:

- Design Gateway and Ashford Avenue redevelopment mindful of neighborhood concerns in terms of views, noise, truck deliveries, and traffic.
- Create a clear demarcation between the residential area and the Gateway, with park featured at the Walgrove Island.

Note: This area is more fully discussed in Chapter 5, since protecting the Walgrove area from commercial encroachment is a major goal of the Gateway strategy.

Opposite and above: Many residents in this handsome neighborhood of small homes on tree-lined streets worry about the impact of redevelopment at the commercial Gateway at their north.



-  Developed Land
-  Open Space
-  River / Stream
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Waterfront

Vision: Proceed with the discovery of the Waterfront as the Village’s “central park” – replete with picnic areas, non-motorized watercraft, and passive open space that lends itself to multiple uses by people of all ages and interests.

Features and Opportunities:

- Acres of formerly industrial land now used or available for park.
- Incremental improvements have paid big dividends in terms of creating a popular park, used for concerts, picnics, gatherings, strolling, kayaking, and more.
- At the south end of the park, the Chart House provides a popular, public eating and gathering space that draws large numbers of people to the Village waterfront.
- The remaining publicly owned site on the north end of the park has recently been developed as a large, multi-purpose field.
- Quasi-industrial use further to the north invites redevelopment under current zoning regime that, although it allows a high density of housing, creates significant controls and incentives for public access and amenities along the waterfront.

- Village and State recently approved the Local Waterfront Revitalization Program (LWRP) plan prepared by Village residents; State and local municipalities are finishing up the Hudson River Greenway and River Walk plans as well.

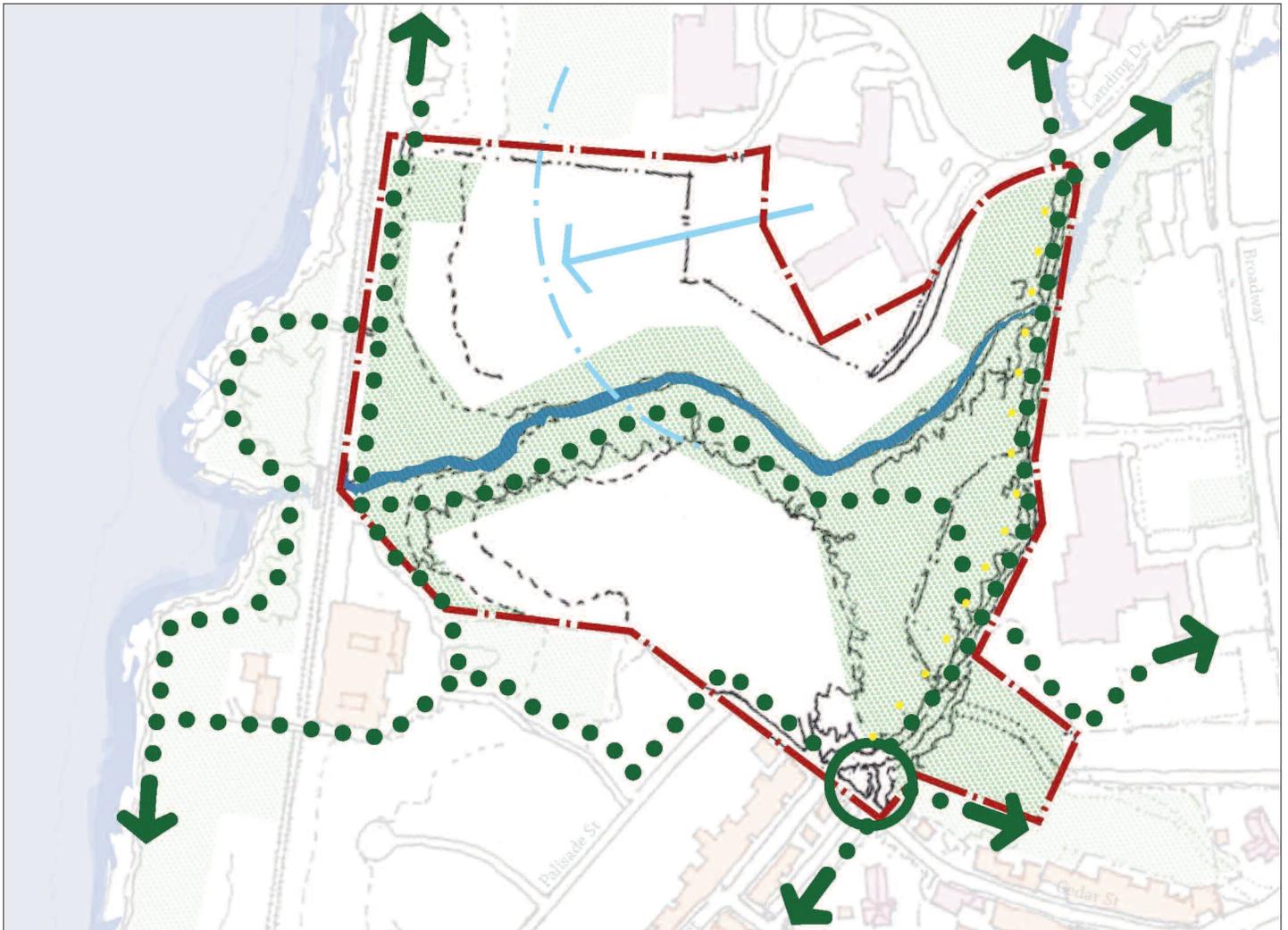
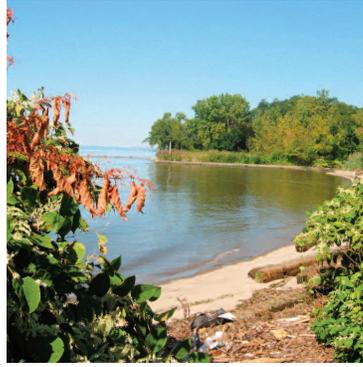
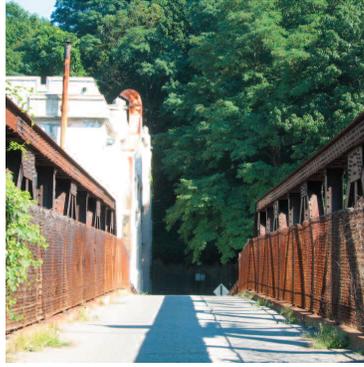
Concerns:

- Future development should be consistent with the overarching goal of providing access to the River. For example, while the Chart House presents a valued function that is compatible with the goal of a vibrant waterfront, it is situated so close to the shore line that it cuts off views and access to all but patrons of the restaurant and interrupts the ability of the general public to walk along the River’s edge.

Recommendations:

- Expand the waterfront park, taking advantage of the full range of funding sources.
- Create a public park edge and encourage private waterfront-related amenities in the industrial property and at the Chart House.
- Carry out the LWRP and Hudson River Greenway and River Walk and Trailway recommendations with regard to design standards and programming for the promenade and park.

Note: This area is more fully discussed in Chapter 4, which addresses the Riverfront, River Walk and Croton Aqueduct Trail in detail.



- | | | |
|------------------------|------------------------------------|---------------------------|
| 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 | |



Wickers Creek

Vision: Amplify the attractive duality of the natural beauty of the Wickers Creek greenway, with the well-maintained apartment buildings that adjoin it.

Features and Opportunities:

- Apartment buildings and condominium development overlooking the Wickers Creek ravine, leading down to the Hudson River.
- Some affordable housing and many smaller units that contribute to the diversity of Dobbs Ferry.
- The ravine is an important natural feature, much of it protected by a conservation easement, and providing welcome open space for the adjoining higher density housing. There is also a monument in the Landing development denoting the history of Wickers Creek.
- The ravine is bisected by the Aqueduct Trail, linking downtown (on the south) to the Dobbs Ferry Middle and High School and other institutions (on the north), including Mercy College.
- The Wickers Creek Archeological Site is, like the Old Croton Aqueduct, one of the treasures of the Village. A Village monument was recently placed to mark the Archeological Site. It should be noted that substantial por-

tions of Wickers Creek have been diminished in archeological value by the construction of the Aqueduct and by the construction of storm and sanitary sewer lines in the bed of the creek.

Concerns:

- The Wickers Creek ravine is too steep to accommodate a trail along its length capable of serving regular use without suffering damage and a loss of environmental features.
- Overgrowth, illegal dumping, invasive species, and erosion pose problems for the creek's ecology.
- The Creek provides a handsome backdrop, but is otherwise an unutilized natural and scenic resource.

Recommendations:

- Stabilize the Wickers Creek ecology.
- Carry out the trail enhancements envisioned in the Local Waterfront Revitalization Program (LWRP), the Hudson River Greenway plan, and the Westchester County

RiverWalk plan, including a footbridge over the mouth of Wickers Creek. Enhance pedestrian amenities and connections to the Old Croton Aqueduct Trail, downtown, and the railroad station. Provide low-scale night lighting on this portion of the Aqueduct Trail, connecting downtown to the Middle and High School and Mercy College.

- Celebrate and help educate the public with regard to the archeological legacy of the Lenape Indians – with public access and interpretation.
- Employ “place-making” techniques to make the Wickers Creek more of an attractive and unifying feature: e.g., night lighting of selected parts of the scenery; educational programming; computer-driven audio tours; selective clearing to open up views; and clearing out of debris.

Note: This area is more fully discussed in Chapter 4, which addresses the Waterfront and open space network of which the Wickers Creek is part.

Above: The Wickers Creek ravine leading down to the riverfront is rimmed with multi-family housing.



Open Space Network

Dobbs Ferry is an exceptional place thanks to its amalgam of hill and river, village and green – its own version of town and country. Half of the Village adjoins and faces the Hudson River and the tributaries of Wickers Creek on the west. The other half faces the Saw Mill River on the east. Despite the Village's setting as an inner suburb of the nation's greatest city, fully two-fifths of Dobbs Ferry's land area is comprised of parks, open space, and campuses that feature river views, woods and fields.

chapter 4

riverfront and greenway

Protection and celebration of these topographic open space and waterfront features has been an encompassing goal of the community. In August 2005, the Village Board of Trustees formally adopted a Local Waterfront Revitalization Plan (LWRP), consistent with New York State (NYS) Department of State guidelines and expectations. The preparation of the LWRP was guided by the LWRP Steering Committee, which was comprised of activists who drew from the professional services of the LA Group; engaged hundreds of residents; and involved over three years of study, outreach, debate and consensus-building to reach its conclusions. Even before its adoption, this Vision Plan used the LWRP as its point of departure. Indeed, one of the recommendations of the LWRP was that the Village continue and expand the planning process reflected in that document to a Village-wide scope and undertake a broad revision of the zoning and land use laws to promote the resulting vision. Thus, this Vision Plan is a direct extension of the work begun in the LWRP. The two efforts have a common purpose and are entirely consistent.

Waterfront

The waterfront itself has evolved dramatically over the decades. The coincidence of fresh Wickers Creek water, abundant Hudson River oysters, and the protection of hill and bluff gave rise to the first Native American settlement where the three meet, proximate to the riverfront belonging to The Landing and 145 Palisade Avenue. Further to the south, the spit of land and a slightly more forgiving slope up to the Old Post Road (now Route 9/Broadway) gave rise to the ferry operated by a certain Mr. Dobbs. Fill allowed for a small commercial and warehousing area, which grew as more fill was put down for the railroad, completed in 1849. The ferry was discontinued, although there are hopes of restoring river transportation with a water taxi. Highway trucking supplanted rail and river transport, eventually

Opposite: Dobbs Ferry is blessed by a potential network of open spaces and greenways. (Map by Rob Lane).

putting an end to manufacturing and warehousing. The riverfront fell into disrepair and abandonment.

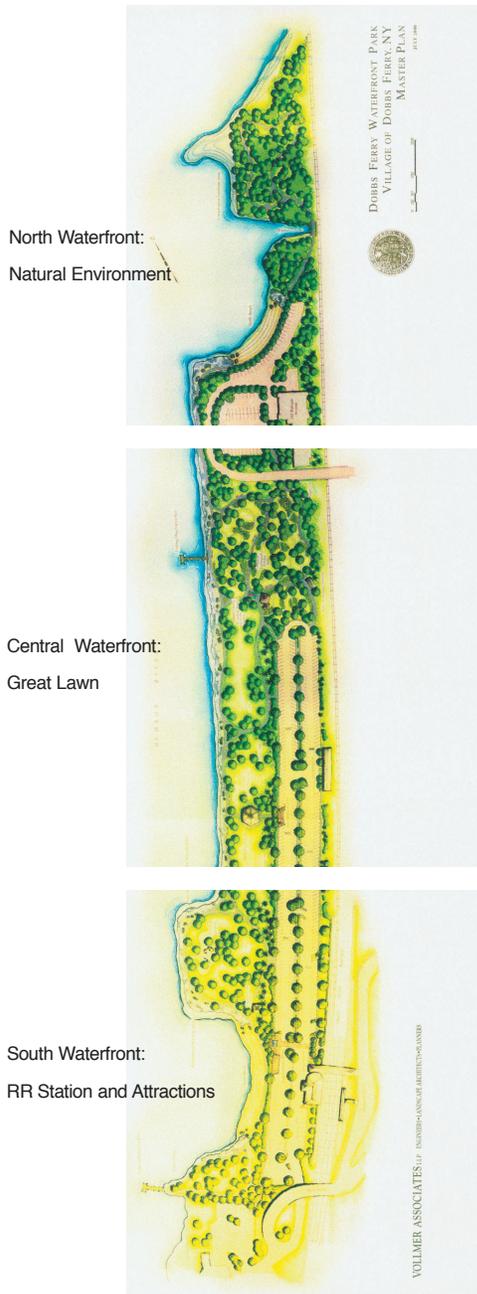
This eventually created the opportunity for what we see now – a growing public park and promenade that makes the riverfront the village’s key amenity. In a survey of nearly 500 village residents, fully 90 percent said that they visit the waterfront park already. In completing the waterfront as the village’s “central park,” the top programs cited were (in order of priority): walking/jogging along the shoreline, attending concerts, riding bikes, walking nature trails, picnicking, and canoeing/kayaking. The top six amenity priorities were: bathrooms, drinking fountains, a coffee house at the Village-owned train station, sand beach, fishing pier, and swings/playground. Workshop participants confirmed these priorities; and appropriate adjustments were made to the site plan prepared by Vollmer Associates in connection with the LWRP.

Participants in the Vision Plan workshops were most enthusiastic when talking about the waterfront. The greatest round of applause was when one participant said that the overarching goal should be to “capture the magic.” This plan is intended to do just that.

Recommendations:

1. **Stabilize the shoreline along Waterfront Park.** Many portions of the shoreline treatment and walkway are literally losing ground and have become unsafe from the erosive impacts of stormwater runoff, flooding, and tidal action. The LWRP recommends that shoreline stabilization be a priority. The Village has applied for funding from the NYS Department of State to do a feasibility study and design for improvements to the shoreline and adjacent walkway.
2. **Provide an overlook park at the south end of the waterfront, proximate to the Chart House.** This would involve a small sacrifice in terms of parking, easily made up for by allowing remote parking in the Train Station lot. This vantage point offers spectacular downriver views of Manhattan in the distance. Alternatively, the Willow Point location, which already has recreational parking, could be enhanced to serve this purpose.
3. **Create a non-motorized boat launching facility.** The precise location of canoe/kayak launching facility should be determined by performing a feasibility study, for which the Village has a pending funding application with the NYS Department of Environmental Conservation (DEC) Hudson River Estuary Program. The Waterfront Committee (predecessor to the LWRP Committee) identified Willow Point Cove as a possible location for such a facility and also the north end of the potential-





Above and opposite: The waterfront has three distinct sub-areas. (Map courtesy of Vollmer Associates).

ly expanded park, on property currently owned by 145 Palisade at the south side of the sandy cove, but as far from the mouth of Wickers Creek as possible.

4. **Enliven the historic Railroad Station as a waterfront civic place.** This landmark was built in 1900, and renovated several years ago, but has been underutilized. Ideas for the station building include public restrooms to serve the entire Waterfront Park, indoor/outdoor café, rotating art and history exhibits, and a concierge service (discussed in Chapter 5 on the Downtown). The Station’s parking lot can also be reused during the evenings and weekends for a farmers market, food vendors, rollerblading, biking, and basketball. Fortuitously, the lot’s northern third is easily segregated from the lot’s circulation system. Unfortunately, when expanded in 2001, the lot’s new lighting falls short of the Scenic Resources Committee’s recommendations with regard to glare cut-off lights, as well as the DEC’s guidelines for reduction of light pollution. This should be corrected.

5. **Provide “To the Riverfront” signs at the new Railroad Station overpass, throughout the downtown area, and at the Route 9/Broadway at the northern and southern gateways.** MetroNorth has built a new pedestrian overpass that is larger (to accommodate taller rail cars) and thus more prominent; it uses historic-inspired design motifs and is handicapped accessible. It provides an easy way for pedestrians, especially with strollers, to get to the waterfront, and should include signage making that clear. Riverfront transit (originally the ferry; then the railroad) is central to the history of Dobbs Ferry. This story should be told along this route, which provides superb vantage points from which to view both the railroad line and the river.

6. **Upgrade the Willow Point cove beach area and provide a fishing pier and dock opposite the Train Station.** This area is centrally located and proximate to public parking. The beach could be used to launch kayaks, canoes and small boats. The fishing pier might eventually double as a water taxi stop and/or day dock facility. Note that the DEC’s Hudson River Swimming Feasibility Study, released in 2005, determined that swimming is not an option at Waterfront Park due to inadequate water depths (only 2 feet deep as far out as 200 feet into the river) and dense deposits of muddy sediments. The study also concluded that the beach at the mouth of Wickers Creek was not a suitable swimming beach site because of strong and inconsistent currents in addition to shallow depths and muddy substrate. (As stated above, the location of a fishing pier is proposed to be identified in a feasibility study for which the Village has recently received a grant from the NYS Department of Environmental Conservation–Hudson River Estuary Program).

7. Upgrade the passive and active areas of the existing park and create a “Great Lawn” at the new northern extension of the park.

Waterfront Park is an ideal place for a family to have a picnic as they watch over their younger kids in the new playground, or look out over the ever-changing activities on the open areas, always with the magnificent Hudson River as the backdrop. The “Great Lawn” to the north can be used as an informal, general purpose athletic field for youth and recreational sports. The multi-purpose Great Lawn concept is inspired by the work of Frederick Law Olmsted – the designer of both Central Park and Prospect Park.

8. Maximize waterfront public space and complementary uses at the 145 Palisade Avenue site, west of the railroad.

Workshop participants did not favor new construction and large amounts of parking west of the railroad. They did favor a promenade, kayak/canoe rental at the Quonset hut, continued “incubator” uses in the existing loft building, and ground floor restaurant/café. Improved public access from Palisade Street through the 145 Palisade site and across the one-lane vehicular bridge to the west side of the tracks was considered a priority. Given the condition of the existing bridge, it can either be used for remote visitor and valet parking on the east side of the railroad, with use of the present bridge for pedestrians, tenants, and deliveries only, or it should be replaced with a new bridge wide enough for two lanes of traffic plus a sidewalk. It should be noted that the Village’s waterfront zoning provides significant inducements for a development with such features.

9. Provide public access to the Native American archeological site near the mouth of Wickers Creek.

In the 1980s, a mandatory pre-construction dig of the site (in connection with The Landing project) indicated that there were thousands of artifacts such as arrowheads and utensils, and an oyster shell heap (“middens”) dating as far back as 6,000 years. In 1998, the Village obtained a conservation easement to the site, with thought of developing this official “Archeological Area of Significance” as a public space. This concept is supported in this plan, as the site is an archeological resource for the Village and could possibly be used for education purposes by the public.

10. Restore the natural health of the Wickers Creek and ravine.

Wickers Creek has, since the 1971 draft comprehensive plan, been recognized as one of the key natural features of the village. The 2001 Wickers Creek Biological Assessment found that although suitable physical habitat parameters exist for many biological species, past and present land-use patterns have contributed to existing limitations to their survival and persistence at the site. Efforts to eliminate sources

Waterfront (LWRP) Committee Goals

These goals were approved by both the NYS Department of State and adopted by the Village Board of Trustees in August of 2005. (Those particular to this chapter are highlighted. All of these goals have been incorporated into the Vision Plan.)

- Preserve the natural character of the waterfront
- Increase active and passive recreation
- Expand opportunities for water-related activities
- Improve public access to the waterfront
- Link Downtown and north/south routes to the waterfront
- Create a strong “Historic Hudson Rivertown” identity
- Encourage preservation of the cultural heritage
- Preserve scenic views of the river
- Develop a visually and environmentally sensitive approach to development
- Revitalize the waterfront and Downtown
- Foster sustainable economic development
- Provide zoning, planning and building guidelines
- Preserve waterfront and Downtown historic resources



Open Space Committee Goals:

1. **Village acquire 8.4 acre County “residual” parkland**
2. **Link Bramley and Saw Mill Parks**
3. **Focus on waterfront, especially 145 Palisade Avenue**
4. **Protect institutional open space**
5. **Use “Parkland” zoning and other new tools**

of stream stress through management of streambank restoration and “non-point” pollution (e.g., from stormwater, lawn fertilizer and road runoff), and control of the Norway rat population are prerequisites to restoring fish and wildlife at the site. This long-term goal is likely contingent on New York State funding or other grants. (Note that the Wickers Creek Biological Assessment also found that the ravine is unfortunately too fragile, steep and densely wooded to support a trail.)

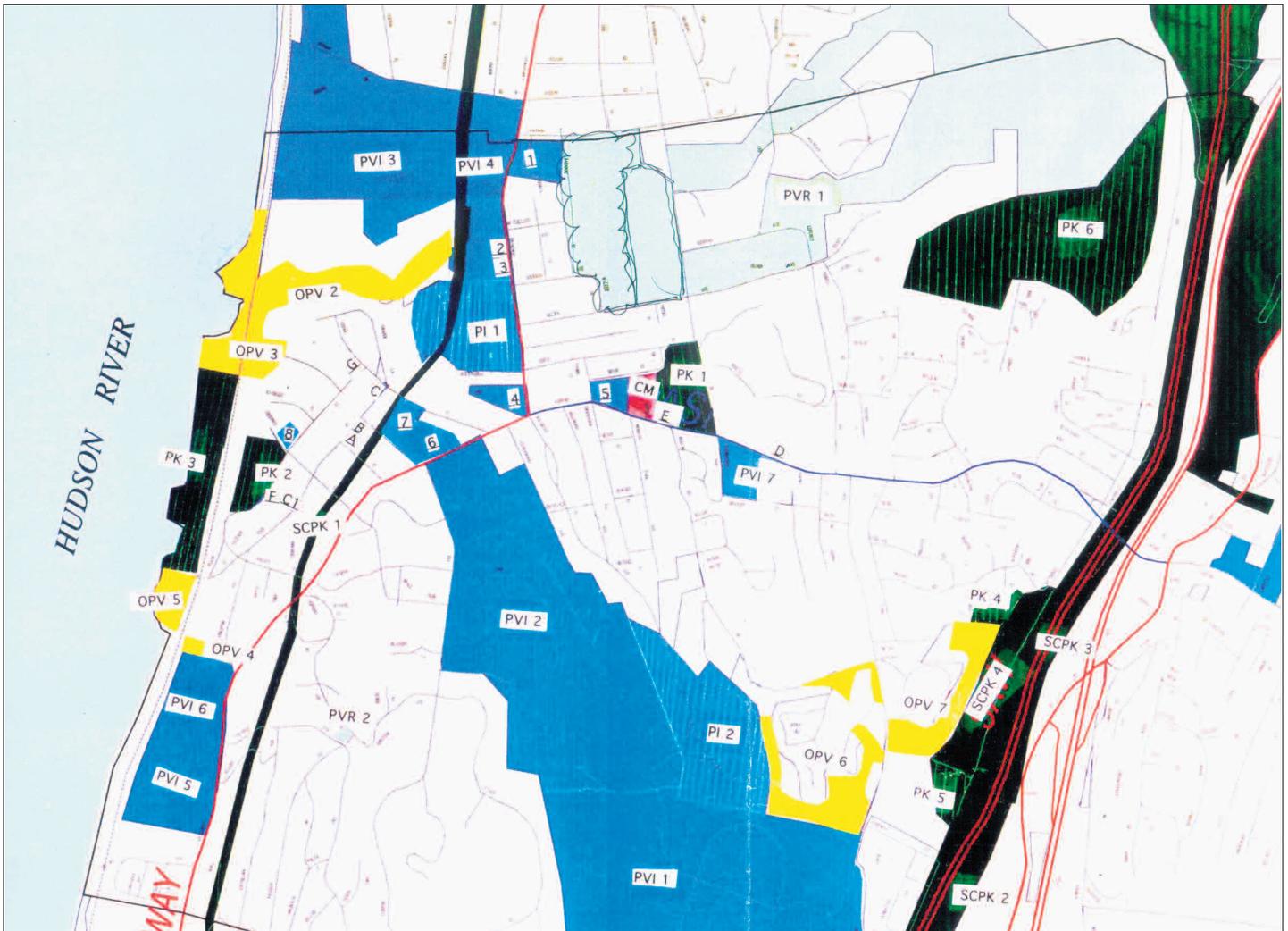
11. **Preserve the mouth of the Wickers Creek and woods to the north as a natural habitat.** The Hudson River is an important migration corridor for many species of birds. Birds use the Creek’s small bay, wetlands and adjoining woods for nesting, foraging, bathing, swimming, and drinking throughout the year. While the shallow water depth precludes use of the beach for swimming, a small boat launch and riverside nature trail are still viable if properly sited away from the mouth of the creek so as not to jeopardize the fragile ecosystem.

Open Space

Dobbs Ferry parks, dedicated open space, and institutions set in open campuses together account for approximately 600 acres - representing 40 percent of the village’s approximately 1,500 acres of land area. The open space network traverses all of the landscapes of Dobbs Ferry: from the flat riverfront comprised of fill; along the courses of Wickers Creek and Saw Mill River where topography and wetlands have made development impractical; and along and atop the bluffs overlooking the Hudson River and Saw Mill River where once there were lordly estates.

The Village needs to plan for every contingency. Past, present and rumored actions are instructive: long-ago, the Masters School sold land for what now constitutes the Stop & Shop shopping center; the Sisters of Mercy sold its Wickers Creek frontage and its Hudson River frontage west of the railroad for The Landing project; the St. Cabrini Nursing Home is currently expanding on its site; the St. Christopher’s School is expanding its facilities, even as it is selling peripheral lots; both Children’s Village and St. Christopher’s can be expected perennially to go through financial crises that could be solved by selling portions of their campuses, or someday all of them, in connection with a move to a less valuable setting. Notably, the 1971 draft master plan expressed concern about the possible sale of the Ardsley Country Club – however unimaginable that may now seem to be. The risks thus involve open space attrition through the sale of peripheral lots for houses and development, as well as the less likely wholesale disposition of entire campuses.

Opposite and above: This plan embraces the hard work and insights of citizen committees.



The opportunities are as great: to create a protected open space network. Such networks are integral to the preservation of wildlife habitats, creation of trail systems, and the spreading out of the value-enhancement and other benefits of open space to more property owners. With many of the large institutional properties contiguous to one another, forest fragmentation can be avoided, allowing wildlife movement through the village, as well as human enjoyment of these spaces.

Note: While the recommendations presented below are mainly directed toward the larger campus sites, they also apply to all open land in the Village.

Recommendations:

1. **Zone parks and open spaces to preserve their recreational and resource protection roles.** These areas serve an essential role in Dobbs Ferry. A new “Park” zone should be established for Gould and Memorial Park, as well as the natural areas at the Juhring Estate, along

Open Space Resources

Opposite and above: The open space inventory is impressive, albeit complex.

Park / Population Ratios

0.5 acres of active space per 1,000 residents (NYC standard 1.0; U.S. standard 5-10)

20 acres of passive open space per 1,000 residents (NYC standard 1.5; U.S. standard 5-10)

<u>Open Space</u>	<u>Map Key</u>	<u>Acres</u>	<u>Managers</u>
<i>Public Active Parks</i>			
Springhurst Elementary School	PL 2	18.7	School District
Gould Park	PK 1	8.1	Village
Middle/High School	PL 1	7.8	School District
Waterfront park (completed)	PK 3	6.0	Village
Memorial Park	PK 2	<u>4.6</u>	Village
Total for active (rounded)		45	Public
<i>Public Open Space</i>			
Juhring Estate	PK 6	76.0	Village
Saw Mill River Parkway	SCPK 3	37.0	State
South Country Trailway	SCPK 2	18.5	County
Old Croton Aqueduct Historic Park	SCPK 1	14.9	State
Residual parkland	SCPK 4	8.4	County
Waterfront park (part)	PK 3	6.0	Village
Saw Mill Park	PK 5	4.8	Village
Middle/High School west of Aqueduct	PL 1	3.5	School District
Bramley Park	PK 4	<u>0.9</u>	Village
Total for passive (rounded)		170	Public
<i>Campus Open Space</i>			
Children's Village	PVI 1	154.7	Non-profit
Masters School	PVI 2	68.1	Non-profit
Ardsley Country Club	PVR 1	66.8	Country club
Mercy College	PVI 3	28.2	Non-profit
St. Cabrini's Nursing Home	PVI 6	11.7	Non-profit
St. Christopher's School	PVI 5	11.6	Non-profit
Our Lady of Victory Academy	PVI 4	<u>6.7</u>	Non-profit
Total for institutional campuses (rounded)	PV 14	350	
<i>Protected Private Open Space</i>			
The Landing (Wickers Creek)	OPV 2	9.2	Private
Hunters Run easement	OPV 7	9.0	Private
Walden Woods easement	OPV 6	8.8	Private
Little White Church Cemetery	CM	0.9	Private
Colonial Pool	PVR 2	<u>0.9</u>	Private
Total for protected private (rounded)		30.0	