

the Saw Mill Parkway, and the length of the Croton Aqueduct Trail. The district should limit permitted uses to ensure the long-term protection of these resources for public access and use.

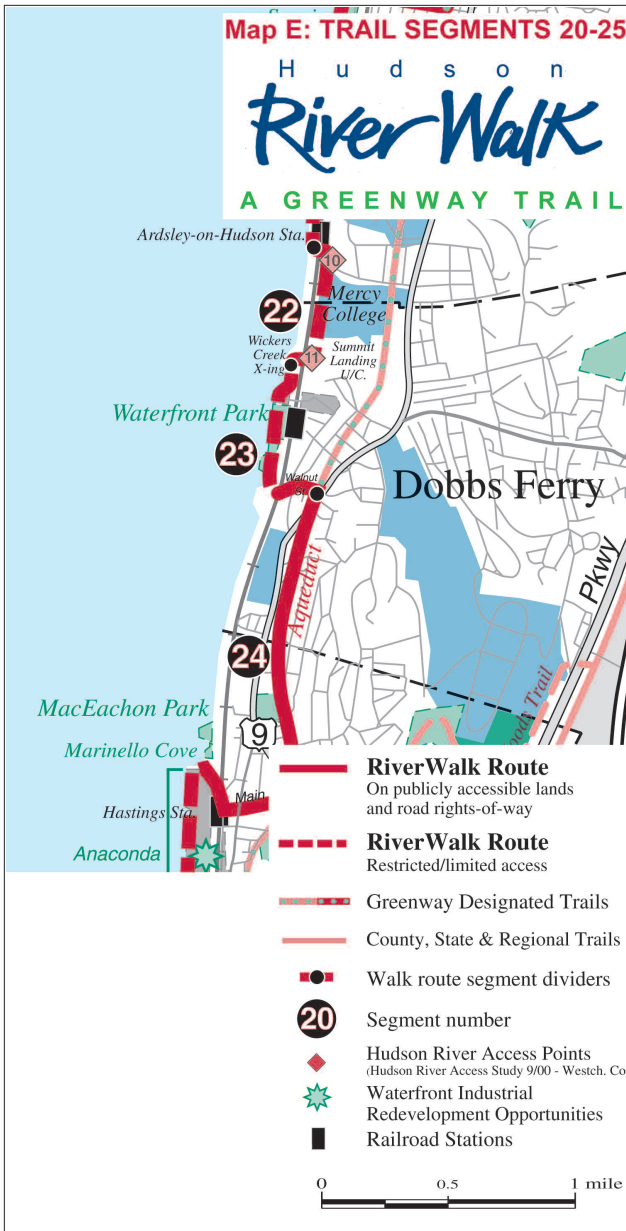
2. **Zone the institutions and Ardsley Country Club as “Educational/Institutional.”** This would entail modification of the existing “CC-Country Club,” “NH – Nursing Home” and “E-Educational” zoning districts. The existing zoning does not protect community and ecological values in the event that development is ever proposed on the sites (albeit unlikely and certainly not hoped for). The purposes of the new zoning are to: enhance adjoining neighborhoods, maintain open space, protect the environment, create amenities, and promote high-value development that complements the historic or scenic character of each site. The “cluster development” provisions discussed below play an important role in implementing these goals. To be clear, it is the Village’s first choice that these sites remain institutional, recreational and open. The purpose of this zoning is to assure that—should intensification or development go forward—it is consistent with the values expressed in this Vision Plan. As such, owners of the E/I properties are strongly encouraged to illustrate their long-term plans for the site prior to any subdivision, rezoning or disposition of lands. (It should be noted that this type of zoning is recommended in the Village of Irvington’s comprehensive plan, not just for parks, but also for their portion of the Ardsley Country Club.)

3. **Employ low-density zoning to the extent practicable.** The new zoning in the E/I zones would authorize low-density (one acre per lot) residential uses as the baseline. Additional density could be added through the cluster development provisions below, or by rezoning to a higher density district subject to public review and input.

4. **Adopt a “Cluster Development” option.** The Village was in the forefront of zoning reform when it adopted its cluster ordinance in 1974. That ordinance now needs an overhaul. It should allow modifications to the area and bulk standards so that adaptive reuse and smaller lots and/or attached single-family housing arrangements are possible. The purposes of the cluster development provisions will be to preserve open space, protect habitats and the environment, encourage “green” design principles, promote adaptive reuse of existing buildings, preserve scenic views, and allow protected greenway and trail systems to emerge. The preserved open space should be protected in perpetuity – through donation of easements, covenants or other intractable arrangements. Wherever possible, the portion of the site so preserved should align with other open spaces and trail systems, and should include the majority of sensitive lands on the site such as steep slopes



Above: The Ardsley Country Club is a defining open space for the northern third of Dobbs Ferry.



Above: Several regional walking trails traverse Dobbs Ferry, including the proposed RiverWalk.

and watercourses. Cluster development should be strongly recommended on the E/I sites, and should be available in residential areas Village-wide to encourage creative site design that reflects the neighborhood character and preserves sensitive resources. This will be accomplished during site plan review and during the SEQRA process.

5. **Prepare site-specific guidelines for each of the campuses and other large privately held open spaces.** Whether wholesale or incremental, changes on the campuses and other E/I sites can have an enormous impact on the character of the Village. As such, drafting more detailed guidelines could be one of the Land Use Committee's next tasks if the Village Board of Trustees retains the committee. This Plan includes some initial thoughts on each of the sites (see p. 69). In the meantime, the Village should demand that any application for subdivision, rezoning, or other significant changes on an E/I site be accompanied by a plan, prepared by the owner, that illustrates the overall intentions for the site.

### Trails

The network of open spaces and riverfront parks and bluffs creates an extraordinary opportunity for walks and forays.

**The Old Croton Aqueduct Trail is already a favorite.** The Aqueduct Trail runs some 30 miles from New York City to the New Croton Dam in northern Westchester. In Dobbs Ferry, the Aqueduct Trail runs approximately two miles, parallel to the Hudson River and Broadway. It is honored as a National Landmark (of which there are only a few hundred across the United States); listed on the State and National Registers of Historic Places; owned by the State of New York; and administered by the Taconic State Park Commission. It generally traverses heavily wooded landscapes, past the backyards of private homes or through institutional campuses. The former Overseers House near the Broadway crossing just south of Downtown is presently being restored as an education/interpretive center for this State Historic Park.

**There are plenty of other notable, if not as well-used, trails.** The South County Trail runs along the Old Putnam Division Rail line, parallel to the Saw Mill River and Parkway, from Yonkers to Route 119 in Elmsford. It is 70 to 100 feet wide, and owned and managed by the County of Westchester as a linear park. The Juhring Estate is a 76-acre preserve donated to the Village of Dobbs Ferry, and laced with trails that are now poorly-marked and -maintained. The campuses, bluffs, and water networks that permeate the village invite additional trails and especially trail links.

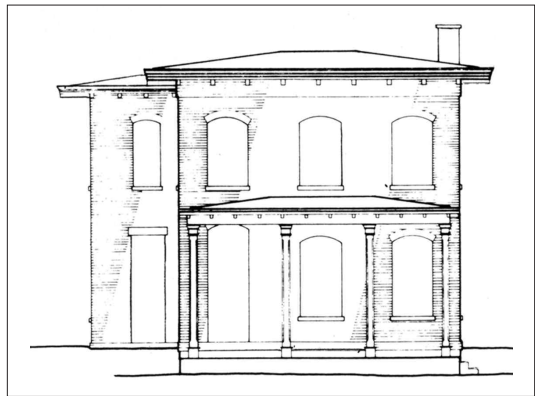
The State of New York, Westchester County and the Historic River Towns of Westchester (an inter-municipal agreement among the County's 13 river towns), and many civic leaders are actively engaged in an effort to create a regional "RiverWalk" along the County's 13-mile Hudson River shoreline. As proposed by the Dobbs Ferry LWRP, the RiverWalk would run from the Irvington Border south along the bluff overlooking the Hudson behind Mercy College and The Landing, cross over the pedestrian bridge at The Landing and continue south over Wickers Creek (by footbridge) along the waterfront at 145 Palisade Street and Waterfront Park to the pedestrian bridge at the train station to the east side of the railroad, then continue up to and along the Old Croton Aqueduct Trail and south to the Hastings border. Westchester County has proposed walkway and signage designs to lend a cohesive, regional look to the trail.

**Trails do no good if they are not known to exist, well maintained, clearly marked, served by places to park, and able to connect places people want to go.** The recommendations presented below are the first step toward an integrated trail management plan that should involve a partnership between the Village of Dobbs Ferry, neighboring municipalities, the County, and the State.

**Is the effort worth it?** Apparently yes, despite the understandable concern of the neighbors of each trail segment about loss of privacy. In the Waterfront (LWRP) Committee's survey of 500 Dobbs Ferry residents, fully 83 percent were in favor of connected trails; only four percent were opposed.

Recommendations:

1. **Promote interconnections among the trails, linkages to the waterfront and downtown and other points of interest, and continuity with trails beyond the village's boundaries.** This includes possible easements and/or land acquisitions to span existing gaps in the trail network. It is predicated on cooperation between Village boards and agencies, the Village and its neighbors, and all levels of government, in addition to the institutions and residences that are most affected.
2. **Create a trailway signage system, trail maps, and other tools to promote public awareness of the trail system.** Signs should be consistent with the Historic Rivertowns of Westchester (HRTW), Old Croton Aqueduct, and Westchester County's South County Trailway/RiverWalk signage programs where feasible. Local and regional trail maps should be posted at key places, especially at vantage, entry and arrival points such as at the Railroad Station, at the Middle/High School, at Mercy College, where the Aqueduct Trail crosses Cedar Street, and in other strategic locations in the Village.



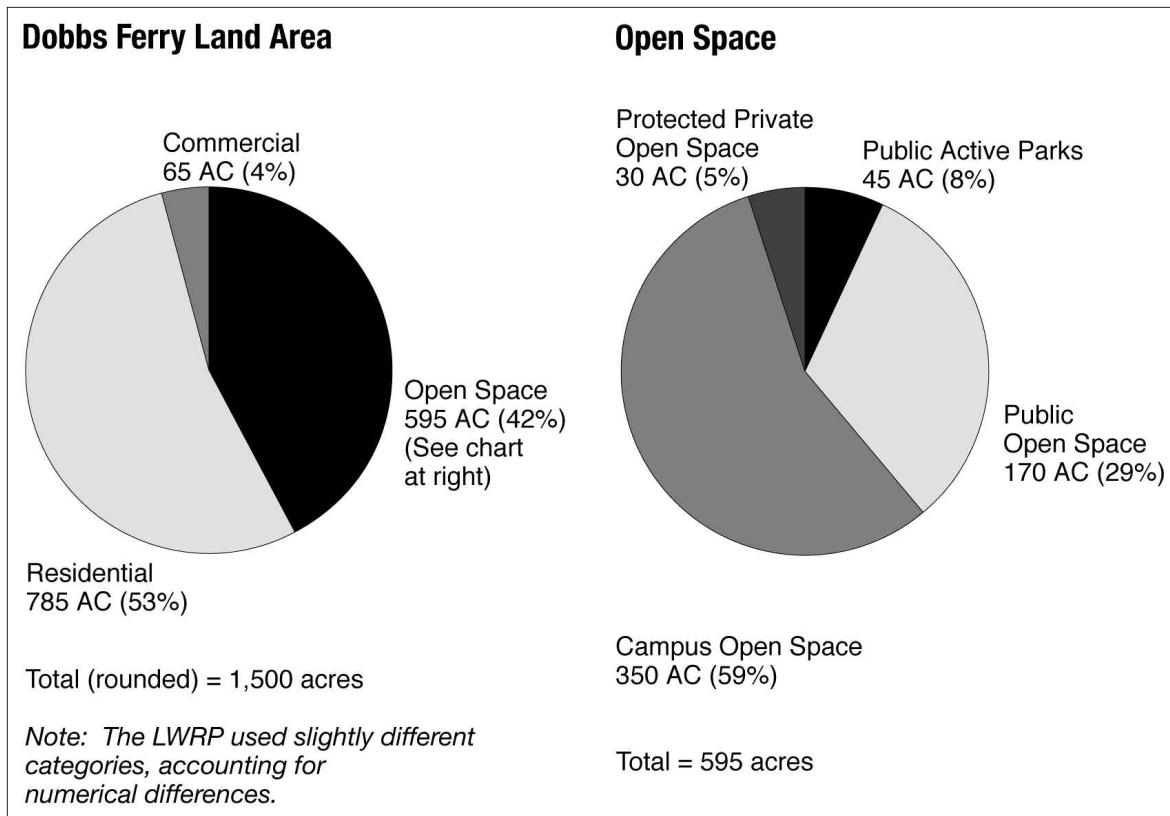


**Aqueduct Ideas:**

- 1. Limited night lighting**
- 2. Broadway crossing**
- 3. View corridors**
- 4. Surface**
- 5. Bicycle racks**
- 6. Dirt bike and all-terrain vehicle ordinance (Irvington)**

Opposite and above: The Old Croton Aqueduct is a favorite local footpath for people of all ages.

3. **Support a cadre of volunteers to help improve and maintain the trails.** This includes freshening of trail markers, clearing debris, controlling vegetative overgrowth, and addressing erosion. Perhaps the Conservation Advisory Board could take a leadership role; the Friends of the Old Croton Aqueduct could extend their reach to connecting trails; the public schools and educational institutions could “adopt” nearby portions of the trail system as part of its curriculum; local places of worship and boarding institutions could include environmental projects connected to the trail as part of their community service activities for youth; etc.
4. **Provide buffers that protect the open space quality of the trails.** As an example, the Village of Irvington’s new comprehensive plan endorses a 100-foot setback for new construction and a well-landscaped 50-foot setback to existing development along the Old Croton Aqueduct.
5. **Provide bicycle and vehicular parking access to the trails.** While this may prove controversial with immediate neighbors worried about their privacy, the overriding objectives are to reinforce the use of open space areas and to provide village-wide connections. Neighbor concerns can and should be obviated by keeping parking to a minimum (e.g., five spaces), and by prohibiting dirt bikes and all terrain vehicles.
6. **Upgrade the portion of the Aqueduct Trail from Mercy College through Downtown.** This portion of the Aqueduct Trail has the greatest density of people and activity, warranting a slightly different design approach from that employed elsewhere. Where elsewhere the Aqueduct Trail should be more like a natural path, here the span running through the woods should have an all-weather (but not paved) path with low-intensity (ankle-high) lighting to encourage late winter afternoon and summer evening use. The degraded span running from Cedar Street to Walnut Street (behind Village Hall) should be restored at least as a pedestrian way (as discussed in the Chapter 5 dealing with Downtown).
7. **Lend support to the RiverWalk.** River Walk elements recommended by the Dobbs Ferry LWRP include a three-phased implementation with the Waterfront Park section to be completed as the first phase. The Village has submitted a funding application to the NYS Department of State for feasibility study and design of Phase 1 of the RiverWalk to accompany shoreline improvements. Phases 2 and 3 – for RiverWalk sections at 145 Palisade St, The Landing and Mercy College respectively – will be dependent on the Village’s ability to successfully negotiate and reach consensus with these property owners.



## Recreation

**Dobbs Ferry has particular gaps in its recreation inventory.** Based on park-to-population standards, the Village is well served. But such ratios are highly problematic. The changing popularity of a sport can easily overwhelm a park system: witness what has happened with girls' soccer in the past decade. Based on workshop and anecdotal evidence as well as a report prepared by Hahn Engineering, baseball and football facilities are now stressed; and there is a need for skateboard and track facilities, and for public tennis courts (which may have been ameliorated by residents' new ability to share use of Mercy College courts).

The Board of Trustees commissioned a study from Hahn Engineering to evaluate the potential impact of the construction of a dwelling unit on the park and recreational facilities in the Village (the "Recreation Study"). The Recreation Study provides that the Village's parks and recreational facilities are overwhelmed, overburdened and in disrepair. The addition of each new dwelling unit is taxing the facilities in the Village from an operational and capital perspective. The Village should require a recreation fee for the construction of each new dwelling unit in the Village to ensure sufficient and quality facilities for the Village residents.



Top: Over half of the open space inventory is owned by a half-dozen institutions.

Some Institutional Campus Re-use Guidelines:

(Protecting against the “What if ...”)

- Ardsley Country Club: Preservation of the historic clubhouse; traditional neighborhood layout of houses on a grid of tree-lined streets for the flatland; large-lot development elsewhere; public easement along Wickers Creek; trail connections with significant (e.g., 50-foot) open space buffers.
- Children’s Village: Preservation of the park-like oval as the defining design element and shared park-space; preservation and adaptive reuse of existing buildings; infill on the oval’s outer perimeter; roadway linkages to disperse traffic; trail connections with significant (e.g., 50-foot) open space buffers.
- Masters School: Preservation and emulation of the historic buildings; significant (e.g., 100-foot) setbacks from Clinton Avenue and other public streets for buildings other than one- and two-family residences; roadway linkages and a transition to adjoining neighborhoods; trail connections with significant (e.g., 50-foot) open space buffers.
- Mercy College: Dormitories (if ever needed) built compatible with existing architecture; significant (e.g., 100-foot) setbacks from Broadway; RiverWalk along the bluff, with significant (e.g., 50-foot) open space buffers.
- Our Lady of Victory Academy: Minimal new buildings; significant (e.g., 100-foot) setbacks from Broadway; RiverWalk along the bluff, with significant (e.g., 50-foot) open space buffers.
- St. Cabrini’s Nursing Home: Minimal new buildings on this already intensely developed site; greenway trail and river overlooks on the bluff; well-landscaped (e.g., 50 feet) setback from Broadway.
- St. Christopher’s School: Greenway trail and river overlooks; preservation of historic buildings; well-landscaped setback (e.g., 50 feet) from Broadway.

*Note: The “What If” anticipates the possibility that any one of these campuses might be the subject of a proposal involving intensification or redevelopment within a period of decades from now.*



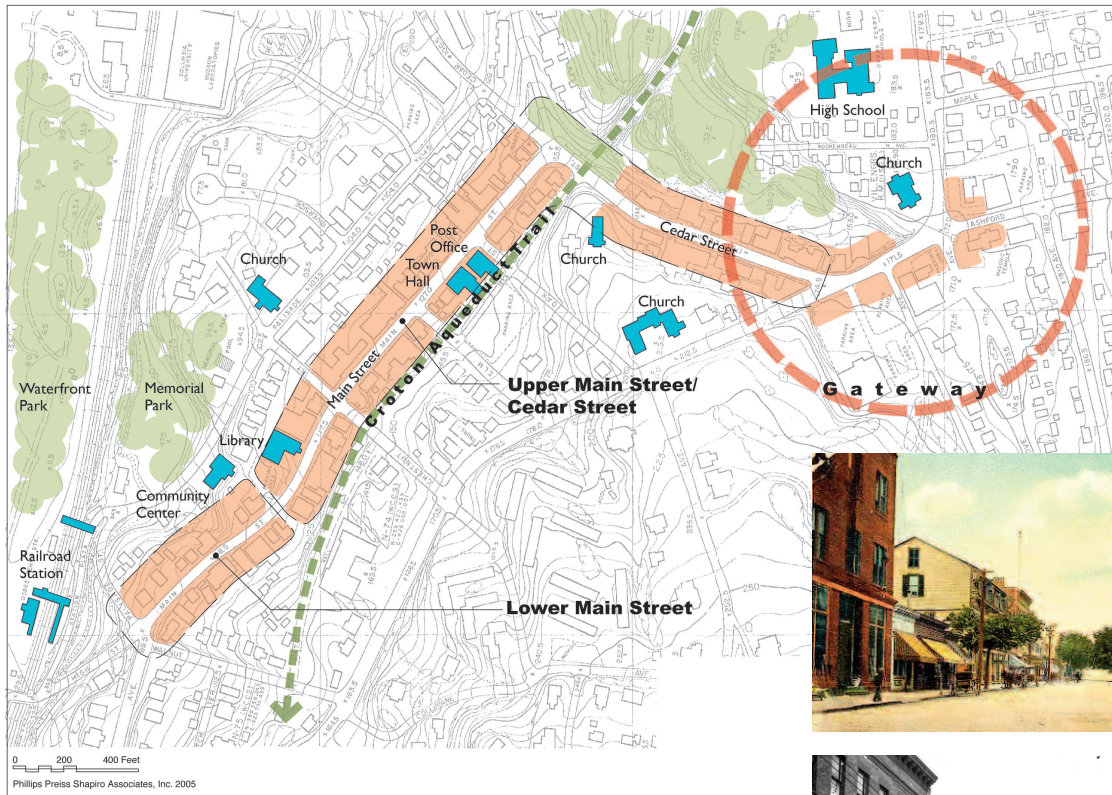
Opposite and above: Public parks are few in number, yet conveniently sited on the river, in downtown (Memorial Park, left), and on Ashford Avenue (Gould Park, above).

Maintaining adequate recreational facilities in the Village is of utmost importance.

Recommendations:

1. **Look somewhere other than the waterfront to solve the sports facility problem.** The option of providing active recreation in the riverfront park was discussed in connection with the development of the LWRP; and then re-discussed in connection with the Vision Plan. There is consensus on playgrounds, multi-use of the parking lot, and an all-purpose area (like the Great Lawn in Central Park) that could be informally used for sporting activities - though given its limited size, this will likely be only suitable for younger children’s and recreational athletics. Recommendations to provide formal, dedicated athletic fields with permanent athletic infrastructure at the waterfront, however, met with substantial resistance.
2. **Upgrade current sports fields to all-weather use.** Dobbs Ferry had a recent but still vividly recalled shortage of football and soccer fields that has been somewhat rectified by building a new field at Springhurst Elementary School and creating an all-weather field at the Middle/High

Gateway/Downtown **Workshop**



School. The conversion of more fields to all-weather would enhance the Village's athletic resources.

3. **Seek shared partnerships.** Private citizens recently proposed an all-year tennis facility shared with Children's Village. Mercy College's remote parking lot, straddling the Dobbs Ferry/Irvington border, may be an ideal place for a multi-purpose field shared by both communities; the Village of Irvington is in desperate need of another soccer field. Future intensification of campuses—including disposition of surplus land—may provide further partnership opportunities.
4. **Explore unique opportunities.** One involves seasonal ice skating at Memorial Park's basketball courts. There is also the question of a "warming place" or other uses at the American Legion Hall at Memorial Park. Gould Park presents an alternative.
5. **Maintain a Recreation Fee assessment for the construction of each new dwelling unit in the Village.**

Downtown, circa 1900 (top), circa 1920 (center) and circa 2000 (bottom).

**Dobbs Ferry's sense of unity is tied up in the experience of its traditional downtown on Cedar and Main Streets, and its vehicular crossroads at the intersection of Ashford Avenue and Broadway (Route 9).**

Workshop participants and the Land Use Committee clearly prefer that Downtown remain the village-wide meeting place and civic heart, rather than become an entertainment and event place like Nyack. This approach was considered more consistent with the Village's sense of community, and more likely to enhance the quality of life in Dobbs Ferry. Local restau-

## *chapter 5*

# **downtown and gateway**

rants are a key part of this, building off of the momentum of the six-plus new restaurants that have opened since 1999.

**Participants and the Land Use Committee also clearly prefer that the Gateway function as a crossroads** where the quality of development and the pedestrian experience is gradually upgraded, recognizing that it can also become a more powerful retail destination with greater intensification of the built environment. There was not, however, a consensus of whether development at this location should be exclusively retail, or a mix of retail, other commercial and residential uses.

**Vision Plans are about choice.** Here the choice is to emphasize the village's authentic, small-town qualities, rather than to focus on creating a destination. As one resident expressed it, the common intent in Downtown and the Gateway should be to use mixed-use development, pedestrian amenities, waterfront/open space connections, and historic preservation to recreate the "Rivertown" qualities that are the foundation of Dobbs Ferry's image and reality. Of course, success in emphasizing those small town qualities compared with these amenities, will make it a regional destination.

### **Downtown Uses and Design**

**The key to making Downtown Dobbs Ferry a civic success is to play to its assets as an historic, walkable, riverside center.** Downtown cannot, and should not, compete with typical malls, shopping centers or strip development – given their greater ability to accommodate automobile drivers intent on running a quick errand or conversely filling up their trunk with purchases.



**Instead, Downtown Dobbs Ferry should be enhanced as a meeting place.** It has plenty to offer: the Post Office, Public Library, and Village Hall—all of which are on Main Street; proximity to the American Legion, Embassy Club, Historical Society, Little League Field / Memorial Park, the Train Station, waterfront park, and a number of houses of worship; and long-standing and home-grown stores and unique bistros. In a survey prepared by Project for Public Spaces (PPS), two-out-of-three residents said that they went to Downtown expressly to shop for daily items; but nearly as many said that they went there for civic services, and half as many to eat out, go to the train station, or conduct banking.

**Downtown housing is part of this strategy.** Downtown already has upwards of 300 apartments – all of them “pre-existing and non-conforming” to the 1966 zoning changes that effectively prohibited them. The few that have been created since then have either been approved through variance, a convoluted approval process applying TF zoning to the B Zone, or are just plain illegal and tolerated. (The fact that apartments have not permitted in the Downtown under current zoning actually came as a surprise to many of the participants in the workshops, where the consensus was clearly that having apartments in the Downtown is highly desirable.)

Recommendations:

1. **Encourage development appropriate for the village character and pleasing to pedestrians along Cedar Street and Main Street.** In the core of the downtown, building heights should be set at a minimum of two stories and a maximum of three stories. A fourth story should be permitted when designed so as not to block important views, or loom over the street or adjacent buildings (e.g., with use of setbacks or dormer / pitched room elements). Building streetwalls should front the street, with a maximum setback in addition to a minimum. “Zero lot line” – i.e., full build-out at the ground floor – should be allowed. Frequent entries and plenty of display windows (e.g., 60 percent open transparency on the ground floor) should be required. Restrictions should be placed on window displays to prevent their cover-up and preserve their transparency.
2. **Allow for smaller-scaled mixed use areas that serve as transitions to residential neighborhoods.** Lower Main Street (below the Library) and the commercial areas along Ashford Avenue should be zoned to encourage mixed use development with a mixture of retail, office and residential uses. Commercial uses in these areas should follow some of the same rules as the downtown, with display windows, entries facing the street, and parking away from the street where possible. Building heights should be lower – with a maximum of three stories – and setbacks should be based on the prevailing pattern on the block. Residential uses should be allowed on the ground floor.

*Downtown Goals:*

*Civic character*

*Upstairs living*

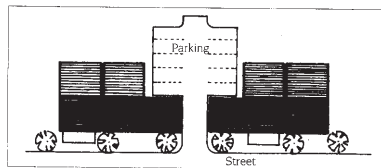
*Pedestrian orientation*

*Easy parking / circulation*

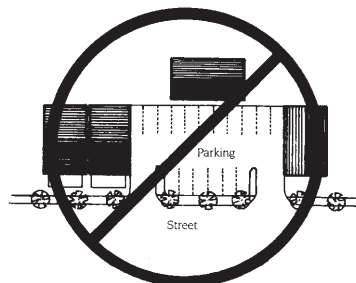
Opposite: Guidelines can assure that Downtown remains attractive, historic and pedestrian friendly. (Renderings based on work by Joel Russel and Ann Tate).

### Potential Downtown Guidelines

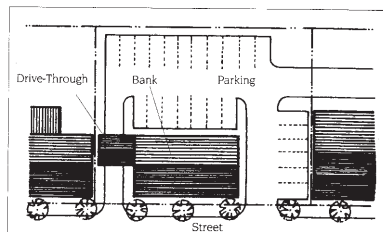
- Building frontages: Aligned with sidewalk, with waivers for buildings older than 50 years. Varied building heights of no less than two and no more than four stories. No blank walls facing public streets.
- Storefronts and window displays facing ground level along Cedar and Upper Main: Large, decorative windows shall constitute at least 75 percent of such frontage. Awnings wherever appropriate to original design.
- Building entries/exits facing Cedar or Main: At least every 50 feet. Always prominent and well-lit. Vehicular and service entrances kept to a minimum.
- Curb cuts: Prohibited except to access parking behind buildings, and provided shared parking, access and egress is not possible.
- Surface parking and garages: Prohibited except behind buildings. Frontages along public streets screened from view with decorative walls, fences and plantings. Shared wherever possible.
- Sidewalks: Outdoor dining and displays allowed wherever four feet of clearance can still be provided on the sidewalk.
- Pedestrian amenities: Ample, including pedestrian-scaled (and “night sky sensitive”) lighting, ambient building lighting, benches where possible, street trees, screened garbage receptacles.
- Architectural detailing: Complementary to historic buildings in downtown, such as Victorian, Art Deco or Tudor. Pitched and mansard roofs preferred. Any flat roofs framed with cornices or decorative parapets.



*Small lot between buildings screened from street*



*Parking lots in front should be prohibited*



*Example of drive-through bank layout with rear and side-lot parking*



3. **Promote design consistent with the historic yet eclectic style of Downtown.** The Downtown includes residential “carpenter gothic” and later Victorian architecture, stately brick and stone commercial buildings from the 1880s to the 1920s (especially the banks and Oceana building), low rise Art Deco shops with decorative parapets (especially along Cedar Street). Based on field observation: materials now include stone, brick, wood, clapboard, stucco, and stucco with half timbers. Distinctive rooflines include mansard, gabled, and flat roofs with handsome cornices or decorative parapets. Large storefronts from Victorian times and streamlined windows from the mid-Twentieth Century are prominent – pointing to the need to mandate a minimum amount of glazing. Upper-story windows are generally residentially scaled, double-hung. It is especially important that the front of new buildings articulate a “base, middle, and top” to be consistent with the historic pattern. Awnings should be encouraged. Signage is pedestrian-scaled and sized, and should also be integrated into the appearance of the facade. To extrapolate from what PPS said about Downtown signage: the overall goal should be to create “a street with a sense of harmony and order, but without stifling individual creativity or the merchant’s need to communicate.”

4. **As a marketing tool for Downtown businesses: provide a concierge service at the Train Station.** In the village center of Maplewood, New Jersey (a community with roughly the same ridership and values), the train station includes an immensely popular concierge service. Here is how it works: (1) one person mans the service; (2) people place their orders for wine, cheese, books, etc. as they leave on the morning train, and (3) their orders are waiting for them as they return on the evening train; or (4) they might drop off their dry cleaning, shoes in need of repair, etc., and (5) their orders may be waiting for pick up later that day or some other day. This not only adds to business revenue, it also provides a way to educate residents as to the services that are available in their own Village. If legal, chains and franchises should be excluded from this service, so as to promote the unique businesses of Downtown. This might be a good project for Dobbs Ferry’s newly reenergized Chamber of Commerce and/or a reconstituted Downtown Improvement Committee. The Village might also implement the former Downtown Improvement Committee’s recommendation that a position be created within the Village staff for a Downtown Manager; there are a great many other tasks that this person could also undertake.

5. **Require street-front commercial on the ground floor along Cedar Street and upper Main Street** (specifically, Cedar east of Main, and Main from Cedar to the Library). While ground floor residential uses on



Above: Both landmarks and the historic feel of downtown are worthy of protection.

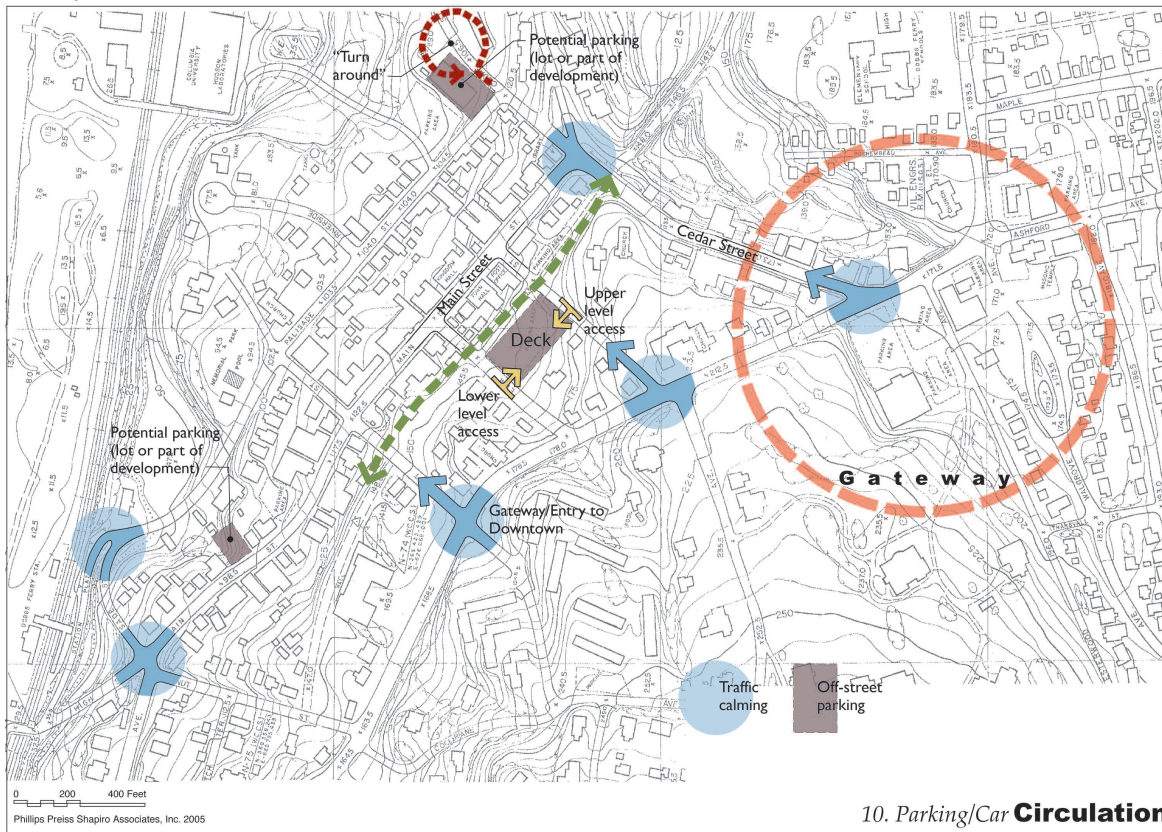


Main below the Library should be permissible, retail use should also continue to be permitted. The key to creating a pedestrian shopping environment is retail continuity. This requires all uses in this key area – whether retail or office – to develop storefronts with large windows that invite views and interaction between pedestrians on the street and activity inside. While office uses can meet this goals, retail uses are preferred. The key to promoting homegrown stores is low rents; and the key to low rents is to promote enough retail space. Legal upstairs residential options can supplement the rents from the ground floor spaces, to provide ample revenue streams for property owners.

6. **In addition to offices: allow housing upstairs (and thanks to topography) below street level on Cedar and Main Streets.** This housing will add to the number of shoppers in downtown; animate the street life; provide a “24/7” quality to Downtown (24 hours a day/seven days a week); and may also address the Village’s concerns about the need for affordable housing. At present, much of the housing appeals to immigrant families with moderate incomes supporting diversity in the Village. Market and support the idea of Downtown housing as an ideal to meet the needs of aging Baby Boomers and GenY young adults, who will support the downtown businesses, increase property values and diversity, without increasing school enrollment. The demands for parking are, of course, a constraint.
7. **As to parking: allow off-site and remote parking in connection with shared parking agreements; or in connection with Payments in Lieu of Parking (PILOP).** PILOP revenue could be dedicated to the maintenance and capital costs of pedestrian improvements that make remote parking viable, as well as the cost of creating and expanding parking facilities.
8. **Keep the magnets in Downtown.** Past thoughts about relocating the Library, Village Hall, etc. were a mistake in terms of creating a civic and prosperous traditional business center. If more space is needed in the Village Hall, the preferred option would involve relocation of the fire station from the lower level of the building. The Village should be adamantly opposed to any attempt to relocate the Post Office.

Above: Downtown housing is enhanced by views of the river.

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10. Parking/Car **Circulation**

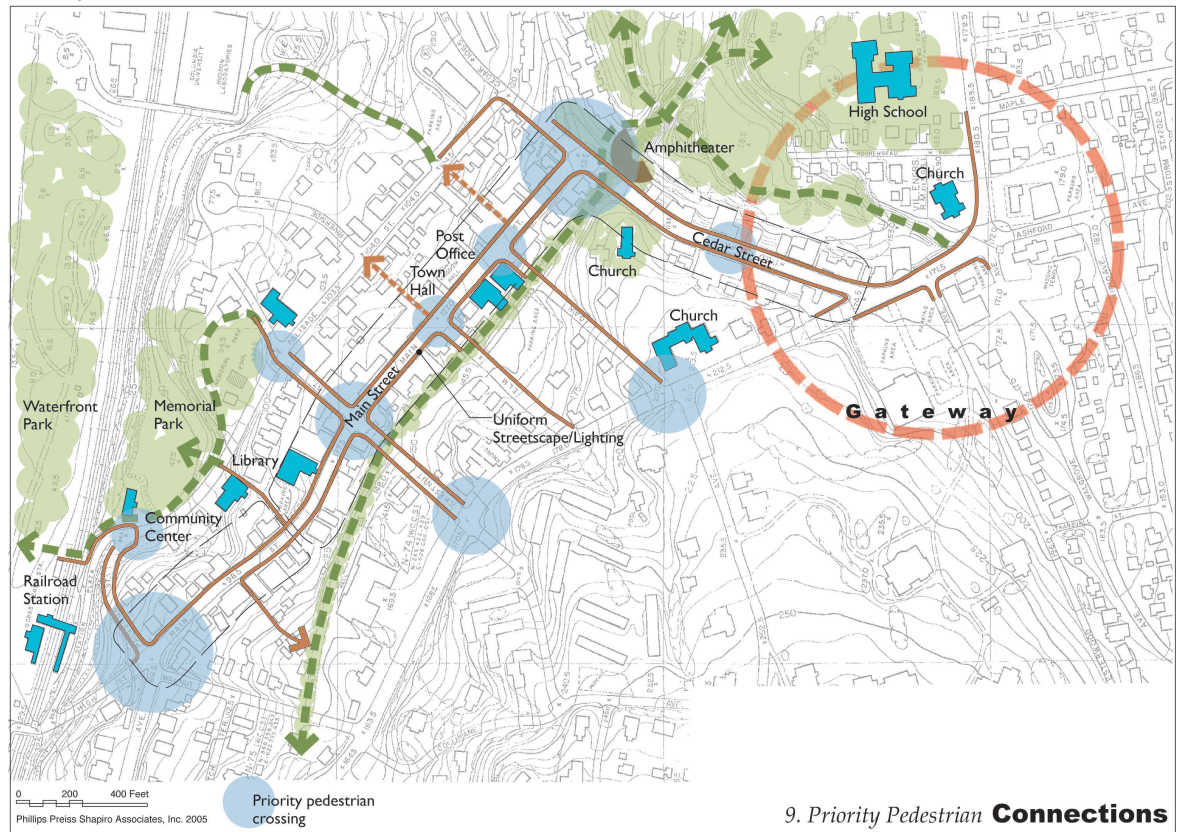
**Downtown Circulation and Streetscape**

To be sure, **Downtown needs to be convenient in terms of parking, which is the number one complaint of the merchants.** However, professionals (the LA Group and Project for Public Spaces) both observed ample availability of parking at all hours, if people are simply willing to walk more than one block. This should be the case. Studies show that people prefer to park within 400 feet of their shopping or dining destination, but in fact walk 1,000 feet or more as the norm, even on a typical suburban shopping mall. Parking can be improved – and likely should be. There is a numeric public parking shortage if all of the built space is used to its maximum; though it is not clear if this is the case if private parking is factored in. There is no present need to take draconian measures, at least until existing opportunities are exploited, especially in the area behind Village Hall.

Instead, **the highest priority should be on enhancing the pedestrian experience and environment.** People don't go to traditional downtowns to park or drive; they go to downtowns to stroll and socialize. People will also walk further between attractions, as well as to and from their parking space, when the walk is full of interest.

Opposite and above: Both the amount and convenience of parking should be improved. But ultimately, the success of downtown hinges on how enjoyable it is as a place for pedestrians.

Gateway/Downtown **Workshop**



9. *Priority Pedestrian* **Connections**

Dobbs Ferry does have a unique problem in terms of parking: **Vehicular circulation patterns make it hard for people to find a parking space of choice.** The normal behavior is to go to the destination shop or restaurant, and then circle round before being satisfied with a more remote parking space. This is not so easy in Dobbs Ferry due to the combination of Broadway-related congestion, sight lines and turning prohibitions, plus over long blocks and changes in topography that make the distances seem longer than they are.

Recommendations:

1. **Emphasize pedestrian qualities:** well-maintained sidewalks; prohibition of all curb cuts except where necessary (e.g., where cross-street access or cross-access agreements are not viable); a mid-block crosswalk along Cedar; neck-downs (a.k.a. bulb-outs or bump-outs); and textured pavements to articulate the crosswalks. The Village and business community should be especially attentive to the pedestrian feel of Downtown after dark – when MetroNorth commuters are passing through, and diners are arriving.
2. **Start by carrying out the recommendations of the Sidewalks Committee,** which placed particular priority on neighborhoods where the sidewalks are incomplete. This is not only important for safety, it

*Note: The recommendations provided here were not just generated by the Land Use Committee and in the workshops, but also with significant input from the Chamber of Commerce and Downtown Improvement Committee.*

is important to keep enthusiasm high among the citizen activists who will then be able to move on to bigger and better things, such as the other recommendations below.

3. **Restore the Old Croton Aqueduct Trail in Downtown.** This high-priority project addresses what is the only known gap in the Aqueduct Trail in Dobbs Ferry. It starts with a deck to consolidate and expand on the parking behind Village Hall, freeing up that portion of Aqueduct Trail that is instead used for surface parking and circulation. It then involves removal of perhaps 20 of the 40 parking spaces behind houses and stores along Main Street between Cedar Street and Oak Street (aka Church Street), to provide a wide sidewalk in lieu of a broad trail on this portion of the Old Croton Aqueduct.
4. **Upgrade the Old Croton Aqueduct from Downtown northward.** A re-engineered intersection with an articulated sidewalk across Cedar Street (doubling as a traffic calming device) would lead to the entry to the Aqueduct Trail that goes north to the Middle/High School and Mercy College – and which provides students with a safe alternative to walking to and from Downtown along the narrow Broadway sidewalks. The plaza, bus stop, and entry into the Aqueduct Trail should be redesigned; and the woods should be selectively cleared. This would open up views of the trail, creating an inviting cascade of steps that can double as an amphitheater – a village-scale version of the famous Spanish Steps in Rome.
5. **Provide ample and clearly signed walkways to and through Downtown, with connections to both the Aqueduct Trail, the proposed RiverWalk, and the waterfront.** Activists are already working hard on improving the signage, in connection with the Historic Rivertowns of Westchester program. This effort could be tied to actions such as clearing of foliage to open up river views at Memorial Park, articulation of crossings, pedestrian-scaled lighting, etc. that make the walks more inviting and pleasant. One particular priority is at 145 Palisade, where approvals should be conditioned on public access connections through the site to the bridge across the railroad and onward to the waterfront. Another involves sidewalk marking and striated (textured) crossings for all of the trails as they pass through Downtown. The intent is to shift the weight from favoring automobiles to favoring pedestrians.
6. **Adopt specific design guidelines and efforts to achieve a uniform and historically compatible streetscape scheme:** facade improvements; street trees (with species and placements that have less impact on signage visibility); pedestrian-scaled lighting (preferably



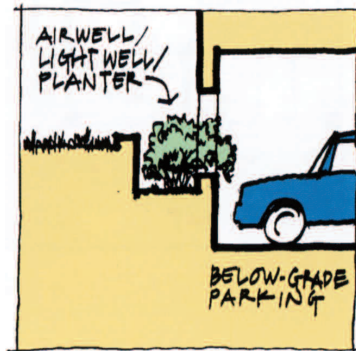
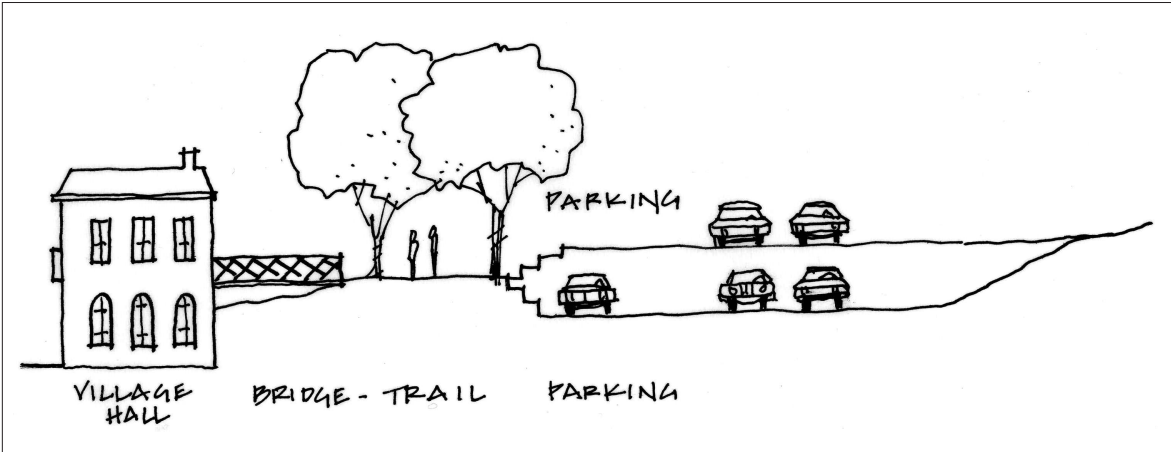


Opposite and above: The walk down Cedar and Main Streets is long, but full of appealing architecture. Shops, eateries and civic attractions such as the library reside along its length.

with historic references); outdoor dining (with sufficient pedestrian right-of-way, i.e., four feet); pedestrian benches facing the sidewalks; attractive bus shelters; and, someday, but most dramatically, burying of the overhead wires.

7. **Explore left turns from Broadway northbound onto Cedar Street.** This is the one exception to the later recommendation to reduce traffic movements in the area. It is predicated on an alignment of the Stop & Shop's main entry with Cedar, and the closing of Estherwood Avenue at Broadway. With these two developments, and perhaps some additional traffic engineering measures, it might be feasible to permit left turns at this intersection and dramatically improve the flow of traffic.
8. **Upgrade the Aqueduct crossing near the intersection of Hatch Terrace and Broadway.** This could make entry into Downtown safer not only for shoppers, but for commuters and people using the Aqueduct Trail, where it crosses Broadway. That crossing should be upgraded with striated paving, neck-downs, etc. to make it more noticeable and safer.
9. **Create a gateway treatment at the Livingston/Broadway intersection.** Passersby hardly know that this is the main way into Downtown from the south. Neck-downs (a.k.a. bulb-outs or bump-outs), articulated crossings, attractive landscaping, and appropriate signage are the tools to at once invite turns in to Downtown, slow traffic, and make it safer for pedestrians.
10. **Create a turn-around and perhaps a public parking lot at the foot of Cedar Street.** The Village's Department of Public Works (DPW) will be relocating to the Parkway area at some point. This site would then be freed up for either remote merchant/resident parking, or incorporation into the 145 Palisade project, or both (using transfer of development rights). Regardless, there will then be room for a small roundabout at the foot of Cedar Street, allowing shoppers to return in the direction from which they came.
11. **Provide a parking reservoir behind Village Hall.** This is one of the only parking areas in Downtown with sufficient dimensions to warrant multi-level parking. It is only a block away from Cedar Street, as well as centrally located on Main Street. It is ideally suited to be an "interceptor" lot – i.e., a convenient lot for people to think of as their destination if they don't first see an on-street parking space. This is because it is only one block away from the turn off of Cedar Street and the northernmost block of Main Street, where parking is most limited;





Above: A parking deck recessed into the hill behind Village Hall also provides the opportunity to restore two blocks of the Old Croton Aqueduct Trail, provide a space suitable for green market and Historical Society events, and employ landscaping to hide the lot from view.

<b>Public Parking Supply in Downtown</b>			
	<u>On-Street</u>	<u>Off-Street</u>	<u>Total</u>
Cedar	70 spaces	40	110
Upper Main	70 spaces	80	150
Lower Main	60 spaces	0	60
<b>Total</b>	<b>200 spaces</b>	<b>120</b>	<b>320</b>

Parking Needs:  
 120 stores = 500 spaces, peak demand on weekends and in evenings  
 100 businesses = 500 spaces, peak demand on weekdays  
 300 apartments = 300 spaces, peak demand in the evenings  
 Shortfall = 200 spaces

and because it is accessible from Oak Street. This is unmistakably the best place to satisfy any demand for public parking in Downtown.

12. **Design the Village Hall deck to be more than a parking facility.** It should achieve an unprecedented high design standard, with the lower level recessed into the grade a half level, making the upper level only a half level above grade, when looking at the parking deck from the restored Aqueduct Trail. Other design features should include: (1) mixed use of the upper level for public events including Historical Society fundraisers; this includes provision of utilities, etc.; (2) design that makes the parking deck “disappear into the landscape”; this has to do with architectural detailing, limiting the height to that of the adjoining elevations, and heavy landscaping along Oak and Elm; (3) dispersed traffic, and increased efficiencies, by providing the entry to the upper level (reserved for visitors and shoppers/diners) from Oak Street, and the entry to the lower level (reserved for Village Hall employees and residents) from Elm Street.

13. **Explore another parking/pedestrian project at the Embassy Club.** One ingenious idea presented in the community workshop for the Vision Plan is a walkway starting at the Embassy Club, with an elevator and/or stairs at a new public garage under a private development, which then has an outlet on Main Street near the Public Library. Steep slopes down from Main Street discourages pedestrians; this elevator – convenient to both the Embassy Club and Memorial Park on one level, and the new Public Library and Main Street on the other level – would mitigate this problem. There is an undeveloped property on Main Street behind the Embassy Club, which is a short distance down Main Street from the Library. This property could be developed as a multi-leveled parking garage below street level accessed from both Main Street and the Embassy Club parking lot. The cost to the Village for the creation of this lot could be minimized through a public/private partnership that would provide apartments on the stories above street level.

14. **Incorporate shared parking wherever possible.** Residents, diners, and shoppers actually have different peak periods of demand for parking. All future approvals should be predicated on the melding of these sources of demand. Programs should be implemented to make the best use of existing lots.

15. Most important: **emphasize on-street parking.** This is where the shoppers and diners really want to park. The off-street and remote lots should be earmarked for residents, workers and merchants. The on-street spaces should be maximized in number, and regulated with

Above: The Village Hall deck – at a net gain of about 75 spaces – would address one-third of the downtown’s parking shortage.

short time-frames to assure a turnover of spaces. If this means meters, so be it. Meters are far preferable to having the spaces pre-empted by the people who get to Downtown first, i.e., the merchants, residents, and workers.

## **The Gateway**

**The Ashford / Broadway intersection is the “100 percent corner” offering the most visibility and access in the village – hence its identification as “The Gateway.”** Virtually all village roads feed into Ashford or Broadway; so it is almost impossible to travel in, through or out of Dobbs Ferry other than on these two arterials. Ashford and Broadway are the two most heavily traveled roads in Dobbs Ferry, with an average daily traffic count of over 10,000 vehicles, each; and a peak hour traffic count that approaches 2,000 cars at the Gateway.

**Past as well as current plans and controversies attest to the focus of the community on the Gateway.** A proposal for an inn across the street from the proposed Stop & Shop expansion garnered significant support and opposition, for instance. The Project for Public Spaces (PPS) study of the area in 1999, despite significant outreach and consensus, was not fully implemented. Going back further, the 1971 draft comprehensive plan worked mightily to figure out a way to bypass the Gateway altogether, but there has never been consensus to implement the 1971 proposals, which would be expensive and require a taking of private property.

**Based on its market value, the Village can expect that there will be one proposal after another at the Gateway.** The Performance Auto Body and Jackenthal buildings across from Stop & Shop are both ripe for multi-story development. The Mobil Gas Station and adjoining Dobbs Diner represent single soft sites and a potential assemblage at one corner; as do, at the other corner, the Verizon building, medical building, Chase and former PowerTest gas station, which was the site for the proposed inn and is now vacant.

**Market drivers and public benefits will often remain at odds at the Gateway.** On the one hand, the market will drive development toward auto-oriented uses such as gas stations, drive-thru's, supermarkets and Starbucks. On the other hand, the Village leadership and neighbors prefer uses with less traffic and more village-center qualities. On the one hand, the Westchester County Department of Transportation (County DOT) has jurisdiction over Ashford Avenue and the New York State Department of Transportation (NYS DOT) has jurisdiction over Ashford Avenue and Broadway (Route 9); both will strive to streamline traffic flow by removing left turns, cutting curb corners, etc. On the other hand, the



*Any new development must represent good design, provide credible solutions for traffic and pedestrian safety, be marketable and viable and be recognized as in the public interest.*

Above: The Gateway is heavily congested since it is the crossways where virtually all traffic must pass to traverse the Village.

Village, business community and neighbors prefer pedestrian improvements; some villagers go so far as to say “traffic flow be damned.” On the one hand, much of the land on the southwest corner is assembled as part of the Stop & Shop development, making it easier to negotiate the right development compromise. On the other hand, the small parcels that comprise the rest of the Gateway present the challenge of uncoordinated development and traffic circulation.

**But there is no “free ride”.** The community is intent on reducing the auto-orientation of the Gateway, improving pedestrian conditions, and upgrading the area’s physical appearance. However, such improvements are predicated upon a level and value of development that raises other controversies.

**The Gateway will thus present a constant struggle for the Village and Villagers.** Yet, one of the benefits of all of the efforts and controversy to date is that it has given the Land Use Committee a good sense of what meets four “bottom lines” for the Gateway: that any new development (1) represent good design; (2) provide credible solutions for traffic and pedestrian safety; (3) be marketable and viable; and (4) be recognized as in the public interest and therefore popular enough to wend its way through an inevitably contentious political environment. The last item speaks directly to the concerns of the immediate neighbors and nearby businesses, as well as residents throughout the community who inevitably must drive through the Gateway. There is no single, simple solution; only the next “right moves.”

Recommendations:

1. **Allow mixed-use development.** This would include ground floor retail and a variety of upstairs and below-grade uses (residential, lofts, offices, etc.). Sidewalk-oriented, ground floor retail should be encouraged along Ashford Avenue and Broadway frontages at the Performance Auto, Jackenthal, Mobil, Getty, PowerTest, and Stop & Shop sites. The intent is to make the walk through the Gateway from Ashford Avenue to Cedar Street seamless.
2. **Encourage development that has scale, character, and amenities appropriate to its village context.** Guidelines should indicate a minimum height of two stories, and a maximum height of four stories contingent upon off- or on-site streetscape improvements; the building

should extend close to the property line along the street frontage, to the extent practicable, except where another amenity, such as a small landscaped plaza of value to pedestrians, can be provided.

3. **Use architectural and landscaping guidelines to improve the appearance of the Gateway and promote architecture that holds the area together.** In PPS surveys, pedestrians and merchants ascribed the lowest ratings to the attractiveness of the area, signage, and trees/landscaping. The cacophony of built forms, wide streets, overhead wires, a surfeit of signage, and traffic call out for some uniformity in building design and motifs that can be promoted by clearly defined standards. In this regard, the historic architectural qualities, materials and texture of the Gateway's older buildings should be looked to for inspiration; these include the former Masonic Temple (now the medical offices), Sacred Heart Church, and a Tudor Revival apartment building at Broadway/Cedar.
4. **Recognize the historic qualities of the Gateway.** Broadway was once a Native American trail; in the 1700s it was known as King's Highway; after the Revolutionary War it was renamed the New York-Albany Post Road. The Gateway boasted a stagecoach depot (long gone), a great lawn leading up to the Estherwood Mansion (a view now blocked by the Stop & Shop building), and the Sacred Heart Church (a magnificent masonry edifice that still dominates the Gateway). Historic references and interpretation should be employed; e.g., through place names ("Stage Coach Park"), nightlighting (of Sacred Heart Church), interpretation (panels pointing out Wickers Creek and its significance in Native American and Dobbs Ferry history). Historic buildings should be listed on the State and National Registers of Historic Places and designated local landmarks (as discussed in Chapter 6).
5. **Reduce traffic conflicts and "friction."** Friction refers to all of the little turning movements, pulling in and out movements, etc. that aggravate traffic congestion and create safety problems. PPS pointed out all sorts of problems: difficult turns, long crosswalks, confusing entries and exits, cars speeding through intersections, lane confusion. The Downtown Improvement Committee recently documented more than 20 accidents a year. These problems warrant significant actions namely, the prohibition of auto-oriented uses like gas stations and drive-thru's. Redundant and confusing signage should be removed. Curb cuts (driveways) should be minimized and shared, wherever possible. The Village should explore amortization of non-conforming uses and layouts in the Gateway, which will further induce appropriate redevelopment and/or cooperation between property owners.

## *Gateway Goals:*

*Upgrade design*

*Do not worsen traffic*

*Improve pedestrian environment*

*Protect Walgrove Avenue and other residential neighbors*



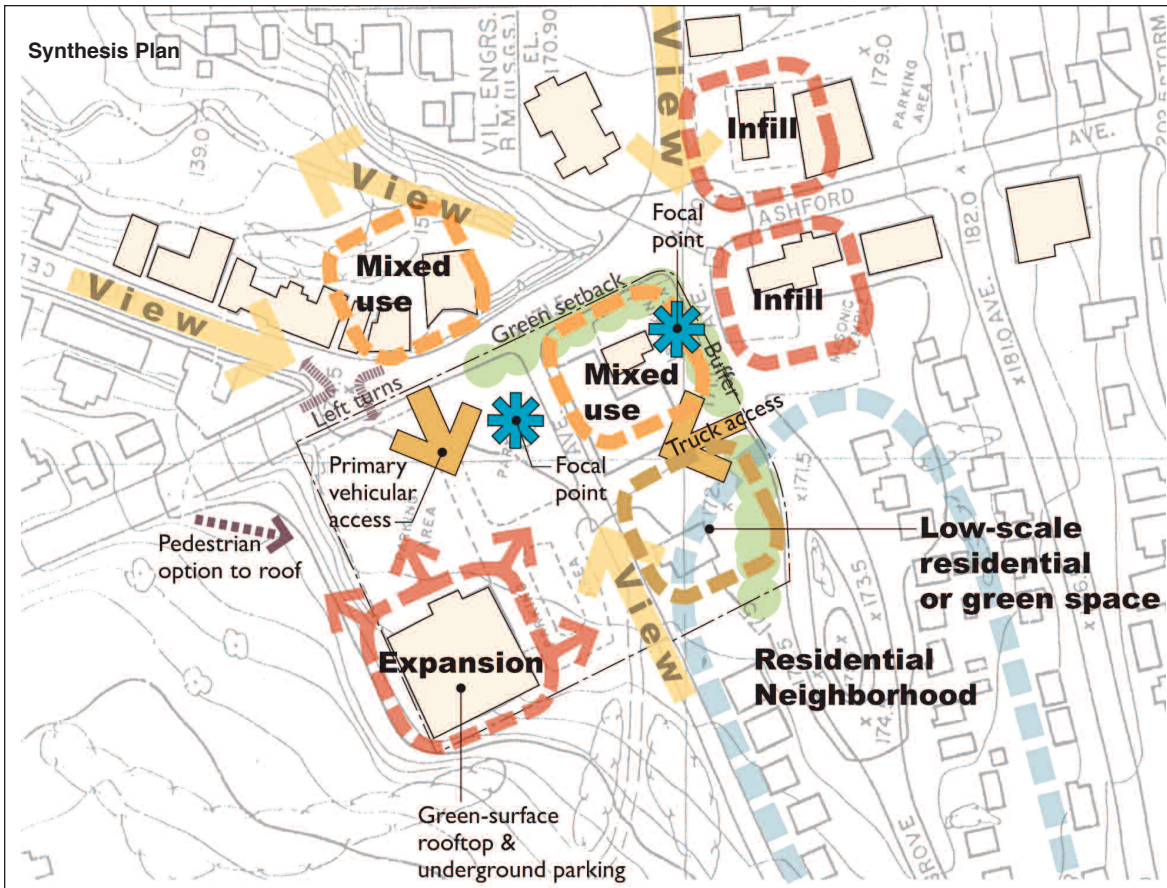
Above: Night-lighting the Sacred Heart Church would refocus the views and experience of the Gateway.



6. **Create reservoir parking and shared parking lots to maximize the efficiency within the Gateway and to support the shops on Cedar Street and Ashford Avenue.** There are currently more than six parking lots in the Gateway. All have extended time periods during each day when they are underutilized or even totally empty. At the same time, there is a shortage of overnight parking for the residents of the neighboring apartment buildings.
7. **Improve the pedestrian environment in the Gateway.** Again, PPS goes into some detail: landscaped spaces, street trees, pedestrian lighting, custom-designed bus shelters, and benches at bus shelters. The space in front of the Sacred Heart Church and overlooking the Wickers Creek ravine was highlighted and some improvements have already been implemented. So were pedestrian connections to the Middle/High School, namely wider sidewalks, crosswalks, and traffic-calming near the school. It is important to note that in the PPS survey, 71 percent of those interviewed indicated that the priority should be on making the Gateway easier for pedestrians, rather than for cars.
8. **Especially: improve pedestrian crossings.** PPS recommendations include: squaring off of corners, neck-downs (a.k.a. bump-outs), contrasting paving material for crosswalks, and modified signal phase for pedestrians. NYS DOT recently did some of these; they should be urged to do more.
9. **Provide significant buffers and transitions between commercial and adjoining one- and two-family homes.** The recommendations presented next in connection with Stop & Shop's shopping center site development are illustrative.
10. **Adjust zoning to implement these guidelines as soon as possible.** As noted, development is imminent, if not on one site, then on another. New zoning is in order. It should pair design guidelines (e.g., with regard to facades, curb cut reductions, buffers, amenities, on- but even off-site improvements) with incentives (e.g., ability to build more than one story, provide more than one use, reduce the amount of required parking, etc.).

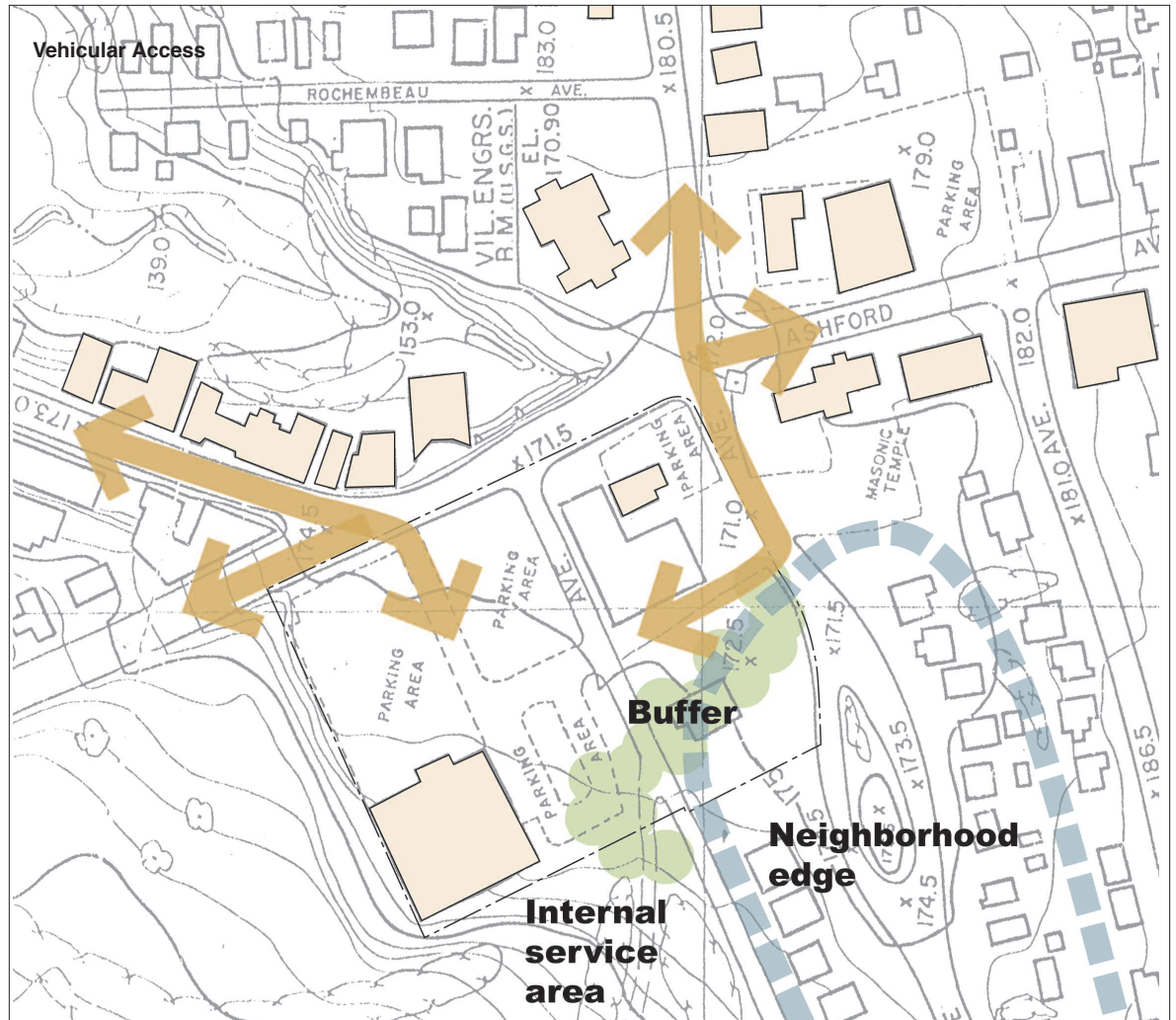
Above: Pedestrian improvements at the Gateway has been a longstanding Village priority.

Following two pages: Design guidelines and illustrations aim to help enable new development and create an attractive place worthy of being the Village's Gateway.



### Potential Gateway Guidelines

- Building frontages: Varied breaks in the streetwall. Varied building heights of no less than two stories and no more than four stories. No blank walls facing public streets. Storefronts and large window displays at the ground level facing Ashford and Broadway.
- Corner sites: Ensemble development for corner sites. Minimum of two/maximum of four stories at Walgrove/Broadway. At Cedar Street: Vertical or other distinguishing feature, which defines the Cedar alignment.
- Roof/top level: Design mindful of views from higher points along Broadway, such as screening of mechanical equipment, use of elevated cornices or frontage, and/or a “green” – i.e., landscaped – roof.
- Frontage heights: 3-4 stories on south side, 2-3 stories on north side.
- Site entries/exits: Entries aligned with streets and other driveways. Minimal number and dimension for curb cuts. Shared driveways wherever possible.
- Loading: Screened, especially to minimize impacts on adjoining residences.
- Surface parking: Broken up with pedestrian paths, landscaping, etc. to mitigate “sea of parking” effect. Screening with berms or landscaping from public streets. Shared parking wherever possible.
- Sidewalks: Wide (e.g., 20 feet on south side of Broadway) and landscaped (one row of trees for every 10-foot width). Public plazas at key points. Outdoor dining allowed wherever adequate clearance can still be provided. Bury utility lines.
- Pedestrian amenities: Varied, including pedestrian-scaled lighting, benches, plazas, street trees, non-chain link fencing.
- Architectural detailing: Complementary to historic buildings in the Gateway.

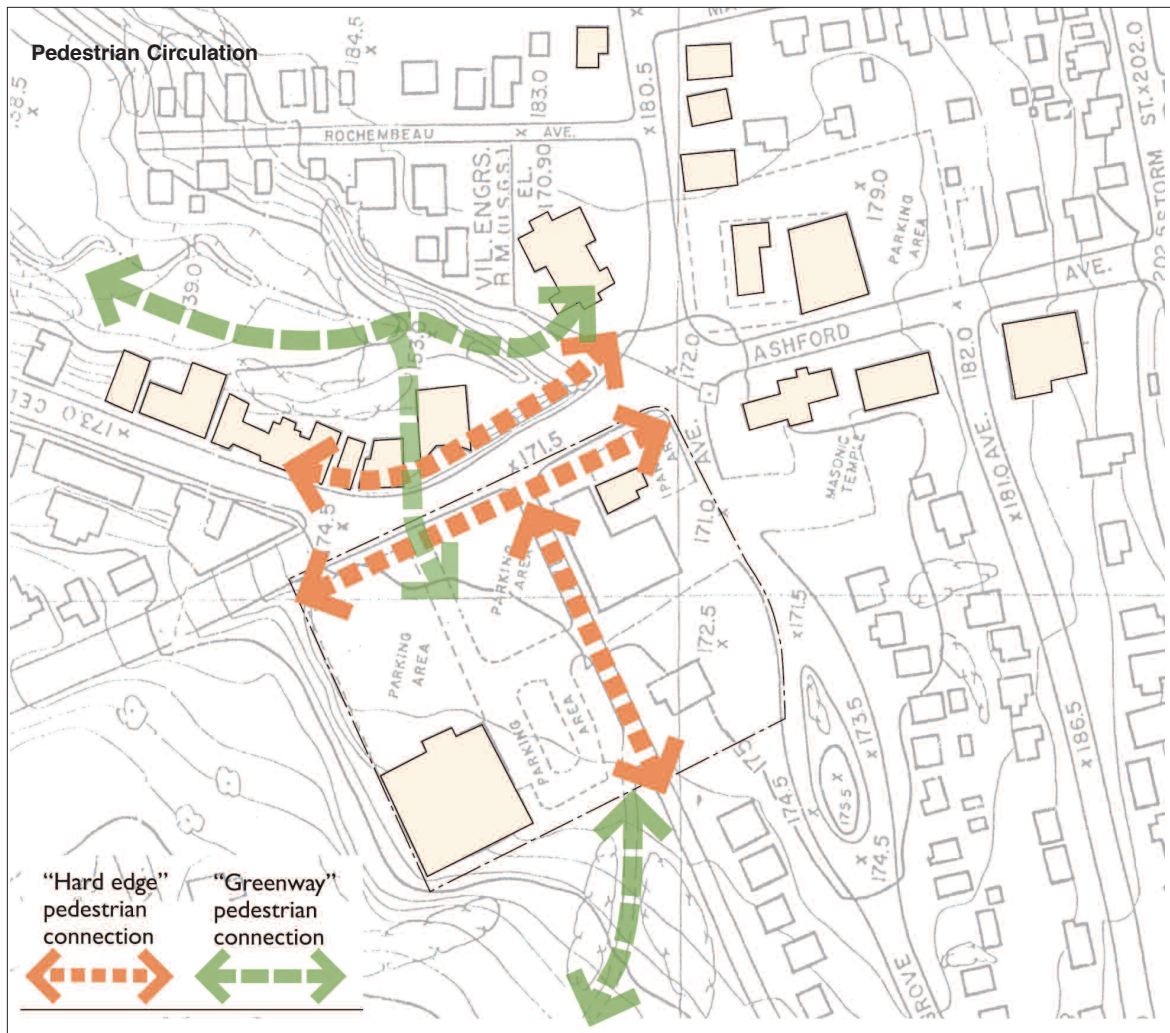


### The Gateway Shopping Center Site

In the past, the most controversial development in Dobbs Ferry was the proposed expansion of the Stop & Shop store and shopping center. Developers working in concert with Stop & Shop proposed a very large retail complex, anchored by an enlarged supermarket, with structured parking. It was anticipated that the project could lead to significant traffic, community character, economic and scenic impacts. As a result, Stop & Shop proposed a revised site plan for the existing site and the Premier Scott Chevrolet parcel that was approved by the Planning Board and the Board of Trustees.

**This is not a transient challenge.** The Gateway in general, and the shopping center site in particular, has been the subject of intense study and deliberation by the Downtown Improvement Committee, Gateway Advisory Committee, and PPS (in connection with a study commissioned by the Village).





The Land Use Committee focused considerable time and effort on the Gateway Shopping Center Site. This included a separate report to the Village Board of Trustees inspired by a community workshop with significant community participation, presentations by the developer, and four more Land Use Committee work sessions.

Recommendations:

1. **Allow intensification and redevelopment in the Gateway and at the Shopping Center Site**, contingent on superior building and site design, public amenities, and mitigation of significant impacts.
  
2. **Entertain the reorientation of Estherwood Avenue, eliminating its intersection with Broadway, to create a more efficient, attractive, and higher-value development and improve traffic flow.** This option (which is currently not part of Stop & Shop’s plans) is contingent on potential amenities, such as a plaza along Broadway to serve as a public green, or incorporating the Getty site into the plans (either with new development or with shared

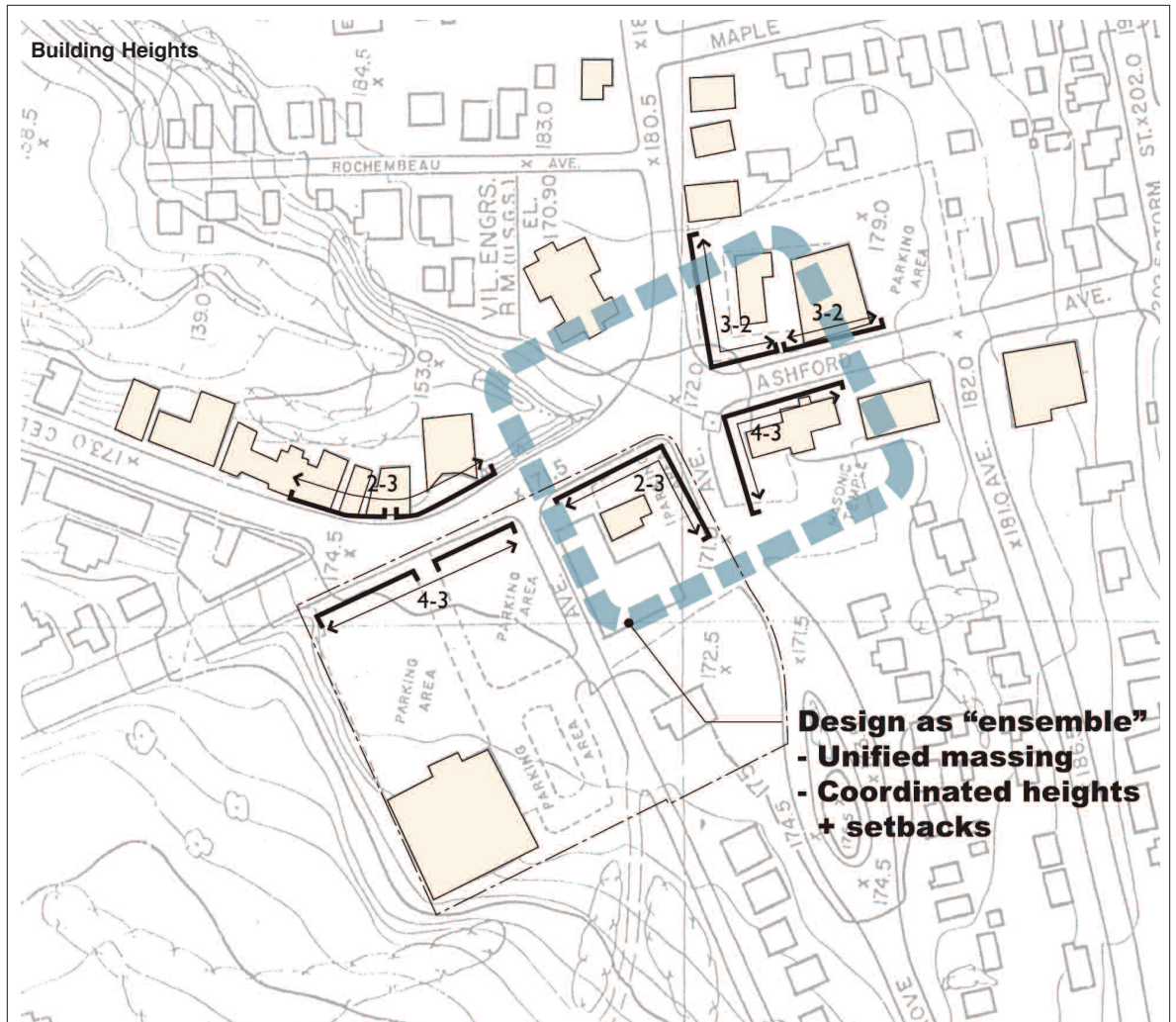


access/egress). Traffic circulation and safety are key concerns here, due to the multiplicity of curb cuts and street intersections in such a short distance. Estherwood would be rerouted to Walgrove.

3. **Buffer the development from adjoining residential areas, especially along Walgrove Avenue and Estherwood.** This would include transitional uses in buildings that integrate with the scale of the existing houses, screening of loading areas, noise attenuation, and of course landscaping. This would also include improvements to discourage truck and vehicular traffic from accidentally driving into the Walgrove neighborhood – such as neck-downs, striated pavers, and other traffic-calming devices at a newly landscaped Walgrove Circle. These improvements too should be a pre-condition for incorporation of a part of Estherwood into the development.



4. **Allow housing as well as commercial development.** Although not now part of the plans, this could include permitting upstairs apartments. Indeed, the current strictly retail development might be profitably and more beneficially replaced by a mixed-use residential development with far less retail than now proposed. Reportedly, the Masters School is seeking faculty housing, which might allow more creativity as to the layout and site plan for the site.
  
5. **Encourage the use of a small area of the Masters School property immediately to the west of the Stop & Shop site as a way to accommodate more of the goals for the Gateway, while accommodating Stop & Shop's need to expand.** This area of the Masters School property is not in use and would appear to have little value to the campus. Added to the Stop & Shop site, it could facilitate a much-improved development including ideas such as extending Cedar Street across Broadway, creating a larger Village green, and providing more parking accessible to Cedar Street.



For easier cross-reference to the earlier PPS report, note that: the Stop & Shop (pictured to the right) was then Grand Union; the Scott Chevrolet building has been torn down; but the Getty Station remains under separate ownership with a new tenant.

Also note that the general Gateway recommendations apply as well to the Stop & Shop site; the recommendations presented below are by way of amplification.

6. Provide a parking reservoir to serve the small properties nearby that cannot provide adequate on-site parking. The shops on Cedar Street, the use of the Getty site, and an inn could be supported by this common parking.



**“Intensification” comes in many forms in Dobbs Ferry:** buildings on steep slopes and other lots thought to be permanent open space, the obstruction of scenic views, the clear-cutting of wooded lots, new or enlarged houses that are out-of-scale with their neighborhood context, the loss of affordable housing, the erosion of social diversity, too many cars in the driveway, speeding cars using local roads as bypasses, traffic congestion at the Gateway, and more. All of these factors risk compromising the sense of Dobbs Ferry as a civic oasis in the New York megalopolis.

## *chapter 6*

# **intensification and transportation**

**The solutions will be equally multivariate.** They can be viewed on a neighborhood-by-neighborhood basis – which constitutes the Third Chapter. They can then be re-viewed village-wide on a topical basis – which constitutes this chapter.

**The improvements will be incremental and cumulative.** It is not possible for the Village of Dobbs Ferry to protect every open space and view, to perfect all new construction and additions, to redress regional affordable housing imbalances, or extricate America from its love affair with the automobile. But it should be possible for residents to take pride in the fact that Dobbs Ferry is on the right track in terms of accommodating change while preserving what is best about the community’s built and natural environment.

### **Development**

**Many of Dobbs Ferry’s neighborhoods are nearly built out.** The last sites to be developed are often the most environmentally constrained. Every new house and building addition is noticed.

**The village’s topography exaggerates the impact of what would otherwise be considered incremental changes.** Open space is lost. Familiar views are blocked. Steep slopes are disturbed. Zoning loopholes allow unsightly development to go forward.

**The village’s natural environment is being incrementally degraded.** “Non-point source” pollution—from parking lots, roads, and individual properties—remains a problem. Existing storm drainage systems are overburdened. Erosion of steeply sloped areas and the resulting sedimentation of drainage channels further threaten the system.

Opposite: Aerial from the New York State  
GIS Clearing House, April, 2004.

It is time for the Village's zoning to catch up to the realities of new development in Dobbs Ferry. A great deal of the problem has to do with the details of zoning. The policy underpinning for improved zoning is presented below. Several of the solutions presented here were originally tested and since adopted as part of the Local Waterfront Revitalization Program (LWRP) and plan.

Recommendations:

1. **Consolidate the Village's land use regulations.** Regulations related to land use and development should be considered for consolidation into a single ordinance, to avoid the need to reference numerous sources. These include the "Zoning Ordinance," "Site Plan Review Law" and "Subdivision Regulations." Their redundancy and contradictory regulations add to the confusion. In some cases, such as the regulations related to flood plains, the length of those standards makes incorporation into the zoning difficult; nonetheless, clear cross-references should be provided, so that everyone is aware of the standards when reviewing the zoning rules.
2. **Integrate the "State Environmental Quality Review Act" (SEQRA) into the consolidated code.** Later recommendations regarding thresholds for traffic studies provide an example. The Conservation Advisory Board should continue to play a major role in promoting Village board and agency compliance with SEQRA. Where applicable, the consistency of applications with the LWRP should be determined.
3. **Adopt a "Resource Protection Ordinance" for the village's bluffs, steep slopes, wetlands, floodplains and water bodies.** Development should be restricted, and in some cases, prohibited, on the steepest slopes and in the floodplains, as well as within a prescribed distance of watercourses, wetlands, and water bodies. These topographic features make up the network of open space in the village.
4. **As a particular priority: prevent inappropriate development in connection with building on steep slopes.** This concern has two dimensions. The first has to do with buildings constructed on a steep slope resulting in multi-storied structures looming over neighboring homes. The second issue has to do with the fact that building on steep slopes can result in erosion and sedimentation, as well as soil instability. There have been several slope failures in the Village. Careful analysis of site conditions and strict compliance with Erosion and Sediment Control Plans should be mandatory. Options include improving where and how the height of buildings is measured – e.g., from the average or lowest

*Note: Most of the village's open spaces are part of institutional campuses that are ripe for further development. Policies for these campuses are described in the Greenway section of Chapter 4. The design and density objectives described in this chapter apply to the campuses; and the conservation and open space objectives described in that chapter apply to the other large parcels found throughout the village.*