

Village of Dobbs Ferry
Local Waterfront Revitalization Program

Adopted:

Board of Trustees, August 9, 2005

Approved:

New York State Secretary of State Christopher L. Jacobs, November 1, 2006

Concurred:

U.S Office of Ocean and Coastal Resource Management, November 19, 2007

This Local Waterfront Revitalization Program (LWRP) has been adopted and approved in accordance with provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42) and its implementing regulations (6 NYCRR 601).

Federal concurrence on the incorporation of this Local Waterfront Revitalization Program into the New York State Coastal Management Program as a routine program change has been obtained in accordance with provisions of the U.S. Coastal Zone Management Act of 1972 (P.L.92-583), as amended, and its implementing regulations (15 CFR 923).

The preparation of this program was financially aided by a federal grant from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended, Federal Grant No. NA-82-AA-D-CZ068.

The New York State Coastal Management Program and the preparation of Local Waterfront Revitalization Programs are administered by the New York State Department of State, Division of Coastal Resources, One Commerce Plaza, 99 Washington Avenue, Albany, New York 12231.



VILLAGE OF DOBBS FERRY

112 Main Street
Dobbs Ferry, New York 10522
(914) 693-2203 • FAX (914) 693-3470
Village of Dobbs Ferry

Resolution of the
Village of Dobbs Ferry Board of Trustees

Adoption of the
Dobbs Ferry Local Waterfront Revitalization Program

Trustee Lifflander offered the following resolution, seconded by Trustee Bova, which was unanimously adopted 6 - 0:

WHEREAS, the Village of Dobbs Ferry initiated preparation of a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a Draft Local Waterfront Revitalization Program and the related local consistency law and waterfront zoning were prepared under the guidance of the Village Board of Trustees, the Village Planning Board and the LWRP Steering Committee; and

WHEREAS, the Draft Local Waterfront Revitalization Program received a negative declaration under SEQRA as required by Part 617 of the implementing regulations for Article 8 of the NYS Environmental Conservation Law; and

WHEREAS, the Draft Local Waterfront Revitalization Program was submitted for a 60-day review to over 80 agencies throughout the New York State; and

WHEREAS, modifications were made to the Draft Local Waterfront Revitalization Program in response to comments received from various statewide agencies as a result of the 60-day review; and

WHEREAS, many of the recommendations set forth in the LWRP for improvements to the Downtown and Waterfront areas have already been planned for or implemented,

WHEREAS, the Village Board is grateful to the many volunteers who worked on this comprehensive document; and

WHEREAS, in adopting this resolution the Village recognizes that it will be a useful planning document, rather than a law, which will guide but not bind future Boards; and

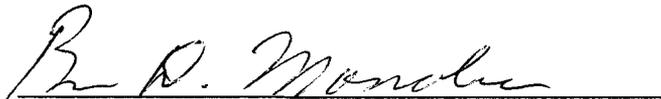
WHEREAS, the Village recognizes that many of the recommendations in the plan require funding that is not currently available from local taxpayer sources but the Board is optimistic that funding can be found from other sources; and

WHEREAS, the Village recognizes that decisions that require funding, such as the establishment of various new positions, will be made by the Board of Trustees after consideration of the needs and resources of the community;

NOW, THEREFORE, BE IT RESOLVED, by the Village Board of Trustees of the Village of Dobbs Ferry, New York that the Dobbs Ferry Local Waterfront Revitalization Program is hereby approved and adopted.

BE IT FURTHER RESOLVED, that the Village Board of Trustees of the Village of Dobbs Ferry hereby directs the Mayor of the Village to formally transmit this resolution, the adopted LWRP, and all related local implementing laws, to the New York State Secretary of State for approval pursuant to Article 42 of the NYS Executive Law - the Waterfront Revitalization of Coastal Areas and Inland Waterways Act.

Resolution passed at a regular meeting of the Dobbs Ferry Village Board on August 9, 2005.



Brian Monahan, Mayor
Village of Dobbs Ferry, New York

September 1, 2005
Date



STATE OF NEW YORK
DEPARTMENT OF STATE
41 STATE STREET
ALBANY, NY 12231-0001

George E. Pataki
Governor

Christopher L. Jacobs
Secretary of State

November 1, 2006

Honorable Joseph Bova
Mayor
Village of Dobbs Ferry
112 Main Street
Dobbs Ferry, NY 10522

Dear Mayor Bova:

I am pleased to inform you that I have approved the Village of Dobbs Ferry Local Waterfront Revitalization Program (LWRP), pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Everyone who participated in the preparation of this program is to be commended for developing a comprehensive management program that promotes the balanced preservation, enhancement, and utilization of the Village's valuable waterfront resources.

I am notifying State agencies that I have approved your LWRP and am advising them that their activities must be undertaken in a manner consistent, to the maximum extent practicable, with the program.

I look forward to working with you as you endeavor to revitalize and protect your waterfront. If you have any questions, please contact George R. Stafford, Director of our Division of Coastal Resources at 518-474-6000.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. L. Jacobs', written in a cursive style.

Christopher L. Jacobs
Secretary of State

CLJ:lt\gn



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT
Silver Spring, Maryland 20910

Mr. George R. Stafford
Director, Division of Coastal Resources
New York Department of State
41 State Street
Albany, New York 12231

NOV 19 2007

Dear Mr. Stafford:

Thank you for the New York Division of Coastal Resources' June 28, 2007 request that the Village of Dobbs Ferry Local Waterfront Revitalization Program (LWRP) be incorporated into the New York Coastal Management Program (CMP). You requested that the Village of Dobbs Ferry LWRP policies described below be incorporated as routine program changes (RPCs), pursuant to Coastal Zone Management Act (CZMA) regulations at 15 C.F.R. part 923, subpart H, and Office of Ocean and Coastal Resource Management (OCRM) Program Change Guidance (July 1996). OCRM received the request on August 17, 2007, but the review period did not start until August 27, 2007. OCRM's decision deadline was extended until November 21, 2007.

Based on our review of your submission, we concur, with the exceptions described below, that the incorporation of the Village of Dobbs Ferry LWRP is an RPC and we approve the incorporation of the LWRP policies (including the policy standards and policy "explanations") as enforceable policies of the New York CMP. Federal Consistency will apply to the approved policies only after you publish notice of this approval pursuant to 15 C.F.R. § 923.84(b)(4). Please include in the public notice the list of enforceable policies provided in this letter, and please send a copy of the notice to OCRM.

CHANGES APPROVED

See enclosed list of the changes incorporated into the New York CMP.

CHANGES NOT APPROVED

OCRM does not approve the incorporation of the second explanation bullet in Policy Standard 13.4, which states that "liquefied natural gas facilities must be safely sited and operated," as an enforceable policy. Any policies regarding such siting are preempted by the Natural Gas Act, as amended by section 311 of the Energy Policy Act of 2005, under the jurisdiction of the Federal Energy Regulatory Commission.

QUALIFICATIONS

OCRM is not approving the incorporation of the following enforceable policies because they are not applicable to the Village of Dobbs Ferry LWRP: 19 NYCRR 600.5 (a)(3), (a)(4), (b)(4), (c), (d)(1), (g)(2), (h)(1), (h)(2), and (i). Additional policies found in the NYSCMP and Final



Environmental Impact Statement that are not applicable include: 6, 29, 40, and 42. As noted in the state's Approval and Findings document, these policies are part of the approved NYSCMP, but are not applicable to the Village of Dobbs Ferry.

Policy Standard 8.6 should be applied in a way that ensures reasonable availability of solid and hazardous waste facilities. In future amendments to the LWRP, consideration should be given to how any changes to the LWRP affect the application and impacts of Policy Standard 8.6. OCRM also is concerned that policies of this nature could cumulatively result in inadequate ability to meet the regional and national interests in having sufficient capacity for the disposal of solid and waste. Although there is no basis for determining that a threshold for regional and national interest concerns has been crossed by the Village of Dobbs Ferry LWRP Policy Standard 8.6, New York State will be expected to demonstrate in future evaluations of the New York Coastal Program that the cumulative impact of local policies is not affecting the regional and national interests in having adequate solid and hazardous waste disposal facilities.

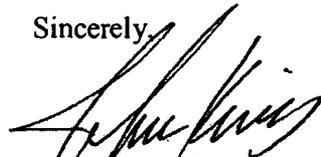
The Village of Dobbs Ferry LWRP policies include an "Applicability to Dobbs Ferry" section that occasionally refers to rules and regulations, codes, standards, BMPs, plans, etc. After conferring with NYSCMP staff, OCRM confirmed that these policies and documents are intended to be the means for implementing the LWRP policies rather than enforceable policies in their own right.

PUBLIC AND FEDERAL AGENCY COMMENTS

OCRM received no comments on this RPC submission.

Thank you for your cooperation in this review. Please contact Carleigh Trappe at (301) 713-3155, extension 165, if you have any questions.

Sincerely,



John King, Chief
Coastal Programs Division

Enclosure: Policies Approved and Incorporated into the New York CMP

**Village of Dobbs Ferry
Local Waterfront Revitalization Program**

Prepared for:

The Village of Dobbs Ferry

Brian Monahan, Mayor

Village Trustees: Joseph Bova; Allegra Dengler; Nancy Delmerico; Francis Farrington;
Charles Fleming; and Marcia Heffler

Prepared by:

The Dobbs Ferry LWRP Steering Committee:

Charlene Paden, Chair

Erna Capetanopoulos; Holly Daly; Ellen Davis; Suzanne Harwood; Wendy Johnston; Rob
Lane; Mark Leggiero; David Lipson; Elizabeth Martin; Jeanne Mikelson; Joe Mitaro, Jr.;
Peter R. Paden; Janet Rossef; Padriac Steinschneider; Stephen Tilly; Angelo Tisi;

and

Additional Dobbs Ferry LWRP Volunteers:

Steve Brennan; Mavis Cain; William Casella; Sara Cashen; Eileen Cronin; Barbara
Dannenbring; Gina D'Agrosa; Charlotte Frankenthater; Hubert Herring; Judith Holzer;
Donna LoPinto; Celeste Meneses; Saralyn Meyers; Lisa Ollsen; Lenore Person; Linda Jo
Platt; Gwen Thomas;

and

Village Board of Trustees Liaisons to LWRP Steering Committee

Joseph Bova; Nancy Delmerico; Frank Farrington;

and

The LA Group, P.C.

Landscape Architecture Planning and Engineering

40 Long Alley

Saratoga Springs, New York 12866

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EXECUTIVE SUMMARY

Introduction

In May 2000, the Village of Dobbs Ferry set out on the process of creating a Local Waterfront Revitalization Program (LWRP), a comprehensive plan for the preservation and development of the Village's historic waterfront and downtown areas. Mayor Monahan and the Board of Trustees appointed a group of 17 volunteers to the LWRP Steering Committee and charged them to develop a proposal for an LWRP. Together with at least two dozen other volunteers, the support of the Board of Trustees and Village staff, and under the guidance of a consultant experienced in LWRP protocols, the LWRP Committee has worked since that time to articulate a vision for the appropriate revitalization of the Village's waterfront and downtown districts. The objective of this effort is to set forth a comprehensive plan to revitalize the waterfront and downtown business district while assuring the protection and beneficial use of our waterfront area resources and preserving the essential character of Dobbs Ferry as a historic Hudson River community.



Spectacular Views

The Village recognizes that the stability and vitality of the downtown business district is of key importance to that essential character. The Village also recognizes the importance of maintaining control of land use in the waterfront area. There are strong pressures for continuing development in our community along the waterfront and elsewhere, and there are significant waterfront parcels in the Village that are the subject of current development interest. While development can be a very positive force, it is not inevitably so. To ensure that development is in the collective best interest, it is important

that the Village take the initiative to define its own goals and its own limits. Through the LWRP comprehensive planning process, the Village can begin to take control of the future of its waterfront and downtown business district.

The Village's objective is also to ensure that the vision articulated in the LWRP is one that genuinely reflects the collective will of the community. To that end, the LWRP Committee has endeavored to keep the public involved and apprised of the status and progress of its work. It has tried hard to survey the views of the community with respect to the issues at stake and to incorporate those views in its LWRP policies and recommendations. While the policies and recommendations touch on sensitive issues, the planning framework they strive to create is broad-based and comprehensive. The planning goals cannot be evaluated on the basis of only one or two individual issues.

What is a Local Waterfront Revitalization Program (LWRP)?

LWRPs are authorized by the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (NYS Executive Law, Article 42). An LWRP implements rules and regulations in Part 600 of Title 19, NYCRR. Under the approach adopted by New York State, the State government can promote waterfront development and provide for the protection of critical resources, but it is recognized that municipalities are in the best position to determine their own waterfront objectives and to adapt statewide coastal policies to specific local needs. Accordingly, the New York Department of State ("DOS") encourages waterfront communities to prepare their own Local Waterfront Revitalization Programs. The DOS provides financial and technical assistance to local communities in the preparation of an LWRP. Dobbs Ferry received a grant from the DOS to support the Village's activities in completing their LWRP. The Village appointed an LWRP Steering Committee and retained the services of the LA Group, a planning firm based in Saratoga Springs, New York, to assist the Village in the LWRP process.

The Dobbs Ferry LWRP is a grassroots effort that brings together local, state, and federal governments; local citizens; commercial interests; and private organizations to assess the opportunities and constraints and to build a consensus on the desired future of the community's waterfront and related areas. More importantly, the LWRP provides a local strategy for achieving that vision. The LWRP builds on waterfront policies identified in the NYS Coastal Management Program. It refines and adapts those policies to reflect the local community's vision for the use and development of its waterfront and downtown areas.

What are the benefits of an approved LWRP?

- The LWRP program, through its various policies, enables local communities to establish the means to both protect and enhance local coastal resources within the framework of Village regulations, projects, and other implementation techniques.
- The LWRP protects local communities. State and Federal projects will be required by law to be consistent with the local program's policies and purposes once the LWRP has been approved.

- The LWRP is good for business. An approved LWRP can help attract public and private investment in waterfront projects since it demonstrates a community's commitment to revitalization and resource protection. The LWRP contains conceptual plans for projects, which make the development process more predictable and efficient. These plans help to convince funding entities and private developers that the projects are realistic. Funding is more likely to go to projects that have the support of the community and are likely to be bolstered by realistic public and private investment.
- The LWRP projects will be fundable. With an approved Local Waterfront Revitalization Program, the Village is eligible to apply for grant funding assistance through the Environmental Protection Fund (EPF), enabled in Title 11 of the NYS Environmental Protection Act. This EPF money is available annually in a statewide competitive grant program to assist with implementation of the LWRP.

What are the obligations of an approved LWRP?

- The LWRP does not obligate the Village to implement the proposed projects identified in the approved LWRP.
- Once the LWRP is approved, the Village is obligated to review all future waterfront projects to assure that they are consistent with the LWRP.
- The LWRP does not obligate the Village to accept government funding which carries conditions for any specific project. The Village retains the right to review projects and conditions on a case by case basis, or to seek other sources of funding.



Waterfront Park

Section I Waterfront Revitalization Area Boundary

Section I of the LWRP identifies the landward and waterside boundaries of the waterfront revitalization area to which the LWRP plan will apply. The Dobbs Ferry coastal area boundary comprises the entire jurisdiction of the Village, including its underwater lands. The Dobbs Ferry coastal area boundary will, therefore, address all elements within the Village that relate to the LWRP.

Section II Inventory and Analysis

The LWRP inventory of Dobbs Ferry's resources and analysis of issues and opportunities associated with those resources reflects a broad-based effort by committee members and the community as a whole. This effort includes a comprehensive review of the Village's scenic, historic, cultural, recreational, educational, environmental, commercial, and natural resources. It assesses how these resources present issues and create opportunities for the Village's waterfront and downtown areas. Section II presents a summary of this inventory and analysis.

Based on the analysis of inventory findings and information gathered from public interviews and surveys, the Committee has identified a number of primary long-term planning goals for the Village of Dobbs Ferry. These broad planning goals have shaped the Committee's development of the policies and recommendations of the Village's LWRP comprehensive master plan for the waterfront area. They are as follows:

- Create a strong Historic Hudson Rivertown identity for Dobbs Ferry and encourage the preservation of Dobbs Ferry's historic, archaeological, and cultural heritage.
- Preserve scenic views of the Hudson River and the natural character of the Dobbs Ferry waterfront and develop a visually and environmentally sensitive approach to waterfront development.
- Revitalize the Waterfront and Downtown Areas by fostering economic development initiatives that will ensure the long-term sustainability of these areas.
- Increase active and passive recreational opportunities at Waterfront Park and other waterfront locations and expand opportunities for water-related activities.
- Improve public access to the waterfront and link Gateway areas, Downtown, and North-South routes to the Dobbs Ferry Waterfront.
- Provide zoning, planning and building guidelines and long term planning policies for the appropriate development and preservation of Waterfront and Downtown Areas' resources.

Section III Local Waterfront Revitalization Policies

All proposed waterfront revitalization actions stated in the LWRP must be consistent with the policies set forth in the New York State Coastal Management Program and Article 42 of the NYS Executive Law to the extent commensurate with the circumstances of the local government. These coastal management

policies provide direction to local communities to adopt their own LWRP policies and approaches to local economic and development issues. Once the local LWRP is fully approved, it is used to guide any federal, state, or local activity occurring within the local LWRP boundary.



Watering Trough in Gould Park

Section IV Proposed Land and Water Uses and Proposed Projects

Section IV identifies proposed future land and water uses for the Village’s waterfront revitalization area as well as projects being considered to implement the LWRP policies. The projects recommended in this section were chosen because of their potential to contribute to the revitalization of Dobbs Ferry in a manner that is consistent with the broad planning vision expressed in the LWRP. These recommendations seek to provide a balance of economic, recreational, and environmental initiatives while preserving the unique natural and cultural character of Dobbs Ferry's Waterfront and Downtown areas. A sampling of the recommended land and water uses and proposed projects is summarized below.

A. Proposed Land Uses

The LWRP must further its objectives by sustaining and enhancing the existing land use patterns throughout much of the Village that are consistent with the vision set forth in the plan. The LWRP promotes utilizing existing infrastructure and resources wisely. The LWRP also encourages a mix of land uses on the waterfront that are consistent with the policies that best serve the Village’s needs. Recommended mechanisms to achieve these objectives are as follows:

1. Village Laws

- a. A new zoning district, the WF – Waterfront District was created. The new district encompasses all lands west of the tracks from the Chart House to Nun’s Beach.

East of the tracks, the balance of the 145 Palisade Street property and the DPW parcel at the corner of Cedar and Palisade are included in the WF District. This new district allows a mix of public and private waterfront recreation, and commercial uses that would draw people to the waterfront area. Residential use will be permitted east of the tracks only.

- b. Review and revise Village Zoning Code to address the numerous issues that have assumed importance since the Code was first adopted, e.g. size and bulk of residential structures; accessory housing; and residential uses in the downtown area.
- c. Adopt mechanisms to preserve and enhance the extraordinary scenic resources that characterize so much of the Village.
- d. Review and revise Village Land Use Laws. Prepare tools such as the Zoning Ordinance, Site Plan Review, Special Overlay Districts to be able to guide current and future development proposals.

2. Plans

- a. Formally designate those Village-owned open spaces and areas used for active and passive recreation as dedicated parklands. Undertaking this process would confirm the commitment to permanently maintain these spaces for the future use and enjoyment of the general public.
- b. Develop and adopt a Village Comprehensive Master Plan to augment and promote the vision, policies, and standards expressed in the LWRP across the entire Village of Dobbs Ferry.

B. Proposed Water Uses

The Village recognizes the need to provide improved facilities and access for water-dependent recreational uses such as fishing and non-motorized boating. The Waterfront District zone identifies various alternatives for the optimum use of waterfront and adjacent waters, while preserving its scenic and historic character.

The LWRP has identified several water-dependent uses that are well suited for the Waterfront District. These are discussed in Section IV.B.



The Great Lawn in Waterfront Park

C. Proposed Projects

The following recommendations for proposed projects seek to provide a balance of environmental, recreational, and economic development initiatives while preserving the unique natural and cultural character of Dobbs Ferry's Waterfront and Downtown areas. The summary below provides only a sampling of the LWRP proposed projects. Detailed recommendations are in Section IV. C.

1. Shoreline Restoration and Stabilization

The shoreline protection has lost its integrity in several areas, causing precious waterfront land and shoreline habitats to be eroded and adversely impacted by seawater encroachment.

- Upgrade existing shoreline edge treatment to ensure stabilization of the soil and prevent erosion, while keeping with the natural character of the shoreline providing for safety and maintenance requirements.

2. Waterfront Park Enhancement and Redesign

The Village's first priority in designing the layout, look, and feel of Waterfront Park should be to enhance its relationship and connection with the Hudson River. All features should be sensitive to the river's presence and its ecosystem and should serve to enhance the awareness and enjoyment of the river for all those coming to the park. Dobbs Ferry has an extraordinary opportunity to make its park area an outstanding example of environmentally friendly riverfront design and its entire waterfront a model

of thoughtful planning. The LWRP's recommendations for Waterfront Park layout, uses and amenities include:

- a. New additions to the existing Waterfront Park should define locations in the park to encourage varying uses: e.g., reserve the Willow Point area for passive, quiet activity; open up the wide middle area for more active recreational pursuits; and develop the northern area for activities that will bring people into contact with the natural shoreline habitat, e.g. fishing, nature study, bird watching, and environmental education programs.
- b. Note: There has been extensive discussion in recent months about constructing one or more athletic fields in the newly appended area north of the parking lot. For reasons discussed at length in the body of this document, the Committee does not believe the area is large enough to accommodate a formal athletic field for people over the age of 10 or possibly 12, nor in any event that it is an appropriate location for such a facility. However, in order to partially address the shortage of such facilities within the Village, either the middle and/or the northern sections of Waterfront Park could, under certain conditions, be used for informal athletic activities for children of young ages. With regard to the northern area, the Committee strongly urges that any such use be of temporary duration, so that the area can be developed to accomplish the purposes described in the paragraph above. A complete discussion of this issue is in Section IV C.
- c. Design a Riverwalk Trail along the shoreline from the southern tip of Willow Point to the northern boundary of the park, keeping the river view and running as close to the river as public safety and environmental protection requirements allow. (See Riverwalk discussion below.)
- d. Add multi-purpose physical elements and amenities to the park to support recommended uses: e.g. bathrooms, water fountains, fishing pier/floating dock, picnicking sites, sitting areas, access ramp to sandy beach area across from train station, bike racks, informal non-motorized boat launch for kayaks and canoes, gazebo/bandstand.
- e. In addition to the active and passive waterfront appropriate activities, uses of our waterfront areas should reinforce their connection to the Village and neighboring communities in several areas: educational, cultural, commercial, and historical.
- f. Utilize the Village-owned train station for weekday and weekend community use as well as commuters. Extend open hours of the building and restrooms and contract for concession/coffee house type services. Redesign the interior to accommodate community activities and develop the train station as a cultural,

commercial, and education resource. Consider new resources and events such as an information kiosk, tourist information, exhibits, lectures, and music.

- g. Reserve some parking spaces for recreational permit holders.

3. Preservation of Waterfront Park's Scenic Resources

The waterfront area is the centerpiece of and integral to our most precious village views. In order to maintain and enhance this extraordinary Village asset, the maintenance of the park amenities needs to be improved.

- a. The Village should commission a professionally prepared plantings plan for the area that considers open space, views, goose management, tree species, wildlife habitat, windbreaks, and desirable shade among other issues.
- b. The committee recommends that new construction at the waterfront be designed not to detract from the overwhelming natural beauty of the River.

4. Waterfront Park Program Coordination

To ensure the implementation of the projects, guidelines, and programs adopted and approved in this LWRP, the Village should:

- a. Establish a new position of Waterfront Coordinator;
- b. Develop a park maintenance and security plan to incorporate all improvements and proposed uses;
- c. Develop strategies for controlling unauthorized uses, parking, noise, and other activities that interfere with residents' safe and comfortable enjoyment of the park.
- d. Develop waterfront-related activities for all ages that reinforce the park's educational, cultural, commercial, and historical connections to the Village and neighboring communities.

5. General Recommendations for Improvements to the Waterfront District

- a. Land/Marine Structures and facilities should reflect and preserve the natural character of the Hudson River.
- b. Native plants should be used wherever possible. Native wildlife habitats should be encouraged. Landscaping in active areas should include screening to keep noise in and to protect areas from sun and wind.

6. Improve Access to the Waterfront and Downtown Areas

The following projects are all designed to improve waterfront access for pedestrians, cars, public transportation, or other modes of travel to connect destination points in the Waterfront and Downtown Areas.

- a. Develop Dobbs Ferry Section of Westchester County Riverwalk. Develop plans for a promenade/river walkway (Riverwalk) to extend, where feasible and through easement where necessary, along the entire Village waterfront from the Chart House point to the Irvington border linking to the Old Croton Aqueduct where possible. Details of the three-phased project are in Section IV.
- b. Link the Waterfront and Downtown Areas to facilitate pedestrian access. Improve and connect pedestrian pathways in the Village, including the Old Croton Aqueduct; link the 145 Palisade Street buildings to the Downtown and Waterfront Park; enhance the Village walking trail system linking new and existing trailways; and improve waterfront recreational parking resources.
- c. Improve Signage from Gateways to and from the Downtown and Waterfront Areas. The LWRP supports the Village's efforts to coordinate a consistent gateway signage program throughout the Village and encourages appropriate signage for all local cultural, historic and recreational resources; waterfront access; and waterfront activities.

7. Department of Public Works (DPW) Site (Cedar & Palisade)

The Village-owned property at the corner of Cedar and Palisade Streets, currently used by the DPW, will become available for redevelopment when the new DPW facility is completed at the Carvel property by the Saw Mill Parkway. Once the Cedar Street property becomes vacant, the Village should convert the site for parking and recreational use and link the site to Waterfront Park, through the 145 Palisade St property, as an extension of the existing Waterfront/Memorial Park system.

8. Downtown Revitalization

One of the primary objectives of the LWRP is to facilitate the revitalization of the Village's Downtown Area. The recommendations in this section are aimed at developing a downtown business strategy that fosters community spirit and collaborative efforts within the Village's business community.

- a. Downtown Business Coordinator - Establish a professional position, Downtown Business Coordinator, to work with the Village boards and committees to coordinate the implementation of the business strategies proposed in this section.

- b. Develop Funding Resources for development and improvement of commercial areas.
- c. Develop Waterfront Commercial Opportunities - Highlight the connection of Downtown and Waterfront areas by identifying, and developing new mutually beneficial business alliances in Downtown and Waterfront areas.
- d. Develop Downtown Design Guidelines - In conjunction with a broad review of applicable zoning provisions, the Village should develop design guidelines for downtown structures that recommend appropriate architecture and urban design in keeping with the height, scale, density, and historic character of the Village.
- e. Develop Tourism - Economic development in the Village should focus on reinvigorating our downtown and heritage tourism.

9. Scenic View Preservation

The extraordinary scenic views throughout the Village are at the heart of the Village's identity. The Village should do all it can to preserve, feature, maintain, and expand them. Village efforts to promote view preservation and enhancement fall into two categories: regulations that govern private land use or Village actions on municipal property to improve and enhance visual access to the river from public and private space.

- a. Regulations
 - 1. View Preservation Mechanisms - The committee recommends the development and adoption of Dobbs Ferry View Preservation mechanisms that would allow review of all new exterior construction within a Village area determined after careful study of the Committee's view inventory.
 - 2. The existing Site Plan Review process should be enhanced to give attention to species and growth habits of proposed plantings in sensitive scenic areas.
 - 3. The existing Village Tree Ordinance should be reviewed with revisions proposed by the Conservation Advisory Board as part of the preparation of a scenic view preservation ordinance.
- b. Village Actions on Village-owned property

The LWRP scenic view inventory revealed numerous opportunities for Village improvements on land it owns and manages. The LWRP recommends several direct Village actions to improve Village-owned properties, including actions for:

1. Memorial Park,
2. Views for special regulatory protection and special Village maintenance,
3. Coordination with the Old Croton Aqueduct State Historic Park,
4. Stewardship program for Village properties

D. Proposed Historic and Archaeological Preservation Programs

Dobbs Ferry has a rich natural and cultural history. The potential resources to reinforce its identity as a waterfront community and to enhance the quality of life of its residents are many.

1. Highlight Village's Architectural Legacy - The LWRP has identified projects to encourage understanding and enjoyment of Dobbs Ferry's rich architectural heritage.
2. Public Education - Projects for all age groups; coordinated through the Dobbs Ferry Historical Society, the Village Historian, Historic Rivertowns of Westchester, and local volunteers to promote public awareness of the historic resources present in the Village.
3. Enhance the historic character of the Downtown - Recommended mechanisms to support that endeavor include:
 - a. The National Main Street Center, sponsored by The National Trust for Historic Preservation, helps downtowns build strong economic development programs through historic preservation;
 - b. Tax credits for improvements to income-producing properties in designated historic districts; and
 - c. Grants to fund studies and activities.
4. Historic Preservation Procedures - The Village should review the feasibility and desirability of enacting local historic preservation procedures for preserving important local historic structures and sites. Such procedures, if deemed to be advisable, would:
 - a. Regulate development that may affect designated historic and cultural resources.
 - b. Establish procedures for local designation of historic buildings and landmarks.

- c. Establish a Historical Preservation Commission (or other suitable entity) to recommend structures and sites that merit preservation due to historic or archaeological value.
 - 5. Wickers Creek Archaeological Site - Public understanding and enjoyment of this significant site and its role in the history of Dobbs Ferry, the region, and the entire nation can be developed through the cooperative efforts of the Village of Dobbs Ferry, the Landing Home Owners Association, the Friends of Wickers Creek Archaeological Site (FOWCAS) and local, county, regional, and state historical organizations. The Village should develop a plan to design and implement the following:
 - a. Access to the site
 - b. Design and maintenance of the site
 - c. Public Educational programs to highlight the importance of the site and enhance enjoyment.
- E. Recommendations for Management of Private and Public Open Space Resources

The Village can play an important role in the use and conservation of local open space through implementation of the local planning and land use controls discussed in Section IV. In conjunction with the passage of the \$3 million Dobbs Ferry Open Space Bond in Nov 2001, the LWRP recommends Village actions to:

 - 1. Develop a set of Open Space Criteria to evaluate the Village inventory of public and private open space land.
 - 2. Research available options to negotiate the public use of privately-owned lands for conservation and recreational purposes options.
 - 3. Retain the services of a local land trust, conservation, or preservation organization to assist the Village in developing an open space strategy.
 - 4. Appoint a permanent Open Space Committee to assist the Village in developing criteria for the use and conservation of open space, and evaluating the Village's open space inventory accordingly.
 - 5. Use local open space funding resources in conjunction with county, state, and federal matching funding resources to conserve important open space and recreational resources in the Village.
- F. Recommendations for Public Nature Education Programs

The Village should work with Westchester County and local and regional educational organizations and facilities identified in Section II to develop environmental education programs for all ages.

G. Proposed Water Resource Management Plans

The Hudson River, Wickers Creek, the Saw Mill River, and the lacework of streams flowing to them, have played an important role in the economic and recreational life of residents past and present. The LWRP recommends the following management plans to protect and restore these important water resources.

1. Wickers Creek Management Plan - To incorporate the recommendations of the 2001 Village-commissioned Wickers Creek Bio-assessment Study. Components of the plan are as follows:

- a. Cleanup to remove the scattered trash and debris along the Creek
- b. Preservation of Coarse Woody Debris (CWD) - Habitat for both vertebrate and invertebrate wildlife can be enhanced in Wickers Creek by leaving most coarse woody debris alone.
- c. Streambank Restoration - Stream restoration techniques are of utmost importance to stabilize the streambank and restore the creek to its natural healthy state.
- d. Potential contaminants mapping and stormwater management techniques.
- e. Education program for residents and landowners along the creek and in other areas of the watershed about the importance of the creek in both an ecological and cultural context.

2. Saw Mill River Management Plan

- a. The Village should seek funding for a Bioassessment Study (similar to the Wickers Creek study) and a Streambank Restoration Program for those portions of the Saw Mill River that run through Dobbs Ferry.
- b. The Village might also join with the Village of Hastings-on-Hudson and Yonkers to seek funding for a combined study and management plan for the Saw Mill River.

3. Stormwater Management Plan

Under the provisions of the recently promulgated U.S. Environmental Protection Agency's Final Stormwater Phase II Rule, the Village is required to implement a stormwater management program designed to reduce or prevent the discharge of

pollutants into adjacent receiving waters. The LWRP recommends that the Village implement a program of stormwater discharge management controls that are recommended in these new federal rules.

4. Harbor Management Plan

A Harbor Management Plan (HMP), which addresses conflict, congestion, and competition for space in the use of a community's surface waters and underwater land, is a required element for the approval of a LWRP. Dobbs Ferry's Harbor Management Plan considers many uses of the waterfront area. These are discussed in Sections III, IV and V of the LWRP. A specific listing of the elements required in a Harbor Management Plan, and where they are located in the text, is as follows:

- a. The HMP boundary area is identified on [Figure I-2](#).
- b. A complete inventory and analysis of existing uses in the HMP can be located in Section II of this LWRP.
- c. An identification and analysis of issues of local importance can specifically be found in Section II-B.4. and D.
- d. An identification of the utilization of public underwater lands and navigable waters is located in Section II-B.3.b.
- e. A discussion of water dependent uses is located in Section II- C.3.
- f. An identification and analysis of issues of regional importance can specifically be found in Section II-A.2., B.3., and C.4 and Section IV-C.12.
- g. A discussion of opportunities, long and short-term goals and objectives for the HMP are found in Section III-C. and E.
- h. The identification and discussion of economic, cultural and social considerations regarding underwater lands and navigable waters can be found in Section III-A-D.
- i. A specification of policies concerning the management of underwater lands and navigable waters can be found in Section III. C. and IV-C. 11. D.
- j. A proposed water use plan can be found in Section IV-B.
- k. Identification of capital projects necessary to implement the HMP can be found in Section IV.
- l. Specification of existing and proposed techniques to implement the HMP can be found in Section V.

- m. Other applicable needs to describe the HMP can be found in discussions throughout the LWRP document.

5. Regional Planning - The Hudson River Valley Greenway Council

The Village should identify the Hudson River Valley Greenway Council and Conservancy as partners in the implementation of the LWRP. The LWRP recommends that the Village become a Greenway Community and to join the Westchester Greenway Compact. Such a resolution should be considered for adoption in the near-term in order to take advantage of the various forms of technical and financial assistance that are available to Greenway communities.

Section V - Description of Local Program Implementation

In addition to describing projects and policies designed to preserve and enhance the waterfront areas, this plan must also provide for the implementation of the policies, proposed uses, and proposed projects of the program. Section V describes the local laws and regulations, other public and private actions, management structures and financial resources that will be necessary to implement the land and water uses and projects outlined in the prior section. Section V has five main parts:

1. Part A, Existing Local Laws and Regulations Necessary to Implement the LWRP, explains the major Village zoning and land use laws already in place which will serve as implementation tools for the LWRP.
2. Part B, Legal Requirements for Local Consistency, describes legal requirements to ensure that there is consistency among all projects that fall within the jurisdiction of the waterfront revitalization boundary, i.e. the Village of Dobbs Ferry.
3. Part C, Local Management Structure and Procedures for Reviewing Proposed Projects, describes miscellaneous actions that are recommended for the community and other local entities to consider. The Village's management structure is summarized and illustrates who will carry out the various implementation measures contained in the LWRP. The LWRP recommends creation of a new staff position and new permanent committees in this section.
4. Part D, Procedures to Ensure Local Compliance, contains a discussion of the various financial resources that are potentially available to fund the projects in the LWRP.

Section VI - State And Federal Programs Likely To Affect LWRP Implementation

Section VI identifies the actions and programs of State and Federal agencies which, if undertaken, must be consistent with the LWRP.

State and Federal actions will affect and be affected by the implementation of the LWRP. Under State law and the Federal Coastal Zone Management Act, certain State and Federal actions within or affecting the local waterfront area must be "consistent" or "consistent to the maximum extent practicable" with

the enforceable policies and purposed of the LWRP. This makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions.

1. Part A of this section identifies the actions and programs of State and Federal agencies which should be undertaken in a manner consistent with the LWRP.
2. Part B of this section is a more focused and descriptive list of State and Federal agency actions that are necessary to further the implementation of the LWRP.

Section VII Consultation with Other Affected Agencies

Section VII describes the local, regional, and state agencies that were consulted during the preparation of the LWRP.

Section VIII Local Commitment

Local commitment to the LWRP process is not only a state requirement, but is the key ingredient to make the LWRP - or any village-wide effort - a true success. This section outlines the contribution made by Dobbs Ferry Village officials and staff, committees, and volunteers toward the development of Dobbs Ferry's LWRP. These include the sponsorship and participation in village-wide meetings, resident surveys, volunteer committee work, public education, and agency and private assistance.

SECTION I WATERFRONT REVITALIZATION AREA BOUNDARY

Local Waterfront Revitalization Program (LWRP) Boundary

The Village of Dobbs Ferry is located on the eastern shore of the Hudson River in Westchester County, New York, in the Lower Hudson River Valley. The general location for the Village of Dobbs Ferry Local Waterfront Revitalization Program (LWRP) is depicted in [Figure I-1, “Regional Location Map.”](#) The Village is bounded on the south by the Village of Hastings-on Hudson, on the north by the Village of Irvington and on the east by the Village of Ardsley. The western boundary of Dobbs Ferry is the river shoreline and, in some locations, extends into the Hudson River to the western boundary of tax parcels with portions underwater. (See [Figure I-2](#))

The Village is divided by the north/south ridgeline that divides the Hudson River and the Saw Mill River watersheds. Two Hudson River tributaries are located in the Village: Wickers Creek which flows west into the Hudson at Dobbs Ferry north of Waterfront Park, and the Saw Mill River which flows south by southwest from northern Westchester, through the easternmost portions of Dobbs Ferry and Hastings before entering the Hudson River at Yonkers. The entire jurisdiction of the Village is located in the Waterfront Revitalization Area Boundary.

Harbor Management Plan (HMP) Boundary

New York State Law¹ authorizes the Village of Dobbs Ferry to exercise jurisdiction over the use of waters to a distance of 1,500 linear feet from the low water mark on the shore. The Dobbs Ferry Harbor Management Plan (HMP), the section of the LWRP which concerns the Village’s control of water use within its jurisdiction, is integrated into the Dobbs Ferry LWRP and shares the same northern, eastern, and southern boundaries as the LWRP area boundary. The Dobbs Ferry HMP’s western boundary extends westward to include all surface waters of the Hudson River within 1,500 feet of the shoreline².

The small amount of recreational water use at Dobbs Ferry at this point in time does not warrant the Village to exercise its authority to manage and regulate these uses in the harbor management area. As recreational water uses and facilities increase over time, however, the Village will consider their management and regulation within the harbor management area defined above. [Figure I-2, “Waterfront Revitalization Area Boundary Map,”](#) depicts both the LWRP boundary and the Harbor Management Area boundary.

¹ NYS Executive Law, Sects. 915,922; and Navigation Law Sects. 46, 46-a, 130.17, 33-c.10, 45-b, and 130.11

² In all instances the harbor management area extends from the low water mark, extending 1500’ waterward

SECTION II INVENTORY AND ANALYSIS

Introduction

The Inventory and Analysis Section of the LWRP presents a comprehensive inventory and analysis of existing conditions in Dobbs Ferry for the purpose of identifying important resources, problems and opportunities. This section represents a remarkable public participation effort in the Village. Hundreds of hours of research and writing was collectively performed by a dedicated group of Dobbs Ferry volunteers over a fifteen-month period from December 2000 to February 2002. Volunteers worked in eleven inventory subcommittees: history/archaeology, natural resources, commercial resources, recreation/waterfront resources, scenic resources, open space, transportation, public access, public infrastructure, land use and zoning, and educational resources. They gathered information from several sources including public documents, online and library research, interviews with local officials and residents, field investigation, input from public meetings and surveys, and a photographic inventory. These volunteers are to be congratulated for their accomplishment. In many cases, this section contains only a partial text of the inventories. Full texts are available on file at Dobbs Ferry Village Hall.

A. Historic and Archaeological Resources

A.1. History of Dobbs Ferry

The history of Dobbs Ferry -- the how, why, and by whom it was settled; the activities that took place in this riverfront community through the centuries; and their role in the history of the region and the nation -- holds the key to what makes Dobbs Ferry a unique Rivertown in Westchester and in the nation. Dobbs Ferry's physical and cultural history provides the foundation from which the LWRP Steering Committee developed its recommendations for a comprehensive master plan for the waterfront area.

A narrative history of Dobbs Ferry, from the pre-colonial era through the twentieth century, was written for the LWRP by Village Historian Judith Hazard Holzer and is available on file at Dobbs Ferry Village Hall. In the interest of space, this body of work is not included in the main text of this document.

The following sections, Historic Physical Attributes and Archaeological Resources, represent selections from these two inventories that are an integral part of the LWRP planning process and are referenced in subsequent sections of the document. Their full inventories are available on file at Dobbs Ferry Village Hall.

A.2. Historic Resources

Information for the following text has been drawn from the Westchester County Archives, the archives of the Dobbs Ferry Village Historian, the Dobbs Ferry Historical Society, the Westchester County Historical Society, the New York Public Library and from private collections of historic materials.

While Dobbs Ferry is not dominated by water uses, the Hudson River and its tributaries have determined settlement, development, and transportation patterns. The historic “reach” of the Hudson in shaping the village’s character extends well beyond the riverbank. The discussion of surviving physical features is organized in the following categories: Village fed by watershed, Village as point on timeline of architectural legacy, transportation routes, shoreline, and Village as host. A complete history of the historic uses and structures on the waterfront and throughout the Village is available on file as “Historic Inventory and Recommendations Report” at Dobbs Ferry Village Hall.

A.2.a. Architectural Legacy

The following is a sampling of Dobbs Ferry's resources, based on committee observations, those of the LWRP Historical Resources and Scenic Views Sub-Committee, and walking tour fliers of the Dobbs Ferry Historical Society. Given the rich architectural resources of the village, this inventory requires extensive further study.

Colonial and 18th Century

- Scattering of isolated colonial and 18th century residential buildings, outbuildings, and stone walls tucked within later settlement.



Photo 1 - Estherwood Mansion on the Masters School campus

19th Century

- Substantial collections of modest and not-so-modest 19th century residences and many fine examples of “pattern book” house styles that originated in the Hudson Valley and were copied throughout the country.
- Business District - especially Main Street - with much of the 19th century fabric (if not architectural style) intact and several buildings of special note:

- Oceana Press building (1890's) at corner of Main and Chestnut Street.
- Present public library, at Cedar and Main, remodeled by noted architect Bertram Goodhue c. 1910.
- Dobbs Ferry Village Hall.
- Dobbs Ferry Playhouse on the corner of Main and Elm Street (Washington Theatre - converted into a movie house in the first decade of the 20th century, but housed in a 19th century structure).
- Landmark 19th century structures, some of which are on the National, State or Westchester Historic Registers, some in public view, some buried in their neighborhoods. These include:
 - Overseer's House on the Aqueduct at Walnut Street (1845).
 - Ingleside at St. Christopher's School, built 1854-55, from designs by Alexander Jackson Davis.
 - Estherwood at the Masters School, built 1894-95; c. 1880 carriage house on the same campus. (See Photo 1)
 - Draper Lane Caretaker's House in the Draper Lane condominium complex on lower Cedar Street.
 - Mead House on Elm Street, c. 1845 with later remodeling.
 - A sampling of private houses: e.g. a Calvert Vaux house commissioned by Charles Loring Brace and the 1864 county seat owned by East India trader R.M. Olyphant, listed on the Westchester County register.
- Historic Churches:
 - Zion Episcopal Church, completed 1834.
 - South Presbyterian Church, erected 1867.
 - Summerfield Methodist Church (now a private property), completed 1895.
 - Sacred Heart Church, dedicated 1896.

20th Century

- A wide variety of suburban residences; most suburban development occurred in the 20th century.
- High School, Middle School, Springhurst.

- Movie Theater on Cedar Street.
- Post Office.
- Railroad Station, built c. 1900 from design by Shepley, Rutan, and Coolidge Architects of Boston, Mass.; remodeled in 1975 by Rosario D'Agrosa (AIA).
- Places of Worship: Our Lady of Pompeii, built 1926; Greenburgh Hebrew Center, significant remodel 1992.
- A scattering of notable examples of 20th century modernism - the Tabernacle of Prayer (formerly the Church of Christ Scientist) being the most obvious; also a cluster of houses designed by Frank Lloyd Wright Disciple, David Hankin, on Villard Hill.

Stucco and Stones - the look of Italy in Dobbs Ferry

The influence of Italian immigrants who settled Dobbs Ferry from 1890 on is conspicuous, especially on Main and Palisade Streets. The "Palazzo" at 10 Main Street and Our Lady of Pompeii Church, both built by Dominic Altieri, are the most finely crafted examples of an architectural approach that has infused the Village with qualities of an Italian hill town. Many 19th century frame buildings have been applied stucco; pockets of open space have been converted into tiny productive gardens and courtyards; walls, plinths and gates are examples of Italian craftsmanship.

As seen from the partial inventory above, Dobbs Ferry has an impressive collection of architecture, both "designed" and "vernacular." This legacy is intrinsic to the character of the community and can form a strong base for actions to improve economic life in the Village and deepen residents' pride in the community.

Preservation and Restoration Neglected

It must be noted, however, that to date preservation and restoration in the downtown have been largely neglected. Many buildings have lost architectural detail, have been poorly maintained, or have undergone "new look" fix-ups, often with shoddy materials and workmanship. Merchants select strip mall style façade treatments and signage that undermine the character of the Dobbs Ferry. Salvaging the underlying architectural resource will be a significant challenge.

In residential areas, a new, bigger-better fad has produced new construction and remodeling that is destructive to some established stylistically eclectic neighborhoods whose harmony depends on mature planting and some commonality of building size and shape.

A.2.b. Historic Uses Fed by Watershed

Water flowing toward the Hudson played an important role in survival, settlement, and economic development. Wickers Creek nourished the earliest cultures living on the Hudson shore and supported the Lenape Indians encountered by the first European settlers. The watershed served European colonial farming. Waters south of Wickers Creek served a hoe factory (1835 map) at what is now the 145 Palisade property. The 1835 map also shows a snuff mill, likely on the south branch of Wickers Creek near its conjunction with the north branch.

A ca. 1860 map places an unidentified factory east of the culvert carrying the Creek south branch under the aqueduct—present Firemen’s Housing open space. Ponds on the south branch are “Schmidt” property, with no mill or factory listed. At 145 Palisade, the Biegen Brewery has three ponds and a total of 5 acres.

In 1867, a piano stool factory appears to replace the 1835 snuff mill on the northwest bank of the south branch of Wickers Creek, behind present Draper Lane apartments. Further west, on the north bank where the creek branches combined, J. Wilder had an unidentified mill. By contrast, an 1869 map shows the snuff mill still at the south fork, the hoe factory continuing at the 145 property, and a gristmill north of the combined creek waters. A brewery was located by a finger of water south of the public landing between present Livingston Avenue and the shore.

By 1889, at the 145 Palisade site, then named Anchor Brewing Company, an Anchor Brewery Park and Pavilion featured the utilitarian ponds that served the hoe factory and the growing brewery operations now incorporated into an ornamental water park. (See Photo 3) George A. Remseyer, M’F’R Piano Stools, was proprietor of the streamside factory with “Hilly ground all sides of mill. Stone Dam.”



Photo 2 – Methodist Book Concern building as it looks today at 145 Palisade Street

Today's roads, culverts and development limit access to the historic streams. However, part of Wickers Creek still sees daylight. Recommendations for protection, stabilization and restoration of its westernmost reach are in Section IV of this document.

Early maps and drawings show an evolution of the waterfront area, up to the present era that has given us the augmented area of commuter parking lot and Waterfront Park. They show changes in dock and fill locations, riverfront uses, waterfront access routes, and streams and ponds (when mapped).



Photo 3 – Pond at 145 Palisade Street

A.2.c. Village as Point on Transportation Resources

Historically, river, road, and train traffic connect Dobbs Ferry to the nation. While the village can claim few nationally momentous historic episodes, residents have been witnesses to events that have shaped the nation. The following elements represent historically important physical points in Dobbs Ferry.

- East-West Native American trail - launching point for river crossing.
- Hudson River shore - landing place for North-South and East-West river traffic.
- Central Village - Point on the valley road linking New York City with settlements to the north-the New York-Albany Post Road.
- Depot on the Hudson Line - railroad following the low, eastern bank of the Hudson River.
- Old Croton Aqueduct - the 19th century engineering marvel that flows through the village, paralleling the Hudson River in the Westchester river towns communities.
- Overseer's House - hub for management of the Croton Aqueduct.

The railroad, completed in 1849, added another avenue for freight, increased commercial activity on our waterfront, and put our peaceful hillsides within commuting distance of New York City. The railroad was

the transportation of choice for campaigning politicians. The Hudson Line connected rich entrepreneurs, in deluxe private railroad cars, with their estates and up-river country places.

A.2.d. Village as Host

Business travelers have rested in Dobbs Ferry, and day-trippers have visited our shore. Maps show a hotel near the southern landing below the village from the last quarter of the 19th century and continuing to 1911. The Greenburgh, Emmett, Union, and Hauptman Hotels, all with saloons, are shown on an 1889 map along with Temperance R'ms in the Elm to Chestnut blocks of Main Street, suggesting competition for the leisure time of visitors and locals. The beer garden and dancing platform at the brewery to the north was a destination for day-trippers. The 1894 Souvenir of Celebration offers sightseeing tips: "The tourist who glides up the beautiful Hudson on one of her floating palaces, or rushes past the Village drawn by the restless energy of the iron horse, has leisure to observe the great wall of traprock on the west bank is broken by a broad ravine, a most admirable point of communication between the west and east bank of the river." In the same publication, Mrs. M. Peterman, Proprietress of the Hudson River Hotel down by the steamboat landing, advertised fourteen comfortable rooms with a "homelike" atmosphere, and a well-stocked bar with beer, wines, ales, liquors, and cigars. Also, advertising in 1894, English's Orchestra, with headquarters at the Resolute Hotel, offered music for all occasions.

A.2.e. Analysis of Historic Resources

Dobbs Ferry is one of thirteen Westchester riverfront communities that comprise the Historic River Towns of Westchester (HRTW), an inter-municipal agreement that focuses on the historic resources of the river towns to encourage waterfront and downtown revitalization in the region. Dobbs Ferry's history -- both natural and cultural -- is rich, so the potential resources to reinforce its identity as a waterfront community and to enhance the quality of life of its residents are many. The Village's participation in the sweep of events in the Hudson Valley and the metropolitan region gives opportunities to attract visitors who can contribute to the economic life of the downtown. The lacework of streams flowing into the Hudson and the Saw Mill River that played an important role in the economic and recreational life of former residents is largely buried in dense residential development and culverts. Those streams and ponds that still see the sky should be inventoried and protected. Information describing the importance of these waterways to bygone residents will deepen our understanding of the complex ways native peoples and European settlers, farmers, and industrialists took advantage of Dobbs Ferry's strategic location on the Hudson.

For example, colonial settler and Village namesake Jan Dobbs ran his ferry service directly across to Sneden's Landing just south of where the Palisades slowly descend to the shoreline, allowing passengers to continue travel to points east and west.

A.3. Archaeological Resources

In Dobbs Ferry, Wickers Creek, a steeply sloped creek that flows into the Hudson River, is the site of an Archaeological Area of Significance (See Figure II – 1, "Historic and Archaeological Resources"). In the

1980s, a mandatory pre-construction archaeological dig of the site discovered significant archaeological findings. The site is believed to be an ancient Native American oyster midden (oyster shell heap). It is theorized that the Native Americans were drawn to this location due to the abundance of oysters in the area. Located on a bluff approximately 50ft from the river, the site is estimated to have contained over 18,000 artifacts (arrowheads, utensils, shells, etc.) at one time, some dating back as far as 6,000 years ago.

The anecdotal reports of people who grew up in Dobbs Ferry regarding the abundance of arrowheads and shells found in the upper layers of soil in the Wickers Creek watershed support the conclusion that this is an extraordinarily rich archaeological site.

A 1988 study concluded that no other excavations were needed and development could proceed on the midden site. Many residents, however, believed the site to be a significant place for the Village and that it should be preserved and open to the public. In 1998 the Village obtained a conservation easement on the land. Development of the midden site as a public space, and developing an access plan to the site remain a priority for the Village. [Figure II-1, "Historic and Archaeological Resources Map,"](#) illustrates the location of the Wickers Creek archaeological site.

B. Natural Resources

B.1. Physical Resources

Dobbs Ferry's physical features are not unique to the Village. The geological history of the Hudson River has greatly impacted the physical characteristics of the entire Hudson Valley. Essentially built on a riverbank, Dobbs Ferry shares physical attributes - slopes, soils, bedrock, and water resources - that are unique to the near region. These features have, in turn, played an important role in determining the agricultural, commercial, recreational, and cultural character of the region, and they continue to impact the sustainability of upland, shoreline, and aquatic ecosystems as well as the water quality of the Hudson River and its tributaries. The full natural resource inventory prepared by the LWRP Committee and the biological assessment of Wickers Creek prepared by the LA Group of Saratoga Springs, New York, respectively are available on file at Dobbs Ferry Village Hall.

B.1.a. Topography

The area within the Village boundaries has varying topography. Elevations range from 0 feet above mean sea level at the shores of the Hudson River to 417 feet above mean sea level on Judson Avenue. Throughout the Village, slopes vary from greater than 25 percent along the Saw Mill River, to many areas where slopes range between 10 percent and 25 percent. Streets and housing are terraced into the slopes. The area west of the Old Croton Aqueduct and east of the Metro-North Railroad tracks is characterized by steep slopes. A few areas, notably Wickers Creek, are characterized by steep ravines secured by mature hardwoods: oaks, tulip trees, basswood, and elms. The topography provides spectacular views of the Hudson River from many areas in the Village. [Figure II-2, "Slope Map,"](#) illustrates both the slopes and topography throughout the Village.

B.1.b. Geology

The entire Hudson Estuary was scoured by the advance of the Wisconsin Ice Sheet approximately 15,000 years ago. The lower Hudson Valley and Long Island Sound became a freshwater lake when water from the Great Lakes and Champlain Basins became impounded by dams of glacial material left by the melting ice during the last ice age. The estuary was created when the morainal dam was breached at Verrazano Narrows and the ocean flooded the Hudson Valley. Since then, sea level rise and sedimentation due to erosion from the surrounding uplands have made smaller changes to the landscape.

The bedrock of the area is part of the Westchester Highlands physiographic Province/Manhattan Prong that extends south from the Hudson Highlands. The rock that makes up the prong underlies the Triassic age rock on the western side of the Hudson River, including the diabase outcrops that form the Palisades. The rocks forming the Manhattan prong consist of highly metamorphosed sequence gneiss, schist, and marble. The sequence is intensely deformed with complex folds and block and reverse faults. The site is underlain by two rock types of this sequence: the Inwood marble of the Ordovician Cambrian age (500 million years old) and the Fordham gneiss which is PreCambrian (570 million years old) in age. Inwood marble is typically a dolomite marble with interbeds of calcschist, granulite, and quartzite. The Fordham gneiss is typically a biotite-quartz-feldspar gneiss with some hornblende and garnet.

B.1.c. Soils

Information about soil composition and characteristics is extremely useful in making land use decisions and in determining suitability for septic systems and development. Unstable soils are vulnerable to erosion, especially on streambanks and steep slope areas such as Dobbs Ferry, and need to be carefully managed through conservation techniques. Stormwater runoff is a major cause of soil erosion, loss of topsoil, degradation of landscapes, and the buildup of silt and sediments in our streams and rivers.

In general, the soils in the Village area are classified as Charlton loam, Chatfield/Charlton Complex, Riverhead Loams, Knickerbocker sandy loams, and Udorthents. These types of soils possess a variety of characteristics, but they mainly consist of very deep to moderately deep, well-drained, medium-textured soils that can exist on the sides and tops of glaciated hills, or as Riverhead Loams in floodplains. These soils formed in glacial till derived from granite, schist and gneiss. The presence of silt planes on banks near the railroad and river has resulted in some instability and erosion.

B.1.d. Water Resources

The entire Village of Dobbs Ferry is in the Hudson River watershed. Water resources in the Village of Dobbs Ferry are shown in [Figure II – 3, “Water Resources Map.”](#) The Village area is actually composed of two smaller watersheds or sub-basins. The larger sub-basin drains, by way of the north and south branches of Wickers Creek, directly into the Hudson River. A smaller sub-basin to the east drains into the Saw Mill River, a Hudson River tributary which feeds into the river at Yonkers.

Dobbs Ferry's most significant waterway extant is Wickers Creek. Because of this Hudson River tributary's natural, Native American, and post-European settlement history, it deserves a high level of protection from encroachment by neighboring development. The biological inventory of Wickers Creek, described in this section, helps to reveal the extent of land and water resources to be considered for protection, restoration, or interpretation. A professionally-guided ecological restoration plan should focus on maintaining the fragile relationship between Wickers Creek and the Hudson River and a sensible policy to enhance water quality through stream bank stability and habitat restoration. See Section IV, C.11.a. for the LWRP recommendations regarding a Wickers Creek management plan. Other incidental water bodies warranting scrutiny and possible measures of protection include the intermittent waterfall above the railroad station (from stormwater) and the pond at 145 Palisade Street (from groundwater).

B.1.d.(1) Hudson River

Dobbs Ferry's most significant regional water resource is the Hudson River. The Hudson River is one of America's most important commercial and recreational waterways and is recognized as an estuary of national importance. From its source at Lake Tear of the Clouds to the Verrazano Narrows in New York Harbor, the Hudson River is over 315 miles long, traveling through 19 counties.

The Hudson River Estuary, the tidal portion of the river where fresh water from upstream tributaries mixes with the salt water from the ocean, extends 154 miles from Battery Park to the Federal Dam between Green Island and Troy, N.Y. The Hudson River Estuary is a rich ecological environment providing food and shelter to diverse plants and animals. It is the home of over 206 species of fish and a spawning ground for major species of Atlantic coast fish. The Hudson River valley is an important flyway for migratory birds and is home to many endangered and threatened species such as bald eagles and heartleaf plantain.

The Atlantic Ocean's tidal influence occurs in the Hudson River from its mouth to as far north as the Federal Dam at Troy. Salt water enters the Hudson at New York Bay and travels north during flood tides, while less saline, or brackish, water travels downstream and discharges into the bay on the ebb tides. Flood tide flow can be 10-100 times greater than the rate of fresh water ebb flow. Downstream fresh water flow varies seasonally, with the highest fresh water flows into the estuary in the spring and fall (due to snow melt and rains) and the lowest flows into the estuary in late summer. Two high tides and two low tides occur daily in the Hudson River Estuary.

The health of Hudson River estuarine ecosystems and their freshwater and saltwater habitats and food sources can be greatly impacted by the river's varying tides, wave action, winds, and salinity of the river. In addition, waterfront area development and shoreline structures such as rip rap, floating docks, piers, and boat launches can negatively impact water quality, estuarine species, and habitats if they are built without consideration of environmental ramifications. In Dobbs Ferry, development activity in the waterfront areas and in the Wickers Creek watershed

should be conducted in a manner to minimize potentially negative impacts on estuarine ecosystems and water quality in general.

B.1.d.(2) Hudson River Management Initiatives

There are a number of initiatives being pursued on behalf of the environmental integrity of the Hudson River. On the national level the Hudson River has been designated, along with 13 other rivers nationwide, an American Heritage River. This initiative is an innovative response to help river communities that seek federal assistance and other resources to meet some tough challenges. Without any new regulations on private property owners, state, local, or tribal governments, the American Heritage Rivers initiative is about making more efficient and effective use of existing federal resources, cutting red-tape, and lending a helping hand.

The American Heritage status supports the NYS Department of Environmental Conservation’s Hudson River Estuary Management Plan (HREMP) and is linked to other active programs along the Hudson River. These other programs include the NY/NJ Hudson Estuary Program, the Hudson River Valley National Heritage Area Management Plan, the Hudson River National Estuarine Research Reserve program, and the Hudson River Valley Greenway Council efforts. The HREMP is looking for federal collaboration on a number of river related initiatives that involve:



Photo 4 - The Hudson River is Dobbs Ferry’s most significant water

- River Access (fishing, swimming, boating, railroad crossings).
- Waterfront Redevelopment (sewer infrastructure, piers and docks, habitat friendly best management practices for bulkheads).

- USGS Water Quality data and report.
- Hudson River National Estuarine Research Reserve projects (benthic mapping, SAV mapping, habitat restoration).
- Rivers and Estuary Center on the Hudson (in the planning stages).
- Biodiversity Conservation and Research (conservation strategies, significant areas, inventory needs).
- Habitat Restoration (Croton Point restoration project, opportunities for additional sites).
- Removal of abandoned Barges (opportunities for federal coordination).
- Open Space (State Open Space Plan in the HRV).
- Piers and Docks Study on aquatic habitat (opportunity for coordination and defining of Best Management Practices).

The U.S. Fish and Wildlife Service also has an active wildlife habitat program and the Wildlife Habitat Council is working with private corporations on wildlife habitat development on private lands adjacent to the Hudson River.

B.1.d.(3) Saw Mill River and Wickers Creek

The Village is divided by the north/south ridgeline that divides the Hudson River and the Saw Mill River watersheds. The Saw Mill River and Wickers Creek and many small streams and wetlands comprise the drainage system for these two Hudson River tributaries. The Saw Mill River flows south from northern Westchester through the easternmost portion of Dobbs Ferry and Hastings before entering the Hudson River at Yonkers. Wickers Creek has its source in the higher elevations of Dobbs Ferry; the north branch of Wickers Creek originates in the golf course east of North Mountain Drive and flows on the northern side of the Village into the Hudson River north of Waterfront Park; the south branch originates at the Children's Village and flows under Broadway and meets the north branch just west of the Old Croton Aqueduct.

The health of Hudson River waters is directly related to the health of its tributaries. Local pollution prevention, stormwater management, and streambank stabilization programs are important to maintain water quality and wildlife habitats associated with these water resources. Currently, the EPA stormwater management guidelines are being used for Village review of both public and private development projects.



Photo 5 – View looking west at low tide at mouth of Wickers Creek, Showing outlet under the Amtrak/Metro North Railroad

B.1.e. Wetlands

Wetlands in the Village (See Figure II – 3, “Water Resources Map”) provide important wildlife habitats, opportunities for recreation, and valuable open space. They also play a key role in flood control and improving water quality because they act as natural filters that are able to absorb and store large quantities of runoff and filter out sediments and pollutants.

In 1975, New York State passed the Freshwater Wetlands Act in order to protect certain wetlands from activities that can have a negative impact on the wetland and, in turn, water quality. Wetlands 12.4 acres or larger in size and smaller wetlands with unusual local importance, are regulated by the State Freshwater Wetlands Act. Any proposed action within 100 feet of a designated wetland is required to obtain a permit from the New York State Department of Environmental Conservation (NYSDEC).

Within the Village waterfront area there are three small wetland areas. The first, located east of the tracks near the mouth of Wickers Creek, is a freshwater wetland delineated as a wet meadow. A wet meadow is grassland with waterlogged soil near the surface but without standing water for most of the year. Also present is a riparian wetland adjacent to the north side of Wickers Creek. A riparian wetland is a wetland influenced by the adjacent stream, and is characterized by its linear form along the river. A riparian wetland acts as a large buffer for the stream from upstream systems. The third wetland is a freshwater tidal wetland, regulated by the New York State Tidal Wetlands Act, located at the mouth of Wickers Creek west of the railroad tracks. A freshwater tidal wetland is a freshwater marsh that is close enough to coasts to experience significant tides, but at the same time is not usually affected by oceanic saltwater.



Photo 6 - Wet Meadow near Wickers Creek on the Southwest Side

There are also several linear wetlands associated with the Saw Mill River corridor. All wetlands identified by the National Wetland Inventory are depicted in [Figure II-3, "Water Resources Map."](#) Currently, Dobbs Ferry has no regulations to protect wetlands.

Due to the existence of wetlands on the waterfront, all development and construction should be done in a manner to protect and preserve these wetlands. All three wetlands have been previously impacted by human disturbance. These impacts include the following: the effects of the rip-rap wall at the Waterfront Park, filling and dredging the river, introduction of fertilizers, petroleum products and insecticides through runoff, removal of natural vegetation, encroachment by or increased stormwater runoff from adjacent land use including development, and various recreational activities. All future activities should be conducted in a manner to minimize potentially negative impacts. Concern also should focus on the surrounding land use and potential future activities that may take place near the wetland. One effective way to protect wetlands is to preserve an undisturbed vegetative upland buffer around the wetland perimeter.

B.2. Biological Resources

Historically, fish and wildlife and their habitats played a crucial role in local and regional economics of Hudson River communities. Today, the impact of these resources on the Hudson Valley economy is just as important. Successful tourism in the valley depends on the environmental sustainability of the region, the careful balancing of development and preservation, and the local involvement in the perpetuation of the enjoyment of the areas unique natural resources. The LWRP inventory and analysis of biological resources focuses primarily on the Hudson River and waterfront areas, Wickers Creek and the Saw Mill River.

B.2.a. Vegetation

The primary indigenous vegetative type found in the waterfront area is the biome known as mesophytic hardwood forest that typically occurs in southeastern New York. Very little of this biome remains except as remnant fragments between developed areas. Tree species of the mesophytic forest include: red maple, linden, crab apple, sugar maple, hickory, locust, Norway maple, poplar, grey birch, tulip popular, white pine, red oak, white oak, and American beech.

Indigenous understory herbaceous plants that can be found in the area include witch hazel, sassafras, box elder, false Solomon's seal, Virginia waterleaf, garlic mustard, goldenrod, day lily and milkweed.

The dominant species is the tulip tree (The tallest hardwood in North America). Some of the tulip trees and some of the red oaks are 80 feet tall and more than 3 feet in diameter, qualifying them for inclusion in the Westchester County Big Tree Register. The woods also contain large old white and red oaks, sugar maples, white ash, and many other species of native trees, including spicebush and the small but striking Hercules' club. (Woodlands Environmental Education Laboratory, Proposal, February 1999).

Also present is a riparian wetland adjacent to the North side of Wickers creek. The western terminus of this wetland is approximately 50 feet east of the small wet meadow. This site is similar to the wet meadow dominated by wetland grasses and sedges but containing other plants such as jewelweed and torrey rush. These wetlands and adjoining uplands are also dominated by Japanese knotweed, which exists in dense patches along the western portion of Wickers Creeks north bank. (The Landing at Dobbs Ferry, Supplemental Final EIS, Nov, 1997).

Wildflowers in the waterfront area include: trout lily, Dutchman's breeches, bloodroot, and violet which come into bloom in the spring. In the summer blooming wildflowers include asters and goldenrod. Other species include vines (wild grape, Virginia creeper, poison ivy), ferns, mosses, and fungi. (Woodlands Environmental Education Laboratory, Proposal, February 1999).

B.2.b. Fisheries

The Hudson River is home to many migratory fish such as the American shad, striped bass, American eel, Atlantic sturgeon, and large and smallmouth bass. The NYSDEC maintains a commercial fishery-monitoring program and conducts spawning stock surveys, both in an effort to monitor the status of the fisheries of the Hudson River.

The shortnose sturgeon, listed as endangered in New York State, may be present in the general vicinity of Wickers Creek and Waterfront Park. The sturgeon has been federally listed as endangered since 1967 due to loss of habitat and habitat degradation from dams, water discharges, river dredging, and waste disposal. In New York State, shortnose sturgeons are only known to occur in the Hudson River and possibly upper stretches of New York sections of the Delaware River.



Photo 7 - View Looking East at the Mouth of Wickers Creek

Fish Advisories - Due to elevated levels of PCBs (in finfish and blue crabs) and cadmium (in blue crabs), the New York State Department of Health (DOH) has issued specific advice for people to limit consumption of fish and crabs from the Hudson River. For the Hudson River in the vicinity of Dobbs Ferry, DOH currently advises that women of childbearing age and children under the age of 15 eat no fish of any species. Other people are advised:

- Eat no gizzard shad
- Eat no more than one (1/2 pound) meal per month of American eel, Atlantic needlefish, bluefish, brown bullhead, carp, channel catfish, goldfish, largemouth and smallmouth bass, rainbow smelt, striped bass, walleye, white catfish, and white perch.
- Eat no more than one meal per week of all other fish species.
- The advisories above also apply to the section of the Hudson River from Dobbs Ferry south to Greystone, except the advisory for American eel is to eat none.

These advisories are reviewed by DOH on a regular basis as new data become available. The DOH Center for Environmental Health encourages waterfront property owners to post DOH fish advisory signs to alert anglers.

B.2.c. Wildlife

Due to the high-density urban nature of the Village of Dobbs Ferry, there is little suitable habitat for most species of wildlife. During a Wickers Creek Biological Survey (see section d. "Unique Areas and

Locally Significant Habitat”), small mammal live traps were set in order to identify species present along Wickers Creek. Results of the study yielded observations of the following mammals: gray squirrel, raccoon, short-tailed shrew, white-footed mouse, house mouse, meadow vole, and Norway rat. Residents in the area report the presence of skunk, woodchuck, rabbits, opossum and white-tailed deer.

The north-south orientation of the Hudson River Valley makes it a critical link in the migratory patterns of birds, insects, and fish. Monarch butterflies follow the north-south orientation of the river to link up with and then follow the Atlantic coastline south in the autumn and then reverse the process in spring on cross-continental migrations.

Numerous birds also were recorded, as the Hudson River is an important migration corridor for many species. The beach near the mouth of Wickers Creek provides an excellent stopover site for migrant birds. Here birds are able to feed on crustaceans, mollusks, worms, insects, and various plant species. Both migrant and resident birds use Wickers Creek for foraging, bathing, swimming, drinking, and nesting. It is also home to many resident birds throughout the year.

The Wickers Creek ravine and the Saw Mill River provide the only wooded stream corridor habitat in the area. It is critical to carefully restore the area and manage the corridor for birds and other wildlife. Preservation of the Creek and surrounding habitat in its natural state should be a focal point of the waterfront plan.

There was no formal survey for birds conducted at the Wickers Creek site. The observation period was after the annual spring migration. Bird species were recorded if heard or seen while traversing the creek during other surveys. A total of 38 species were thus evidenced between 21 and 25 May 2001 as part of the Wickers Creek Biological Study (available on file at Dobbs Ferry Village Hall.)

All of the birds documented during the Wickers Creek study are potential breeders in the area except a Brant (*Branta bernicla*) that was observed every day from 21 to 25 May 2001. The Brant, observed either feeding on the mudflats during low tide or swimming in the Hudson River was most likely a non-breeding migrant that did not continue flying north to its breeding grounds in the Hudson Bay region. Brant are often observed on the coast of New York during the winter (Root, 1988), but the species has been declining since the 1930s along the Atlantic coast when their most important food source, eelgrass, disappeared (Bellrose, 1980).

The Hudson River has long been an important migration corridor for many species of birds. The beach near the mouth of Wickers Creek may provide an excellent stopover site (including resting and foraging areas) for migrant birds, including Brant, that also feed on crustaceans, mollusks, worms, insects, and various plant species (Ehrlich et al., 1988). During the Wickers Creek survey, several species of crustaceans (crabs, crayfish) were observed at the mouth of the creek during periods of low tidal influence.

Numerous adult Canada Geese (*Branta canadensis*) were observed foraging on the beach at the mouth of the creek during both high tidal and low tidal periods during the day. In addition to adult geese, eight downy goslings were seen huddled in a group near debris at the high tide line. The Wickers Creek beach

area is likely supplying geese with mollusks and crustaceans, and possibly seeds and insects for forage. The beach area is relatively undisturbed, with the exception of an occasional human or dog (as evidenced by tracks) that may walk the beach during low tide.

Canada Geese have, in fact, become a nuisance at Waterfront Park as their droppings are ubiquitous throughout the grounds. During the past ten years, the Village of Dobbs Ferry has employed several strategies to discourage the geese population at the waterfront and is currently finding success with a border collie that chases the geese into the water whenever they come up on land. The problem has been reduced, but not solved.

Both migrant and resident birds use Wickers Creek for foraging, bathing, swimming, and drinking, and residents use its forested buffers for nesting. Two Mallards (*Anas platyrhynchos*) were observed swimming in the upper creek between the aqueduct and the calcareous boulders west of the confluence of the north and south branches of the creek.

Previous surveys of birds at Wickers Creek indicate a representative bird fauna is present (J. Huffman, 1988). The development that has since occurred on the north side of the creek, however, has decreased the amount of available suitable breeding and wintering habitat. Although the 1988 survey cannot be directly compared to the present survey, it has been shown that bird numbers decrease as habitat availability decreases. Thirty-two of the 73 bird species that were observed in 1988 were observed during the 2001 study. Six bird species were observed in 2001 that were not recorded in 1988 (Warbling Vireo, *Vireo gilvus*; Carolina Wren, *Thryothorus ludovicianus*; Barn Swallow, *Hirundo rustica*; Turkey Vulture, *Cathartes aura*; Brant, *Branta bernicla*; and Black-crowned night heron, *Nycticorax nycticorax*). Several factors may enter into this comparison, however, such as the type, intensity, the time of year and time of day the observations took place (i.e., 21 of the birds observed in 1988 were probably early spring migrants and thus would not have been present in 2001).

According to the NYSDEC, no endangered, threatened or special concern wildlife species, rare plant, animal or natural habitats that would be impacted by human activities on the waterfront in Dobbs Ferry, including Wickers Creek, have been found within the LWRP boundaries. Additionally, the United States Department of the Interior has responded that no Federally listed or proposed endangered or threatened species have been identified within the project area. Both letters and the complete LWRP Natural Resource Inventory are available on file at Dobbs Ferry Village Hall.

B.2.d. Unique Areas and Locally Significant Habitat

Wickers Creek – Tributary of the Hudson River

The Wickers Creek watershed is of particular significance to the Hudson River. As a tributary of the Hudson River, the two water bodies share water quality and habitat management issues. Through a grant from the New York State Hudson River Estuary Program, a biological assessment of Wickers Creek was conducted in May 2001. The assessment was performed to offer a complete understanding of the site's natural resources and to make recommendations for preserving and improving the conditions on-site. The study site included the stretch of

Wickers Creek from the Old Croton Aqueduct west to the mouth of the creek where it enters the Hudson River and the conservation easement property north of the creek that comes in direct contact with the Hudson River at The Landing property. In addition to the mildly to severely eroded portions of the streambanks, the study reported that the creek habitat is further degraded by the dumping of refuse. Results of the study are summarized on pages II-12 through II-18 of this Section.



Photo 8 - Wickers Creek (shaded stream banks and cobble substrates in lower reaches)

The area was inventoried for small mammals, reptiles, amphibians, aquatic macro-invertebrates, and vegetation. Also, basic stream habitat and stream bank assessments were conducted to make recommendations for preserving and improving the water quality condition of the stream. Results of the study showed high levels of erosion and sedimentation due to poor stream bank stabilization and a highly urbanized watershed. There was an absence of fish and amphibians, most likely due to the increased sedimentation of the stream as well as the presence of the Norway rat. See Section IV.C. 11.a. for LWRP recommendations. The complete biological assessment of Wickers Creek, its findings, and recommendations, is available on file at Dobbs Ferry Village Hall.

B.3. Environmental Issues

B.3.a. Areas of Critical Environmental Significance

In the course of the inventory and analysis of existing conditions in Dobbs Ferry, the LWRP Committee was able to identify several environmental issues in the Village that deserve attention. They include issues of navigational difficulties; point and non-point source pollution of water resources; and erosion and flooding.

The Hudson River is recognized as one of the nation's most important estuaries. Its history and scenery, importance to the marine fishery, and vitality as a water recreational resource make the Hudson unique. The river's value is recognized in the Coastal Zone Management Program by the significant coastal fish

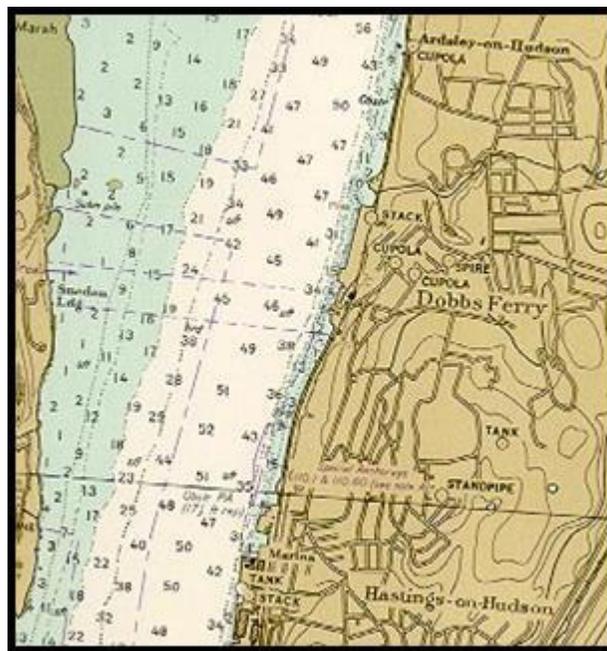
and wildlife habitat areas designated by the New York State Department of State. The entire estuary is further recognized by the state designation of the Hudson River Estuarine District. Westchester County recognized the Hudson River as a sensitive resource by designating the Hudson River and the immediate upland area as a Critical Environmental Area under the State Environmental Quality Review Act (SEQR) regulations. This designation has the effect of requiring a higher level of scrutiny of unlisted SEQR actions and will assist the Village in LWRP consistency review.

B.3.b. Navigation and Dredging

Waters off the Dobbs Ferry shoreline are extremely shallow, with the river depths just off shore that range from 1 to 5 feet, as illustrated by the map below. This shallow water makes the notion of swimming or docking boats at the existing shoreline very difficult.

Indeed, a 2001 Hudson River Estuary Swimming Feasibility Study indicated that the river bottom in this shallow area is cohesive mud and clay, creating problems for recreational use such as swimming and wading.

The study indicated that, although the area is accessible by kayak and canoe, much dredging would be necessary to dock boats or provide recreational opportunities for swimming near the shore. A channel would need to be dredged from the deeper water toward the shoreline to allow boats to approach; an additional channel would have to be dredged along the shoreline to make it possible for boats to dock along the waterfront. The current dredged navigational channel is located approximately 200 feet from shore



Hudson River Water Depth

B.3.c. Hazardous Waste Sites

According to the New York State Department of Environmental Conservation (NYSDEC Inactive Hazardous Waste Disposal Sites in New York), there are no hazardous waste sites within the Village of Dobbs Ferry. Due to the Village's prior use of the northern area of the waterfront as a local land fill/dump, the US Environmental Protection Agency (EPA) in March of 1986 designated the area a potential Superfund Cleanup Site. The site was assessed and inspected in September of 1986 and no serious threats were found. The site is currently classified as NFRAP (No Further Remedial Action Planned). The NYSDEC Division of Hazardous Substances designation, indicating that the Waterfront Park site possesses a minimal probability of a significant threat, is available on file at Dobbs Ferry Village Hall.

B.3.d. Point and Non-Point Source Pollution

Point source pollution is pollution that comes from a specific, identified source such as industrial waste or sewage that is discharged directly into the river from known discharge points. Non-point source pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffuse sources. Non-point source pollution may be caused when rainfall or snowmelt moves over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, depositing them into lakes, rivers, wetlands, coastal waters, and underground sources of drinking water.

There are several point sources of pollution that release effluent or pollution into the waterfront area or upriver of the waterfront. There are five storm sewer outfalls into the Hudson River in Dobbs Ferry from pipes between 15" and 36" in diameter. These enter the River at various shoreline points at Waterfront Park. Stormwater runoff to these outfalls drains from many areas in the southwestern portions of the Village from the top of Clinton Avenue. Stormwater runoff from The Landing goes into a bio filter retention system before entering the River.

Several storm sewer outfalls enter Wickers Creek from the origins of the north branch (near the Ardsley Golf Course) and south branch (at Children's Village) to the mouth of the creek. These outfall pipes deliver stormwater runoff from all areas of the Village, discharging directly into Wickers Creek.

Several storm drainage outfalls into the Saw Mill River originate in the eastern sections of the Village, including Hickory Hill, Stanley, Lawrence, and Livingston Streets.

Non-point sources of pollution are a great concern to the Dobbs Ferry waterfront. Some of the common non-point sources affecting the waterfront area are stormwater run-off from lawns and the many impervious surfaces within the watershed (e.g.: parking lots, roads, and buildings). The run-off can be polluted by and carry fertilizers from the residential and commercial lawn treatment, oil, gasoline, road salt or other automobile pollutants, sediment from erosion, various detergents, and/or many other pollutants. These pollutants are carried down to the waterfront area via Wickers Creek where they are deposited in the Hudson River. The pollutants eventually accumulate at the Dobbs Ferry waterfront. In recent severe winters, the unimproved Waterfront Park land to the north, and the north end of the improved park were used by the Village to receive salted snow from road clearing. The Village does not

have a permit to dump the snow directly into the river. However, the salts and other pollutants enter the Hudson River directly when the snow melts. This practice is unlikely to change.

The stretch of the Saw Mill River in Dobbs Ferry is also vulnerable to non-point sources of pollutants from stormwater runoff from the Saw Mill Parkway and other development along the steep slopes of the river corridor. Stormwater, including snow, can deliver a considerable load of road salts and automotive wastes from the hard surfaces of the Parkway and Village streets above the Parkway.

One of the ways to reduce the non-point source pollution is to ensure the installation of effective stormwater runoff catch basins at strategic locations in areas such as parking lots; along roads; and areas down slope of golf courses, institutional campuses, housing development, or other developments in order to catch run-off pollutants. In these catch basins, the pollutants will settle to the bottom and only the filtered water will continue to flow through the watershed. There are many other techniques that can be implemented to filter out pollutants from run-off, such as vegetative buffer strips, wetlands, and other non-structural means to prevent pollutants from entering the water column.

There are no sanitary sewer outfalls in the Village of Dobbs Ferry. All wastewater is piped, via Westchester County trunk lines, to the Yonkers Wastewater Treatment Facility. There are also no combined sewers in the Village of Dobbs Ferry. (These are illegal in Westchester County.) There are approximately 15 individual septic systems serving Dobbs Ferry homes at the top of Summit Terrace, Park Hill Terrace, and Birch Lane.



Photo 9 - Point Source Pollution

B.3.e. Flooding and Erosion Problems

Flooding is an uncommon problem for Dobbs Ferry. There are, however, some areas that are labeled flood zones for 100 and 500-year flood events ([See Figure II-3](#)). These floodplains are located along Wickers Creek, the Saw Mill River, and along the shores of the Hudson River. This indicates that each

year these regions have either a 1/100 or 1/500 chance that there will be a storm event that floods the area. The 500-year storm event produces severe flooding.

Erosion is a considerable problem in areas that combine steep slopes and drainage collection such as the vicinity of the Saw Mill River and Wickers Creek. Water flowing over steep, un-vegetated slopes picks up soil particles and carries them into the water body. This continued siltation can strip a bank of soil and vegetation, make it unstable, undermine the trees and/or manmade structures, and increase suspended particles in the water column, thereby introducing a muddy opacity. Each of these erosion impacts has its own detrimental effects on the water quality of the Hudson River Estuary and its tributaries.

The first step that should be taken to manage erosion is to stabilize the banks to prevent any further erosion. For very steep slopes with extreme erosion, the embankment must be stabilized. Walls can be built with gabions or rip-rap can be used to add structural stability to prevent further undermining of the banks. Other slopes should be stabilized by armoring the toe of the slope with boulders or rock-filled gabions, baskets, or tubes. Then vegetative cover can be used to prevent further erosion of the slopes. Matting, live staking, or buried bundles of live sticks, will slow overland flow of run-off and hold the soil in place, allowing for vegetation to root. Roots will further stabilize the soil. The bank is revegetated with grasses, reeds, and saplings as the matting decomposes leaving a surface-stabilized, a vegetated slope.

Note: Vegetative cover is not a structural stabilization. It only stabilizes the surface to deter erosion. The entire bank could still fail if the “toe of slope” is not reinforced with a structural solution. Toe protection is the key element in creating structural stability.

B.3.f. Water Quality

The DEC lists the water quality classification of the Hudson River at Dobbs Ferry as “SB.” The best usages of Class SB waters are primary and secondary contact recreation and fishing. These waters should be suitable for fish propagation and survival. However, restrictions on eating these fish still apply. See Page II-15.

A NYSDEC Hudson River Estuary Swimming Feasibility Study studied the feasibility of utilizing the river for public recreational swimming including the development or redevelopment of beach areas. The study surveyed the Waterfront Park and mouth of Wickers Creek areas for their potential as swimming areas. The study found that the shallowness and deep mud were a real problem in the Waterfront Park area. Approximately 2.5 feet of mud and clay were found on the bottom using hand driven probes. Water clarity, due to turbidity, was noted as poor in this location. The study concluded that the Waterfront Park area is an unsuitable area for swimming.

The small sandy cove at the northern portion of the 145 Palisade property, adjacent to the mouth of Wickers Creek, is the result of a small sand delta. Depth is also an issue here, there being only 4 feet of water available at a distance of 69 feet from shore. Water depth at 228 feet from shore was measured at 10 feet. Bottom samples were of a silty sand mixture with small pebbles. The river currents are a significant issue in this area, even close to shore.

According to DEC, water quality data is not available for either Wickers Creek or the Saw Mill River. Wickers Creek is a Class D waterway for which the best use is listed as fishing. These waters do not necessarily support fish propagation although fish may survive there. The Wickers Creek Biological Study reported that Wickers Creek is essentially devoid of biological life and may not be able to support many of the creatures that would ordinarily be found in this type of waterway. This is possibly due to water pollution from stormwater runoff and a recent gasoline spill. Another likely possibility is that the Norway Rats cleaned out everything edible, including fish, causing collapses from which populations could not recover. Trapping and removal of the rats would be a pre-requisite to restoration of indigenous species.

B.4. Analysis of Natural Resources Constraints

Analysis of the waterfront's physical, biological, visual, and environmental resources brings to light many features that need to be taken into account when developing plans for the revitalization of the waterfront area.

The soils in the waterfront area can reasonably accommodate recreational uses. They are moderately deep to deep with adequate drainage. Building in the shoreline area may have serious limitations due to the fact that much of the land originated as a landfill. The slopes in the area present a restriction on future plans for development. The majority of the slopes exceed 15 percent making development in these areas very difficult due to soil instability and erosion control and stormwater management concerns.

Erosion is a serious issue in the area because of loss of soil and vegetation and increased sedimentation in Wickers Creek, Saw Mill River, and the Hudson River. The high level of silt and sediment being deposited from upstream sources is a major contributor to the shallow depths and mucky bottoms in this section of the river. Any projects on steep slopes need to be studied for their feasibility, given soil problems and potential negative impacts on the river. Approved construction projects must make use of erosion control techniques such as retaining walls, gabions, rip rap, erosion control blankets, silt fences, and sediment bales to reduce the amount of erosion and sediment entering the water bodies during and after new construction.

Another source of concern for the waterfront area, the Hudson River, Wickers Creek, and the Saw Mill River is non-point source pollution from runoff. This is discussed in Section 3.d. Continual efforts must be made to maintain stormwater catch basins and to keep them in proper condition to minimize the amount of pollutants that leak into rivers and creeks. This will help.

The steep slopes throughout the Village, although they create complications for development, provide scenic vistas that allow the Hudson River and surrounding areas to be viewed easily. They are therefore highly desirable in terms of residential development. The local Steep Slope Law was designed in the late 1980's to prevent destabilization of slopes. The land should be examined to see whether the law is indeed effective or whether it would benefit from revision.

Flooding is a hazard along the waterfront during periods of high tide and high rainfall events. In the spring, Waterfront Park is often subject to flooding from the Hudson River overflowing. While this is not

a significant concern, consideration should be given regarding the placement of street furniture and recreational equipment in this area.

In the waterfront revitalization area, there are three separate wetlands of varying classifications. The regulations protecting these wetlands restrict development options. They include leaving a suitable buffer strip to minimize any potentially negative impacts.

The presence of the shortnose sturgeon, an endangered fish, in the Hudson River increases the need for proper mitigation of any potentially negative environmental impacts due to development. Sport and commercial fishing has been significantly impacted by the restrictions due to pollution in the Hudson River. The EPA-ordered dredging of the PCBs in the Upper Hudson River above the City of Albany might eventually mitigate this situation.

The natural environment of the Dobbs Ferry waterfront is an important feature and one that attracts many visitors. Necessary steps should be taken to coordinate any plans for development with the protection of natural resources.



Photo 10 - Sedimentation Evident on the Beach at Wickers Creek

C. Human Cultural Environment

C.1. Demographics

Table II-1, “Demographic Profile,” gives an overview of the various population statistics for the Village. The Village of Dobbs Ferry has a total of 10,622 residents according to the 2000 Census. This number represents a 10-year increase of 682 people and a reverse of the population decline of 113 people experienced between 1980 and 1990 in the community.

C.1.a. Age and Race

The median age in the Village is 37 years which is the same as the overall Westchester County average and slightly higher than the state average of 35.9 years. The Census provides some useful information for future planning for schools and senior facilities. There are 725 children of pre-school age and under, and 1,652 school-age children, indicating a need to plan for future increases in enrollment. A more refined analysis would help to target these increases and plan for future school enrollments as well as for Village services for pre-school and school-age children. In the adult population, the greatest numbers are between 35 and 44 years of age. There are 741 senior adults over the age of 75 years (6.8% of the population).

In terms of race, Dobbs Ferry is largely White (80.7%) with the remaining population primarily Black (7.4%), and Asian and Pacific Islander (7.7%). Residents of Hispanic origin (included as white) represent 7 percent of the population, a 54% increase from 1990.

C.1.b. Education

Educational attainment is comparatively high for individuals over the age of 24. Approximately 44 percent of Village residents have attained bachelor or graduate level degrees. For all of Westchester County the average is 35 percent (1990).

Educational achievement appears to translate to higher family incomes. The 2000 Census has not yet released income data but the 1990 median household income estimate was reported at \$50,061, just above the Westchester County average of \$48,405, and well above the New York State average of \$32,965.

Employment statistics indicate that the greatest number of employed persons from the Village was in educational services, health services, other miscellaneous professional services, and the retail trades.

C.1.c. Housing

The median housing value in Dobbs Ferry was \$325,000 in 2000, a 10% increase from the 1990 value. For the same period, the median value in Westchester County was \$325,000, a 16% increase from the 1990 value. In 2000, of the 3,941 housing units in the Village, 3,792 were occupied by owners, 1,573 were by renters, and 149 were vacant units.

A complete demographic profile for Westchester County is available on file at Dobbs Ferry Village Hall.

Table II-1 - Demographic Profile

Subject	Number	Percent	Subject	Number	Percent
Total population.....	10,622	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population.....	10,622	100.0
Male.....	5,193	48.9	Hispanic or Latino (of any race).....	744	7.0
Female.....	5,429	51.1	Mexican.....	75	0.7
Under 5 years.....	565	5.3	Puerto Rican.....	228	2.1
5 to 9 years.....	786	7.4	Cuban.....	47	0.4
10 to 14 years.....	903	8.5	Other Hispanic or Latino.....	396	3.7
15 to 19 years.....	784	7.4	Not Hispanic or Latino.....	9,878	93.0
20 to 24 years.....	497	4.7	White alone.....	8,134	76.6
25 to 34 years.....	1,134	10.7	RELATIONSHIP		
35 to 44 years.....	1,778	16.7	Total population.....	10,622	100.0
45 to 54 years.....	1,647	15.5	In households.....	9,666	91.0
55 to 59 years.....	532	5.0	Householder.....	3,792	35.7
60 to 64 years.....	386	3.6	Spouse.....	2,077	19.6
65 to 74 years.....	760	7.2	Child.....	2,964	27.9
75 to 84 years.....	539	5.1	Own child under 18 years.....	2,260	21.3
85 years and over.....	311	2.9	Other relatives.....	431	4.1
Median age (years).....	38.6	(X)	Under 18 years.....	98	0.9
18 years and over.....	7,863	74.0	Nonrelatives.....	402	3.8
Male.....	3,601	33.9	Unmarried partner.....	126	1.2
Female.....	4,262	40.1	In group quarters.....	956	9.0
21 years and over.....	7,491	70.5	Institutionalized population.....	93	0.9
62 years and over.....	1,827	17.2	Noninstitutionalized population.....	863	8.1
65 years and over.....	1,610	15.2	HOUSEHOLD BY TYPE		
Male.....	627	5.9	Total households.....	3,792	100.0
Female.....	983	9.3	Family households (families).....	2,570	67.8
RACE			With own children under 18 years.....	1,308	34.5
One race.....	10,382	97.7	Married-couple family.....	2,077	54.8
White.....	8,572	80.7	With own children under 18 years.....	1,058	27.9
Black or African American.....	784	7.4	Female householder, no husband present.....	378	10.0
American Indian and Alaska Native.....	8	0.1	With own children under 18 years.....	202	5.3
Asian.....	803	7.6	Nonfamily households.....	1,222	32.2
Asian Indian.....	217	2.0	Householder living alone.....	1,045	27.6
Chinese.....	127	1.2	Householder 65 years and over.....	320	8.4
Filipino.....	57	0.5	Households with individuals under 18 years.....	1,367	36.0
Japanese.....	156	1.5	Households with individuals 65 years and over.....	955	25.2
Korean.....	161	1.5	Average household size.....	2.55	(X)
Vietnamese.....	-	-	Average family size.....	3.13	(X)
Other Asian ¹	85	0.8	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	10	0.1	Total housing units.....	3,941	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	3,792	96.2
Guamanian or Chamorro.....	8	0.1	Vacant housing units.....	149	3.8
Samoan.....	1	-	For seasonal, recreational, or occasional use.....	8	0.2
Other Pacific Islander ²	1	-	Homeowner vacancy rate (percent).....	0.7	(X)
Some other race.....	205	1.9	Rental vacancy rate (percent).....	2.2	(X)
Two or more races.....	240	2.3	HOUSING TENURE		
<i>Race alone or in combination with one or more other races:</i> ³			Occupied housing units.....	3,792	100.0
White.....	8,751	82.4	Owner-occupied housing units.....	2,219	58.5
Black or African American.....	862	8.1	Renter-occupied housing units.....	1,573	41.5
American Indian and Alaska Native.....	50	0.5	Average household size of owner-occupied units.....	2.83	(X)
Asian.....	897	8.4	Average household size of renter-occupied units.....	2.15	(X)
Native Hawaiian and Other Pacific Islander.....	23	0.2			
Some other race.....	302	2.8			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

C.2. Land Use and Zoning

C.2.a. Existing Land Uses

The LWRP land use and zoning inventory and analysis is focused primarily on existing land use and development patterns and controls in the waterfront and downtown areas. These areas are most relevant to the priorities of the LWRP program: economic revitalization in commercial areas; maintaining and increasing water-dependent uses and public access to the waterfront; and preserving and enhancing all of those unique characteristics and environmental qualities that affect the vitality of the relationship of the Village with the Hudson River.

The Village has a development pattern that contributes to the Village’s small town feel and pedestrian walkability. The general development pattern consists of a small central business district or core surrounded by neighborhoods which radiate outward. The traditional character of the Village shifts, however, along the Route 9 corridor. Suburban-type strip commercial development has had a negative impact on the Village’s traditional character. Recognizing these negative impacts and a desire to change the situation was the impetus to develop the “Plan for the Gateway to the Downtown District” in 1997.

Table II-2 illustrates the approximate distribution of land uses in the following general categories: residential, commercial (including manufacturing and office), open space (including institutional, park, and cemetery lands), and water. Residential land uses represent one-half the land uses and commercial represents only 4 percent. Open space lands represent a substantial 43 percent of land in the community. Underwater land comprises the balance, or 2%.

C.2.b. General Land Use

Table II-2

Land Use

Land Use	Total Acreage	Percentage
Residential	786	51
Commercial	67	4
Open Space	665	43
Water	31	2
Total	1549	100%

C.2.c. Land Use Controls

Master Plan and Zoning Ordinance

The Village of Dobbs Ferry developed its first proposed Master Plan in 1962. This plan was never adopted, however. A second new proposed Master Plan was prepared in 1971 with a grant from the US Department of Housing and Urban Development under the Comprehensive Planning

Assistance Program authorized by Section 701 of the Housing and Urban Development Act of 1954. The Village Board also never adopted that document.

The Dobbs Ferry Zoning Code was first adopted in 1966. It has been revised on a number of occasions. The Zoning Code establishes use districts and regulates uses within these districts. It also establishes setback and density requirements; regulates the bulk and arrangement of buildings, lot area coverage, open space preservation, off-street parking, access, drainage, accessory uses, fences and walls, lighting, screening and plantings, swimming pools; protects steep slopes; and other similar issues normally addressed in zoning regulations.

The Village's Zoning Ordinance divides the Village of Dobbs Ferry into the following zoning districts:

OF -1 through OF 6 - one-family residence (40,000 sq. ft. minimum lot area (mla) - 5,000 sq. ft. mla)

TF - Two or Three Family Residences

TFS - Two and/or Three Family Residences with Stores

A-1, 2, 3 and AAA - Apartments

A5 - Apartments with Stores

OS - Office Buildings

DS - Designed Buildings

B - Business

LOD - Limited Office District

E - Educational

CC - Country Club

NH - Nursing Home

C – Convent

Waterfront District

The boundaries of these zoning districts are displayed in [Figure II-4](#) of this LWRP.

The Village's Zoning Code also contains Site Plan Review Law regulations. This provision requires site plan review for improvements to commercial properties and for residential developments. Site plan review is not required for single-family and two- and three-family detached residences and their accessory uses, so long as they are not part of a development. Once a subdivision plan

has been approved, site plan review is not required for individual lots, even in the case of a multi-lot development. It is required for cluster developments. The Planning Board may waive site plan review, except in cases involving environmentally sensitive areas or features. The Village Board approves site plans.

The Village's Zoning Code also requires compliance with the State Environmental Quality Review Act (SEQR) and the implementing regulations promulgated by the Department of Environmental Conservation contained in Part 617 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York. SEQR requires an agency to identify possible significant impacts of proposed actions on any aspect of the physical or human environment at the earliest possible stage and to require appropriate mitigating measures. The Environmental Quality Review Law requires all Village boards and agencies to comply with SEQR. The Conservation Advisory Board is the local board charged with overseeing Village compliance with the Environmental Quality Review Law.

Subdivision Regulations

The Village has Subdivision Regulations that were first adopted in 1966. The regulations require the submission of proposed subdivisions of land to the Village Planning Board for review and recommendation to the Village Board for approval. They include standards for street layout, lot configuration, drainage improvements, provision of open space and recreational space, and the preservation of natural resources. Currently, clustered subdivisions are permitted in the Village under certain circumstances, but are not encouraged via zoning incentives to help preserve open space.

Flood Damage Prevention Regulations

In 1986 the Village updated its code to enact a Model Local Law on Flood Damage Protection, which complies with the National Flood Insurance Program Flood Management Criteria for Flood Prone Areas. The purpose of this ordinance code is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- Regulate uses which are dangerous to health, safety, and property due to water or erosion hazards or which result in damaging increases in erosion or increases in flood height or velocities.
- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
- Control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodwaters.
- Control filling, grading, dredging, and other development which may increase erosion or flood damages.

- Regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands; and Qualify for and maintain participation in the National Flood Insurance Program. In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes Federally-backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. This is particularly important in riverfront communities.

The local law incorporated the flood maps promulgated by the Federal Insurance Administration and satisfied all of the basic floodplain management guidelines established by the Federal Emergency Management Agency (FEMA) and NYS DEC.

Steep Slope Ordinance

The Village of Dobbs Ferry enacted a Steep Slope Ordinance in 1989 in an effort to "protect environmentally sensitive lands, preserve the Village's natural resources and promote the orderly development of land...with excessively steep slope areas."

Sign Regulations

The Village adopted a Sign Ordinance in 2000 for the downtown area. The Historic River Towns of Westchester (HRTW) is presently developing a sign plan for all Westchester communities along the Hudson River to adopt. The plan will attempt to standardize signage in this region and highlight the region's historic, cultural, and recreational links. Currently, the village ordinance does not incorporate the HRTW signage plan.

Architectural Review Board Law

An Architectural Review Board Law was adopted in 1966. The purpose of the law is to judge excessive uniformity, dissimilarity, or inappropriateness of design in the exterior appearance of buildings. The law applies to structures erected or altered in or in the immediate vicinity of a residential neighborhood or in a commercial or industrial neighborhood. The law enables a review board to determine if a new design adversely affects the desirability of the immediate area and neighboring areas for residential, commercial, and industrial purposes and, by so doing:

- Impairs the benefits of occupancy of existing residential, commercial, and industrial property in such areas.
- Impairs the stability and value of both improved and unimproved real property in such areas.
- Prevents the most appropriate development of such areas.

- Produces degeneration of residential, commercial, and industrial property in such areas with attendant deterioration of conditions affecting the health, safety, and morals of the inhabitants thereof.
- Destroys a proper relationship between the taxable value of real property in such areas and the cost of municipal services provided.

Critical Environmental Areas

In 1989, the Westchester County Board adopted a local law (16-1989) that established a number of critical environmental areas throughout the County pursuant to 6 NYCRR 617.4(h) of the SEQRA regulations. As such, the potential environmental impact of any Type I or Unlisted Action on the Critical Environmental Area is a relevant area of concern and must be evaluated as part of a determination of significance prepared pursuant to SEQRA. The Hudson River and immediate shoreline are designated as a Critical Environmental Area by this law.

In 1995, the Village of Dobbs Ferry designated the Jurhing Estate as a Critical Environmental Area pursuant to SEQRA regulations 617.4(h).

C.2.d. Waterfront Ownership Patterns

Starting at the Village's south border with Hastings-on-Hudson, waterfront parcels are owned, utilized, and zoned as follows:

Fairmead Area

Fairmead is the southwestern most area of the Village (Fairlawn and Atilda Avenues). According to the current tax map there are several vacant building lots in this steeply sloped area on the riverbank on the east side of the Metro North tracks. This entire area is zoned OF6, a designation that permits single-family homes to be built on 5,000 square foot lots. There is also a larger undeveloped open space parcel, owned by and adjacent to St. Christopher's School, which includes the sloped river bank and a broad flat ridge area that extends east into the residential area that is already developed.

St. Christopher's School

St. Christopher's School occupies a parcel of approximately 11.6 acres east of the Metro North tracks and 2.7 acres west of the tracks. It is one of several Village properties zoned for Educational use. In such districts, the Village Code permits any use by or customarily associated with private educational institutions and, in addition, any use allowed in an OF1 district. OF1 is the Village's least dense single family zoning district, with a minimum lot area of 40,000 square feet, or approximately one acre. It would thus be possible for any property in an E zone to be sub-divided and developed as-of-right for residential purposes. Land use decisions pertaining to the St. Christopher's property are within the jurisdiction and control of the State Dormitory Authority, not the Village of Dobbs Ferry, at least so long as and to the extent that it is being

used by St. Christopher's for its institutional purposes. In the event this use of the property were discontinued, or if the owner decided to convey a portion of the property for development purposes, it may be that land in this parcel could be developed as of right into single family units on single acre lots. The entire parcel might thus be theoretically capable of accommodating about 11+ single family homes, although the total would likely be reduced by subdivision and site plan controls and requirements, including emergency access and steep slope limitations. The 2.7 acres west of the tracks, with waterfront, is cut off by the railroad and therefore not accessible.

Saint Cabrini Nursing Home

This property consists of 11.7 acres located east of the Metro North tracks and 4.5 acres west of the tracks. It is located in a Nursing Home District in which the only permitted use is for a nursing or convalescent home for the care of elderly persons on a not for profit basis. Any alternative use would require a zoning change. The area west of the tracks is inaccessible.

Chart House

The Chart House parcel, comprising some 3.2 acres, is zoned Waterfront District. This zoning designation permits recreational, open space, commercial, business and residential uses that will benefit from and, in turn, enhance the unique aesthetic, recreational, historic, and environmental qualities of the waterfront area. Access to the Chart House and its waterfront is allowed by the High Street vehicular bridge over the Metro North tracks.

Waterfront Park

The Waterfront Park property, a Village-owned 12-acre parcel between the Chart house parcel and 145 Palisade Street, is zoned Waterfront District. In 2003, Waterfront Park was formally dedicated as a public park by the Village. An Act of the New York State Legislature would be required to authorize any non-park use. Access to Waterfront Park, the train station and the commuter parking lot is allowed via the High St. bridge over the tracks.



Photo 11 - Waterfront Park

Memorial Park

Memorial Park, dedicated parkland, is a 4.6-acre parcel that extends from the American Legion Building at the base of Palisade Street up to the southwest corner of Palisade Street and Chestnut Street. It is zoned OF2. In addition to the areas currently developed for park uses, (the baseball field and basketball court on the lower level, the wading pool and children's playground on the upper level), this parcel includes an undeveloped, steeply sloped riverbank that is currently heavily wooded.

145 Palisade Street

This parcel is comprised of some 9+ acres east of the Metro North tracks and 4.5 acres west of the tracks, for a total of 13.5 acres. It extends from Palisade Street to the Hudson River shore west of the Metro North tracks. Like the Chart House parcel, it is contiguous to Waterfront Park and is zoned Waterfront District. The 4.5 acres west of the tracks are accessible by a one-lane vehicular bridge at 145 Palisade Street.

DPW [SW Corner of Cedar and Palisade Streets]

The 25,000 square foot parcel on which the Village's DPW garage is currently located is immediately contiguous with the 145 Palisade Property and is included in the Waterfront District zone.

Village Green Draper Lane

The area north of 145 Palisade is now occupied by two multi-family developments, Village Green and Draper Lane.

Behind Dobbs Ferry Middle/High School, West of the Old Croton Aqueduct Trail

A Dobbs Ferry School District-owned mostly wooded parcel of some 3.5 acres, located immediately behind the middle/high school, west of the Aqueduct, is zoned OF2, which allows single family dwellings on lots of approximately one-half acre. There are substantial issues concerning access that would make development of this parcel problematic. These include the slope, close proximity to Wickers Creek, ownership of access, and the crossing of a New York State Historic Park (Old Croton Aqueduct.)

The Landing

This 40-acre parcel, with 9.2 acres of open space, is now zoned OF5. The Village holds an easement over a portion of this property, including the north bank of Wickers Creek and the area east and west of the tracks at Nun's Beach, to allow Village resident access to the archeological site which is located on the property east of the Metro North tracks. The easement includes a pedestrian bridge over the tracks which has been rebuilt by the Landing developers.

Mercy College

This parcel consists of 28.2 acres situated in Dobbs Ferry and 19.9 acres in the Village of Irvington. A large part of the area east of the Metro North tracks to the Old Croton Aqueduct appears to have been re-zoned OF5, like The Landing parcel. A smaller area to the north is zoned Educational. Another area from the Aqueduct to Broadway is zoned OF5, except for the property occupied by Our Lady of Victory, which is also in an E zone; the area west of the tracks is zoned Waterfront District. This entire property could be developed as-of-right for residential use at a density permitted for OF5 and, as to the currently E zoned area, OF1, enhanced perhaps by the density theoretically permitted on the OF3 parcel that appears to be largely under water.

C.3. Water Uses and Access

C.3.a. Water Uses

Figure II – 5, “Land and Water Use Map,” shows various land use areas that exist in the Village of Dobbs Ferry. These land uses include residential, commercial, institutional/community services, park, and recreational trails.

The Village and the region offer residents and tourists a variety of water-related activities. From Wickers Creek to the Hudson River, these assets have potential to be invaluable recreational areas for the community. Recognizing this potential, the Village has sought to protect and improve access to these areas.

The waterfront is being used for two recreational activities: including canoe/kayaking and fishing. There are a growing number of canoe/kayakers who launch their boats at Waterfront Park’s sandy beach. By far the widest use of the waterfront is passive enjoyment including sitting and looking at the water, wildlife watching, and taking in the expansive scenic vista. Picnicking and community events such as the annual Fourth of July celebration and summer evening concert series are also very popular.



Photo 12 - Railroad Tracks – View Looking Northwest

The rail crossings at Waterfront Park, 145 Palisade Street and The Landing:

C.3.b. Waterfront Access

There are only four direct access points to the Hudson River in Dobbs Ferry. Two are at Waterfront Park. The other two are located on private land and are available only to tenants and patrons of the property. However, despite the direct access, railroad tracks must be crossed. Without special crossing designation areas, accessing the river can be very dangerous. The existing methods of access to these areas and noted access constraints are summarized in the following text.

C.3.b.(1) Waterfront Park

Waterfront Park is Dobbs Ferry’s gateway public access point to and from the Hudson River. While there are private waterfront locations that are used unofficially by the public, Waterfront Park is the main designated river access point in Dobbs Ferry and the only one to which the general public has waterfront access. The park has pathways, seating, and picnicking areas, a children's playground, designated recreational parking, and a multi-modal access (vehicle, pedestrian, public transportation) that makes the river easy to reach.

High Street Bridge: Primary waterfront access by automobile is from Broadway/Route 9 and Walnut Street, to High Street and the vehicular/pedestrian bridge over the Metro-North Railroad tracks at Dobbs Ferry railroad station area. This bridge makes the Park easily accessible by car, bus, or on foot from other streets in downtown Dobbs Ferry.



Photo 13 - Waterfront Park – View Looking Southwest

The Westchester Bee Line Bus System provides access via Routes 6, 1T, 1C, and 1W with the closest stop on Livingston Avenue, one to two blocks west of the Old Croton Aqueduct Trailway. Bus riders can walk down High Street, and either cross the vehicular/pedestrian bridge over the

Metro-North railroad tracks at Dobbs Ferry Station, or cross the Metro-North pedestrian bridge from Station Plaza.

Metro North Pedestrian Bridge: Waterfront Park is easily accessible on foot from Main Street and other feeder streets in downtown Dobbs Ferry. Primary pedestrian waterfront access is along sidewalks that parallel vehicle access and from the Aqueduct and Walnut Street, to Station Plaza, and across the Metro-North Railroad tracks via a pedestrian bridge at Dobbs Ferry Station or across the tracks via High Street sidewalk.

In addition, Waterfront Park is immediately accessible to Metro-North riders upon arrival at the Dobbs Ferry Metro-North Station, or to individuals who visit the Park via small craft (canoes, kayaks) at the waterfront.

C.3.b.(2) 145 Palisades Street

145 Palisade Street is a privately-owned property (multi-tenanted commercial building, several outbuildings and parking on both sides of the Metro North tracks) with direct waterfront access. It has a one-lane vehicle bridge across the tracks to waterfront land that houses several businesses. As the property is privately-owned, current access to the buildings west of the tracks and to the waterfront from the one-lane vehicular bridge is legally restricted to tenants, their visitors, and customers.



Photo 14 - Railroad Crossing at 145 Palisade (Bridge does not include sidewalks)

The access road to the property is a driveway feeding off Palisade Street, just south of Cedar Street. The property extends on both sides of the Metro North tracks from Palisade Street to the river. Access to the property by vehicle is by local streets and the privately-owned one-lane bridge over the railway tracks. Pedestrian access is via the driveway from Palisade Street to the

entrance of 145 Palisade and over the bridge. There are no sidewalks, however, on the driveway nor on the vehicular bridge which is currently the only pedestrian access to the 145 Palisade businesses west of the tracks.

C.3.b.(3) The Landing

Pedestrian Overpass: New landside access to the waterfront is being built as part of The Landing development. A rebuilt pedestrian bridge will provide access to the Nun's Beach area. Because of a Village Conservation Easement on these lands, limited public access will be allowed to this part of the waterfront in the future.

Nun's Beach and the stretch of land on both sides of the Metro-North Railroad tracks extending north from the 145 Palisade property and Village Green is owned or controlled by several private entities including: 145 Palisade, The Landing, Tennessee Utilities, Village Green, and Metro-North Railroad. There is currently no designated access to this beach area, however, the footbridge over the Metro North tracks at the Landing connects the residential areas to Nun's Beach and the west side of the tracks. Future plans at the Landing include reopening of the footbridge to connect sections of the public easement on the property and to allow access to and from Nun's Beach and the Wickers Creek Archaeological site. Current access here, however, is at the user's own risk; it can be dangerous because of the Hudson River's tidal currents and movements, especially at the confluence of Wickers Creek and the river. Although it is part of the Wickers Creek Conservation Easement area, there are currently no public landside or waterside access points to Nun's Beach or Wickers Creek. The Wickers Creek Conservation Easement is available on file at Dobbs Ferry Village Hall.

C.4. Scenic Resources and Visual Quality

C.4.a. Scenic Vistas

On clear days there are many locations throughout the Village of Dobbs Ferry that offer excellent panoramic views of both the Hudson River Valley and the New York City skyline. [Figure II – 6, “Scenic Resources Map,”](#) shows various vantage points within the Village. The Village has undertaken initiatives to preserve this important scenic resource. Two recent examples of their preservation efforts are the acquisition of the Wickers Creek Scenic Easement and the Scenic Resources Inventory. The complete Scenic Resources Inventory Report is available on file at Dobbs Ferry Village Hall.

C.4.b. Inventory of Important Views

Understanding the life patterns of people in Dobbs Ferry has governed the inventory and analysis of views within the study area. Dobbs Ferry is a working and commuting town, not a vacation or retirement community. This means that while active direct waterfront activities and passive park use are important to many, the dominant “use” residents and visitors make of the River is visual. People connect with the River through views enjoyed while shopping, catching trains, driving to school, and for many, looking out of windows, working, and playing in yards. The value of property relates directly to views of the River. Dobbs Ferry's “principal product” is views.



Photo 15 - Scenic View of Hudson River – View Looking Westward to the Palisades

An informal review of public preferences—the popularity of river-view restaurants and waterfront concerts, the enthusiasm of Village visitors who come to Dobbs Ferry by train along the Hudson, the river facing windows and decks in numerous private houses, the welcome glimpses Aqueduct Trail walkers get of the river—emphasizes the fact that Dobbs Ferry’s river views are valuable in a variety of ways. They encourage economic activity, enhance public occasions, and give delight and solace to residents, local employees, and visitors alike.

C.4.c. Scenic Views Analysis

A systematic inventory of the entire Village from streets, parking lots, public buildings, commercial properties, paths, sidewalks, parkland, and a sampling of private properties yielded the conclusion that the Village has enormous, and in many cases unrealized, scenic potential. Because of the topographic richness of the Village and of its historic character, this potential is not limited to water-related views.

River views define the character of Dobbs Ferry and have significant impact on private property values (and the resultant tax base). River view preservation and enhancement should receive serious attention in the near future. View preservation should be an important part of any consideration of changes to zoning and planning regulations. It should also be an important feature of any new master plan.

Village efforts to promote view preservation and enhancement fall into two categories: regulations that govern private land use, and Village actions on municipal property to improve and enhance visual access to the river from public and private space.

In the regulatory sphere, views should be an important consideration in the development of new or amended zoning and building codes in such areas as site plan review regulations, lot coverage, building

envelope, tree removals, and planting plans. Special attention should be given to zoning and architectural review regulations in the central business district where there is a potential for Hudson River views that will connect the historic commercial strip with the river that brought the Village into existence.

C.4.d. Other Important Open Space Views

The Village Open Space Committee completed an inventory of Dobbs Ferry's open space, and Village residents have approved a bond act to acquire land. The Committee recommended that the scenic value of property carry substantial weight among other important considerations (such as wildlife habitat and adaptability for active recreation) governing land acquisition. Improvements such as structures, parking facilities and fencing proposed by the Village to adapt newly acquired open space for recreational use should be carefully controlled to minimize negative impacts on scenic values.



***Photo 16 - View from East Side of Tracks at Vehicular Bridge
(Chart House is visible at shoreline)***

Once a conveyance structure for the New York City drinking water supply, the Old Croton Aqueduct State Historic Park -- New York State's linear park from Croton to New York City -- provides extraordinary scenic benefits to hikers. Views down the length of the trail and views out from the trail to local neighborhoods, to natural areas and to the River contribute immeasurably to the Village's character. View preservation guidelines within a "view preservation district" would help to protect river views now enjoyed from the Aqueduct (and from Cedar, Oak, Elm, Chestnut and Walnut Streets) and will enhance the Aqueduct experience. The Aqueduct's status as a State Historic Park and a national Historic Landmark legally mandate careful attention to impact of public or private development on this regional scenic and recreational resource. The Village's site plan review processes should reflect that obligation, and applicants should be made aware of the Aqueduct's special status.

C.4.e. Needs Analysis of Scenic Resources

With the exception of specific commercial district issues, the following issues apply Village-wide.

- Loss of historic character in the central business district: lack of architectural controls, weak sign regulations; erratic merchant and landlord commitment to reinforcing the historic character of the downtown and even to appropriate maintenance of property.
- Need to explore the potential of historic neighborhoods in residential and institutional areas and consider approaches to preserve and enhance their character.
- Overhead wires that clutter foreground and disrupt distant views.
- Inadequate street tree and park maintenance.
- Need to reassess public and private night-lighting levels and enact precise controls on new development to reduce unwelcomed glare Village-wide and promote better night views of the River.
- Need for vigilance in review of the location and regulation of cell towers, satellite dishes.
- Need for monitoring and public input in negotiations with DOT and Metro-North to reduce the negative impacts of some of their actions.
- Better Village review and scrutiny of Westchester County “free” park improvements to ensure they meet Dobbs Ferry’s requirements and can be maintained.

Similarly, the Village should require review of all new exterior construction within an area that includes all properties that can interrupt others’ public or private visual access to the River. The view inventory indicates the presence of important river views that would be affected by development between the riverfront and a line following Broadway south from the Irvington line to Clinton Avenue, and then following Clinton south to the Hastings line.

The Scenic Resources Committee identified an area of the Village that should be governed by a view preservation ordinance. Eight public vantage points providing Hudson River views looking west deserve even stronger protections. They are: views toward the River down Cedar, Oak, Elm, Chestnut, and Walnut Streets; the view toward the River down Main Street; the view panorama at the intersection of Main, High, and the end of Palisade Streets; the view from Broadway northwest toward Piermont at the intersection of Broadway and Livingston Avenue. These eight views are important because of their exceptional scenic qualities and their centrality to life in the Village through location and frequency of use. Views down Main, Oak, Elm, Chestnut and Walnut have additional cultural significance because 19th Century village architecture forms the foreground or frame for important Hudson River vistas.

Another Village regulation that deserves attention is the Tree Ordinance. Evaluation of a tree’s role in screening, framing or blocking views to the river is complex and requires a well-trained tree commission with members whose expertise extends beyond sound knowledge of planting and maintenance of trees

to include ecosystem dynamics and basic planning. Dobbs Ferry's handsome mature trees can play a major role in defining views, relieving the perceived density of the community, and contributing significantly to village character, beauty, and environmental health. Tree removals and types and placement of new trees should be carefully scrutinized.

C.5. Open Space and Public Recreation Resources

The New York State General Municipal Law defines "open space" as:

"Any area characterized by natural beauty or, whose existing openness, natural condition or present state of use, if preserved, would enhance the present or potential value of abutting or surrounding development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance the conservation of natural or scenic resources."

C.5.a. Open Space Resources

Using the above definition, the terms "open area" and "open space" can be considered interchangeable. However, in developed urban and suburban areas, open space includes relatively small sites, both public and private, which provide a balance of developed and open areas and fulfill the function of providing physical and psychological relief from the concentrated aspects of dense settlement through active and passive recreational opportunities. This discussion focuses mainly on the area and description of Dobbs Ferry's open spaces, their uses, and their surrounding areas. The Dobbs Ferry Open Space and Recreational Inventory and Recommendations Report is available on file at Dobbs Ferry Village Hall.

Although casual observers driving through Dobbs Ferry on its major thoroughfares, Broadway and Ashford Avenue, or in the central business district, see the usual mix of commercial, residential, and small institutional properties, Dobbs Ferry's land use pattern is unique for a small village. In 1995, Westchester County reported that approximately forty percent of the Village's land area is open space. This anomalous situation is due to the existence of large open areas owned by tax-exempt educational institutions as well as a major private golf course.

The Village is situated between the Hudson River and the Saw Mill River open space corridors. The Metro-North railroad tracks separate the Village from the Hudson River and are adjacent to the river for approximately the south half of the Village's waterfront. The central waterfront area west of the tracks features the Village-owned Waterfront Park, train station, and commuter parking lot in addition to the privately-owned Chart House and 145 Palisade Street. Major institutional open space extends north by northwest diagonally from approximately the southeast corner of the Village to the business district and is owned by Children's Village and the Masters School. The other major stretch of open space, (institutional and private recreational properties), extends north across the Village's northern border into Ardsley-on-Hudson. The Village's eastern border in the Saw Mill River corridor includes the South County Trailway and the Saw Mill River and Parkway. The Old Croton Aqueduct State Historic Park trail runs the entire length of the Village from north to south. Village parks, public schools, smaller private institutions, and a few miscellaneous parcels make up the balance of the Village's open space inventory.

The open space inventory information in this section is summarized from the 1999 Open Space Inventory performed by the Dobbs Ferry Conservation Advisory Board. The document is available on file at Dobbs Ferry Village Hall. [Figure II-5](#) illustrates the open space categories: Village parks, County and State parks and parkways, public and private institutions, private recreation areas, other private properties, and a cemetery.

C.5.a.(1) Village Parks

Although a substantial portion of Dobbs Ferry is in open space, only about seven percent (106.44 acres) of the Village's total acreage (1,548.8 acres) is in Village parkland. Dobbs Ferry's parks are described briefly below. Detailed description of each park's facilities (size, uses, who they serve, conditions, and problems) is available on file at Dobbs Ferry Village Hall.

The Juhring Estate

76 acres situated just west of the Saw Mill River corridor, is the Village's largest park and has been preserved in its undeveloped forested state as an area for passive recreation, including hiking and nature study.

Gould and Memorial Parks

8.1 and 4.6 acres respectively – are open areas comprised of ball fields and swimming facilities. Memorial Park also has wooded areas and steep slopes.

Waterfront Park

13 acres on the Hudson River shoreline is comprised of large open areas with unobstructed views of the River. The Village's commuter parking lot occupies the eastern border of the park along the Metro-North tracks. The park area, with approximately 1,800 feet of river frontage, was originally developed for rail frontage, industrial and commercial bulkhead uses. The bulkhead is now gone, replaced with boulder rip-rap and cement slabs for shoreline stabilization. Waterfront Park has been developed as an expansive lawn with occasional trees and is currently used for both active and passive recreation. The widest portion of the park, an undeveloped area at the northernmost end of the park and parking lot, the river and the Metro-North tracks, has approximately 400 linear feet of river frontage.

Fishing is a popular activity at Waterfront Park. But the park is primarily known for its children's playground. It is also used for bird watching, meditation, recreational walks, photography, painting, and education. Dobbs Ferry Schools, Beczak Environmental Center, and Dobbs Ferry Recreation all regularly use the Waterfront Park.



Photo 17 - Fishing at Waterfront Park

There also has been an increasing use of the waterfront for public events such as:

- Annual Summer Concert Series (10 concerts annually attended by over 1,000 people)
- July 4th Celebrations (attended by 3,000 to 4,000 people)
- High School Graduations (attended by 400 to 500 people)
- Annual American Legion Flea Market

A 2001 DEC study was conducted to determine the feasibility of swimming in the Hudson River and surrounding estuaries. The Hudson River Estuary Swimming Feasibility Study examined Dobbs Ferry Waterfront Park shoreline and Wickers Creek for the possibility of creating beaches and swimming areas. The study found the area unsuitable for use as a swimming beach. The deep mud and clay sediments at Waterfront Park make swimming at this location undesirable. The water remains very shallow even at far distances from the shore, making it difficult for motorized boats to use areas close to the shore. Wickers Creek also contains deep mud and clay sediments. The small sand delta at its mouth is a result of the creek pushing the sediments into the river. Additionally, the river currents create dangerous conditions for swimmers. This combination of conditions determined that the waterfront cannot be developed to accommodate swimmers. Therefore, waterfront use will remain a waterfront park and recreation area for people to enjoy on-site recreation, scenic Hudson River vistas, and other water-dependent recreational uses such as fishing, canoeing and kayaking.

Bramley and Chauncey Parks

The two undeveloped smaller parks do not provide opportunities for public recreation. However, these two small wooded parcels, along with the Juhring Estate, slope eastward down to the Saw Mill River. Bramley and Chauncey parks serve as part of the larger greenbelt on Dobbs Ferry's eastern border along the Saw Mill River Parkway.

C.5.a.(2) State and Westchester County Parks and Parkway Land

State and County Parklands occupy 70.8 acres. Of this, three regional linear parkland parcels – the Old Croton Aqueduct State Historic Park, the South County Trailway, and the Saw Mill River Parkway – provide public park space along the entire north-south length of the Village. These are all accessible by car, with designated parking in some instances. Sign placement is improving but needs attention. In addition, there is a small County-owned residual parkland, which connects two of the Village's small parks along the Saw Mill River corridor.

The Old Croton Aqueduct

This heavily used walking and jogging trail provides views of the Hudson River and the Palisades. The trees, wildflowers, and bushes along this 60-foot wide right-of-way provide habitat for songbirds and woodland animals. The NYS Legislature pronounced the Aqueduct Trailway, listed on the NYS and National Registers of Historic Places, a Scenic Historic Corridor in 1976. The Old Croton Aqueduct is owned by New York State and maintained by the NYS Dept. of Parks, Recreation and Historic Preservation. The trail, open to the general public, extends 33 miles from the Croton Dam to New York City.

The South County Trailway

Located on the right-of-way of the former Putnam Division Railroad, has a right of way 70 – 100 feet wide along its length. Part of a 14-mile trail from Yonkers to Eastview, the trailway parallels significant portions of the Saw Mill River – and important tributary to the Hudson River. The Saw Mill River runs under the Trailway three times in Dobbs Ferry. The South County Trailway is county-owned and maintained by the Westchester County Department of Parks. It is open to the public.

The Saw Mill River Parkway (SMRP)

A New York State highway, extends from the NYC border north to Katonah. Within Dobbs Ferry, it runs beside the Saw Mill River for a distance of 1 ¼ miles. The area of the right of way, excluding paved road areas, provides a linear park of 37 acres. The park is not open to the public except as an automobile route. Running parallel to the Saw Mill River and the South County Trailway and adjacent to Bramley Park and Chauncey Park (Village-owned), the SMRP provides a valuable greenbelt connecting open space in

Hastings, Dobbs Ferry, and Irvington. The Parkway, accessible to passenger cars only, is maintained by the NYS Dept. of Transportation.

C.5.a.(3) Public Institutions

The only public institutional open space in the Village, other than Village Hall and the DPW, is the property of the Dobbs Ferry School District. Both the Middle/High School and Springhurst Elementary School are adjacent to other significant open space areas in the Village. The former abuts the Old Croton Aqueduct State Historic Park and owns a parcel west of the Aqueduct, and the latter abuts the grounds of Children's Village and Masters School (see Private Institutions below). The High School/Middle School is in the northern part of the Village.

The Dobbs Ferry Middle/High School Complex

11.3 acres with 3.5 acres west of the Old Croton Aqueduct, is enhanced by its deep setback from Broadway and its wide expanse of lawn. There are paved areas for parking, tennis courts, and playing fields on the north and south ends of the complex. Future plans for school construction, however, will increase building size and reduce the amount of open space and playing fields at the north and south ends of the property. Construction will also eliminate two tennis courts from behind the Middle School and there are no plans to replace them. The wooded area west of the Old Croton Aqueduct, currently undeveloped, provides wildlife habitat and excellent resources for teaching natural science. The school has no current plans to develop that parcel.

Springhurst School

Located in a park-like setting comprised of 18.723 acres, the school property includes buildings, playing fields, open grass and gravel playing areas, lightly wooded areas, and a parking lot. A regulation-sized soccer field was constructed in 2001 in a previously wooded area on the perimeter of the property. Current construction to expand the school building will reduce the amount of open space on the campus. The open and wooded areas on the perimeter of the school provide wildlife habitat, excellent resources for teaching natural science, and a valuable connection to adjacent residential and institutional open areas (see Private Institutions below).

C.5.a.(4) Private Institutions

Tax-exempt private institutions occupy approximately twenty percent (20%) of the Village's total land area, and are major determinants of the character of the Village. Children's Village, Masters School, Mercy College, Our Lady of Victory Academy, St. Christopher's School, St. Cabrini Nursing Home, and Community Hospital at Dobbs Ferry all have considerable open lawn and wooded areas on their grounds. Many are adjacent to public open space parcels. Any proposal for change in the use of these properties should be subject to Village regulatory review. Potential land use issues relating to these properties are described below.

Children's Village

154.7 acres, comprises the largest block of land in single ownership in Dobbs Ferry. The Village campus extends into Hastings. The land around the center of the Dobbs Ferry portion of the campus is wooded with rather steep slopes to the east. The major portion of the property has gentle slopes. Wetlands at the southwest corner of the property have been documented as important wildlife breeding grounds and flyways for migrating wild birds. The south branch of Wickers Creek, a tributary to the Hudson, originates in the northwest corner of the property. Although Children's Village property is not used by the public, Dobbs Ferry benefits indirectly from the unimproved portions of the land which form an important greenbelt when combined with property of the adjoining Masters School, Springhurst School and Hastings' Hillside Woods parkland.

Masters School

68.1 acres, contains academic, residential, and recreational facilities for approximately 425 students (55% day/45% residents) faculty, and staff. Five rolling lawns contain many very large trees, including four specimen red maples. On the south side of the property is a heavily wooded, undeveloped area that is contiguous with other privately owned wooded areas behind Judson Avenue properties. The south branch of Wickers Creek runs down the east side of the school property. These areas create protective vegetative buffer for this tributary to the Hudson River, as well as habitat for wild birds and other small woodland animals.

Mercy College's Dobbs Ferry

28.2 acres of the college campus are located on the Hudson River in Dobbs Ferry between The Landing residential development and the Irvington border. The campus, which affords magnificent views of the Hudson, is largely an open lawn area with several low buildings, athletic fields, and parking lots. Some of the parking lots are under-used and deteriorating. The Old Croton Aqueduct traverses the campus and there is a lighted footpath to the Ardsley-on-Hudson train station at the northwest corner of the property. The campus extends 19.9 acres into the Village of Irvington.

Our Lady of Victory Academy

A private, Catholic High School for girls, located on North Broadway just south of Mercy College, the Academy occupies two connected multi-story buildings on 6.7 acres of open land. There is no river frontage.

St. Christopher's School

11.6 acres, is located on the Hudson River at the southern end of Dobbs Ferry. Although the campus has several buildings for school, residences, and administration, a basketball court, and a softball field, the central area of the school contains a large number of trees

that contribute to its park-like character. The steep wooded slopes on the western portion of the site overlook the Hudson and are vegetated with a mix of native deciduous trees dominated by oaks. The wooded areas to the south of the school are inhabited by many species of wild birds and small woodland animals. Southern portions of the property are adjacent to private residential areas and have been subject to evaluation for sale and/or development.

St. Cabrini Nursing Home

Cabrini is located on the Hudson riverfront at the intersection of Livingston and Broadway. The many-roomed nursing facility and large paved parking areas have spectacular views of the Hudson River and Palisades escarpment. The grounds, which slope gently down from Broadway towards the River are well maintained and the black-topped paths that lead along the grass, trees, shrubs, and flower gardens are used in good weather by residents and their visitors. Many indigenous birds and small wildlife frequent the grounds. The property abuts Metro North tracks.

C.5.a.(5) Private Outdoor/Recreation Resources

One of Westchester's oldest golf courses, the Ardsley Country Club, straddles the Dobbs Ferry/Irvington border and abuts the Village's largest open space parcel, the Juhring Estate. The Club covers 125 acres, 67 of which are in Dobbs Ferry. There are many panoramic views of the Hudson River from its eighteen-hole golf course and main clubhouse. The north branch of Wickers Creek originates near the course's northeast border and flows through the fairways on its way to meet the south branch just west of the Old Croton Aqueduct. As with private institutional parkland space,, any proposals for change or development of the golf course area should be a matter of serious consideration, given its proximity to the north branch of Wickers Creek and the potential for erosion and runoff.

Private recreation facilities – the Ardsley Country Club and the Colonial Springs Pool Club totaling 68 acres – are available to members only and do not serve the active recreational needs of Dobbs Ferry's residents.

Tennis courts at the Masters School are used over the summer by the Clinton Avenue Tennis Club, a private membership organization. Additional tennis courts exist on the Mercy College campus.

C.5.a.(6) Public Outdoor Recreational Resources

Dobbs Ferry's location within the Hudson River Valley has provided its residents with access to regionally-scaled private and public recreational and cultural facilities. The historic house museums such as the Rockefeller Estate in Tarrytown, Lyndhurst and Sunnyside in Irvington, and Wave Hill in Riverdale all provide spectacular groomed estate grounds experiences to their visitors. Locally, Dobbs Ferry residents are served by a variety of public and private recreational

facilities. There are 370 acres of village, institutional, county, and state parks in public ownership and 251 acres of undeveloped land that is currently in private ownership.

The Old Croton Aqueduct State Park and the County-run South County Trailway are two north-south running linear open space corridors used by residents and visitors for walking, jogging, biking, and cross-country skiing.

Village-owned parks, although totaling over 106 acres, have limited resources for active recreational uses such as baseball, soccer, tennis, basketball, football, skating and other athletic activities. Although lawn and playing fields owned and maintained by the Dobbs Ferry School District and the numerous private educational institutions are shared for some youth league activities, they are not necessarily available to all Village-run or other public recreation programs.

**Table II-3
Public Outdoor Recreational Resources**

Parks	Size
Waterfront Park	8.5 acres
Gould Park	8 acres
Memorial Park	3.5 acres
Bramley Park	0.9 acres
Springhurst School Site	18.7 acres
Trailways	Size
Croton Aqueduct	14.9 acres
South County Trailway	18.5 acres
Saw Mill River Parkway Lands (Potential)	37.0 acres
Open Space (Woods & Meadows)	Size
Juhring Estate	76 acres
Wickers Creek Conservation Easement	9.2 acres
Ardsley Country Club/Golf course (Private club on Village's northern boundary)	66.8 acres

C.5.b. Needs Assessment of Open Space and Recreational Resources

The U.S. Census 2000 reported a 7% increase in Dobbs Ferry's population over the past decade. This general increase, combined with the Village's growing school-aged population, puts a strain on local services and resources - including recreational facilities. In addition, the growing popularity of non-school related team sports available to both children and adults in the rivertowns region, e.g. AYSO youth soccer leagues and adult softball leagues, is increasing the demand for ball fields - not just in Dobbs Ferry but in the entire region.

To give us guidance on just how much outdoor recreational acreage is sufficient to provide an appropriate balance of developed areas and undeveloped areas in the Village of Dobbs Ferry, we have applied the standards of two nationally recognized parks and recreation associations. To assist local governments in their planning and budgeting for undeveloped land acquisition and recreation facilities, the National Recreation and Parks Association (NRPA) and the American Academy for Parks and Recreation Administration (AAPRA) have established basic acreage standards for active and passive recreation based on population.

The NRPA recommends a total of 90 acres of park per 1,000 population. This total is organized into three categories: 10 acres per 1,000 for "urban recreation areas"; 65 acres per 1,000 population for "large parcels, parks and forested areas"; and 15 acres per 1,000 population for "other (or private) open space." Table II-4, "Open Space Standards," categorizes each open space parcel in Dobbs Ferry according to these three classifications, with only some Dobbs Ferry's parks classified as urban recreation areas. The Juhring Estate, Bramley Park, and Chauncey Park are classified as forested, natural areas.

**Table II-4
Open Space Standards**

NRPA Park Type	NRPA Standards*	Acres in Dobbs Ferry	2000 Open Space Ratio**	2010 Open Space Ratio***
Urban Recreational Areas	10.0	88.1	8.3	7.9
Forest/Natural	65.0	244.8	23.1	22.0
Private Areas	15.0	250.7	23.6	22.5
Saw Mill River Parkway		37.0		
Total Open Space		620.6		
*NRPA Standards & Dobbs Ferry Ratios are in acres per 1,000 population **Based on 2000 Census population 10,622 ***Assumes 2010 population of 11,153 (5% increase)				

The NRPA standards compare nationally recognized standards to existing conditions in Dobbs Ferry. Using the Census 2000 population of 10,622 residents for Dobbs Ferry, the outdoor recreational ratios for Dobbs Ferry are 8.3 acres per 1,000 residents for urban recreation areas, 23.1 acres per 1,000 residents for forested, natural areas, and 23.6 for private undeveloped land and grounds. If the campus and playfield space provided at the Dobbs Ferry Middle/High School and at Springhurst School were not included in the Urban Recreation Areas, the ratio of Village-owned active recreation area to 1,000 population falls to 5.5 acres per 1,000, well below the NPRA standard of 10 acres per 1,000.

A second set of calculations was performed for projected population in 2010**. If no additional park space is created by the year 2010, Dobbs Ferry's ratio of park space to 1,000 population will drop to 7.9 acres per 1,000 for urban recreation areas, 22 acres per 1,000 for forested, natural areas, and 22.5 acres per 1,000 for private campus space.

These ratios for Dobbs Ferry indicate that there is a deficit of approximately 18 acres of urban recreation area available to the public, and a considerable lack of forested/ natural areas. The 2010 projections show an even greater deficit of urban recreational and forested/natural areas. While the private campus space ratio is above the standard, these areas are available to the public on a limited basis or not at all.

It should be noted that these ratios do not reveal deficiencies or excess demand the currently exists for active recreational facilities such as ball fields and tennis courts. They do, however, point to potential short term and long term solutions to the problem of increased demand for recreational facilities.

- Village and School District should continue to share recreational facilities and should share in their maintenance and operation.
- Village should acquire additional undeveloped land for recreational uses. New parkland should be flat and easily accessible to the entire community.
- The Village may want to consider additional objectives with respect to new recreational facilities to ensure that the goals of the Village are being met.

**The population estimate for 2010 (11,153) was calculated from Westchester County Planning Department's projection of five percent increase over Census 2000 count.

C.6. Waterfront Transportation and Parking

The Village of Dobbs Ferry is largely a commuting town. The majority of its residents travel daily to New York City; therefore, a wide variety of transit options is available. Despite the close proximity of the Metro North Train Station and Waterfront Park, many of the available mass transit services do not service the waterfront. Pedestrians access the waterfront at the two overpasses that serve the park and station. Parking, both on-street and off-street, is available by both permit and meter. Locations of pedestrian and vehicular bridges, parking lots, and the train station are shown in [Figure II – 7, “Transportation and Parking Map.”](#)

C.6.a. Pedestrian Considerations

For a variety of reasons, including close proximity, beautiful views, and parking constraints, many residents choose to walk to the Metro-North Station and the waterfront. Pedestrians cross the tracks at the station overpass from two direct routes from the center of the Village. The Main Street route takes the pedestrian by downtown shops, while someone walking the Palisade Street route passes through residential streets. Both routes give pedestrians stunning views of the Palisades escarpment.

Safe, well-maintained, attractive sidewalks are important to encourage a pedestrian-friendly atmosphere. The sidewalks in the business district (Main Street, Cedar Street) are adequate and well traveled. Many of the side streets that connect Broadway with the Old Croton Aqueduct and the downtown business area (and ultimately with the train station and Waterfront Park) are lacking sidewalks. In 2001, the Village Ad Hoc Sidewalk Committee evaluated these conditions and recommended to the Board of Trustees three streets - Oak, Elm, and Walnut – as candidates for sidewalk construction.

Metro North is currently making improvements to Dobbs Ferry pedestrian overpass facilities to make the passage accessible to handicapped persons, wheel chairs, and strollers. Improvements include relocation of the entire pedestrian overpass bridge to a point further north where Palisade Street meets Station Plaza. The overpass will feature stairways and elevators to deliver commuters to both the northbound and southbound platforms.

The five-point intersection of Main-Palisade-High-Livingston and Walnut Street has traditionally been very difficult to cross, especially for elderly people and children. Recently, this intersection has been made much safer for cars by adding 4-way stop signs at each intersection except Main Street. But this is still a very busy intersection, especially during the five minutes before and after a train arrives. Further traffic calming measures may be warranted.

C.6.b. Other Modes of Transportation

Village Jitney - In 2001, the Village was awarded the use of a 20-passenger bus by Westchester County to provide Village commuters with Dobbs Ferry Train Station access. The initial route, to and from the northwest portions of the Village, was established based on commuters' responses to the Village-wide survey to identify areas in most need of jitney service as an alternative to commuting to the station by car. The commuter jitney, still operating in June 2005, remains free to all passengers.

The Westchester Bee Line #1 & #6 runs from Yonkers to White Plains twice an hour, passing through the Dobbs Ferry business district. Bee Line #66 serves Metro-North commuters with five daily buses during morning and evening peak hours to the Dobbs Ferry train station. Bee Line #66 runs through Greenburgh, Ardsley, Beacon Hill, Ogden Avenue, Ashford Avenue, Mercy College, and the business district.

With funding from Westchester County, the Villages of Dobbs Ferry and Ardsley share a mini-bus for senior citizens. The bus is used to bring seniors to the weekday nutrition program at Embassy

Community Center in Dobbs Ferry and to the Stop and Shop for Grocery Shopping. Rides are 25 cents and leave from designated bus stops.

Funded by the Dobbs Ferry Union Free School District, the Children's Village bus meets the Children's Village residents and staff at the Dobbs Ferry train station when needed.

There are two local taxi companies that serve residents of the lower river towns (Dobbs Ferry, Hastings, Irvington, Ardsley) including Knapp McCarthy Taxi and Riverside Limo, Inc. Taxis typically wait at Station Plaza to meet peak hour trains, but commuters must call for a pick up at off-peak times. A pay-phone is available in the pedestrian overpass.

The Metro-North Hudson Line serves all river towns on the east side of the Hudson from Grand Central Station in Manhattan to Croton Harmon. Travel time from Dobbs Ferry to Grand Central is 44 minutes on the local train and 33 minutes on the express train. During the week, the peak travel schedule includes both local and express trains. Metro North also serves as a connection to the NYC Subway and Bus system, and to the Amtrak system based at Penn Station in Manhattan.

Amtrak train service to points south of New York City and north of Croton is available to Dobbs Ferry residents from two Amtrak stops: Yonkers and Croton-Harmon stations. These stations can be reached on the Metro-North Hudson line from Dobbs Ferry.

Commuter ferry service, run by NY Waterways, is available from Haverstraw, N.Y. to the Ossining Metro-North train station. Currently, the 25-minute ferry ride across the Hudson is scheduled in the mornings and in the evenings. NY Waterways is proposing a direct ferry service from Nyack to Manhattan. This is expected to slightly reduce commuter traffic congestion on the Tappan Zee Bridge.

C.6.c. Public Parking Resources

Train Station/Waterfront Parking Lot

Unlike many Westchester communities with commuter parking shortages, Dobbs Ferry is fortunate to own its own commuter parking lot adjacent to the Metro North train platform at Waterfront Park. The Village has the authority to regulate its use to guarantee that there are sufficient spaces for residents. In addition, the Village has traditionally made a fixed number of non-resident permits available for commuters from areas without a train station or parking lot.

On weekends, Waterfront parking lot use is predominantly by residents with annual recreational parking permits - available to residents for \$5 per year.

In July 2001, in response to increased demand for resident parking spaces, the Village completed reconstruction and expansion of the commuter parking lot. Pedestrian walkways were added, lighting was improved, and pick-up and drop-off points for cars and buses were enhanced. The number of official spaces was increased from 375 to 471 total spots available. The number of non-resident permits was reduced to 25, available by lottery for Ardsley

commuters only. The number of handicapped and resident recreational parking spaces was increased to 10 and 18 respectively, including one space reserved for handicapped/recreational.

Permit parking is also available at Station Plaza on the east side of the tracks at the train station. Some long-term metered parking is available on Palisade Street leading down to the train station.

In 2002, Metro North instituted a policy allowing non-residents to park at a designated area of the Village commuter parking lot when using the train. Currently, there are 24 commuter permit spaces owned by Metro-North available at Station Plaza.

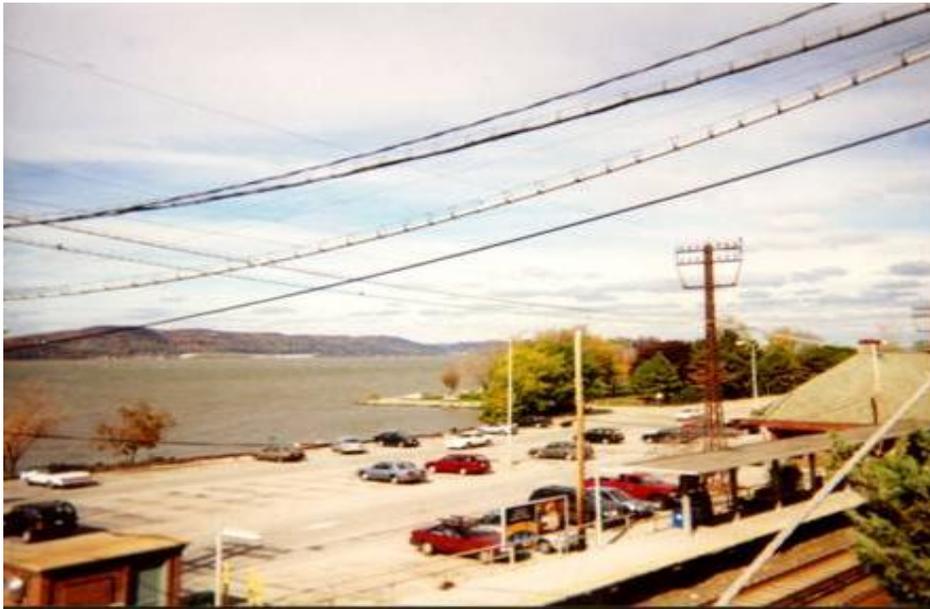


Photo 18 - Train Station Commuter Parking Lot

Municipal Parking

The Village-owned parking lot behind Village Hall and the US Post Office is available for short-term and long-term parking for US Post Office business, shoppers, storekeepers, businesses, and residents. There is a total of 83 spots available, both permit and metered parking. The outer perimeter of the lot is reserved for permitted parking only; the inside spots are available through a meter system. A kiosk-style meter serves the entire lot; users must enter their spot and desired time limit into the machine to pay for use of the spot. While long term permitted spaces are near or at capacity, short term spaces are always available.

Currently there are 40 twelve-hour and 18 two-hour on-street parking meters on Palisade Street between Chestnut Street and the intersection of Palisade and High Streets. Due to the close proximity of Palisade Street to the Metro-North Train Station, the metered on-street parking is used for commuters.

In addition, the southwest side of Station Plaza from the car overpass to the pedestrian overpass is reserved for taxis and buses, as well as passenger pickups.

There are on-street metered and un-metered parking spaces available on other streets near the waterfront and in the downtown area. Overnight on-street parking is allowed, but street cleaning and snow removal rules apply to these areas as well.



Photo 19 - Metro North Train Station

C.6.d. Future Transportation and Parking Needs

Commuter Bus Links

The Hudson Rail Link bus service is provided by Metro North to shuttle commuters to and from their neighborhoods on weekday mornings and evenings. Currently, the Hudson Rail Link serves commuters Riverdale and Spuyten Duyvil in the Bronx with nine buses to inbound trains and five buses from outbound trains on weekdays. There may be a future possibility of expanding this service to Westchester communities to supplement existing commuter bus and jitney services.

Reduce burden on streets and parking

The Village, e.g., by sponsoring a free local commuter jitney service, has begun to encourage commuters to walk, take the bus or carpool to the train in an effort to free up parking spaces and therefore eliminate the need to expand parking facilities. Many of Dobbs Ferry's two- and three-car households hold commuter parking permits for more than one car. The current system does not limit the number of permits a household can obtain, and a household's second and third permits cost the same as the first. The Village should consider a campaign to encourage people to walk to the station or take a bus whenever possible.

Evaluation of Parking Alternatives

A parking study was recently completed for the Village. Various recommendations were made regarding increasing the efficiency of existing parking and possible locations for new parking areas. An evaluation of the alternatives is presented in Table II-5, "Evaluation of Parking Alternatives." The Village is in the process of evaluating the report.

**Table II-5
Evaluation of Parking Alternatives**

Solution	Strengths	Weaknesses	Opportunities
1. Better Management of municipal lot	<ul style="list-style-type: none"> -Low cost -Immediate solution -Close distance to CBD -Better use of existing lot 	<ul style="list-style-type: none"> -Does not help if new business/residents move into CBD -Confusion over kiosk meter -Need for more signs; some residents against more signs 	<ul style="list-style-type: none"> -High community involvement -Attractive signs -Part of gateway project -Develop walking tour
2. DPW site	<ul style="list-style-type: none"> -Village already owns -Proximal to residential area, and Memorial Park -Long term demand satisfied; makes more spaces available for short-term use. -Close to Bee Line bus stop at Cedar & Main -Low cost without deck 	<ul style="list-style-type: none"> -Steep grade of hill leading to lot -Sidewalks to lot will need to be repaired -Environmental concerns due to DPW site -High cost with deck 	<ul style="list-style-type: none"> -Creation of village-wide jitney service; incorporate Metro North station, waterfront plans -Environmental concerns may be alleviated due to paving over dirt -Incorporated with waterfront plans, attractive walkway built to Riverwalk. -Develop walking tour -Possible employee/long term parking lot via permit.
3. 145 Palisade	<ul style="list-style-type: none"> -Large lot -Proximity to 	<ul style="list-style-type: none"> -Steep grade of hill leading to lot 	<ul style="list-style-type: none"> -Combine lot with DPW lot

Solution	Strengths	Weaknesses	Opportunities
	<p>residential area, Memorial Park</p> <ul style="list-style-type: none"> -Under-utilized -Long term demand satisfied; makes more spaces available for short term use. <p>Close to BeeLine bus stop at Cedar & Main Streets</p>	<ul style="list-style-type: none"> -Sidewalks will need to be repaired -Cost of buying lot/easement -Cost of improving and landscaping lot Takes lot off tax base 	<ul style="list-style-type: none"> -Creation of village-wide jitney service; incorporate metro-north station, waterfront plans -Develop walking tour Possible employee/long term parking lot via permit.
4. Vacant land on Cedar & Main	<ul style="list-style-type: none"> -Satisfied short and long term demand -Cedar lot: satisfied cedar demand 	<ul style="list-style-type: none"> -Very expensive engineering and construction costs due to steep grade. -Main lot: far distance from Cedar St., not beneficial for key parking demand locations. -High cost for few spaces. 	<ul style="list-style-type: none"> -Incorporate walking tour, marketing strategy and jitney plan.
5. Adding second deck to municipal lot	<ul style="list-style-type: none"> -Close location -Can be built into the grade of the hill -Handicap accessible for historical society -Meets both short and long term demand 	<ul style="list-style-type: none"> -Construction costs -Impact on view -Questionable return -Will displace existing parking during construction 	<ul style="list-style-type: none"> -Incorporate new marketing strategy and walking tour -Central location
6. Underutilized	-Close to proposed	-Access is through	-Area is not used by

Solution	Strengths	Weaknesses	Opportunities
parking at Mercy College (western edge)	Riverwalk Trail & pedestrian overpass at The Landing -Possible park & ride for Village jitney	Mercy College entrance -Will need easement, purchase, or other agreement	college -Parking will not disturb views -Already built (needs repair)
7. Purchase private lots across from Village Hall	-Close location -Satisfies short and long term demand	-Cost of buying buildings -Construction costs -Removes buildings/businesses off tax base -High cost for few spaces	-Central location

C.7. Public Services

Municipal public services in the Village include police, fire, sewer, water, and solid waste disposal. Other services such as the clerk’s office and Village administration are provided at Village Hall. A brief description of relevant services is provided below.

C.1.a. Sewage Disposal

The entire Village is municipally sewered. All Village sewers are connected to two main gravity-fed Westchester County trunk lines. One runs north-south close to the Metro-North tracks and carries sewage from the Village of Irvington. The line accepts sewage from 145 Palisades Street, the train station and the Chart House. The sewage is then pumped through a pump house at the train station and conveyed to the Yonkers Joint Westchester Treatment Plant. The other sewer main runs east-west along Wickers Creek and is partially exposed in some locations. All sewage from this system is treated at the Yonkers Sewage Treatment Plant, a Westchester County-owned and -operated facility.

In addition, there are approximately 15 individual septic systems serving Dobbs Ferry homes at the top of Summit Terrace, and Park Hill Terrace, and Birch Lane.

C.1.b. Stormwater Management

Stormwater is collected and treated at some level throughout much of the Village. There are, however, no oil separation basins in the Village. The treatment consists of trapping large debris and some waterborne sediments in catch basins and inlet grates. Generally, stormwater is conveyed through a system of catch basins and storm sewers to the creeks and tributaries in the Village, which ultimately discharge to both the Hudson River and the Saw Mill River. The Village goal is to clean out at least 10 percent of the 310 catch basin structures each year. Many of these are small, underground, closed structures. There are no combined sewers in the Village of Dobbs Ferry.

In several areas stormwater is collected and held in detention basins prior to discharge. These basins include Hunters Run, Walden Woods, Springhurst, and Castle Hill Close. The purpose of the detention basins is to reduce stormwater runoff from development sites to pre-development levels. The basins contain the first flush during a storm event, and store standing water by having the outlet structure set above the bottom of the detention basin. This allows settling out of waterborne contaminants, sediments, and debris; some infiltration back into the groundwater; and reduced volume of discharge during storm events and spring thaws.

There are five storm sewer outfalls into the Hudson River in Dobbs Ferry from pipes between 15" and 36" in diameter. These enter the River at various shoreline points at Waterfront Park. Stormwater runoff to these outfalls drains from many areas in the south western portions of the Village from the top of Clinton Avenue. Stormwater runoff from The Landing goes into an above ground, open bio filter retention system before entering the Hudson River.

Several storm sewer outfalls enter Wickers Creek from the origins of the north branch (near the Ardsley Golf Course) and south branch (at Children's Village) to the mouth of the creek. These outfall pipes deliver stormwater runoff from all areas of the Village.

Several sewered drainage outfalls into the Saw Mill River originate in the eastern sections of the Village, including Hickory Hill, Stanley, Lawrence, and Livingston Streets. These also serve as outlets to a stormwater management system as described.

Under the new U.S. EPA Phase II Stormwater Management Rules for small municipalities, the Village is working with other river towns to develop more effective and enforceable stormwater management policies and practices to address these issues. See Section IV. C.11.c for LWRP stormwater management recommendations.

C.7.c. Solid Waste Disposal

The Village participates in a regional solid waste disposal program. Businesses and residents have their garbage picked up by a Village-run collection service at the curb. It is transported to the RESCO solid waste facility at Charles Point in Peekskill where it is incinerated. Since the Dobbs Ferry Department of Public Works (DPW) composting site at the waterfront has been reclaimed as parkland, the Village is in need of a composting site and is presently working cooperatively with neighboring communities on a

regional solution to the composting issue. The intention is to collect biodegradable yard waste such as grass clippings, leaves, branches, weeds, etc., and compost it for reuse as a soil amenity.

Dobbs Ferry also operates a recycling program for businesses and residents. On a weekly basis (more frequently for businesses), paper, cardboard, glass, metal, and plastics (1&2) are collected by the DPW and transferred to the Westchester County processing center in Yonkers where materials are prepared for sale. Large appliances (white metal) and other large items are picked up by the DPW by appointment.

C.8. Educational Resources

All village residents benefit from learning about the natural and cultural history of their community and the Hudson River Valley region. This knowledge strengthens the Village's sense of place and its identity as a historic Rivertown by conveying its environmental and historical significance through legends, non-fiction stories, and historic preservation. Educational resources abound in the local educational system, and in the Hudson Valley. Whether in the public or private schools, the local Mercy College, the Beczak Environmental Education Center in Yonkers, or the Lamont Doherty Center in Palisades, the ecology and history of the River is an important focus of study. [Figure II – 8, “Cultural and Educational Resources Map,”](#) illustrates the locations of all area educational resources in the study area. These resources are described in terms of their relevance and connection to cultural, historic, and natural resources and to the Hudson River.

C.8.a. Village Educational Resources

Dobbs Ferry School District

- The fourth grade includes study of the Hudson River in both its science (oceans and rivers) and social studies (New York State) curriculum.
- The seventh grade includes study of the Hudson River in its seventh grade science curriculum.
- A high school environmental science class includes river study, water monitoring, etc.
- Woodlands Environmental Education Laboratory. In 1999, a committee formed by the school superintendent put forth a proposal to develop a model environmental education program on four acres of woodland west of the old Croton Aqueduct behind (on the west side of) the high school. The Board of Education allotted funds for environmental education in its next budget, but no specific program was implemented. However, the Woodlands Environmental Education Laboratory proposal puts forward a methodology for integrating nature studies into the classroom and has the potential to be reactivated in some shape or form.

The Masters School

The sixth grade includes detailed interdisciplinary study of the Hudson River Valley, newly introduced this year.

Mercy College

Mercy College offers undergraduate environmental science, geology, and ecology courses, as well as an undergraduate program in environmental health and safety. Non-matriculated students can arrange to take courses or audit lectures.

C.8.b. Regional Educational Resources

Croton Point Nature Center

Operated by Westchester County, this facility is located at Croton Point Park, the largest peninsula on the Hudson River, with four miles of river access. It interprets history, flora, and fauna. The nature center houses interpretive exhibits focusing on the river, natural history, and local history. A variety of interpretive programs are offered to the public, school groups and other special-interest groups. Topics include beach exploration, brackish water ecology, bald eagles, the tidal story of the Hudson River, and seining. A Nature Study and Survival Skills camp for children entering grades 4-6 is offered during the Summer.

Westchester County

The county Watershed Education Program offers annual Watershed Symposia that bring middle school and high-school students together to discuss the impact of real-life kinds of development on land use and water quality in local watersheds. At the symposia, students present their school's water quality project involving the monitoring of a local water body. They also participate in a mock land use hearing with community mentors based on issues relating to an actual development plan in their community. Additionally, there is a watershed fair featuring interactive exhibits displayed by various environmental agencies and organizations. In 2002, the Hudson Watershed symposium focused on future development of a contaminated industrial area along the Hastings waterfront.

BECZAK Environmental Education Center, Yonkers

BECZAK is the only environmental center in all of Westchester County with its own beach right on the edge of the river. The purpose of BECZAK is to provide hands-on educational workshops about the ecological, cultural, and historic aspects of the unique Hudson River Estuary. BECZAK's Hudson River Education Program takes school groups out to the river to participate in a range of activities like beach treasure hunts, net fishing, and oyster gardening. BECZAK educators also visit schools and educational centers to introduce the river through slide shows, hands-on water pollution cleanup activities and live animal show-and-tell. BECZAK Director Bob Walters sees much potential for linking to the Dobbs Ferry school system via waterfront programs. Evening

programs for adults at BECZAK include lectures, which emphasize history, science, and environmental issues of the Hudson River; workshops on outdoor skills; arts and crafts; and nature education. Weekend programs for families include boat-building and hikes to local natural areas.

Hudson River Sloop Clearwater, Poughkeepsie

Clearwater is an environmental education and advocacy organization that was established in 1969 by musician/activist Pete Seeger and friends. Committed to restoring the Hudson River for future generations, they built the sloop Clearwater, an historic replica of an 18th century Hudson River trade ship. The ship, widely acknowledged as the flagship of the environmental movement in the U.S. is a floating classroom on which over a third of a million people have sailed.

Today Clearwater offers an array of Hudson River environmental education offerings, including onboard sails, field trips to its On-Land Education Center in Ulster County, and in-school programs. The “Classroom of the Waves” program is a three-hour hands-on education sail aboard the sloop Clearwater or the schooner Mystic Whaler during which students learn sailing basics, heaving the mainsail, steering the boat, navigating with compass and chart, and setting and hauling a trawl net. In small groups, they visit learning stations to examine and touch the day’s catch, perform water chemistry tests, study plankton and other invertebrate life forms under magnifiers and microscopes. They discuss Hudson River history, environmental issues, wildlife, and transportation. 12,000 school children per year participate in this program, which is also offered for adults and special-interest groups.

Teacher training opportunities include intensive Hudson River studies courses, teacher workshops, and individual consultations. These can be tailored to specific needs and interests. In-school presentations include environmental assembly programs, pollution, tidal estuary, and watershed units. Urban outreach programs, Elderhostel programs for seniors, and a summer environmental day camp are also offered.

Hudsonia, Ltd., Annandale-on-Hudson

Founded in 1981, Hudsonia is a non-profit organization that conducts environmental research, education, training, and technical assistance to protect the Hudson River Valley’s natural heritage. Its work includes basic and applied research on Hudson River wetlands, habitat, rare species ecology, and the study of non-native plants and other threats to biodiversity. Hudsonia’s base of operations is the Bard College Field Station. This is used by Bard’s undergraduate and graduate programs in environmental studies, as well as the Hudson River National Estuarine Research Reserve of the New York State Department of Environmental Conservation.

Scenic Hudson, Inc., Poughkeepsie

Scenic Hudson is a 37-year-old non-profit organization and separately incorporated land trust dedicated to protecting and enhancing the scenic, natural, historic, agricultural, and recreational treasures of the Hudson River and its valley. To date, its work has protected 15,500 acres of land in nine counties and created or enhanced 28 parks and preserves for public enjoyment. Scenic Hudson keeps people informed on Hudson River environmental issues by testifying at public hearings, lecturing on college campuses, speaking to citizen groups, appearing on talk shows, organizing volunteers, and making presentations at planning sessions and other public forums.

The Hudson Riverkeeper

The Hudson Riverkeeper is an independent member-supported environmental organization dedicated to preserving the Hudson River. Since 1983, the organization has sponsored a riverkeeper to patrol the Hudson full-time. Working with a network of local fishermen, environmental experts and concerned citizens, the Riverkeeper has prosecuted over 100 environmental lawbreakers to date. The organization is part of a larger movement to protect the nation's waterways; there are now 50 Keeper programs across the country.

The Hudson River Foundation

Educator Christopher Letts introduces seining techniques and Hudson River species at riverfront locations along the Hudson.

C.9. Local Economic Conditions

C.9.a. Description of Commercial Areas

Below are descriptions of the three major commercial areas in Dobbs Ferry: the business district at Cedar and Main Streets, commercial activity in the waterfront area, and the gateway areas.

C.9.a.(1) Village Business District

The Village's Business District offers a variety of small-to mid-scale commercial businesses that service both residents and visitors. The 1.7-mile district sits on the ridges overlooking the Hudson River lending itself well to exceptional views of the Palisades. Part of the charm of the downtown can be attributed to its non-linear streets and attractive two-story buildings. Apartments provide vitality on the streets, which makes the Business District seem inviting and attractive. Recent improvements to pedestrian crossings and sidewalks in the eastern gateway provide a clear signal that this community is dedicated to a pedestrian way of life. Cedar and Main Streets serve as the primary streets for the Central Business District.



Photo 20 - Downtown Business District – View Looking Southwest on Main Street

An inventory of the number and types of businesses in the downtown was completed in 2001 to better assess parking needs and available space. Specifics about individual businesses are available on file at Dobbs Ferry Village Hall. The table below shows the breakdown and percentages of businesses in the downtown.

**Table II-6
Types of Businesses**

Number of Businesses	#	%
Total # of Storefronts	118	
Total # of Businesses	105	
Types of Businesses		
Retail	41	34.7 percent
Insurance, Real Estate, Banks	6	5.1 percent
Food	20	16.9 percent
Service	38	32.2 percent
Vacancies	12	10.2 percent

The business climate in the downtown is one of a dynamic nature. There are several businesses that have been in the Village for many years, yet there are others businesses with a high turnover rate. There is no formal Business Improvement District or economic development strategy for the Village at this time.



Photo 21 - Downtown Business District – View Looking South on Main Street

C.9.a.(2) Waterfront Commercial Areas

Commercial development is located both north and south of the Waterfront Park. Several buildings associated with the location of 145 Palisade, just north of the Waterfront Park, are being utilized for a multiple and diverse number of uses. None of the present uses have any physical relationship to their Hudson River waterfront location. The Chart House Restaurant is located south of Waterfront Park directly on the waterfront. The restaurant is greatly enhanced by this location due to waterside views of the river but does not provide any physical interaction with the Hudson River such as docking. Current uses at 145 Palisade Street west of the tracks are not water dependent. Community Tree Services, for example, has stacked excess lumber along the shoreline, blocking precious views of the river. Such businesses should be relocated away from the waterfront area.

C.9.a.(3) Gateways

The gateways to the Village are key components of the Village's economic development because they serve as the northern and southern entrances into the Central Business District (CBD) and waterfront commercial areas.

C.9.a.(3)1 Northern Gateway

Broadway (Route 9) is the main north/south road serving the Historic River Towns of Westchester. Ashford Avenue, which is the main east/west road to the Saw Mill Parkway and eastern Westchester is also heavily traveled with the potential of delivering numerous customers to the business district and waterfront areas. The deteriorated condition of portions of the gateway area has been a major concern of the Village since the closure of Scott Chevrolet and the Power Test Service Station in the late

1990's. In 1997, The Village commissioned a gateway study to examine the intersection at Broadway and Ashford, recommend a land use plan for the area, and explore ways of drawing people onto Cedar Street. A summary of findings and recommendations of the Gateway Study is available on file at Dobbs Ferry Village Hall.



Photo 22 - Northern Gateway – View Looking Northeast from Ashford Avenue

C.9.a.(3)2 Southern Gateway

By contrast, the southern gateway to the CBD, at Livingston and Broadway, includes a dynamic view of an expanse of the Hudson and two historic markers recording Revolutionary war events. The gateway is characterized by the acute angled intersection with a small planting island. Livingston has excessive width where it meets Broadway. The area is primarily residential, with Cabrini Nursing Home and Rudy’s Beau Rivage Restaurant close to the intersection. The Hudson is viewed once again where Livingston ends in Main Street. At that point, the shops of lower Main Street and the new library come into view. The width of Livingston at the Gateway intersection and for one residential block at this southern entrance might be considered for boulevard treatment, extending the existing planting island, and keeping on street parking and striping a bicycle lane.

C.9.b. Local Economic Development Programs

There is no formal economic development strategy for the Village. Village residents have historically been able to support the existing and new businesses in the downtown without a planning effort. However, as the 1997 Gateway study recognizes, the Village has gone through a transition and resident spending patterns have changed significantly in recent years. The study found the following trends in

the Village that have an impact on the viability of the its commercial areas, and that can serve as a focus for future economic development efforts:

- A fragmented and mixed trade area.
- Higher priced single-family homes.
- Increased demand for upscale shopping.
- A rising singles population.
- Growing number of children, teenagers, and senior citizens.
- More commuter traffic.
- Majority retail spending on grocery and drug items.

Many, if not most, small Westchester villages have gone through similar economic shifts and are looking for ways to strengthen the viability's of their downtown business districts.

C.9.c. Regional Economic Development Strategies

A variety of regional economic development strategies are available to assist Westchester towns and villages in strengthening their downtowns.

C.9.c.(1) Hudson River Valley Greenway.

The Hudson River Valley Greenway Act of 1991 created a process for voluntary regional cooperation among the 242 communities in the 13 counties in the Hudson River Valley.

The Hudson River Valley Greenway Communities Council, a state agency, was created to provide local communities with technical and financial assistance for economic development and planning. The Council works with local and county governments to enhance local land use planning and create a voluntary regional planning compact for the Hudson River Valley. The Council provides community planning grants and technical assistance to help municipalities develop a vision for their future and tools to achieve it. The Greenway works by balancing economic development and resource protection objectives. The economic development criteria encourage economic development that is compatible with the preservation and enhancement of natural and cultural resources with emphasis on agriculture, tourism, and the revitalization of existing community centers and waterfronts.

C.9.c.(2) The Hudson Valley Tourism Development Council (TDC).

The TDC is a public/private partnership of tourism interests in the 10-county Hudson River Valley Region. Its mission is to strengthen the region's economic base by coordinating and implementing tourism development efforts. The TDC is creating a cohesive whole-region

identity. It is promoting the Hudson Valley as a major tourism destination both domestically and internationally.

C.9.c.(3) Historic River Towns of Westchester (HRTW)

A 13 community consortium of Hudson Riverfront communities has been involved in the preparation of a long-range sustainable tourism and economic development plan for the region. HRTW was established in 1994 by an inter-municipal agreement to conduct joint tourism and marketing activities. HRTW works with Historic Hudson Valley, a not for-profit organization that operates historic sites in Westchester County. The joint planning process has included the preparation of a Tourism and Economic Development Plan, Hudson River Waterfront Plan, Building Livable Downtown Plan, and Growing Smarter Together. The unique aspects of the process lead to its becoming a model for future plans to be prepared in the County and Hudson River Valley region.

HRTW efforts were reinforced by Congress's designation in 1996 of the Hudson River Valley as a National Heritage Area. Recent state initiatives to revitalize the Hudson River by formally establishing it as an American Heritage River and, by doing so, enhancing regional tourism and economic development opportunities have also reinforced the HRTW goals.

C.9.c.(4) Hudson River Valley Greenway County Compact

Westchester County has developed a Hudson River Valley Greenway County Compact plan that includes a regional economic development strategy for the Historic River Towns of Westchester (HRTW). The compact promotes tourism while incorporating protection of natural, cultural, and historic resources, main street revitalization, increased access to the Hudson River, and county-wide policy recommendations that promote Greenway criteria and principles throughout the county. The compact is based on Patterns for Westchester, a long-range land use strategic plan prepared by the County Planning Board.

C.9.d. Analysis of Local Economic Conditions and Future Needs

Dobbs Ferry's commercial resources in the downtown and waterfront areas give a mixed impression to prospective shoppers and business owners. The potential for opportunity is tremendous, but the Village currently lacks the expertise to manage their commercial resources and make those opportunities available. For example, the inventory reports an ongoing average vacancy rate of 12 storefronts or 10% of the commercial space in the downtown. Empty stores have a negative impact on other businesses due to the fact that potential new businesses are not confident of future success and therefore not willing to take the risk of failure resulting from location in a commercial area that consumers perceive as a failing area. Store vacancies give an overall negative impression to potential customers. The Village needs to allocate resources to the downtown to increase business stability and shopping opportunities. Inventory research, including public surveys about the Dobbs Ferry's commercial areas revealed other issues and opportunities. They are summarized here.

The Public Opinion Survey, available on file at Dobbs Ferry Village Hall, found that residents want more variety in the types of shopping opportunities in the downtown. Residents noted that more attractive storefronts, services that stay open later, more pedestrian friendly streetscapes, improved access to parking, more trees and public spaces in which to gather, shuttle bus services between Rivertown Villages' shopping areas, all would go a long way to bring more economic vitality to the downtown and preserve the Village way of life.

Merchants suggest that the Village should adopt a more business-friendly approach and take a proactive stance on revitalizing the downtown. Some suggest that it would be helpful if the Village would streamline the permitting process for new construction and renovations, and provide tax reductions, or other incentives to help businesses adjust to new regulations.

The 1997 Gateway study suggests that there may be use for a downtown business manager who would oversee the needs of the merchants, campaign to attract new businesses and retain existing businesses, and improve the quality and character of the downtown. This is an important consideration given the fact that there is presently no Business Improvement District (BID) and the local Chamber of Commerce is not strongly supported. The Village therefore needs to find focus in terms of a local economic development strategy that coordinates well with the regional economic development strategy. This would include an implementation scheme to carry through the many ideas generated in the Gateway study, the surveys, and the LWRP.

The Village has the opportunity to take advantage of its strong visual and physical connection to the Hudson River. The train tracks are an access constraint to the Waterfront Park from the downtown, but this is not insurmountable. There are a number of ways to create more interaction between the waterfront areas and the downtown, especially since the Village is very walkable. Good signs, safe and convenient access, combined with good entertainment and programming at Waterfront Park, businesses in the downtown that appeal to families, will help to establish new pedestrian habits. In addition, there may be new commercial opportunities available in the Train Station or at the 145 Palisade St. property as a result of increased pedestrian traffic. Additional footpaths from the downtown to these areas would benefit business owners in the downtown.

The downtown has strong, small-scaled village appeal. There is clear evidence that small village settings are highly desired for shoppers and residents. Villages are favored as nice places to pass the time. The Village is interested in promoting the downtown to the point at which it is lively and all businesses are viable. It is interested in making the best of downtown's assets and maximizing the available opportunities in the downtown and the waterfront area. The downtown merchants and property owners should encourage local building codes that allow joint living and working spaces in the downtown. This would ensure a more consistent level of business.

New economic activity can come from a variety of sources including new tourists from outside the region, residents from nearby communities, and Dobbs Ferry residents themselves. Downtown businesses cannot subsist on present consumer activity from residents only and are committed to attracting more of its resident and residents from other communities, including New York City and

points north and south on Metro North, who enjoy dining and shopping in urban village settings. Heritage tourism is encouraged so as to fit in with the regional economic development strategy that promotes Dobbs Ferry's outstanding natural, historic, and cultural resources.

The Village of Dobbs Ferry recognizes the value of a cooperative approach for improved economic development. The regional vision that is being established through the Historic River Towns of Westchester (HRTW) efforts will assist the Village in strengthening its identity. Future initiatives will result in more effective programming and efficient use of limited financial resources by encouraging joint complementary events and eliminating local competition. The Village also realizes that the long-term sustainability of the Dobbs Ferry Business District is irrevocably linked to the success of the HRTW initiatives and the HRTW Villages' participation in those initiatives.

C.10. Local Public Opinion Survey Analysis

The input of Dobbs Ferry residents throughout the LWRP process has provided clear direction to the LWRP Committee to define the goals and recommendations of the Dobbs Ferry LWRP for the waterfront and downtown areas. This section provides a summary analysis of several Dobbs Ferry resident surveys that were conducted over the past five years to determine public opinion on land use issues relating to the Gateway, Downtown, Waterfront, and Open Space. The combined analysis of these surveys has provided valuable guidance to the Committee in the completion of the LWRP Inventory and Analysis. Survey results have strengthened the Committee's findings for each inventory category and helped us to gauge public knowledge and interest in these areas of study. A brief summary of the findings of these surveys follows:

The results of the following surveys were used to prepare this summary. Survey methodology, questionnaires, and results of each of the surveys are available on file at Dobbs Ferry Village Hall.

- May 1997 - The Gateway to Dobbs Ferry Business District Study Survey by Project for Public Spaces, Inc. A village-wide survey.
- Fall 1999 - Waterfront Questionnaire conducted by the Dobbs Ferry Ad Hoc Waterfront Committee. A village-wide survey with a 10% return rate.
- Fall 2000 - Jitney Survey conducted by the Village of Dobbs Ferry. A village-wide survey with a 3% return rate. Survey was supplemented with a separate mailing to residents of The Landing.
- April 2001 - LWRP Inventory Worksheet Survey by the Dobbs Ferry LWRP Steering Committee. Survey Questionnaire at April 18 Public Meeting.
- June 2001 - Open Space Survey by the Dobbs Ferry Ad Hoc Open Space Committee. A village-wide survey with a 7% return rate.
- July-August 2001 - LWRP Summer Questionnaire by the Dobbs Ferry LWRP Steering Committee conducted at the Wednesday evening Jazz Series at Waterfront Park. 84 on-site respondents.

- April–June 2002 – House gatherings to discuss LWRP issues.

C.10.a. History/Archaeology

One respondent wrote: The River connects us to the past and the future.

Most respondents had little or no knowledge of the history of Dobbs Ferry's waterfront, i.e. Native American, Early American, maritime, railroad, industrial/commercial, recreational and natural history. Respondents expressed, however, the need for more education and recreational programs, including a museum, to tell about Dobbs Ferry's natural and cultural history.

Respondents whose families have lived in Dobbs Ferry for more than one generation told of how their families used the waterfront in the past. Passive uses were similar to today's picnics, sitting, relaxing, and viewing the river and sunset. Swimming and crabbing were popular active uses before the river became polluted. Skating was also popular in the first half of the 20th century when the river froze over each winter.

C.10.b. Natural Resources

Natural resources of particular importance to respondents are clean air and water, healthy rivers and tributaries, natural beaches, trees and native vegetation, wildlife habitats (including shoreline and wetland), open space and scenic views. Much interest in bird watching was indicated, as opposed to fishing which was hardly mentioned.

Health, tranquility, and heritage were cited among the reasons to preserve natural resources. These responses suggest that in many cases, a person's appreciation of the natural world is based more often on personal experience than on specific knowledge of the environment. In any event, it would behoove the Village to focus recommendations for natural resource preservation on projects and programs to enhance personal experiences in nature as well as increase knowledge of the environment.

C.10.c. Land Use

The preferred land use at the waterfront was open space for both active and passive recreational uses. Many of the suggested recreational uses were water enhanced or water dependent, including low impact activities that may be well suited to the open areas and topography of the waterfront area, e.g., walking/jogging path, open area sports (croquet, frisbee, volley ball, etc.), concerts, non-motorized boat launch, fishing, and swimming beach.

83% of Open Space Survey respondents said that the Village should amend zoning and planning codes to limit development. Regarding any future waterfront development (residential, commercial, industrial), respondents overwhelmingly opposed further large scale development at the waterfront and preferred preserving the waterfront's remaining open space for public use. Suggestions for accomplishing this included restoration of land along the waterfront to a more natural state, and extending the park to include portions of 145 Palisade Street and Nun's Beach at the Landing.

Many also recognized potential opportunities for small business in the waterfront area such as cafés, small restaurants, bed & breakfast inns, artist studios, excursion ferry, or storage for non-motorized boats. In the LWRP Inventory Worksheet Survey, a majority of respondents felt that the waterfront commercial areas at the Chart House and 145 Palisade did not adequately serve the needs of Dobbs Ferry residents. This could mean poor accessibility (signage, parking and pedestrian walkways) or that residents wish for more variety of services and choices in these commercial areas. (See C.10.j. Business District). A small number suggested residential uses: attractive, affordable condominiums, and senior citizen housing.

C.10.d. Waterfront Uses

Most activities suggested by open space survey respondents were waterfront-appropriate, if not water dependent (boating, fishing, swimming, etc.) or water enhanced (walking, running, concerts, bird watching, etc.) Although some expressed a need for more athletic fields, there was a strong preference for quiet and passive recreation as opposed to field sports and other large group activities. Non-motorized boats were the vessel of choice, but many suggested an excursion ferry. The need for new and improved access points from land to get close to the water was mentioned often. There were many suggestions for public events at the waterfront, most involving music, art, and theatre; family activities, and environmental education.

C.10.e. Scenic Resources

Responses to the LWRP surveys indicated that scenic views, both of the Hudson River and non-river views, were very important to maintaining the quality of life and the character of Dobbs Ferry. Although river views from the waterfront and downtown were most popular, many of the favorite views listed by respondents were from private or institutional property.

All but two respondents were in favor of regulatory mechanisms such as view preservation zoning, building height limitations, and tree/vegetation management to protect and enhance the Village's scenic resources.

C.10.f. Open Space

Results from the LWRP and Open Space surveys adamantly support a strong stand from the Village of Dobbs Ferry to protect remaining open spaces. Respondents are in favor of preservation of open spaces, including on the waterfront, to preserve the character of Dobbs Ferry. Residents favored the limiting of future development and the provision of space for public recreation, and protection of scenic vistas and wildlife habitats. LWRP survey respondents commented that the Village should have as much control of waterfront open space parcels as possible for community uses: for public access, recreation, conservation, and education. Most respondents supported Village purchase of selected open space parcels (if and when they become available.)

C.10.g. Transportation

Most Dobbs Ferry residents use a car to get to and from the downtown or the waterfront/train station. Very few carpool. Walking was the next most popular means of getting around town. Very few commuters use the Westchester Beeline bus system to get to and from the train station, mostly because it is inconvenient. Very few residents use bicycles because of heavy traffic, steep hills, and the lack of bike paths.

Although walking is popular in the Village and a significant number walk to the downtown areas, many complained about the lack of sidewalks on the tree streets (Elm, Oak, Walnut, and Chestnut) and about the dangerous conditions and long waits at intersections on Broadway.

Three surveys asked if residents would consider a local jitney or van as an alternative means of transportation through the Village and to/from the train station/waterfront. The 1999 Waterfront Committee Survey and the Village Jitney Survey both showed an overwhelming majority of respondents in favor of using a jitney/van as an alternative means of transportation. Most opposition to this idea is related to lack of early- and late-scheduled vans and not enough pickup/drop off locations. Perhaps this could be explored further.

Regarding parking in the Village, most car users prefer on- street parking to off-street parking. This could be only a perception, since on-street parking is not necessarily more convenient.

C.10.h. Public Access/Trailways

Access to Waterfront Park: 92% of Village respondents to the Waterfront Committee's survey said that they visit the park and 24% visit often. When asked what keeps them from visiting the park more often, lack of parking was cited often, after locked bathrooms and teenage hangout problem.

Access by non-residents: The Waterfront Committee Survey asked specifically if Waterfront Park should be open to non-residents. 50% responded yes, 39% no, (11% did not respond). Of those in favor, 59% said "for public events only", 29% "occasionally", and 12% "always". In the two LWRP surveys, most respondents favored allowing waterfront access to the park by non-residents from land and from the river. An overwhelming majority of respondents favored increased general access to the riverfront at several points: 145 Palisades, Wickers Creek, the Landing, northern Waterfront Park, and Mercy College.

Improved access to the river for boating and swimming was strongly favored. In addition, respondents were very much in favor of improving Dobbs Ferry's multi-use trailway system to link to Hastings and Irvington through the major north-south routes (Old Croton Aqueduct, South County Trailway, and the future Hudson Riverwalk). The improved trailway would also create new linking trails to the waterfront.

The need for local bike paths was consistently mentioned in the context of a trailway system.

C.10.i. Watershed and Stormwater Management

There were few responses to the LWRP survey questions regarding basement and street flooding and other drainage related problems. Most respondents reported no problem. All respondents were satisfied with Village snow removal services.

C.10.j. Business District

Use: Shopping and eating are the two main uses of the Dobbs Ferry downtown business district by residents. According to the PPS 1997 survey, groceries and drug items make up 59% of retail sales. These and restaurants, take-out food, hardware and personal services are the types of shopping and services that residents take advantage of the most. Regarding 145 Palisade businesses, a small percentage of residents have ever visited the building(s). Perhaps improved signage and information kiosks could be placed in strategic locations in the downtown and the waterfront areas.

Most survey respondents would like to see fewer empty storefronts, more diversified businesses, more ethnic variety in restaurants, more upscale and unique shops, more art display space, more family-oriented stores and no big-box chains. A concerted recruitment effort by the Village is necessary to ensure that these needs are met. This could also be addressed through zoning.

Survey respondents suggested more attractive storefronts, awning/ signage/ storefront guidelines to add charm and preserve the character of the Village. This can be accomplished through the efforts of the local Chamber of Commerce or a Business Improvement District (BID) agreement among business/property owners in the business districts. Respondents also suggested later store hours, longer parking meters, more public spaces for gathering, and a regional shuttle bus service to and from other Rivertown shopping districts.

Similar responses were noted from the 1997 PPS Survey of business owners. In addition, existing security in the downtown area received a high rating from business owners.

C.10.k. Educational Resources

All respondents to the LWRP surveys acknowledge that the Dobbs Ferry waterfront area provides a wonderful opportunity for education and that there is a real need for waterfront educational programs for all ages. Most mentioned were nature programs of all kinds as well as the development of a nature center. The importance of coordinating the resources of regional and local schools, agencies, and organizations was stressed.

D. LWRP Planning Goals

Based on the findings of the inventory and analysis of local conditions and the information gathered through numerous public interviews and surveys, the LWRP Committee has identified a number of primary planning goals for the Village of Dobbs Ferry. These broad planning goals have shaped the

Committee's development of the policies (Section III) and recommendations (Section IV) of the Village's LWRP. They are as follows:

- Create a strong Historic Hudson Rivertown identity for Dobbs Ferry and encourage the preservation of Dobbs Ferry's cultural heritage.
- Preserve scenic views of the Hudson River and the natural character of the Dobbs Ferry waterfront and develop a visually and environmentally sensitive approach to waterfront development.
- Revitalize the Waterfront and Downtown Areas by fostering economic development initiatives that will ensure the long-term sustainability of these areas.
- Increase active and passive recreational opportunities at Waterfront Park and other waterfront locations. Expand opportunities for water-related activities.
- Improve public access to the waterfront and link Gateway areas, Downtown, and North-South routes to the Dobbs Ferry Waterfront.
- Provide zoning, planning, and building guidelines and long term planning policies for the appropriate development and preservation of Waterfront and Downtown Areas' resources.

Scenic Hudson Principles of Sound Waterfront Development

The LWRP Committee finds the Scenic Hudson Principles of Sound Waterfront Development to be consistent with the local planning goals while providing clear guidance for future waterfront development in Dobbs Ferry. Scenic Hudson's Principles are as follows:

- Provide access and open space to and along the waterfront;
- Link waterfront areas with parks, nature preserves, historic and cultural sites, commercial main streets, and adjoining communities;
- Protect views to, from, and along waterfronts;
- Protect natural ecology, vegetation, and aquatic habitat;
- Facilitate water-based recreation such as fishing, sailing, kayaking, canoeing, swimming, and nature appreciation that is consistent with local site conditions and the protection and enhancement of natural resources;
- Relocate non water-dependent land uses such as industrial facilities, bulk storage, public works, and parking away from the water's edge;
- Promote a mix of uses to help revitalize existing communities and foster active, diversified, and sustainable waterfront development;

- Provide shoreline treatment to prevent erosion, protect water quality, and enhance public access appropriate to community and environmental needs;
- Prevent non-point sources pollution, particularly stormwater runoff;
- Promote consistency and continuity of new development with adjoining and/or surrounding neighborhoods;
- Provide appropriate architecture and urban design in keeping with the height, scale, density and character of adjoining neighborhoods, including continuous street networks and well-designed pedestrian and gathering spaces;
- Integrate multi-modal and inter-modal transportation including rail, land-based, and water-based mass transit, bicycles, and vehicular and pedestrian movement in accordance with the capacity of existing or upgrading systems;
- Create a safe and user-friendly environment with the use of traffic calming techniques such as narrower driving lanes, on-street parking, wide sidewalks, street trees, crosswalks, ample lighting, and attractive street furniture;
- Preserve, upgrade, expand, and adapt for re-use appropriate stock of existing residential commercial buildings;
- Maximize public participation in planning and development processes.

SECTION III COASTAL MANAGEMENT POLICIES

A. Developed Coast Policies

Policy 1.

Foster a pattern of development along the Dobbs Ferry waterfront and downtown areas that enhances community character, preserves open space, makes improved and efficient use of infrastructure, makes beneficial use of the waterfront, and minimizes adverse effects of development.

Explanation of Policy:

Policy 1 is intended to foster a Dobbs Ferry development pattern that provides for beneficial use of the waterfront and downtown area resources. The objective of the LWRP is to set forth a comprehensive plan that will further the intent of Policy 1.0. At the same time, the LWRP will assure the protection and beneficial use of our waterfront area resources and preserve the essential character of Dobbs Ferry as a historic Hudson River community.

There are proposals for continuing development along waterfront parcels and elsewhere. There are also a number of significant waterfront parcels in Dobbs Ferry that could conceivably be the subject of future development interest. While development can be a very positive force, it is not inevitably so. It is very much in the Village's interest that it assert a measure of control over the nature and extent of desirable development, rather than to leave the initiative in the hands of private interests.

Applicability to Dobbs Ferry:

The primary components of the desired development pattern for Dobbs Ferry's Downtown and General Waterfront Area are reuse of existing, architecturally significant building stock and historic sites as centers of recreation, residential, and commercial activity. Where new construction is in order, it should be consistent in scale and character with what is there already.

Since Dobbs Ferry was first settled, the community character of Dobbs Ferry has been defined by a pattern of development with a strong visual and physical relationship to the Hudson River - in residential and downtown areas as much as, if not more than, the waterfront areas. As Dobbs Ferry engages in this long-term planning process, priority should be given to land uses that encourage and enhance this rich relationship.

The long-standing planning goal for the waterfront and downtown areas has been to reclaim and rehabilitate them. This program calls for revitalization of downtown Dobbs Ferry through economic redevelopment, increased recreational opportunities, and establishment of community-oriented social activities and the facilities to accommodate them. In addition, Dobbs Ferry is seeking to find creative

ways to attract residents and visitors to the downtown and offer a more diverse mix of wares and services.

Sub-policies and policy standards relating to Policy 1 include the following:

Policy 1.1

Concentrate development and redevelopment in order to revitalize deteriorated and under-utilized waterfront and downtown areas and strengthen the waterfront focus of the Village of Dobbs Ferry.

Explanation of Policy:

The overall intent of this policy is to integrate land use components that highlight existing resources, such as local history and important natural and man-made features, to reinforce community identity. The Waterfront and the Downtown Areas should be linked by newly designed connections and should each have a focus that complements the other and draws from the community. Development and redevelopment should make use of existing infrastructure where possible and should be limited to areas with no environmental constraints, minimizing consumption of waterfront lands and maximizing recreational and economic opportunities. Some principles that follow from the policy:

- Enhance and draw attention to the natural and historic importance of the General Waterfront and Downtown Areas.
- Strengthen the economic viability of the traditional downtown areas.
- Develop related recreational and commercial opportunities in the waterfront and downtown areas to encourage movement between the two areas.
- Encourage land uses appropriate to the General Waterfront Area, including mixed commercial and recreational uses.
- Match land uses to local and regional community needs to avoid unnecessary duplication and to preserve community character.
- Accommodate new waterfront uses in an orderly manner and foster safe, convenient waterfront access at strategic locations, linked by streets, sidewalks, a Riverwalk system, and other modes of access.
- Increase educational and interpretive use of the area around the Hudson River.

Applicability to Dobbs Ferry:

The revitalization of deteriorated, abandoned, or poorly utilized sites within the General Waterfront and Downtown Areas is a means of improving the appearance and economic and recreational vitality of these areas. Deteriorated, abandoned, or under-utilized sites are identified in Section II (Inventory and Analysis) of this LWRP. In particular, portions of the 145 Palisade property on the west side of the

railroad tracks, the auto bridge across the tracks at 145 Palisade, and the Village DPW property on Cedar Street adjacent to 145 Palisade are identified as deteriorated and poorly used. These properties have great potential for adaptive reuse and redevelopment for commercial and recreational purposes that contribute to waterfront and downtown revitalization efforts. The Village DPW property, which will soon be available for redevelopment, offers great potential for much needed public recreational facilities or possible redevelopment in conjunction with redevelopment of the underutilized portion of the 145 Palisade property along the street.

Dobbs Ferry will foster a pattern of development that will strengthen the Village's waterfront focus and integrate waterfront areas with the local downtown and other communities by:

- Providing physical linkages between the Waterfront and Downtown Areas and other areas of Dobbs Ferry as well as other communities.
- Providing access to the waterfront area from the surrounding community where feasible.

Policy 1.2

Ensure that development or uses make beneficial use of their proximity to the waterfront.

Explanation of Policy:

There is a finite amount of waterfront space in the Hudson Valley suitable for development purposes. Therefore, it is reasonable to expect that demand for waterfront land along Hudson River will intensify over time. Simply allowing market forces to determine the future, long-term use of this valuable resource does not ensure an attractive or a publicly accessible waterfront. In fact, it would likely work against such a desired result. This policy seeks to provide a measure of control for future waterfront land uses in Dobbs Ferry by devoting these lands to uses that are water-dependent or water-enhanced.

Inappropriate zoning can undermine efforts to ensure beneficial waterfront development. When zoning does not foster a cohesive and appropriate pattern of development, it can allow valuable waterfront lands to be lost to inappropriate uses that detract from their connection to the waterfront. The policy standards listed below provide guidelines for ensuring appropriate waterfront development in the LWRP project area. Prior to listing the guidelines, however, several key terms should be defined. These are as follows:

‘Water-dependent uses’ are defined by the State of New York as “activities that require a location in, on, over, or adjacent to the water because the activities require direct access, and the use of water is an integral part of the activity.”

‘Water-enhanced uses’ are defined as “activities that do not require a location on or adjacent to the water to function, but whose location on the waterfront could add to public enjoyment and use of the water’s edge, if properly designed and sited. Water-enhanced uses are generally of a recreational, cultural, commercial, or retail nature.”

Policy guidelines include:

- Development occurring adjacent to the shore of Hudson River will favor water- dependent or water-enhanced uses.
- Encourage economic development activity that will enhance the waterfront experience and protect existing water-dependent uses.
- Locate new development where infrastructure is adequate or can be upgraded to accommodate new demand without adverse impacts on waterfront resources.
- Increase the number and variety of water-enhanced and water-dependent uses and give water-dependent development precedence over other types of development along Hudson River.
- Discourage new waterfront development projects that require the use of waterfront resources for parking facilities.
- Encourage private development projects to include low impact public waterfront access initiatives.
- Prohibit uses on the waterfront that are not compatible with this overall program. A use should be avoided on the waterfront if it:
 - Results in unnecessary and avoidable loss of coastal resources or access to coastal resources, and ignores the coastal setting through inappropriate design or orientation,
 - Does not, by its nature, derive benefit from a waterfront location, or
 - Inappropriately restricts public access.

Applicability to Dobbs Ferry:

The Dobbs Ferry waterfront should be an extension of the Downtown. These guidelines, therefore, will apply to any development or redevelopment in the Waterfront/Shoreline Area as well as the Downtown Area. Future development in these areas shall be undertaken in a manner that is compatible with the overall "village character" of the community.

This policy, however, primarily affects two private parcels in the waterfront area: the Chart House parcel and the portion of 145 Palisade Street west of the tracks. The 145 Palisade parcel is a large waterfront area with bulkhead that historically was served as a deepwater dock. This parcel also contains a sandy beach area adjacent to the mouth of Wickers Creek, and a small forested area. Among the important considerations regarding the redevelopment of 145 Palisades (on the east and west sides of the tracks) is that existing views of the Hudson should be permanently preserved and redevelopment plans should include the provision for public access to the waterfront.

The other privately owned parcel in the Waterfront/Shoreline Area is the Chart House Restaurant and parking lot, south of Waterfront Park, where the potential for future redevelopment also deserves attention. Any future use of this site should be compatible with the adjacent public parklands and have

some relationship to the waterfront whether it be water-dependent or water-enhanced, as defined above, and must include provision of public access to the waterfront.

There are two large institutional parcels along the waterfront – Mercy College in the northern portion of the Village and St. Christopher’s School and Cabrini Nursing Home in the south – that are also subject to these waterfront guidelines to ensure that any future development of these parcels will make appropriate and beneficial use of their proximity to the waterfront.

Policy 1.3

Maintain and enhance Dobbs Ferry's natural areas, recreation, and open space lands.

Explanation of Policy:

Well maintained natural areas -- parks, shorelines, small and large wooded and open areas, steep slopes, rivers and streams-- enhance community character and aesthetic quality of the natural and manmade environments. Dobbs Ferry's natural areas, on the waterfront and throughout the Village, benefit the physical environment and the physical and psychological health of the community. Any potential adverse impacts of proposed development to physical environments should be addressed and mitigated. Land use planning requirements and development guidelines should reflect attention to site characteristics by limiting the disturbance of steep slopes, wetlands, wooded areas, and water resources. The requirements and guidelines should foster visual compatibility of the development with surrounding areas.

Specific policy guidelines regarding maintenance and enhancement of open spaces and natural areas are as follows:

- Avoid, or minimize the loss of environmental and aesthetic values of important recreation, open space, and natural areas of the Hudson River.
- Avoid, or minimize the loss of open space, natural areas, wetlands and wildlife habitat while attempting to accommodate the recreational needs of the community.
- Encourage appropriate, low impact uses that take into consideration the local natural features such as geology, topography, and wildlife habitat.
- Improve infrastructure and implement protective measures to prevent erosion and stormwater runoff into the Hudson River and its tributaries.
- When evaluating proposed new developments, ensure that natural areas are preserved to the maximum extent possible, e.g. preserve native species, large individual trees, stands of large trees, unique forest cover types and habitats whenever possible.
- Protect existing parklands and provide additional public recreational opportunities along Hudson River and carefully consider the implications of expanding infrastructure that might accelerate conversion of open spaces or natural areas to other uses.

Applicability to Dobbs Ferry:

It is desirable to achieve and maintain a better balance of natural areas and developed areas in Dobbs Ferry. Many natural areas throughout the Village are shrinking because of development and poor maintenance. Much of the natural area that graced the shores of the Dobbs Ferry waterfront during the past century has been lost to industrial, commercial and residential development. The most recent loss of natural area to development was a large wooded area of Mount Mercy property, just north of the mouth of Wickers Creek, in the early 1990s. The Village's remaining natural areas, including waterfront, wetlands, wooded and sloped areas, and the Wickers Creek and Saw Mill River corridors, should be protected and enhanced to mitigate the impact of development activity in the surrounding areas. Steep slopes along Wickers Creek should be stabilized to protect from further erosion.

The recreational open space at Waterfront Park affords magnificent river views and a unique riverfront experience. Any structures or facilities and related infrastructure that may be added as part of park improvements should be carefully sited and sized to minimize the loss of views and recreational space. New additions to the park should provide enhancement of open park land as well as natural areas.

Policy 1.4

Minimize potential adverse land use, environmental, and economic impacts that would result from proposed development.

Explanation of Policy:

To enhance community character and maintain the quality of the natural and manmade environments of the Hudson River, Saw Mill River, and Wickers Creek shoreline areas, potential adverse impacts of proposed development on existing development, the natural environment and the economy will be addressed and mitigated.

Cumulative and secondary adverse impacts from development and redevelopment should be minimized. Cumulative impacts are the result of the incremental or increased impact of repetitive actions or activities when added to other past, present, or future actions or activities. Secondary impacts are those that are foreseeable, but occur at a later time or at a greater distance from the action, and are caused or facilitated by an action or activity, whether directly or indirectly.

Application to Dobbs Ferry:

Potential adverse environmental impacts on existing development in Dobbs Ferry should be minimized as follows:

- Utilize the State Environmental Quality Review Act (SEQRA) process to its fullest extent in the review of projects under Village jurisdiction. SEQRA provides an important means whereby the local community can assess all potential significant environmental impacts of a proposed development. Local, state, and federal review of major actions proposed in the Hudson River

waterfront areas should take into account the economic, social, and environmental interests of Village residents.

- Locate future development where public infrastructure capacity exists, where existing facilities can adequately handle the development, or where private facilities could be developed in such a way that community character, environmental quality, open space, and natural resources are preserved and water-dependent uses are not displaced.
- Avoid the introduction of discordant features which would detract from the community. Compare the proposed developments with existing distribution of structures, scale, intensity of use, architectural style, land use pattern, or other indicators of community character.
- Preserve undeveloped/open space areas by avoiding adverse impacts among existing incompatible uses by avoiding expansion of conflicting uses, promoting mixed-use development approaches which would reduce the potential for conflict, segregating incompatible uses, and providing buffers or other design measures to reduce conflict between incompatible uses.
- Utilize all planning review, analysis, and mitigation tools such as the Village Steep Slope Ordinance, Westchester County Best Management Practices (BMPs) for storm water management, non-point source pollution, etc. and others.
- Protect the surrounding community from adverse impacts due to substantial introductions of or increases in odors, noise, or traffic.
- Preserve viewsheds to maximum extent possible.

Potential adverse economic impacts should be minimized, as follows:

- Prevent derelict or dilapidated conditions of existing buildings and access structures in the Waterfront/Shoreline Area, encourage the interaction of people with the waterfront.
- Protect and enhance the community's commercial districts in the Downtown and Waterfront areas.
- Promote a diverse economic base in the Downtown and Waterfront Areas to serve the needs of residents and non-residents.
- Preserve natural areas by avoiding the expansion of infrastructure or services into previously undeveloped areas, particularly at the north end of Waterfront Park, 145 Palisade Street west of the tracks, Wickers Creek and Saw Mill River corridors, wetlands, creek corridors, and steep slopes.
- Increase existing capacity of services and infrastructure to foster the concentration of development in already developed waterfront areas at 145 Palisades Street and the Chart House.

Policy 1.5

Protect stable residential areas.

Explanation of Policy:

Policies for protection of residential areas are as follows:

- Maintain residential areas and allow for the restoration of existing commercial and institutional buildings for conversion to residential dwellings. In protecting the existing residential areas, the existing housing stock should be preserved. Opportunities should be provided for the development of a variety of housing types to meet the needs of people at various income and age levels, and household compositions.
- Avoid new uses and developments that are incompatible with existing residential development. Avoid new uses in a stable residential area when the use, design, or scale will significantly impair the character or functionality of the neighborhood.

Application to Dobbs Ferry:

Residential land uses in Dobbs Ferry basically take four forms: detached single-family homes, apartments (accessory apartments and over stores in the Downtown Area) and multiple dwelling units occurring in townhouse condominiums, converted older single family structures, and multi-story buildings.

Underutilized spaces over stores or in vacant buildings in the Downtown Area present housing opportunities. Proper zoning can capitalize on these opportunities to contribute to the vibrancy of the downtown. The Village should review its zoning law to identify strategies to increase residential use in the Downtown area. In addition, the Village should develop guidelines for new construction, redevelopment, and screening in any part of Dobbs Ferry to prevent the reduction or loss of vistas that connect people to the River.

Policy 2.0

Preserve historic/archaeological resources of the Coastal Area.

Explanation of Policy:

This policy recognizes the importance of preserving and enhancing the area's historic, archaeological, and cultural resources, especially those with a coastal relationship. Concern extends not only to the preservation of a specific site or resource but to maintaining the quality of the area adjacent to and around specific sites and resources. Effective preservation of historic resources must also include active efforts, when appropriate, to restore or revitalize such resources.

Applicability to Dobbs Ferry:

Dobbs Ferry's historic and cultural legacy is rich in architecture, marine and land based transportation routes, water ways, and scenic resources that contribute to the enrichment of Dobbs Ferry's identity and provide a multitude of opportunities to restore or revitalize points of interest for the enjoyment of residents and tourists alike. Many, but not all, of these resources are related to Dobbs Ferry's Hudson River location.

Policy 2.1

Maximize preservation and retention of historic resources.

Explanation of Policy:

Historic resources are defined as those structures, landscapes, districts, areas or sites, or underwater structures or artifacts which are designated locally, nationally, or by the State to be protected. This protection begins at the minimum degree necessary to maintain the historic character of the resource. These resources should be protected through the following standards:

- Preserve the historic character of the resource by protecting historic materials and features by making repairs using appropriate materials.
- Provide for compatible use of a historic resource while limiting and minimizing alterations to the resource.
- Promote the designation of historic landmarks that reflect Dobbs Ferry's cultural, social, economic, and architectural history.
- Recognize that public investment in historical development is important to illustrate a commitment to the business community and public at large who may later invest.
- Avoid potential adverse impacts of development on adjacent or nearby historic structures.

Applicability to Dobbs Ferry:

Dobbs Ferry is committed to consider the historical and cultural significance of properties in the Village and their structures and other resources when making land use and zoning decisions and when taking other related Village actions.

Policy 2.2

Protect and preserve archaeological resources.

Explanation of Policy:

Conduct a site survey and cultural resource investigation when an action is proposed on an archaeological site or in an area identified for potential archaeological sensitivity. If cultural resources are discovered, determine the resource's archaeological significance through detailed evaluation.

If impacts are anticipated on a significant archaeological resource, potential adverse impacts should be minimized by:

- Redesigning the project.
- Reducing direct impacts on the resource.
- Recovering data and artifacts prior to construction, pursuant to review and approval by the New York State Office of Parks, Recreation, and Historic Preservation.

Applicability to Dobbs Ferry:

Dobbs Ferry, having completed extensive evaluation of the archaeological significance of the shell midden area at the Wickers Creek Archaeological Site, should take all necessary measures within its jurisdiction to preserve the historical and cultural significance of this site.

Policy 2.3

Protect and enhance resources that are significant to the riverfront culture.

Explanation of Policy:

This policy applies to resources such as historic shipwrecks, lighthouses, and other navigational structures. It also aims to protect the character of historic maritime communities by preserving traditional uses that define the maritime character.

Applicability to Dobbs Ferry:

Dobbs Ferry, owing its name to the ferry service of John Dobbs from the 19th and early 20th century, will provide interpretive materials in appropriate settings to augment the public's understanding and appreciation of the Dobbs Ferry's maritime heritage.

There are no historic maritime structures remaining on the waterfront or River at Dobbs Ferry.

Policy 3.0

Enhance visual quality and protect outstanding scenic resources.

Explanation of Policy:

The scenic qualities of the waterfront are significant and contribute greatly to the area's beauty and character. The area has highly scenic natural resources and a variety of cultural elements that should be protected. The preservation of the aesthetic, historic, and scenic character of Dobbs Ferry is important to the area's attraction as a waterfront area and a heritage area. Scenic views are extensive and varied.

They include long-range views from roadways and upland areas, and shorter-range views from bridges and shoreline locations.

Policy 3.1

Protect and improve visual quality in Dobbs Ferry.

Explanation of Policy:

The following standards and guidelines will be used to protect and improve visual quality:

- Minimize the introduction of elements discordant with existing scenic components and character.
- Restore deteriorated and remove degraded visual components.
- Screen elements that detract from visual quality.
- Use appropriate siting, scales, forms, and materials to ensure that structures are compatible with and add interest to existing scenic elements.
- Preserve existing vegetation and add new vegetation to enhance scenic quality.
- Allow the selective clearing of vegetation to provide or enhance public views.
- Improve the visual quality of urban areas.
- Consider the impacts of new development on existing visual resources.

Applicability to Dobbs Ferry:

- In Village decisions regarding tree removal permits and improvement of visual access to the River, one significant factor among several factors to be weighed, including the tree's role in the neighborhood, is the tree's function in preventing erosion and providing habitat. Another is its energy-saving shade capabilities. Removal could improve a neighbor's view as well as the owner's view.
- The Village should manage its property with consciousness to view enhancement.
- The Village should review its regulations and policies to identify strategies to preserve scenic viewsheds.
- Special attention should be given to zoning and architectural review regulations in the Downtown Area where there is a potential for River views that connect the historic commercial strip with the river that brought Dobbs Ferry into existence. These views deserve strong protective measures because of their scenic qualities and their centrality to life in Dobbs Ferry through location and frequency of use.

- The Old Croton Aqueduct State Historic Park status as a state and national Historic Landmark legally mandates careful attention to the impact of public and private development to this regional scenic and recreational resource. Dobbs Ferry's local review processes should reflect that obligation. Applicants for site plan review of development proposals located on adjacent land should be made aware of the Aqueduct's special status as early as possible.

Policy 3.2

Identify, develop and/or improve properties that have the potential to enhance the public's appreciation of the visual resources of Dobbs Ferry.

Applicability to Dobbs Ferry:

In Village decisions regarding acquisition and development of park space, the scenic value of property will carry substantial weight among other important considerations such as wildlife habitat or adaptability for active recreation. Proposed improvements such as structures, parking facilities, and fencing to adapt newly acquired open space for recreational use should be carefully controlled to minimize negative impacts on scenic values.

1. Dobbs Ferry should reassess public and private night-lighting levels and enact precise controls on new lighting installations to reduce unwelcome glare Village-wide. This should promote better night views of the River and the NYC Skyline.
2. Dobbs Ferry should be vigilant in review of the location and regulation of cell towers and satellite dishes, utilizing existing tall structures and rooftops.
3. Dobbs Ferry should review and scrutinize park improvements made possible through Westchester County assistance to ensure that they meet the Village's view preservation requirements and can be maintained by Village.

B. Natural Coast Policies

Policy 4.0

Minimize loss of life, structures, and natural resources from flooding and erosion.

Explanation of Policy:

This policy reflects state flooding and erosion regulations and provides measures for reduction of hazards and protection of resources.

Applicability to Dobbs Ferry:

Almost all of Dobbs Ferry's Hudson River shoreline is located within the 100-year floodplain. Shoreline stabilization, especially in the waterfront/shoreline area, is vulnerable to the estuary's tidal action and seasonal flooding conditions. Dobbs Ferry participates in the National Flood Insurance Program (NFIP)

and has local laws covering flood damage prevention. These laws are designed to prevent future property damage within the flood hazard area. Erosion continues to be a significant problem along the Hudson River shoreline and the banks of the Wickers Creek and the Saw Mill River.

Policy 4.1

Minimize potential loss and damage by locating development and structures away from flooding and erosion hazards.

Explanation of Policy:

Standards that are applicable to Dobbs Ferry that are directed at protecting life and property using various management measures related to flood and erosion damage prevention are presented below:

- Avoid developing new structures and uses in areas that are likely to be exposed to flood and erosion hazards unless the structure or use functionally requires a location on the coast, in coastal waters, or on or near a streambank or steep slope.
- Locate new structures that are not functionally dependent on a location on or in coastal waters, or on or near a streambank or steep slope, as far away from flooding and erosion hazards as possible.
- Provide funds for housing rehabilitation in the floodplain only in the context of flood-proofing, and only when determined as “no practicable alternative.”
- Provide public infrastructure in or near identified structural hazard areas, or natural protective features only if the infrastructure will not promote new development or expansion of development in areas identified locally as coastal erosion hazard areas, and is designed in a manner which will not impair protective capacities of natural protective features.

Applicability to Dobbs Ferry:

Dobbs Ferry's shoreline west of the tracks is partially made up of artificial fill -- deposited in the 1950s -- to create Waterfront Park. Large boulders and riprap are used to stabilize the shoreline along its entire length, save for the two sandy coves and the retaining wall at the south end of Nun's Beach. The condition of the riprap is deteriorated and some areas have seriously eroded. At Waterfront Park it has become a safety hazard to visitors who wish to walk along the paved shoreline pathway. Much of the shoreline area is also in the flood zone and is vulnerable to flooding during high volume storm events at high tide. Measures to protect the shoreline, through natural and engineered means, will become a priority of the Village and all erosion protection devices along the Village-owned portions of the waterfront will be maintained and upgraded to further prevent deterioration.

Within the Waterfront Zoning District, structures subject to issuance of a special permit and site plan review are not to be situated closer than 150 feet from the mean high water line of the Hudson River. Other protective mechanisms will be required by the new EPA Phase 2 Stormwater Management Rules.

Policy 4.2

Preserve and restore natural protective features.

Explanation of Policy:

The intent of this policy is to enhance existing natural protective features by the use of non-structural measures that are appropriate to manage erosion problems.

- Use vegetative non-structural measures to increase protective capacities of hard structures and natural protective features against flooding and erosion at every opportunity.
- Use hard structural erosion protection measures for control of erosion only where construction of a hard structure is the only practical design option and is essential to protecting the principal use, and where vegetative approaches are not effective or practical.

Applicability to Dobbs Ferry:

There are no known natural shoreline protective features in Dobbs Ferry at this time. Along the coastal area, Dobbs Ferry will encourage the utilization of techniques that closely resemble natural shoreline stabilization systems. For example, a natural vegetative approach to erosion prevention could be implemented in the currently undeveloped section at the north end of Waterfront Park, at the mouth of Wickers Creek, and along the banks of the Saw Mill River. "Non-structural measures" may be used along selective protected habitat restoration areas to complement existing hard structure stabilization measures and to recapture natural areas that have been lost to development in areas along the shoreline. The Village will implement these measures in compliance with existing water quality regulations and with the assistance of state and federal agencies. Native species will be used in re-vegetation projects.

Policy 4.3

Protect public lands and public trust lands and the use of these lands when undertaking erosion or flood control projects.

Explanation of Policy:

Every effort should be made to protect the loss of public lands threatened by flooding and erosion using the techniques and standards described above.

Policy 5.0

Protect and improve water resource quality and supply in the Village

Explanation of Policy:

The purpose of this policy is to protect the quality and quantity of water in the waterfront area. Quality considerations include both point and nonpoint pollution management. Water quality protection and

improvement must be accomplished by the combination of managing new and remediating existing sources of pollution.

The primary water resources in the Village of Dobbs Ferry are the Hudson River, the Saw Mill River and Wickers Creek. The protection and improvement of these resources is paramount to the cultural and economic future of Dobbs Ferry and maintenance and improvement of the quality of these resources is central to short and long-term revitalization goals.

Sub-policies and policy standards for Policy 5 include the following:

Policy 5.1

Prohibit direct discharges that would contribute to lowering water quality standards.

Explanation of Policy:

This sub-policy focuses on those discharges into the water resources of Dobbs Ferry which have an identifiable source, such as a development site, industrial operation, or wastewater treatment plant. These are called “point-source” discharges. Point-source discharges into water resources are regulated by New York State Pollutant Discharge Elimination System (SPDES) permits that serve to prevent discharges that:

- Exceed applicable effluent limitations for the discharge source.
- Cause or contribute to contravention of water quality classification and use standards.
- Materially adversely affect the water quality of receiving rivers and streams.
- Violate a vessel waste no-discharge zone prohibition. (This zone extends the length of the Hudson River from Battery Park to the Troy Dam.)

The effective treatment of sanitary sewage and industrial discharges will be ensured by:

- Maintaining efficient operation of sewage and industrial treatment facilities pursuant to the applicable NYSDEC regulations.
- Providing, at minimum, secondary treatment of sanitary sewage.
- Making improvements to sewage treatment facilities to improve nitrogen removal capacity.
- Reducing the loading of toxic materials into waters by including limits on toxic metals as part of wastewater treatment plant effluent permits.
- Reducing or eliminating combined sewer outflows.
- Providing and managing on-site disposal systems in accordance with NYS Codes, Rules and Regulations.

Applicability to Dobbs Ferry:

There are no point sources in Dobbs Ferry that discharge directly into the Hudson River, Wickers Creek, or the Saw Mill River. All regulated point sources - sanitary sewers and pretreated industrial discharges - are connected to the Westchester County trunk line which delivers effluent to the Yonkers Wastewater Treatment Plant where it is treated before discharge into the Hudson River.

Policy 5.2

Minimize indirect or non-point pollution of water resources, and manage activities causing non-point pollution.

Explanation of Policy:

Non-point pollution is pollution that originates from sources that are not localized or easily identifiable. Non-point pollution includes contaminated surface water runoff of urban areas and agricultural operations. Limiting non-point sources of pollution is the best way to avoid non-point pollution. This can be accomplished by the following:

- Reducing or eliminating the introduction of materials which may contribute to non-point pollution.
- Avoiding activities that would increase stormwater runoff.
- Retaining or establishing vegetation or providing soil stabilization.
- Preserving natural hydrologic conditions through maintenance of natural water surface flows thereby retaining natural watercourses, wetlands, and drainage systems.

Applicability to Dobbs Ferry:

This policy is particularly applicable to Dobbs Ferry in that the Village comprises the drainage basins of two Hudson River tributaries - Wickers Creek and the Saw Mill River. Non-point pollution from roadways, fertilized lawns and golf courses, eroded stream banks and steep slopes should be prevented through the implementation of the following standards:

- Develop both watershed planning and protection approaches and efforts targeting specific pollution sources to reverse the pollution that continues to degrade the Hudson River and its tributaries.
- Develop a village-wide stormwater management plan, in accordance with current EPA Phase 2 Stormwater Management standards, to address any non-point sources of pollution and to establish physical and regulatory mechanisms to prevent further non-point pollution.

- Incorporate integrated pest management (IPM) practices that encourage use of native or other species in landscaping and that requires no or minimal use of fertilizers, pesticides, herbicides, or fungicides.
- Incorporate the use of oil-separating catch basins at gas stations and parking lots and all other instances where catch basins are proposed as part of development plans.

Policy 5.3

Protect and enhance water quality of coastal waters.

Explanation of Policy:

To preserve and improve water quality, non-point source pollution should be minimized by the following actions:

- Retaining as much of the natural vegetation as possible near the waterfront and avoiding the mass clearing of sites.
- Utilizing large graded areas on the most level portions of development sites, and avoiding the development of steep vegetated slopes.
- Conducting grading and clearance activities outside of floodplains to the extent feasible.
- Completing construction work pursuant to a NYSDEC State Pollutant Discharge Elimination System (SPDES) permit for stormwater discharge related to construction work, and maintaining a Construction Pollution Prevention Plan (CPPP) on-site for DEC inspection.
- Protecting inlets to storm sewers by using suitable erosion control and filtering devices during construction.
- Continually evaluating the effectiveness of storm collection systems, and making improvements, where possible, aimed at collecting and detaining sediments in filtering catch basins and retention areas.
- Adequate pump-out facilities should be maintained by local/regional marinas to discourage the overboard discharge of sewage from boats.

Applicability to Dobbs Ferry:

A great portion of Dobbs Ferry's development is situated on sloped land, with a center ridgeline separating stormwater runoff to Wickers Creek and the Hudson River on the west and to the Saw Mill River on the east. Dobbs Ferry's system of stormwater sewers and catch basins, which captures rain water contaminated with eroded soil, automotive residue, road salts, petroleum, and other pollutants, runs directly into the Hudson River. Much of the runoff and pollutants that are not captured by the

system end up in the Saw Mill River or Wickers Creek, causing fast eroding currents, occasional flooding, and water quality degradation.

- Local measures to control and manage erosion and excessive runoff are essential to the prevention of degradation of the Hudson's water quality. A stormwater management plan for the Wickers Creek and Saw Mill River watersheds should be developed to moderate stream flow and control stream bank erosion.
- Leaking underground storage tanks (LUSTs) are also a common cause of water resource degradation. The recent discharge of gasoline from an underground gas tank at the Mobil Station, in the northern gateway area, into the south branch of Wickers Creek (currently being remediated under NYSDEC direction) brought attention to the vulnerability of local water bodies. The siting and subsequent installation of petroleum storage facilities in Dobbs Ferry should be subject to vigorous review and inspection standards.

Many areas of Wickers Creek and the Saw Mill River in the Village have become dumping grounds for local debris. State law regulates the discharge of sewage, garbage, rubbish, and other solid and liquid materials into the State's waters. These laws should be supplemented by local dumping/clean up policies and public education programs about the significance of these unique water resources.

Policy 5.4

Limit the potential for cumulative and secondary impact of watershed development and other activities on water quality and quantity.

Explanation of Policy:

Protect water quality by ensuring that watershed development results in:

1. Protection of areas that provide important water quality benefits,
2. Maintenance of natural characteristics of drainage systems, and
3. Protection of areas that area particularly susceptible to erosion and sediment loss.

Applicability to Dobbs Ferry:

In addition to the protective measures discussed in sub-policy 5.3, it is particularly important that sensitive areas be protected during construction of approved projects in the watershed areas. In the Wickers Creek and Saw Mill River watersheds in particular, the potential for erosion and sediment loss is great. Measures to control the loss of soil and streambank stability in these areas are crucial to the continued health and viability of these tributaries as well as the waters of the Hudson River.

Policy 6

Protect and restore ecological resources including significant fish and wildlife habitats, wetlands, and rare ecological communities.

Explanation of Policy:

Significant coastal fisheries and wildlife habitats, identified as critical to the maintenance or re-establishment of species of fish and wildlife within the waterfront revitalization boundary, must be protected. The habitats provide vital necessities for wildlife and enrich the human cultural environment. Avoid permanent adverse changes to the involved ecosystem.

Wetlands provide fish and wildlife habitat and numerous benefits. These benefits include fish and wildlife habitats, erosion and flood control, natural pollution treatment, groundwater protection and outdoor recreational values.

Sub-policies and policy standards relating to Policy 5 include the following:

Policy 6.1

Protect locally significant coastal fish and wildlife habitats.

Explanation of Policy:

Significant fish and wildlife habitats are those areas that are difficult or impossible to replace or exhibit one or more of the following characteristics:

- Essential to the survival of a viable population of a particular fish or wildlife species.
- Support a species which is either endangered, threatened or of special concern as those terms are defined in 6 NYCRR Part 182.
- Support fish or wildlife populations having significant commercial, recreational, or educational value to human beings or are of a type that is not commonly found in this region of the state.

These uses or activities should be avoided which would cause:

- Direct or indirect physical alteration, disturbance, or pollution that would result in the loss of habitat.
- Significant impairment of a habitat beyond the tolerance range for recovery of fish and wildlife populations.
- Degradation of existing environmental conditions.

All projects along the waterfront, and especially projects involving waterfront access, must be developed in a manner that ensures the protection of fish and wildlife resources. Project reviewers must consider potential impacts on fish and wildlife habitats, avoid project development and other activities

that would destroy or impair habitats, and encourage project design that will restore previously impacted habitats for desirable species.

Where destruction or significant impairment of habitat values has already occurred or cannot be avoided, potential impacts of land use or development should be minimized through appropriate mitigation. Mitigation includes:

- Avoiding ecologically sensitive areas
- Scheduling activities to avoid vulnerable periods in life cycles or the creation of unfavorable environmental conditions
- Preventing fragmentation of intact habitat areas
- Reducing the scale or intensity of use or development
- Designing projects to result in the least amount of potential adverse impact
- Choosing alternative actions or methods that would lessen potential impact

Applicability to Dobbs Ferry:

The mouth of Wickers Creek must be kept free of obstruction and protected from adverse impacts of any future projects in the waterfront/shoreline area. Locally significant fish habitats exist in the tidal marsh area at the mouth of the creek. The banks of the creek need to be kept vegetated with overhanging branches that provide cover and protection for young fish. A carefully designed and constructed footbridge over the mouth of Wickers Creek, as part of the Riverwalk trail, will serve to minimize disturbance of this sensitive tidal area. Careful attention will also be given to prevent substantial changes to the Hudson River's gravelly bottom or introduce any change to the river's temperature.

The LWRP recommends that these issues for the Saw Mill River be addressed through a bio-assessment study of this water resource, similar to the 2001 Wickers Creek study.

Policy 6.2

Support the restoration of Significant Coastal Fish and wildlife Habitats wherever possible so as to foster their continued existence as natural, self-regulating systems.

Explanation of Policy:

Measures which can be undertaken to restore significant habitats include:

1. Reconstructing lost physical conditions to maximize habitat values.
2. Adjusting adversely altered chemical characteristics to emulate natural conditions, and

3. Manipulating biological characteristics to emulate natural conditions through re-introduction of indigenous flora and fauna.

Applicability to Dobbs Ferry:

The shoreline at Waterfront Park, the mouth and ravine of Wickers Creek, and the Nun's Beach area at the Landing offer many opportunities to identify specific areas and plan for the construction of natural habitat systems through introduction of new shoreline stabilization systems that incorporate habitat design and the re-introduction of indigenous flora.

Policy 6.3

Protect freshwater wetlands or woodlands in Dobbs Ferry.

Explanation of Policy:

Wetland and wooded areas comprise a portion of the shoreline along Hudson River, Wickers Creek, and the Saw Mill River as well as upland areas of Dobbs Ferry. They contribute to the natural ecosystem of the area, and add beauty and balance to the overall landscape. The maintenance restoration of these areas, as important fish and wildlife habitats, will enhance their functioning as natural, self-regulating systems. Development actions that would negatively impact wetland and wooded areas shall be avoided. In such cases where impairment of these resources cannot be avoided, the negative impacts shall be minimized through appropriate mitigation measures.

Applicability to Dobbs Ferry:

The following actions and policies apply to projects impacting all identified wetlands and wooded areas within Dobbs Ferry:

- Adequate buffers between wetlands and adjacent uses should be provided and maintained to the extent feasible.
- Avoid the placement of fill in vegetated wetlands.
- Design projects to result in the least amount of potential adverse impact pursuant to the appropriate Army Corps of Engineers wetland permit and NYSDEC Water Quality Certification or other permits.
- Choose alternative actions or methods that would lessen potential adverse impact on wetlands, woodlands, and steep sloped areas.
- Mitigate the unavoidable adverse impacts resulting from activities by replacement of lost wetland areas or other appropriate means.
- Protect wooded areas to the extent feasible.

The above protection standards will be applied to all identified wetlands and wooded areas in Dobbs Ferry, including:

- The wetland plant community located on the north side of the mouth of Wickers Creek. This area is rich in bird life. It is dominated by dense vegetation which provides wildlife cover, foraging habitat, and helps prevent soils from eroding into the Creek.
- The wetland, located on the south side of Walgrove Avenue on the Children's Village property, which is part of the drainage basin of the south branch of Wickers Creek.
- Wooded areas along Wickers Creek and Saw Mill River corridors.
- Wooded areas along steep slopes in the Village.
- Large wooded areas of the Village including the Juhring Estate, Children's Village, the Masters School, and the western edge of Mercy College.

Policy 7.0

Protect and improve air quality.

Explanation of Policy:

The major source of air pollution in the Village is automobile exhaust. This policy provides for protection of air quality from sources within and from outside Dobbs Ferry.

Policy 7.1

Minimize existing air pollution and prevent new air pollution in the Village of Dobbs Ferry.

Explanation of Policy:

New land uses or developments in Dobbs Ferry are to be reviewed according to the following standards to ensure they do not exacerbate air pollution:

- Ensure that developments proposed in Dobbs Ferry do not exceed thresholds established by the Federal Clean Air Act and state air quality laws.
- Review land use or development in Dobbs Ferry to ensure it does not generate significant amounts of nitrates and sulfates.
- Consider measures to reduce car dependency including providing safe pedestrian access throughout the Village and encourage the use of public transportation.

Policy 7.2

Minimize discharges of atmospheric radioactive material, chlorofluorocarbons, and pollution from nitrogen sources to levels that are as low as possible.

Explanation of Policy:

State air quality statutes regulate radioactive materials, chlorofluorocarbon compounds, and nitrogen pollutants. The following three standards provide that, for actions with a potential impact on air quality, Dobbs Ferry shall provide information to the State, as appropriate, to enable the State to effectively administer its regulations by:

- Providing necessary information on local actions to the State to enable the State to effectively administer its air quality statutes pertaining to atmospheric radioactive material.
- Assisting the State whenever possible in the administration of its air quality statutes pertaining to chlorofluorocarbon compounds.
- Assisting the State whenever possible in the administration of its air quality statutes pertaining to the atmospheric deposition of pollutants in the region, particularly from nitrogen sources.

Policy 8

Minimize environmental degradation from solid waste and hazardous substances and wastes.

Explanation of Policy:

Dobbs Ferry does not have any active hazardous waste storage facilities. Solid waste is presently managed on a regional level. The intent of this policy is to protect people from contamination, and to protect waterfront resources in Dobbs Ferry from degradation through proper control and management of wastes and hazardous materials.

Policy 8.1

Manage solid waste to protect public health and control pollution.

Explanation of Policy:

Solid waste should be managed by:

- Reducing the amount of solid waste generated.
- Reusing or recycling materials.
- Using land burial or other approved methods to dispose of solid waste that is not reused or recycled.

The discharge of solid wastes into the environment should be prevented by using proper handling, management, and transportation practices. Solid waste disposal should be adequately addressed when evaluating any development proposal in Dobbs Ferry.

Policy 8.2

Manage hazardous wastes to protect public health and control pollution.

Explanation of Policy:

Hazardous wastes should be managed in accordance with the following priorities:

- Eliminate or reduce the generation of hazardous wastes to the extent feasible.
- Recover, reuse, or recycle remaining hazardous wastes to the extent feasible.
- Use detoxification, treatment, or destruction technologies to dispose of hazardous wastes that cannot be reduced, recovered, reused, or recycled.

Applicability to Dobbs Ferry:

There are no active or inactive hazardous waste disposal sites in Dobbs Ferry.

Policy 8.3

Protect the environment from degradation due to toxic pollutants and hazardous substances.

Applicability to Dobbs Ferry:

The Village of Dobbs Ferry should develop a pollution prevention program to prevent the release of any toxic pollutants or substances hazardous to the environment that would have a harmful effect on public health and fish and wildlife resources. Public health, private property, and fish and wildlife need to be protected from the inappropriate use of pesticides and petroleum products by:

- Limiting the use of pesticides to the effective targeting of actual pest populations.
- Preventing direct or indirect entry of pesticides into waterways except when waterway application is essential for controlling the target species as in pond reclamation projects, black fly control operations, or nuisance aquatic vegetation control projects.
- Minimizing the exposure of people, fish, and wildlife to pesticides.
- Minimize adverse impacts from potential oil spills through the appropriate siting of petroleum facilities.
- Prevent discharge of petroleum products by following approved handling, storage, and facility design and maintenance principles.

Policy 8.4

Prevent and remediate the discharge of petroleum products.

Applicability to Dobbs Ferry:

The handling of petroleum products near water bodies must be undertaken with utmost care. This includes areas at the Hudson River waterfront as well as areas along the Wickers Creek and Saw Mill River corridor. Wickers Creek, in particular, runs through the northern gateway area where two gas stations are located. The Village should take appropriate actions to correct all unregulated releases of substances hazardous to the environment. Village practices for cleanup and removal of petroleum discharges should give first priority to eliminating human safety hazards and minimizing environmental damage by responding quickly to spill events and containing discharges immediately after discovery.

The following standards are applicable throughout the Village:

- As part of the Village's stormwater management plan, require an adequate plan for prevention and control of petroleum discharges at any major petroleum handling facility.
- Undertake clean-up and removal activities of petroleum discharge in accordance with guidelines contained in the New York State Water Accident Contingency Plan and Handbook, and giving first priority to minimizing environmental damage by:
 - Responding quickly to contain petroleum spills.
 - Containing discharges immediately after discovery.
 - Recovering petroleum discharges using the best available practices.
 - Encouraging careful self-monitoring of auto-related businesses.

Policy 8.5

Transport solid waste and hazardous substances and waste in a manner that protects the safety, well being, and general welfare of the public; the environmental resources of the state; and continued use of transportation facilities.

Applicability to Dobbs Ferry:

As part of its solid waste management plan, the Village of Dobbs Ferry will incorporate Village guidelines to carry out the intent of this policy in its collection and transport of solid waste.

Policy 8.6

Seek alternative locations outside Dobbs Ferry for solid and hazardous waste disposal facilities.

Applicability to Dobbs Ferry:

Dobbs Ferry is seeking to revitalize and maintain waterfront and downtown areas that are healthy and attractive to residents and tourists. Waterfront lands must be preserved for water-dependent and water-enhanced uses. Dobbs Ferry includes a much higher concentration of population than in outlying areas of the County and State. For these reasons, the siting of solid and hazardous waste storage or disposal facilities within the Village is prohibited.

C. Public Coast Policy

Policy 9

Improve public access to, and recreational use of, coastal waters, public lands, and public resources of the waterfront area.

Explanation of Policy:

The most significant challenge to public enjoyment of the Hudson River and to future waterfront development or redevelopment options is the lack of sufficient public access points to the waterfront. Physical and visual access to coastal lands and waterfronts is limited for the general public along many stretches of the Hudson River. Limitations to reaching and viewing are further heightened by the general lack of opportunity for diverse forms of recreation at those sites that do provide access. Furthermore, available access and recreational opportunities are often limited to local residents. Private development has made much of the waterfront physically inaccessible. Many views have been lost or blocked. Use of the water surface has also been impeded by the lack of appropriate access structures for pedestrians and watercraft. Given the lack of adequate public access and recreation, this policy incorporates measures needed to improve public access and recreational resources throughout the coastal area.

Applicability to Dobbs Ferry:

Throughout the Hudson River's eastern shoreline, access is restricted and often completely severed by the Metro North and Amtrak railroad tracks and/or the dramatic topographical changes at the River's edge. In Dobbs Ferry, private ownership of large tracts of waterfront property contributes greatly to these access restrictions. Although visual access to the Hudson River is significant from many areas of Dobbs Ferry, physical access to the waterfront is also limited by the lack of adequate direction signs, pedestrian walkways, recreational parking, and launching facilities. There is also a lack of a diverse set of waterfront activities. Dobbs Ferry's steep slopes pose barriers to non-vehicular access to and particularly from the waterfront area.

The other prevailing access issues are related to the quality and limitations of existing waterfront access facilities. There is a lack of connection to the downtown commercial and residential areas, other Dobbs Ferry recreational resources, the adjacent communities, and the regional trail system.

Due to steep topography and densely wooded cover, as there is no land mass west of the tracks south of the Chart House nor north of Nun's Beach at the Landing that could be directly accessed. Therefore, this

discussion of public access to the Dobbs Ferry waterfront is limited to the Waterfront/Shoreline area located between the Chart House and Nun's Beach.

Policy 9.1

Promote physical public access and recreation throughout Dobbs Ferry.

Explanation of Policy:

Public access and recreation facilities improve the quality of life for residents and generate revenues for the businesses throughout Dobbs Ferry. The following standards will be used as a guide in making future decisions regarding public access and expanding recreation opportunities:

- Create more opportunities for pedestrians/strollers/bicycles to get to and enjoy the waterfront.
- Foster new ways to connect existing paths with new paths so as to create a multi-use trail network. Also, make trail connections to regional trails that bridge communities.
- Provide for more recreational parking near waterfront areas. Use commuter parking areas when they are vacant on weekends.
- Provide for more and appropriate active and passive recreational opportunities in the waterfront areas.
- Provide for the needs of special populations such as the elderly and persons with disabilities.

Applicability to Dobbs Ferry:

Developing new access opportunities will be a priority for Dobbs Ferry, including working with Metro North and private land owners to improve pedestrian and vehicular access across the tracks. For example, the privately-owned one-lane vehicular bridge across the tracks at 145 Palisade Street is a potential pedestrian access point that needs to be improved. Dobbs Ferry will encourage the implementation of public and private capital and programmatic projects to:

- Develop walkways along the waterfront, wherever feasible, with regard for the preservation of the natural shoreline.
- Strengthen physical linkages between the waterfront and downtown areas by improved access, signage, sidewalks, and trails.
- Improve access to the downtown commercial area, the waterfront and the train station from Route 9, the region's major thoroughfare. This might be done via improved signs, safe pedestrian walkways, and traffic calming measures.
- Increase access opportunities for recreational visitors to the waterfront by accommodating automobiles and bicycles in the commuter parking during appropriate hours (on weekends and weekday evenings.)

- Develop shoreline access opportunities for non-motorized watercraft.
- Incorporate land use and zoning requirements for public access to the waterfront on private property. Accordingly, the Waterfront District Zone that has been recommended by the LWRP includes incentives to provide public access to the waterfront.

Policy 9.2

Protect and provide public visual access to waterfront lands and waters from public sites and transportation routes where physically practical.

Explanation of Policy:

To the extent feasible, views of the waterfront from roads and public access locations should be expanded to allow full appreciation of the beauty of these resources, and to increase the attractiveness of the waterfront for residents and tourists.

The following standards should be applied with respect to increasing visual access to waterfront lands and water:

- Limit physical blockage of existing visual access by constructing improvements and buildings at an appropriate scale and location.
- Protect view corridors provided by streets or natural resources.
- Provide interpretive signs/kiosks/exhibits at appropriate locations to enhance the understanding and enjoyment of views.
- Allow vegetative or other screening of uses that detract from the visual quality of the waterfront.
- Adopt and enforce regulatory and land use mechanisms that preserve and enhance visual resources.

Applicability to Dobbs Ferry:

Dobbs Ferry has enormous, and in many cases unrealized, scenic potential. Because of the topographic richness of Dobbs Ferry and its historic character, this potential is not limited to water-related views. Because River and inland scenic resources define the character of Dobbs Ferry and have significant impact on private property values and the resultant tax base, view preservation and enhancement should receive serious attention. Views should be an important part of any revisions to local zoning and planning regulations.

Dobbs Ferry should take actions on municipal property to improve and enhance visual access to the River from both public and private space.

Policy 9.3

Preserve public interest in and use of lands and waters held in public trust by the state and other government entities.

Explanation of Policy:

Retain public interest in the transfer of interest in underwater lands, and limit grants, leases, easements, permits, or lesser interest in lands underwater in accordance with an assessment of potential adverse impacts of the proposed use, structure, or facility on public interest lands under water.

Policy 9.4

Assure public access along public trust lands above the line of mean low water.

Explanation of Policy:

Provide free and substantial unobstructed passage along public trust shorelands. Interference with passage along the shoreline is limited to the minimum extent necessary to gain access from the upland to the water.

Policy 9.5

Provide access and recreation that is compatible with natural resource values.

Explanation of Policy:

Access and recreational activities must avoid adverse impacts on natural resources. The following factors will be utilized in determining the potential for adverse environmental effects:

- The intensity of the anticipated recreational activity.
- The level of disturbance associated with the activity.
- The sensitivity of the natural resources involved.
- The impacts of required operations and maintenance activity.

Access should be limited where the uncontrolled public use of a recreational facility or public access site would impair the natural resources.

The following additional standards and guidelines will be applied in analyzing recreation and public access projects along waterfront areas:

- Provide access for fish and wildlife related activities, so long as the level of access would not result in the unacceptable adverse impacts to, or loss of, the resources themselves.
- Use methods and structures of access that maintain and protect open space areas associated with natural resources.

- Impose seasonal limitations on public access where necessary to avoid adverse environmental impacts. This is especially true during the winter season when snowmobiles can cause damage to the banks of rivers and streams and cause excessive noise, and during drought periods when soil and vegetation is easily eroded.

Applicability to Dobbs Ferry:

In designing access facilities to and along the waterfront, provision should be made for the protection and enhancement of natural habitat and tidal wetlands at the mouth of Wickers Creek and along the shoreline at sandy beach areas.

Access facilities at the water's surface, i.e. water trails, boat launches, and docks, should be sited and designed with minimum impact to shoreline habitats and the river bottom, or to land-based natural resources used for access to the waterfront. Where possible, existing access facilities should be used and enhanced rather than building new facilities.

D. Working Coast Policies

Policy 10

Protect water-dependent uses and promote the siting of new water-dependent uses in suitable locations.

Explanation of Policy:

The intent of this policy is to protect existing water-dependent commercial, industrial, and recreational uses on the waterfront and to promote their future siting in accordance with the reasonably expected demand for such uses. Given the finite amount of waterfront property suitable for purposes of development, it is reasonable to expect that the long-term demand for waterfront space will only intensify. To ensure that water-dependent uses can be accommodated within the State, State agencies and local governments should discourage non-water dependent uses that would pre-empt the reasonable foreseeable development of water-dependent and water-enhanced uses. It is also the intent of this policy to foster orderly water use by establishing management standards to address conflicts, congestion, and competition for space in the use of surface waters and underwater lands.

Applicability to Dobbs Ferry:

In promoting new water-dependent and water-enhanced uses at these sites, a number of Village actions should be considered.

Sub-policies and standards relating to Policy 10 include the following:

Policy.10.1

Protect water-dependent uses

Explanation of Policy:

The uses and facilities considered as water-dependent are:

1. Uses that depend on the utilization of resources found in coastal waters (e.g.: fishing, marine culture activities, wetland habitat);
2. Recreational activities that depend on access to coastal waters (e.g. swimming, fishing, boating, wildlife viewing);
3. Flood and erosion protection structures (e.g. breakwaters, bulkheads);
4. Facilities needed to store and service boats and ships (e.g. marinas, boat storage and repair, boat construction yards);
5. Scientific/educational activities which, by their nature, require access to coastal waters (e.g. oceanographic activities, historic, cultural, and environmental interpretation);
6. Support facilities that are necessary for the successful functioning of permitted water-dependent uses (e.g. parking lots, fish and crab shacks, snack bars, first-aid stations, short-term storage facilities.) Though these uses must be near the given water-dependent use, they should, as much as possible, be sited inland from the water-dependent use rather than on the shore.
7. Uses involved in the sea/land transfer of goods (e.g. docks, ferry transit, pipelines);
8. Structures needed for navigational purposes (e.g. locks, dams, lighthouses).

Applicability to Dobbs Ferry:

Until the mid-1900s, Dobbs Ferry's waterfront area west of the tracks was dominated by commercial and industrial activities including a Village-owned landfill. Few of these activities were dependent on the site's strategic riverfront location. The most famous water dependent activity, of course, was John Dobbs' ferry service to and from Sneden's Landing.

In 2002, the waterfront is dominated by a public park, commercial, and residential property. Most of the Dobbs Ferry waterfront, public and private, is underutilized for water-related and water-enhanced activities. Today, other than fishing from the shore, viewing water-dependent wildlife, and informal kayaking/canoeing, there are no official water-dependent uses or supporting facilities in the Dobbs Ferry waterfront/shoreline area. Water-enhanced activities include waterside restaurant dining and active and passive land-based recreation.

Dobbs Ferry's Waterfront/Shoreline Area west of the tracks offers several locations that are physically suitable for water-dependent and water-enhanced activities, both public and private. For purposes of this discussion, this area will be separated into four smaller areas:

1. The privately owned Chart House Restaurant and parking, located at water's edge adjacent to Waterfront Park, offers magnificent views to the north, south and west. There is no dock. This is the site of a former hotel and lumberyard.
2. The Village-owned Waterfront Park, on the site of the former Village landfill, is primarily used for active and passive water-enhanced recreational activities including summer concerts, picnicking, contemplating the view, children's playground, informal ball games, etc. Water-dependent activities are recreational -- fishing from the shore at the park, and informal kayak and canoe launching from the sandy cove area north of Willow Point. It has been a park for several decades.
3. Privately-owned 145 Palisade Street, west of the tracks, includes a parking lot, small industrial and commercial buildings along the tracks, heavy equipment and materials storage, a large bulkhead and a protected sandy cove just south of the mouth of Wickers Creek. There are currently no water-dependent commercial uses at 145 Palisade Street. However, the sandy cove is used by the public as an informal kayak and canoe launch.
4. Nun's Beach at The Landing is a small wooded peninsula just north of the mouth of Wickers Creek. There is retaining wall on the south side, a rock jetty to the west, and a small beach on the north side. Reconstruction of a pedestrian bridge over the tracks, a project of The Landing developers, to access Nun's Beach from the east side of the tracks is in the planning stage.

South of the Chart House, the institutional parcels at the Village' southern border (Cabrini Nursing Home and St. Christopher's School), and north of Nun's Beach to the Village's northern border (Mercy College) are located east of the tracks with no land west of the tracks and are therefore not suitable for land-based facilities for water-dependent activities. However, their proximity to the River affords much opportunity for water-enhanced uses.

The Village has a Waterfront District Zone that provides for and protects water-enhanced and water-dependent uses.

Policy 10.2

Promote the siting of new water-dependent uses at suitable locations and provide for their safe operation.

Explanation of Policy:

When siting new water-dependent uses, the State guidelines encourage:

1. Compatibility with adjacent uses, protection of other coastal resources, and enhancement of the surrounding community.

2. Match water-dependent uses with suitable locations to reduce any conflicts that might arise between competing uses and to anticipate impact on the local and regional real estate market. The anticipated impact of these considerations could be the increased protection of existing water-dependent activities, or the encouragement of water-dependent development or an ecological reclamation project.
3. Consider the availability of in-place facilities and services such as public sewers, public water lines, adequate power supply, emergency vehicle access, and pedestrian and public transportation access.
4. If recreational boating is planned, consider setting aside a sheltered site (e.g. protected cove or navigational channel).
5. Give preference to underutilized and environmental reclamation sites to provide stimulus for capital programming, permit expediting, and other State and local actions that will be used to promote the site.
6. Provide for future expansion by considering long-term space needs for water-dependent uses and, where practicable, accommodate future demand by identifying more land that is needed in the near future.

If there is no immediate demand for a water-dependent use in a given area, but a future demand is reasonably foreseeable, temporary non-water dependent uses should be considered preferable to permanent non-water dependent uses that involve an irreversible, or nearly irreversible commitment of land, such as paved and/or structured athletic facilities.

New water-dependent uses should be located within the developed areas that contain concentrations of water-dependent commercial or recreational uses. These uses should be discouraged from undeveloped areas unless: there is a lack of suitable sites; there is a demonstrated demand for the use; the use has unique location requirements; the use is small scale and has the principal purpose of providing access to a waterway and is consistent with the character of the area.

Applicability to Dobbs Ferry:

Dobbs Ferry has engaged in long-term planning for the best possible waterfront uses in the Waterfront/Shoreline Area. Local land use controls, especially the Waterfront zoning district, is an effective tool to encourage and set aside adequate space for the development of water-dependent and water-enhanced uses.

While seeking to promote a balance of both passive and active recreational activities in the waterfront/shoreline area, Dobbs Ferry will encourage low-impact commercial and recreational (public and private) water-dependent uses such as the following:

- Floating docks

- Launch for non-motorized watercraft (canoe, kayak, shell)
- Recreational fishing facilities
- Public beach area (not for swimming unless water depth and sedimentation conditions change)
- Marine educational facilities
- Small non-motorized boat rental, repair, and storage facilities
- Marine habitat restoration and study area
- Wildlife viewing areas

These uses should be accompanied by appropriate and adequate waterside and landside access, including walkways, public transportation, and parking.

Dobbs Ferry should locate these new and expanded uses in an area with other water-dependent commercial or recreational uses and where they will be exposed to the greatest public use and benefit. Currently, the most appropriate areas for this concentration are located at the north and south ends of the park and on the privately owned parcels at 145 Palisade and the Chart House, leaving the main open areas of Waterfront Park for active and passive water-enhanced activities. Locations that exhibit important natural resource values, such as wetlands and fish and wildlife habitats, should be avoided. (e.g. the fragile environment on the banks and mouth of Wickers Creek.)

Swimming is not a recommended water-dependent activity in the waterfront/shoreline area. In 2001, a NYSDEC assessment of potential sites for Hudson River swimming beaches cited the Dobbs Ferry waterfront as an inappropriate site for swimming, due to the shallow depth of the water and the muddy condition of the river bottom. Furthermore, given the shallow depth and muddy condition of the riverbed, large motorized boat access is not recommended. Any boat launching facilities intended to accommodate non-motorized, cartop craft in this area should incorporate low-impact design and operation and require a minimum amount of disruption to the shoreline and river bottom.

Policy 10.3

Improve the economic viability of water-dependent uses.

Explanation of Policy:

Many water-dependent uses contain and are supported by non-water-dependent uses. Such ancillary uses, complementary and supportive to the water-dependent use, do not impair the ability of water-dependent uses to function. Non-water-dependent accessory or mixed-use developments may be allowed provided the following standards are met:

- Accessory uses are subordinate and functionally related to the principal water-dependent use and contribute to sustaining the water-dependent use

- Mixed uses subsidize the water-dependent use and are accompanied by a demonstrable commitment to continue operation of the water-dependent use
- Uses are sited and operated so as not to interfere with the principal operation of the site for a water-dependent use, and
- Uses do not preclude future expansion of a water-dependent use.

Other uses may be incorporated in the waterfront/shoreline area, particularly water-enhanced and marine support services provided that these uses:

- Improve the working waterfront and its character
- Do not interfere with the efficient operation of another water-dependent use
- Make beneficial use of a coastal location through siting and design to increase the public's enjoyment of the waterfront.

Applicability to Dobbs Ferry:

Dobbs Ferry should give favored treatment to water-dependent and water-enhanced uses with respect to capital programming for the Waterfront/Shoreline Area. Particular priority should be given to the improvement and maintenance of the current level of transportation infrastructure to access the waterfront, the parking lot at the waterfront, the train station, and pedestrian access within areas suitable for water-dependent and water-enhanced uses.

Through the Waterfront zoning district, Dobbs Ferry provides incentive mechanisms to encourage privately-owned water-dependent uses that provide public access to the waterfront. In addition, Dobbs Ferry should maintain a list of sites available for non-water dependent uses in order to assist developers seeking alternative sites for their proposed projects.

Policy 10.4

Allow water-enhanced uses, which complement or improve the vitality of water-dependent uses.

Explanation of Policy:

In addition to water-dependent uses, uses which are enhanced by a waterfront location should be encouraged to locate along the shore, though not at the expense of water-dependent uses. A water-enhanced use has no critical dependence on obtaining a waterfront location, but the profitability of the use and/or the enjoyment and educational level of the users would be increased significantly if the use were adjacent to, or had visual access to, the waterfront. A restaurant that uses good site design to take advantage of waterfront views, or a performing arts structure that incorporates the shoreline as a scenic backdrop are two examples of water-enhanced uses.

Water-dependent uses are often supported by water-enhanced uses, both commercial and recreational, that are complimentary to the water-dependent use and do not impair the ability of the water-dependent uses to function. Water-enhanced uses should be compatible with water-dependent uses, provide beneficial support, and be a positive impact on the waterfront.

The following criteria shall be considered when determining if a proposed water-enhanced use is appropriate at any of these locations:

- The use should be sited and operated so that it does not interfere with water-dependent uses.
- The use should be sited so that it does not interfere with River views from the waterfront, the downtown, and approaches to the River.
- The use should be sited in a manner that does not limit or eliminate future opportunities for expansion of a water-dependent use.
- The use should complement existing or proposed water-dependent uses and serve to draw more visitors to the waterfront, thus supporting the water-dependent uses.
- Whenever possible, the use should provide access to year-round activities.
- The activity should make beneficial use of a shoreline location through siting and design to increase public enjoyment of the waterfront by, at a minimum, providing good, safe access to the waterfront.

Applicability to Dobbs Ferry:

One of the most practical and publicly beneficial water-enhanced uses in the waterfront/shoreline area is the proposed development of a Riverwalk - a waterside linear trail that will allow park visitors to walk from the southern end of Waterfront Park to the northern boundary of Dobbs Ferry. (This is considered a water-dependant use.) This project will provide access to the waterfront while enhancing enjoyment of the River and complementing other activities in the area.

Other water-enhanced uses that would be appropriate for Dobbs Ferry's waterfront include cafes and other similar small scale commercial uses at 145 Palisade Street and the Chart House. These uses would be enhanced by proximity to the water-dependent activities and would increase the public's ability to enjoy the River while recreating, dining, and shopping.

Policy 10.5

Promote the efficient management of surface waters and underwater lands.

Explanation of Policy:

There is the potential for congestion, competition for recreational space, and mix of incompatible uses on water resources in Dobbs Ferry. This can degrade the water quality, natural areas, wetlands, and

wildlife habitats. It can negatively impact the public's ability to enjoy these resources. Future opportunities for economic growth and development may also be impacted by these issues, and thus result in the loss of tourism and economic growth opportunities.

Criteria to be considered when determining if a proposed water-dependent use is appropriate:

- Boat launch areas, fishing piers, public beaches, and surface water uses will not be sited so as to encroach upon water uses such as navigational channels.
- Avoid conflicts of use by careful consideration and analysis of the access for and uses taking place or planned on the water itself. The intent is to match water-dependent uses with the most suitable locations thereby reducing or eliminating conflicts between potential uses.
- Restrict the use of jet-skis and similar motorized equipment that create conflicts with adjoining land uses and marine uses by virtue of their noise, size, and speed.
- In selecting appropriate locations for water-dependent uses, consideration will be given to the availability of public sewers, public water lines, parking, pedestrian access, and access to roads for delivery and emergency vehicles.
- Native flora and fauna should be protected and encouraged in the Wickers Creek channelway including the outlet and adjacent Hudson shoreline areas.

Policy 11

Promote sustainable use of fish and wildlife resources.

Explanation of Policy:

Living resources play an important role in the social and economic wellbeing of the waterfront community. Dobbs Ferry is located in the heart of the Hudson Valley where the quality of fishing has diminished during the past fifty years due to upstream discharges of pollutants. However, fishing and bird watching along the River remain important activities in the waterfront revitalization area. The continued uses relating to fish and wildlife resources depend on maintaining the long-term health and abundance of marine life, wildlife, and their habitats. Allocation and use of the available resources must be consistent with the restoration and maintenance of healthy stocks and habitats and must maximize the benefits of resource use to provide valuable recreational experiences.

Sub-policies and policy standards relating to Policy 11 include the following:

Policy 11.1

Ensure the long-term maintenance and health of living water resources.

Explanation of Policy:

The following standards shall be adhered to, ensuring the maintenance and health of existing living water resources:

- Recreational use of living marine resources shall be managed in a manner that places primary importance on maintaining the long-term health and abundance of the resources and fisheries.
- Consider the protection of fish and wildlife habitats when new waterfront developments are proposed and existing developments are expanded.
- Promote responsible commercial and recreational uses and manage these uses in consultation with DEC and in accordance with DEC regulations, to reduce the potential for exploitation of water resources.
- Protect and restore fish and wildlife habitats wherever possible.
- Encourage and participate in DEC educational and management efforts to avoid introducing aquatic nuisance species such as zebra mussels, Eurasian watermilfoil, and Purple Loosestrife. Participate in the environmental review of State, local, or private projects proposed to control aquatic nuisance species.
- Provide the public with educational resources that foster awareness of all living water resources in the Hudson River.
- Consider identifying and removing encroaching generalist “weed” species. This could include trapping and removal of rats, which are very destructive to wildlife. Consider reestablishment of native species along Wickers Creek.

Applicability to Dobbs Ferry:

Many riparian ecosystems have the capacity for self-renewal if the sources of degradation are mitigated or eliminated. Severe erosion along the banks of Wickers Creek will necessitate a stream restoration project to restore the natural integrity of the creek and maintain the health of its resources. This project, recommended as a result of the 2001 Wickers Creek Bioassessment Study, will include an initial cleanup of non-vegetative debris, preservation of coarse woody debris in situ, a streambank restoration project, mapping of potential contaminants, and educational outreach about the importance of the creek and its watershed in both an ecological and cultural context. Additionally, the Village will need to develop a stormwater management plan that addresses the health of water and wildlife resources of its two major stormwater arteries - Wickers Creek and the Saw Mill River.

Policy 11.2

Provide for commercial and recreational use of fisheries.

Explanation of Policy:

Although this policy seeks to promote both commercial and recreational fishing, commercial sport fishing is an historic use on the Hudson River. However, its importance as an industry has significantly diminished since the EPA and DEC discovered significant concentrations of PCBs (polychlorobiphenals) in the Hudson River in the early 1970s. Except for a very few commercial fishing operations in the upper Hudson, fishing today in the Hudson occurs mainly as a recreational use with a “catch and release” recommendation. The "commercial" guidelines of this policy do not play a significant role in the Dobbs Ferry LWRP.

Recreational fishing guidelines include:

- Provide a valuable recreational experience.
- Protect public health from PCB and other contamination.
- Provide adequate infrastructure to meet the recreational needs including appropriate fishing piers, dockage, parking, and taxi cab services.
- Foster direct public recreational use of marine resources along shorelines, bays, and surface waters.

Applicability to Dobbs Ferry:

Regarding public health policy: New York State DEC public health advisories regarding consumption of fish from the Hudson River should be posted in local areas where fishing takes place, primarily at Waterfront Park. Updated advisories should be posted regularly.

Regarding infrastructure: Currently, the Dobbs Ferry waterfront has no infrastructure for recreational fishing and most fishing takes place from the rocks and walkways along the shoreline at Waterfront Park and at 145 Palisade Street. Any public or private redevelopment at the waterfront should include appropriate facilities and programs to promote recreational fishing in appropriate locations. These should include fishing pier/floating dock, bait vending (machine or shop), areas for sitting and dedicated parking. The Village Parks and Recreation Department will enhance its fishing program to include instruction programs and fishing derbies.

Policy 12

Protect the agricultural lands in the coastal area.

Explanation of Policy:

Policy 12.0 is not applicable to the Village of Dobbs Ferry as there are no agricultural lands present that it applies to.

While Policy 12.0 is not applicable, the Village would, however, like to encourage the development of a Farmer's Market at the Waterfront Park. Creating a retail outlet for locally grown foods helps to preserve regional agricultural activities. Small farmers in the Hudson Valley region need access to local markets in populated areas that are convenient to public transportation. Dobbs Ferry and the Historic Rivertowns of Westchester County also provide potential for access to farm fresh goods transported by boat.

Currently, the neighboring Villages of Hastings-on-Hudson and Tarrytown support weekly Farmer's Markets in the warmer months. The additional demand for these goods should be determined, however, before a Farmer's Market is pursued for Dobbs Ferry.

Policy 13

Promote appropriate use and development of energy and mineral resources.

The intent of this policy is to foster the conservation of energy resources in Dobbs Ferry.

Sub-policies and policy standards relating to Policy 13 are as follows:

Policy 13.1

Foster the conservation of energy resources.

Applicability to Dobbs Ferry:

Energy efficiency can be achieved through several means that fall into the jurisdiction of local governments. The conservation of energy should be an important part of prudent future planning in the Village of Dobbs Ferry. Energy saving measures will include the following:

- Monitoring of electricity, natural gas, and gasoline consumption by all Village-owned structures and vehicles, and encouraging all Village residents to do the same.
- Promoting an increased use of public transportation where practical and to the extent feasible.
- Integrating modes of transportation (pedestrian, bicycle, auto, and waterborne).
- Promoting energy efficient design in new developments, including the use of solar and wind energy, and landscaping for thermal control.

- Promoting greater energy generating efficiency through upgrades of existing public facilities.
- Retrofitting existing equipment (e.g. street and parking lot lighting) that is inefficient and wastes energy.

Policy 13.2

Promote alternative energy sources that are self-sustaining.

Explanation of Policy:

Self-sustaining alternative energy sources conserve the use of natural resources and help to preserve and improve water and air quality. Siting, development, and improvements of alternative energy facilities should avoid interference with sensitive aquatic and shoreline ecosystems, and wildlife habitats.

Applicability to Dobbs Ferry:

The Village of Dobbs Ferry should encourage energy conservation by:

- Use of renewable and non-polluting energy sources, e.g., passive solar, solar storage units, wind power, fuel cells, and electric cars, should be encouraged in municipal buildings, private homes, commercial buildings, public spaces, and industry.
- Researching alternative energy saving devices for use in a Village pilot program.
- Educating residents about State and federal subsidy programs for alternative energy sources in homes and cars.

Policy 13.3

Consider energy use and environmental impact in the siting of major energy generating facilities.

Explanation of Policy:

There is no demand for energy generating facilities at this time. However, the following standards shall be used to guide future decision-makers when siting new major energy generating facilities in Dobbs Ferry.

Major energy generating facilities may be sited in Dobbs Ferry where a clear public benefit is established using the following factors:

- There is a demonstrated need for the facility.
- The facility will satisfy long-term electric capacity needs or electric system needs.
- Alternative available methods of power generation and alternative sources of energy cannot reasonably meet the public need.

- Upgrades of existing facilities cannot reasonably meet the public need.
- The facility incorporates feasible public recreational uses.
- Major energy generating facilities shall be sited close to load centers to achieve maximum transmission efficiency.

Avoid the degradation of waterfront resources in Dobbs Ferry by siting new energy generating and transmission facilities so they do not adversely affect the following:

- Commercial navigation.
- Recreational fishing and associated support businesses.
- Significant habitats along the Hudson River and its tributaries.
- Habitats critical to fish and wildlife species, vulnerable plant species, and rare ecological communities.
- Shorelines, riverbanks and streambanks sensitive to erosion.
- Wetlands.
- Historic resources.
- Scenic resources.

Applicability to Dobbs Ferry:

The Millennium Pipeline, an underground compressed gas delivery system under the jurisdiction of the Federal Energy Regulatory Commission (FERC), is currently slated to run through Dobbs Ferry. The route proposed is directly under the South County Trailway along the Saw Mill River at Dobbs Ferry's eastern border. The pipeline will serve New York City and eastern Westchester County. The Village will join Westchester County in encouraging measures that will be protective of the Saw Mill River and the surrounding area during construction and operation of the pipeline.

A proposed alternative route for the Millennium Pipeline would run from the Piermont Marsh, under the Hudson River, to the area immediately adjacent to the mouth of Wickers Creek. The potential negative impacts of these two proposed routes on Dobbs Ferry's (and the region's) water and land resources, during and after pipeline construction, would be significant.

- Regarding the siting of major energy transport and generating facilities, the Village of Dobbs Ferry, assisted by the NYS Department of State Division of Coastal Resources, will work to enforce the public safety and environmental protection policies of the Federal Coastal Zone Management Act, the State Coastal Management Program, and the Dobbs Ferry LWRP Comprehensive Master Plan.

The Tenaco Gas pipeline that crosses the Hudson and meets the Dobbs Ferry shoreline at Nun's Beach just north of the mouth of Wickers Creek should be monitored by the appropriate agencies for leaks and deterioration that would cause adverse impacts on marine and shoreline natural resources.

Policy 13.4

Minimize adverse impacts from fuel storage facilities.

Explanation of Policy:

The following standards were derived from Environmental Conservation Law, Article 23, Title 17, and from Federal Safety Standards 40 CFR Part 193:

- Ensure that production, storage, and retention of petroleum products in Dobbs Ferry is done in accordance with DEC regulations.
- Liquefied natural gas facilities must be safely sited and operated.
- Natural resources must be protected by complying with local, county, and state oil-spill contingency plans.

Policy 13.5

Ensure that mining, excavation, and dredging do not cause an increase in erosion, an adverse effect on natural resources, or degradation of visual resources.

Explanation of Policy:

This policy regulates mining, excavation, and dredging activities in Dobbs Ferry. Due to the disruptive nature of these activities and the environmental sensitivity of the area, caution must be exercised to ensure these activities do not adversely affect natural resources or disturb the human environment. The impact on visual resources is important since the waterfront area provides significant scenic views. Mining operations currently do not exist within and adjacent to Dobbs Ferry.

Dredging often proves to be essential for waterfront revitalization and development, maintaining navigation channels at sufficient depths, removing pollutants, and meeting other waterfront management needs. Dredging projects, however, may adversely affect water quality, fish and wildlife habitats, wetlands, and other important waterway resources. Often these adverse effects can be minimized through careful design and timing of the dredging operation, and proper siting of the dredge spoil disposal site. Dredging is a New York State regulated activity. Permits will be granted if it has been satisfactorily demonstrated that these anticipated adverse effects have been reduced to levels which satisfy dredging permit standards set forth in regulations developed pursuant to Environmental Conservation Law (Articles 15, 24, 25, and 34).

Application to Dobbs Ferry:

Dredging is not currently proposed for any waterbodies in Dobbs Ferry. Any mining, dredging or excavation efforts will be discouraged within the coastal area controlled by Dobbs Ferry, and activities that interfere with natural coastal process will not be allowed. However, any future proposals for dredging in the Hudson River that will potentially impact Dobbs Ferry's coastal areas must comply with State and federal regulations governing coastal waters.

SECTION IV PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

A. Proposed Land Uses

A.1. Introduction

The proposed land uses in the Waterfront and Downtown Areas are intended to implement the policies contained in Section III. They reflect a vision for the application of these policies to the existing land use patterns and to natural and constructed resources, taking into account development constraints as well as development potential. The proposed waterfront area land and water uses are illustrated in [Figure IV-1](#). The LWRP does not propose any changes to land uses in the areas of the Village not shown on this map. See [Figure II – 5](#) for an illustration of existing land uses in these areas.

The Village's first priority in developing a comprehensive master plan for its Waterfront and Downtown areas is to strengthen and maintain Dobbs Ferry's identity as a historic Hudson River village. Dobbs Ferry's rich river heritage is complemented by its unique physical characteristics. These include its long shoreline, the tiered patterns of land use that follow the topography from the highest elevation of the riverbank on Clinton Avenue down to the shore, and magnificent viewsheds. These characteristics, combined with a variety of natural and cultural resources, contribute to the strong sense of place that Village residents have always had and want to preserve for future generations. They also provide great potential for the development of new recreational and economic opportunities.

The LWRP furthers its objectives by sustaining and enhancing existing land use patterns throughout much of the Village that are consistent with the vision set forth in this document, utilizing existing infrastructure and resources wisely. At the same time, it proposes land uses adjacent to the waterfront that are consistent with this vision and with contemporary realities and suggests additional changes over a broader area that should be considered in the future. As a result, it is designed to establish a planning framework that will stimulate economic growth and revitalization for both the Waterfront and Downtown Areas. It is also the purpose of the LWRP to encourage a mix of uses on the waterfront that are consistent with the policies and will best serve the Village's needs.

As a result of the Inventory and Analysis of the Village's resources contained in Section II, and the identified policies of Section III, existing land use patterns can be broken down into two categories:

- Those that are predominantly stable, and
- Those suitable for or in need of development, redevelopment, stabilization and/or enhancement.

The LWRP's recommendations for both types of areas are described in Sections A.2. and A.3.

A.2. Areas of Stable Land Uses

Land use patterns throughout the majority of the Village, including the fully developed residential areas east of the Old Croton Aqueduct State Historic Park, the Downtown commercial district on Cedar and Main Streets, and various park lands owned by the Village, County, and State, can be characterized as stable. In general, these areas do not seem to be subject to pressures that would lead to foreseeable major changes in land use or would likely significantly alter the character of these areas. This category also includes the fully developed residential areas in the General Waterfront Area as defined above. The LWRP does not propose any changes to the general land use patterns in these areas, many if not most of which are generally outside the area that is the primary focus of the LWRP. The LWRP does, nevertheless, proffer several recommendations concerning the legal infrastructure affecting these areas that are vitally important to the vision reflected in this Plan.

These LWRP recommendations are as follows:

A.2.a. Review and Revise Village Land Use Laws

The Village's land use laws are, as a general matter, in need of a thorough review. The Zoning Code, which was first adopted in 1966, and has been subject to piecemeal revisions in the intervening years, does not appear to have ever been thoroughly reviewed or updated since that time. Even in areas of the Village where the land use patterns may be said to be essentially stable, there are numerous examples of significant disparities between day-to-day reality and what is permitted or forbidden by the language of the Zoning Code. Moreover, the Zoning Code inadequately addresses numerous issues that have assumed importance in Village life in the decades since its enactment. Outstanding among the examples of this are the issue of the appropriate size and bulk of residential structures and accessory structures and, more generally, the appropriate uses of residential structures.

The same can be said concerning Dobbs Ferry's other land use laws. For example, the Village Code has no provision at all regulating or limiting the coverage of lots with impervious surfaces; and the provisions concerning cluster development, a basic and widespread planning technique, are in need of extensive revision. Similarly, the law that creates and empowers the Board of Architectural Review should be reviewed to consider increasing community development pressures.

In short, the Village zoning and land use ordinances are in need of comprehensive review and possible revision. The generally accepted standards and practices for regulation of land use and building construction has developed and evolved significantly since these Dobbs Ferry laws were first enacted. There is widespread disparity between the existing land use patterns as approved in the Village Zoning Ordinance and the reality of land use in 2002. The Village should conduct an extensive review of its current land use laws to bring them into conformity with existing needs and realities and to reflect a consistent vision for the future. The creation of a Waterfront Zoning district, made as part of this LWRP, constitutes a good beginning to this process.

A.2.b. Develop and Adopt a Comprehensive Plan

The Village Board should authorize the development of a Master Plan for the entire Village. This process has been started on several prior occasions, most recently in the early 1970s. However, the Village has never adopted such a Plan. While the LWRP functions essentially as a Comprehensive Plan for the area of the Village most closely associated with the Hudson River waterfront, it falls far short of a Village-wide Master Plan. The initiation of a Master Plan process would be a natural and positive sequel to the adoption of the LWRP and should be seen as directly furthering the policies and vision reflected in the LWRP. The Village should engage in a thorough and thoughtful analysis of land use trends, needs, and issues throughout Dobbs Ferry; articulate a consistent vision that addresses these matters; and develop a set of goals and techniques to achieve that vision. To do so will obviously build on and enhance the work of the LWRP in strengthening the identity and fabric of the Village as a thriving and vital historic Hudson River community.

In particular, future comprehensive review and revision of the Village Master Plan should recognize the uniqueness of Dobbs Ferry properties located adjacent to the east side of the Metro North train tracks. Future strategies for these parcels should incorporate mechanisms that protect scenic views to and from the river, natural resources and topography, relationships to important corridors (Broadway, the Hudson River, the Palisades, the Old Croton Aqueduct), and that develops access opportunities to and from these parcels. A recommended strategy to accomplish this goal is a Waterfront Overlay Zone that would include all parcels adjacent to the east side of the Metro North tracks from the Hastings border north to the Irvington border. The overlay zone would establish use and intensity guidelines, design guidelines, resource management strategies, and waterfront and trail access mechanisms such as easements.

A.2.c. Formal Designation of Public Parkland

Village-owned open spaces are primarily parklands used for active and passive recreation. These are among the areas identified as having a stable pattern of land use. Particularly in view of the widely perceived sense that the Village has inadequate public recreational space, there is no reason to think these uses will come under pressure for substantial change. However, the Village Board could easily take a step that would clarify and confirm the commitment to maintain these spaces for the use and enjoyment of the general public. It can and should adopt a resolution formally dedicating these areas as public parks. In August 2002, Dobbs Ferry Local Law No. 6 of the year 2002 was passed amending Village Code, Chapter 230 Parks, in which Village parks are designated as parks. This law should be taken into consideration in any re-review of this subject. The Village does not have a Park zone in the Village Code. Local Law No. 6 may, however, be sufficient to designate the parks as parkland.

Under New York State law, once dedicated, public parks are impressed with a public trust. Their use for anything other than park purposes is prohibited in the absence of specific approval from the State legislature. It is the understanding of the LWRP Committee that the Village parks

would in all likelihood be found by the courts to have been dedicated by implication. Among other things, the Village has named and identified these areas as public parks, designated them as parks on Village maps, and maintained them for years through its Parks and Recreation Department personnel.

A.2.d. Protect Scenic Vistas Throughout the Village

A final recommendation concerning areas of the Village where land use patterns are essentially stable has to do with the protection and enhancement of the extraordinary scenic vistas that characterize so much of the Village with viewsheds looking out over the Hudson River. Scenic views define the character of Dobbs Ferry and have significant impact on private property values (and the resultant tax base). View protection is currently being addressed in the site plan review process, albeit indirectly, through enforcement of the Village's steep slopes law and tree ordinance, and through height limitations set forth in the Waterfront District zone. The Village should continue to explore new mechanisms to preserve and enhance viewsheds throughout the Village. View preservation should also be an important feature of any new master plan.

A.3. Areas Suitable for Development, Redevelopment, Stabilization and/or Enhancement

Two areas of the Village are plainly suitable for development, redevelopment, and/or enhancement and require immediate attention. These are in the northern Gateway Area and the Shoreline Area. Two other areas or categories of land use may be characterized as in need of stabilization: numerous privately owned parcels that contain significant open space; and certain critically important aspects of the Downtown district. Each of these areas is addressed below.

A.3.a. Northern Gateway – (Five point intersection at Broadway, Ashford Avenue, Walgrove Avenue, and Cedar Streets)

Previous studies and extensive public discussion have identified commercial properties in the Broadway/Ashford Gateway area as suitable for development, redevelopment and/or enhancement. The need to address these issues and their relevance to the quality and character of the Village's future "persona" are widely recognized. Proposed land uses for this area are not included in the LWRP's Proposed Waterfront Land and Water Use Plan (Figure IV-1). However, some of the projects proposed in this section may have relevance to the Gateway area by virtue of its proximity to the General Waterfront Area.

A.3.b. Shoreline Area

The most obvious and significant area in the Village where there are parcels that are susceptible to development or redevelopment is in the Shoreline Area, the area where the Chart House Restaurant, Waterfront Park, the 145 Palisade Street complex, and the Landing's Nun's Beach area are currently located. This is the area where the Village's most dramatic evolution in land use patterns has taken place over the past century.

As a result of the LWRP process, a new Waterfront zoning district was established. The Waterfront District includes all land west of the tracks from the Chart House to and including Nun's Beach, as well as those portions of the 145 Palisade property that lie east of the tracks. The Waterfront District permits a mix of public and private waterfront recreational and commercial uses that would draw people to the waterfront and strongly encourage substantial water-related amenities and improved access. The district is designed to promote a revitalization of the waterfront, substantially enhance the public use and enjoyment of the area and provide a catalyst for economic development that is consistent with the policies and goals of the LWRP. The Waterfront District should materially enhance the redevelopment and revitalization of the entire Downtown Area by encouraging more people to take advantage of the amenities of Waterfront Park and by encouraging the development of economically productive commercial and residential uses on the privately owned parcels that will benefit the entire Village.

The Village-owned property immediately adjacent to 145 Palisade Street, the current DPW site, is also in the Waterfront District. This parcel has potential for redevelopment in a number of ways. Among a wide range of potentially suitable uses, it could provide a site for a non-water dependent recreational facility, e.g. tennis courts or skate park, and could effectively complement the proposed mixed uses for the new Waterfront District.

A.3.c. Privately Owned Open Spaces

Forty percent of the land area in Dobbs Ferry is open space. This is attributable to the existence of large tracts owned by educational and other tax-exempt institutions and a major private golf course. These open areas, particularly those around the perimeters of educational institutions, are subject to economic and development pressures created by the region's real estate market. The Westchester County real estate market is particularly aggressive for residential development opportunities. It is more directly influenced by New York City prices and demand than by upstate New York markets. Current zoning of these privately-owned open space properties permits residential use.

Several of these parcels, including portions of the Masters School, St. Christopher's, Mercy College, and even portions of the Ardsley Country Club, are located on embankments (bluffs) overlooking the Hudson River or enjoy scenic vistas of the Hudson River that are worthy of preservation and enhancement as discussed above. For the most part, however, the issues posed by these parcels are beyond the specific scope of the LWRP. They should be addressed in the context of the Village's continuing review of its land use laws and the development of a more comprehensive Master Plan that addresses the preservation of scenic vistas and open space vis a vis the demand for housing.

A.3.d. Downtown Residential Use and Historic Character

The Downtown district's identity as a mixed residential and commercial area seems to be fundamentally stable and possesses unique architectural and historic qualities that reflect the

Village's heritage and history. These qualities are central to Dobbs Ferry's character as a vital historic river village. Yet neither is firmly rooted or supported by existing land use laws and structures.

This section of the LWRP contains recommendations that could be implemented in the near future to work toward stabilizing these qualities and additional long term initiatives that should also be pursued. The current zoning ordinance is unclear as to the legitimacy of residential units in the Downtown Area. Under the most generous reading of the statute, it permits a maximum of three residential units above any commercial storefront in the district. In order to ensure the stabilization of existing mixed land use patterns in this area, the LWRP proposes changes to the Village Zoning Code that will legitimize residential uses to the extent they currently exist. In addition, a set of building guidelines should be developed to ensure the maintenance and preservation of the appearance and character of properties in this area and to protect the existing historic fabric from further deterioration and demolition. A professional inventory of Dobbs Ferry's historic architectural resources and enactment of a village historic district and/or landmark legislation is also recommended.

While pedestrian and vehicular access is adequate from the waterfront area and from Ashford Avenue and Route 9, north and south, a disproportionate amount of retail clientele seems to be limited to the immediate neighborhood and employees of local businesses, including those at 145 Palisade Street. Village projects proposed later in this section are aimed to draw more shoppers to the area, improve access from Route 9 and the waterfront, and mitigate the serious problem of vacant storefronts in the Downtown Area.

B. Proposed Water Uses

Although there is much potential for water-dependent and water-enhanced uses in the Shoreline Areas, River frontages are underutilized. In the privately owned sections of waterfront, there are currently no water-dependent uses and the only water-enhanced use in these sections is waterfront dining at the Chart House restaurant. In Waterfront Park, water-dependent uses are limited to fishing off the rocks and informal launching of kayaks and canoes at the sandy cove area. Some passive park uses are water-enhanced, e.g., strolling, bench sitting, and picnicking. In an effort to make optimum use of the waterfront location, to make the waterfront more accessible and to stimulate economic development in the Waterfront and Downtown Areas, the Village should encourage development of water-dependent and water-enhanced uses for the waterfront.

The Village of Dobbs Ferry recognizes the need to manage near shore areas of the Hudson River and has integrated the Village of Dobbs Ferry Harbor Management Plan within the LWRP. A Harbor Management Plan addresses conflict, congestion, and competition for space in the community's surface waters and underwater lands. It provides the opportunity to identify various alternatives for the optimum use of the waterfront and adjacent water surfaces. There are currently no water use facilities nor formalized water uses in the village, hence no existing harbor management issues.

The Village recognizes the need to provide improved facilities and access for water-dependent recreational uses such as fishing and non-motorized boating. The Waterfront District identifies various alternatives for the optimum use of waterfront and adjacent waters, while preserving its scenic and historic character. The LWRP has identified the following locations as the best suited for water-dependent uses in the Waterfront District.

- Locations - Proposed and future development of water-dependent uses will be concentrated at the north and south ends of the Shoreline Area, i.e. areas near the Chart House and Willow Point to the south, and 145 Palisade to the north, leaving the main open area of the park for water-enhanced activities. The mouth of Wickers Creek should remain protected from potential impacts of these uses.
- Uses - A partial list of potential water-dependent uses includes a floating dock and/or pier for daytime boat access, fishing, and pedestrian access to and from the shore; a launch for non-motorized boats; and facilities for the repair, rental, and storage of non-motorized watercraft. Any proposed water-dependent uses in the Waterfront District will require provision of waterside and shore-side access. A hand launch for non-motorized boats requires a gentle slope to the water's edge, an area for firm footing in the water, and shallow water at the shoreline.

C. Proposed Projects

Introduction

The projects that are recommended in this section respond to the issues and opportunities identified in the inventory and analysis and comply with the coastal management policies. These recommendations seek to provide a balance of environmental, recreational, and economic development initiatives while preserving the unique natural and cultural character of Dobbs Ferry's Waterfront and Downtown areas. Specific elements of the proposed plan are outlined below (See [Figure IV-2, "Proposed Projects Map"](#)). It should be noted here that the Village of Dobbs Ferry is not bound to undertake any project that is proposed in this section. However, substantial funding opportunities are available for projects that are listed in the LWRP. Note: The LWRP does not include cost estimates for any of the proposed projects.

C.1. Shoreline Restoration and Stabilization

The shoreline stabilization in the Shoreline Area has lost its integrity in several areas, causing precious waterfront land and land side habitats to be eroded and adversely impacted by seawater encroachment. The area in most need of restoration and stabilization extends from Willow Point to the northern tip of Waterfront Park. The paved walkway along the river at the southern half of Waterfront Park is also deteriorated and presents a safety hazard to pedestrians. The shoreline at 145 Palisade Street and at the mouth of Wickers Creek is also deteriorated. The Village should make shoreline restoration and stabilization a priority project and should consider options that will incorporate the following recommendations:

- The shoreline should be natural wherever feasible. Options for marshland and wetland restoration or expansion should be explored at the two sandy cove areas of the shoreline and at the mouth of Wickers Creek.
- Improve the existing shoreline boulder rip rap in keeping with the natural character of the shoreline. Rocks should be of sufficient size to contain the shoreline given the weight of soil, strong tides and current, and weather-related conditions specific to the locations.
- Design and engineering should incorporate plans for a riverfront esplanade along the entire length of the Park. (See Riverwalk project later in this section.) To the greatest degree possible, the land surface adjacent to the shoreline should be compatible with shoreline estuarine habitats. Surfaces such as porous paving should be considered to avoid creating new drainage problems related to structures and impervious surfaces in other areas of the Park.
- Incorporate flat rock areas for sitting at the southern half of shoreline, and more natural sitting areas at the north end of the park, possibly by incorporating rocks and boulders.
- Recreate natural habitat at the north end of Waterfront Park to soften the shoreline, encourage new biota, and enhance future educational opportunities in this area.

C.2. Waterfront Park Enhancement and Redesign

The Village of Dobbs Ferry has an opportunity to make its Waterfront Park an outstanding example of riverfront design. The Village's first priority in re-designing the layout of Waterfront Park shall be to improve access and enhance connection to the River. Waterfront design should define certain areas for passive and active activities. All manmade features shall be sensitive to the river's presence and its natural ecosystem.

C.2.a. A Note about Athletic Fields

In January 2000, the former Waterfront Committee (chaired by Trustee Frank Farrington) that is now incorporated into the LWRP Committee, recommended that the undeveloped northern area be developed as a natural landscaped area for shoreline habitat, passive enjoyment, and education. This area, formerly used as a composting facility for the Village, abuts the 145 Palisade property on the north, the Metro North tracks on the east, the river on the west, and the commuter parking lot and park on the south. This undeveloped stretch of shoreline represents only six percent (6%) of the entire Dobbs Ferry shoreline from Hastings to Irvington. It is the only portion of the Village's shore that has not been developed for residential, commercial, transportation, or recreational uses. The Waterfront Committee's recommendation to develop this parcel as a natural habitat evolved from an extensive process of analysis and public feedback, and represented a strong consensus by the Village, even before the LWRP Committee began its work. Consistent with this recommendation, the Fall 1999 Village-wide survey by the Waterfront Committee favored passive recreational opportunities and a natural setting at Waterfront Park.

In the intervening time, however, the shortage of athletic facilities in the Village has become the focus of considerable attention and, as a result, there has been extensive discussion about using open areas of Waterfront Park, and in particular the undeveloped northern area, as a playing field of some kind. The LWRP Committee acknowledges the Village's need for athletic facilities and supports the use of all Village resources to address the shortage of open space for playing fields. However, the Committee is committed to the idea that the park should be available in the first instance to people of all ages, at all times of the year, for general water-dependent and water-enhanced recreational uses. As a general matter, organized athletic activities have no particular relationship to the waterfront, being neither water-dependent nor water-enhanced uses. If adequate alternative areas were readily available, it is the LWRP Committee's sense that everyone would agree that the waterfront is not an ideal location for such facilities. The unpredictability of weather conditions, often more severe at the waterfront, makes informal recreational use more appropriate than scheduled athletic uses. Moreover, use of the waterfront for organized athletic activities could not come close to solving the basic problem of inadequate athletic field space in the Village.

It is the Committee's understanding that no area of Waterfront Park is large enough to accommodate a regulation size field for baseball or softball, football, or soccer, and that discussions to date have focused on its potential use for youth soccer leagues. Based on American Youth Soccer Organization (AYSO) standards, the dimensions of the northern undeveloped area of the park could accommodate a youth soccer field for ages up to 12 years old; a "junior high" sized soccer field could conceivably be squeezed in, although to do so would require virtually the entire area and even then the recommended margins might not fit. In no event could a soccer field for ages beyond junior high be accommodated in this area. By comparison, the large open area of Waterfront Park adjacent to the commuter parking lot and just south of the northern undeveloped area could be made to accommodate regulation soccer play by children up to 10 years of age.

The LWRP Committee strongly recommends against such a use of the northern undeveloped area of Waterfront Park. This extraordinary and unique parcel offers the last apparent opportunity for the re-creation of a natural riverfront habitat in the entire Village, which would be open for the use and enjoyment of all citizens year-round. The question is whether this opportunity should be passed up so that the parcel can be used instead as a playing field suitable for quite limited purposes, even for a limited period of time. If a field is built on the northern parcel, all residents will be denied the opportunity for a natural habitat suitable for active and passive enjoyment and available as an educational resource on a year round basis.

If any area of the Waterfront Park is to be used for organized athletic facilities, there are certain minimum criteria and restrictions that the LWRP Committee strongly believes should apply. Any such use of any area of the park must provide sufficient linear allowance for an esplanade along the waterfront (see the Riverwalk project description later in this section), and sufficient buffer/security on the north and east sides to provide protection from the tracks and the driveway at 145 Palisade. Moreover, any such use must not be restrictive. It must be done in

such a way that, when the athletic activities are not in progress, everyone else may enjoy the space. The space should be viewed as a “great lawn,” capable of being marked off and used for organized sporting events, and then reverting to open and universally accessible park spaces. A lawn/field near the front Mercy College parking lot is currently used for softball and under-10 soccer in this way. Under no circumstance should permanent structures, such as fences, lighting, backstops, goal posts or running tracks be constructed on these park areas. Such structures would render the affected area essentially dedicated to the particular athletic use and deprive everyone else of the ability to use and enjoy the property when games are not in session.

The following LWRP recommendations for the enhancement and redesign of Waterfront Park remain consistent with the recommendations of the former Waterfront Committee and the preliminary design submitted by Vollmer Associates. Additional development and refinement are necessary, however, before implementing the park plan. The LWRP Committee’s recommendation in this section attempts to accommodate, if only temporarily, the active recreational needs of the Village while proposing long term projects that will enhance the natural character of the park and recreational opportunities for all age groups.

C.2.b. Park Layout

Waterfront Park should be redesigned to encourage and support activities in three distinct areas of the park: the Southern Area, Central Area, and the Northern Area.

C.2.b.(1) Southern Area

The Willow Point and adjacent sandy cove areas are currently a gathering spot for a variety of recreational uses. Benches line the waterfront at Willow Point for passive enjoyment of the river, e.g. sitting, sunbathing, bird watching. The beach area, although not appropriate for swimming, is used as an informal launch for canoes and kayaks. Enhancement and development of this area should enable continuation of both passive water-enhanced activities and active water-dependent uses. These include:

- A strolling, viewing deck at Willow point. Include a stationary telescope and interpretive signage regarding the areas being viewed, highlighting their past cultural history as well as current significance (e.g. the site of Jon Dobbs’ ferry service).
- Fishing Pier/ Floating Dock, with handicapped access, should be located at the south end of the park to support water-dependent and educational activities.
- An informal, low-impact launch for kayaks, canoes, and shells for skulling should be located at the south end of the sandy cove to concentrate active use in this one area and leave the remaining beach area for passive enjoyment.
- More benches should be added along the water and under trees at Willow Point and adjacent to the sandy cove.

- The sandy cove area should be cleaned and restored to tidal shoreline habitat, and access to the cove area should be improved while minimizing impacts to the sensitive shoreline area. Access should include accessibility for the disabled. Balance with recommendations for hand boat launch improvements.
- Recreational parking in the southern area of the commuter parking lot should be expanded on weekends and after commuter hours to support the concentration of active uses in this area.
- A park service/maintenance building should be located at the south end of park, away from the river and close to the overpass.
- An inventory of tree cover in the area should govern decisions to remove, augment or reconfigure plantings with consideration for framing or exposing views of the Hudson River.

C.2.b.(2) Central Area

The wide middle area of the park, from the southern park entrance to the north end of the parking lot, is currently used for a variety of active and passive recreational activities. It is large and open enough to accommodate both formal and informal open play and activities, public gatherings, a children's' playground, and park related structures. The south central area, which is tree-shaded and closer to the train station, should accommodate more concentrated passive recreation, e.g. concerts, picnics, playground. All or some of the following elements could be incorporated into the design of this area.

- Provide restrooms and water fountains at the park entrance across from the train station to complement existing amenities at the train station.
- Multi-purpose concession/pavilion for shaded picnicking and snack bar. Or, as an alternative to this permanent structure, the Village might consider reserving four or five spaces at the edge of the park adjacent to the parking lot where licensed vendors could be stationed during hours of park activities.
- Relocate the children's' playground further south, near the park entrance, for convenient proximity to the concession, restroom, and water fountains. Design playground for compatibility with the park setting, with ample shaded areas and seating.
- Integrate the playground with a surrounding playful sculpture garden setting.
- Upgrade picnic facilities and locate near the children's' playground.

- Locate a gazebo/bandstand structure suitable for a variety of uses, and provide electricity and storage.
- Rehabilitate/upgrade Train Station, following best historic preservation practices, to serve as a gateway to the waterfront and to the Village above, and to incorporate many Village, commuter and waterfront services/resources. Enhance existing kitchen/snack bar/vendor facility with tables and chairs, extend hours for services, and restrooms.

The north central area provides a "great lawn" area for active recreation and may serve to partially relieve the present need in the community for additional playing fields. This area should be enhanced to allow for more open playing fields for organized team sport use as well as pickup games. Should this or any area of the park be used for team sports, there shall be no fences, viewing stands, lights or other obstructions to river views or to other forms of passive or active recreation.

C.2.b.(3) Northern Area

As a long-term plan, the undeveloped area north of the parking lot should be developed as a natural area, consistent with shoreline ecosystems, and reserved for passive recreational and educational activities consistent with the natural habitat. This restoration effort—illuminating the natural history of the Hudson’s banks—deserves attention. The Village can make a trailblazing contribution to understanding the ecology of a post-industrial river through a re-creation of a pre-development ecosystem in the northern reaches of the village park. Possible short-term uses for this area include temporary development as a multiple use "great lawn" area for active recreation.

The following recommendations apply to any future permanent use of this area:

- Plant the area with native species of vegetation. Landscaping and plantings should be designed to buffer the areas to the north (145 Palisade) and east (tracks), and to limit use of the area by Canada geese whose presence has generally plagued the waterfront in recent years.
- Provide a low impact trail linking the area to a riverfront walkway (see Riverwalk later in this section.) and to the commuter parking lot.
- Provide a remote picnic area to the north.
- Long-term - Designate the area as a natural area with interpretive signage.
- Long-term - Include a Nature Center for river-related educational activities in the natural area (see C.3.a. Land/Marine Structures and Facilities.)

C.2.c. Preservation of Waterfront Park’s Scenic Resources

The waterfront area is the centerpiece of and integral to the most precious village views. In order to maintain and enhance this extraordinary Village asset, the following principles should guide the management and stewardship of this area.

- C.2.c.(1)** *To protect the Village’s investment in the new parking lot, Village maintenance of materials and landscaping needs to be improved.*
- C.2.c.(2)** *No new tree planting or changes in landscaping should be undertaken by the Village until a professionally prepared plan for the area is in place that considers open space, views, goose management, tree species, wildlife habitat, windbreaks, and desirable shade.*
- C.2.c.(3)** *The directive given by the former Waterfront Park Committee to Vollmer Associates to establish and maintain a vegetation barrier screening the parking area from upland public space and private properties should be honored by the Village. Unscreened parking degrades scenic views.*
- C.2.c.(4)** *Vollmer Associates did not follow the recommendations of the former Waterfront Park Committee to install glare cut-off lights for the parking lot. In the next round of park improvements, this mistake should be corrected. The present installation falls far short of DEC. guidelines for the reduction of light pollution; present lot lighting has a negative impact on nighttime perceptions of the river from both upland and river vantage points and wastes energy.*
- C.2.c.(5)** *The committee recommends that new construction at the waterfront—signage, path lighting, furniture, walkways, play equipment, gazebo/band shell, environmental study center, fishing pier, and other contemplated improvements--be designed not to detract or distract from the overwhelming natural beauty of the River. While good design cannot be legislated, our general recommendation would be to favor low (but safe) lighting levels, natural materials, and sparing use of bright colors.*

C.2.d. LWRP Waterfront Coordination

In order to ensure the implementation of the projects, guidelines, and programs adopted and approved in this LWRP, the Village should establish a new position of Waterfront Coordinator and otherwise commit to the following goals and objectives.

- C.2.d.(1)** *LWRP Waterfront Coordinator*

The LWRP recommends creation of a new part-time or full-time Village staff position to be titled LWRP Waterfront Coordinator to:

- Work with the Village Administrator, the Parks and Recreation Department, the Police Department, and appropriate Village Boards and Committees;
- Implement the Waterfront Park redevelopment projects and programs set forth in this document;
- Coordinate waterfront activities and programs with local and regional organizations and schools; and
- Research and apply for funding to implement projects and programs identified in the LWRP.

Note: The Waterfront Coordinator position could be combined with the Downtown Business Coordinator position (see C.6.a.), or could be shared with a neighboring Village.

C.2.d.(2) Park Maintenance and Supervision

- All improvements and proposed uses should be incorporated in close coordination with an achievable maintenance and security plan involving, among others, Village staff and police.
- Park planning should include strategies for controlling unauthorized uses, parking, noise, and other activities that interfere with residents' safe and comfortable enjoyment of the park.

C.2.d.(3) Develop Village programs at the Waterfront

In addition to water-dependent and water-enhanced active and passive recreational activities, uses of the waterfront should reinforce its educational, cultural, commercial, and historical connections to the Village and neighboring communities. The following types of activities, and others, are recommended at the waterfront:

- Environmental education programs about the river's fish, birds, habitats, and geology developed by local schools and environmental organizations. The inclusion of a nature center/shelter at the north end of the park would support these activities.
- Cultural/historical programs about economic activity on the river: transportation, shipping, the Hudson's significance in New York and national economic progress. This programming might meet State Board of Education requirements for instruction in state and local history.

- Art shows, theatrical productions, dance and music concerts sponsored by the Rivertowns Arts Council, local art galleries, and schools.
- Waterfront related activities for all ages.

C.3. General Recommendations for Improvements to the Waterfront District

C.3.a. Land/Marine Structures and Facilities

The developed environment of the waterfront area should also reflect and preserve the natural character of the Hudson River.

- All structures should have an open feel with river views, for safety as well as aesthetic purposes.
- New structures should relate to the tradition of Hudson Valley architecture and landscape design and local history, but should not be so narrowly interpreted as to exclude the possible contributions of contemporary environmental designers or artists.
- Incorporate energy saving devices and alternative energy sources wherever possible to decrease stress on existing energy infrastructure.

C.3.b. Landscaping

Landscaping in the Waterfront District should serve to enhance the experience of being at the waterfront.

- Native plants should be used wherever possible. Include drought resistant species, those that tolerate heat and dry conditions, and plants for a high water table.
- Use landscaping methods to discourage the geese population.
- Native wildlife habitats should be enhanced and encouraged wherever possible in Waterfront Park and at Wickers Creek and Nun’s Beach.
- Preserve as many existing large trees as possible, subject to a professional assessment of their desirability and survivability, and continue to add trees as needed.
- Use trees to screen active areas for noise and to protect areas from sun and wind.

C.4. Improve Access to the Waterfront and Downtown Areas

The following projects are all designed to improve waterfront access for pedestrians, cars, public transportation, and other modes of travel to connect destination points in the Waterfront and Downtown Areas. The following projects and recommendations address an array of access opportunities.

C.4.a. Develop Dobbs Ferry Section of Westchester County Riverwalk

In cooperation with the Westchester County Planning Department's Riverwalk Plan, the Village will develop plans for a promenade/river walkway (Riverwalk) to extend, where feasible and through easement where necessary, along the entire Village waterfront from the Chart House point to the Irvington border. The Riverwalk will keep the river in view at all times and will be located as close to the river as public safety, environmental protection, and public and conservation easement requirements will allow. The Riverwalk should be developed in the following three phases:

- Phase I: North from the Chart House point to the northern boundary of Waterfront Park.
- Phase II: From the north border of Waterfront Park, along the 145 Palisade Street shoreline (through easement, purchase, or other option), to the mouth of Wickers Creek.
- Phase III: A footbridge over Wickers Creek and north (connecting to the Conservation Easement at the Landing) along the shoreline of Nun's Beach to, and across, the railroad footbridge (when repaired) and north on the east side of the tracks along Mercy College property (through easement) to the Irvington border where connections can be made to the Ardsley-on-Hudson train station and the Old Croton Aqueduct Trailway.

The south end of the Riverwalk will link to the Old Croton Aqueduct State Park by way of High and Walnut Streets to enable connections to Hastings-on-Hudson and points south. At this time, it is not feasible for the Riverwalk to follow the river edge south of the Chart House. There is no land west of the Metro North tracks and the land to the east is privately owned by several entities, is heavily wooded, and has steep slopes.

Development of the Riverwalk should be a top priority. It will significantly enhance the attractiveness and continuity of the shoreline and encourage increased use and enjoyment of waterfront assets. The need to preserve a sufficient right of way for the Riverwalk to be constructed should be a guiding (and limiting) factor in all other waterfront development planning.

C.4.b. Link the Waterfront and Downtown Areas to facilitate pedestrian access

C.4.b.(1) Improve and connect pedestrian pathways in the Village:

Develop a pedestrian access plan that makes street crossings easier for pedestrians. Evaluate the condition of all Downtown and Waterfront Area sidewalks and develop a plan to upgrade where necessary.

Increase pedestrian access to and from the river by developing trail and sidewalk connections from the Riverwalk to the Downtown Business area, the Old Croton Aqueduct, and the South County Trailway.

Connect the Chart House to Waterfront Park and the train station by way of a pedestrian walkway (see Riverwalk above).

C.4.b.(2) *Link 145 Palisade to the Downtown and Waterfront Park*

To facilitate pedestrian access between the Downtown, Waterfront Park, and 145 Palisade Street, the Village should study the feasibility of securing public access to the 145 Palisade Street shoreline:

- Access from Palisade Street to the waterfront - A deteriorated sidewalk runs along the driveway from Palisade Street and terminates before the bridge overpass. Development of a new or improved pedestrian walkway to the buildings at 145 Palisade on both sides of the tracks would provide safe pedestrian passage for employees as well as shoppers and other visitors.
- Access along the 145 waterfront - Investigate the feasibility of acquiring public access to the shoreline area of 145 Palisade Street in order to extend the Riverwalk from Waterfront Park to the mouth of Wickers Creek. Once public access is secured, this parcel will provide opportunities for a number of recreational and commercial joint ventures. This will help to ensure the future continued use of this area of the shoreline by the public, while creating a continuous connection from Waterfront Park to areas north.
- As an alternative, the Village should study the advantages and disadvantages of acquiring a portion of this property (145 Palisade Street west of the tracks) as parkland.

C.4.b.(3) *Improve Multi-Modal Access*

A fundamental principle of livable communities is the importance of safe, convenient, affordable, and pleasant means for people to get around without dependency on automobiles. Following are guidelines for improving mobility within the Village and the region:

- Integrate multi-modal and inter-modal transportation within the region. This means including rail, land-based and water-based mass transit, bicycles, and vehicular and pedestrian movement within the capacity of the existing or upgraded systems.

- Extend use of Village Commuter Jitney service to provide passage between the Downtown and Waterfront Park during non-commuter hours on weekdays and on weekends.
- Meet with Historic Rivertowns of Westchester (HRTW) Trolley regarding the addition of stops to the Dobbs Ferry downtown and waterfront areas.

C.4.b.(4) Enhance the Village Trail System

Dobbs Ferry has many trails that are used by residents and non-residents to get between places within the Village and to neighboring villages. These include the Old Croton Aqueduct Historic State Park Trail and the South County Trailway, as well as a number of informal trails leading into and out of the Juhring Estate, Hillside woods, and the Masters School woods. Implementation of the following steps would enhance public use of trails in the Village of Dobbs Ferry and in the surrounding region.

- Develop interconnections among the trailways and linkages to other points of interest and to the waterfront, including possible easements and/or land acquisitions to span existing gaps in the trail network.
- Create linkages to adjacent communities, as part of a continuous pedestrian trail.
- Make certain physical improvements and perform regular maintenance of trails, including the clearing of debris and vegetative overgrowth from trails, and the implementation of erosion control measures.
- Create a trailway signage system within the Village and other tools, e.g. trail map, to promote public awareness of the trail system.

C.4.b.(5) Improve Recreational Parking

Use of the waterfront commuter parking lot should be modified to permit greatly expanded recreational parking on weekends and after commuter hours on weekdays. Additional recreational parking spots could be designated for non-residents at Station Plaza and on Palisade Street on weekends and after commuter hours. This could be accomplished through a recreational permit system that includes annual permits for residents and per-diem permits for non-residents.

C.4.c. Improve Signs from Gateways to and from the Downtown and Waterfront Areas

The LWRP supports the Village's efforts to coordinate signs across the Village and encourages appropriate signs for all local cultural, historic, and recreational resources; waterfront access; and waterfront activities. Signs from the northern and southern gateways to the Waterfront and Downtown Areas should be improved to be:

- Consistent with the Historic Rivertowns of Westchester (HRTW) signage program.
- Sequential from the northern and southern Gateway areas to Downtown and Waterfront.
- Creative signs (with a Dobbs Ferry Waterfront theme and logo) that direct vehicles, pedestrians, and cyclists through the Downtown to the waterfront.
- Posted at all approaches to the northern and southern Gateway areas, Broadway south of Livingston, from the Saw Mill Parkway, and other areas within the Village.

The Railroad Station is also a gateway. Attractive signs should be posted directing visitors from the waterfront to downtown shops, restaurants, etc.

C.5. Department of Public Works (DPW) Site (Cedar & Palisade)

The Village-owned property at the corner of Cedar and Palisade Streets, currently used by the DPW, will become available when the new DPW facility is completed. Once this property becomes vacant, the Village should demolish all DPW structures on this site and convert the site to new uses that will serve the Village. If new uses include residential redevelopment, the new residential use should be compatible in style and density with existing residential development on Palisade Street. Among the possibilities for uses on this site are:

- Year-round tennis courts, skating park and/or other recreational facilities.
- Parking structure for recreational users and shoppers, with recreational facility on top or at street-level.
- Park-like landscaping to outline the site's special view of the river.

C.6. Downtown Revitalization

One of the primary objectives of the LWRP is to facilitate the revitalization of the Village's Downtown Area. The recommendations in this section are aimed at developing a downtown business strategy that fosters community spirit and collaborative efforts within the Village's business community. They are as follows:

C.6.a. Downtown Business Coordinator

The LWRP proposes that the Village establish a full-time or part-time professional position, Downtown Business Coordinator, to work with the Village boards and committees to coordinate the implementation of the business strategies proposed in this section. These strategies include all of the following:

- Develop a targeted Business Recruitment Program.
- Develop a tourism strategy for the Downtown

- Organize the existing businesses, help to locate new businesses that would be an asset to Dobbs Ferry and work to strengthen the existing Chamber of Commerce.
- Act as liaison to all Village Boards and Committees regarding Downtown/Waterfront matters.
- Form a joint Advertising Campaign for local businesses/restaurants/services.
- Develop new Public Transit Utilization incentives to bring newcomers to the Village.
- Develop a Joint Downtown Coordination Strategy with the villages of Hastings and Irvington including a Joint Downtown Committee.
- Develop a Business District Newsletter.
- Coordinate efforts with LWRP Waterfront Coordinator to ensure unity of purpose and ongoing implementation of the LWRP.

Note: The Downtown Business Coordinator position could be combined with the LWRP Waterfront Coordinator position (see C.2.d.(1)), or could be shared with a neighboring Village.

C.6.b. Develop Funding Resources

- Identify funding sources for development and improvement of commercial areas.
- Establish a “Foundation” to allow individuals to donate benches, garden spaces, fountains or services for public spaces.
- Evaluate the use of tax incentives as a catalyst for change within the commercial district
- Form a Business Improvement District (BID).
- Develop a retention and new business incentive package.

C.6.c. Develop Waterfront Commercial Opportunities

- Highlight the connection of Downtown and Waterfront areas by identifying and developing new mutually beneficial business alliances in Downtown and Waterfront areas (Chart House, 145 Palisade).
- Develop commercial opportunities relating to the Waterfront for local merchants: e.g.: coffee house/café, food concessions during the summer

months or in connection with the waterfront concerts and other events, services for commuters, canoe/kayak rental, and jitney service.

C.6.d. Develop Downtown Design Guidelines

In conjunction with a broad review of applicable zoning provisions, the Village should:

- Develop design guidelines for downtown structures that recommend appropriate architecture and urban design in keeping with the height, scale, density, and character of the Village. Include well-designed pedestrian amenities and gathering places.
- Work to make the downtown area more appealing by developing facade guidelines, making available design and technical assistance to landlords and shopkeepers, and planning areas for people to congregate.
- Develop guidelines for Downtown historic preservation and restoration projects.

C.6.e. Develop Tourism

Since Dobbs Ferry is primarily a residential community (not agricultural or industrial), economic development should focus on reinvigorating our downtown and heritage tourism. As a group, heritage tourists are affluent travelers, with money to spend in the communities they visit. Dobbs Ferry has a supply of potential visitors through the coordinated efforts of the Historic River Towns and the draw of Historic State Parks, including the Old Croton Aqueduct State Historic Park, the National Trust and Historic Hudson Valley sites in Dobbs Ferry and neighboring communities. With the popularity of local restaurants and galleries as a base, the Village can build on its demonstrated track record for offering community hospitality. Our waterfront is a remarkable resource to share along with our historic downtown and significant architecture. Planning a way to accommodate visitors at the river and draw them up to our shops, galleries, and restaurants is a challenge that villagers in previous centuries seem to have handled well.

Some tourism development goals are:

- Define what is unique about Dobbs Ferry while strengthening its Historic Rivertown identity and making connection with other HRTW's.
- Improve commercial/public signage to build continuity in Downtown Areas.
- Riverwalk should provide connections with other river Villages and be available for walkers, joggers, bikers, rollerbladers, and strollers.
- Develop tour packages both in town and on the river.
- Encourage Bed and Breakfast for tourists (for visitors by boat also).

C.7. Scenic View Preservation

The extraordinary scenic views throughout the Village are at the heart of the Village's identity. The Village should do all it can to preserve, feature, maintain and expand them. Village efforts to promote view preservation and enhancement fall into two categories: C.7.a., regulations that govern private land use, and C.7.b., Village actions on municipal property to improve and enhance visual access to the river from public and private space.

C.7.a. Regulations

In the regulatory sphere, views are currently addressed indirectly through existing Village laws that deal with such areas as site plan regulations, lot coverage, building envelope, steep slopes, tree removals, and planting plans. Special attention, however, should be given to zoning and architectural review regulations in the central business district where there is a potential for Hudson River views that will connect the historic commercial strip with the river that brought the Village into existence.

C.7.a.(1) View Preservation Ordinance

In addition to strengthening existing local laws to preserve views, the committee recommends the development and adoption of a Dobbs Ferry View Preservation Ordinance specifically dedicated to this important resource. The ordinance would require a review of all new exterior construction within a Village area determined after careful study of the Committee's view inventory. The area governed by this ordinance, the View Preservation District, should include all properties that can interrupt public or private visual access to the Hudson River. The scenic view inventory discussed in Section II defines an area of important river views between the riverfront and a line following Broadway south from the Irvington line to Clinton Avenue, and then following Clinton south to the Hastings line.

A view preservation ordinance would not dictate preservation of all views. Rather, it would give residents and the representative reviewing body the opportunity to consider the impact of proposed construction on neighbors' views and views accessible to the general public, and to explore, if necessary, alternate design approaches that would minimize negative impacts to existing views. While the applicant would be required to show a good faith effort to minimize the impact of new construction on neighboring views, the right to maintain economic value for private property within the permitted zoning envelope would be preserved.

C.7.a.(2) Site Plan Review: Proposed Landscaping

Village site plan review should give attention to species and growth habits of proposed plantings in sensitive scenic areas. Within the View Preservation District, applicants seeking site plan approval should be required to demonstrate the impact of proposed

landscaping on neighboring properties and public vistas and be prepared to modify plans in response to comments from the reviewing body.

C.7.a.(3) Tree Ordinance

Another Village regulation that deserves attention is the Village Tree Preservation Ordinance that should be reviewed by the Conservation Advisory Board as part of the preparation of a scenic view preservation ordinance. This issue is complex. Appropriate implementation requires a well-trained tree commission with members whose expertise extends beyond sound knowledge of planting and maintenance of trees to include ecosystem dynamics and basic planning. Tree removals should be carefully scrutinized and viewed in the Village context, since Dobbs Ferry's handsome mature trees play a major role in relieving the visual density of the community and contribute significantly to village character, beauty, and environmental health. However, improvement of visual access to the River should be one significant factor among several in deciding to permit tree removals.

Other factors to be weighed are the condition of the tree; the value of its species; its role in the neighborhood as a screen, a windbreak, and source of energy-saving shade; and its function in preventing erosion on slopes and in providing habitat for wildlife. "Topping-off" trees to improve views is not a sound practice. It threatens the health of some trees, produces weak (and therefore potentially dangerous) new wood, and must be repeated frequently (if the tree survives) as the tree pushes new growth to compensate for leaf loss in the crown.

In summary, the Village should revise the current tree ordinance, with the consultation of a qualified, certified arborist and a landscape architect/environmental planner. It should prohibit "topping-off" trees but permit selective branch or tree removals on private property for the purposes of view improvement as long as other factors mentioned above weigh in the deliberation. The efficacy of a tree ordinance depends upon the competence of the commission evaluating applications and the Village's commitment to enforcement.

C.7.b. Village Actions on Village-owned property

The view inventory revealed numerous opportunities for Village improvements on land it owns and manages. Direct Village actions on Village-owned property should involve improvement of street tree maintenance and pruning; selective removal of street trees where views are unnecessarily obstructed; possible development of sidewalks and amenities to improve public access to views; reduction of and improvement of signage to minimize impacts on views; a program to reduce or eliminate overhead wires, poles, cable paraphernalia. Future designs for the present DPW site should include maximizing visual access to the Hudson River down Cedar Street.

C.7.b.(1) Memorial Park

Both levels of Memorial Park could have magnificent year-round view windows to the river. The committee recommends that the Village retain the services of a landscape architect /environmental planner to develop an integrated plan (to be reviewed by the Conservation Advisory Board) covering:

- Selective clearing of trees and underbrush to create views of the River from upper and lower developed Memorial Park areas
- Recommendations for appropriate native species shrub cover to hold slopes disturbed by tree removals and to discourage re-growth of view-blocking trees
- Recommendations for an ongoing maintenance regime to preserve these cleared areas
- Recommendations for sitting areas with benches and other park amenities oriented to take advantage of the new view windows
- Suggested phasing plan if improvements must be made over time

Factors to be considered in the development of this plan include but are not limited to:

- Preservation of mature oaks and other native trees and shrubs and preferred removals of Norway and sycamore maples and other invasive exotic species;
- Selection of native shrub species to provide cover and food for wildlife, especially birds on the Hudson River flyway;
- Protection of the privacy of neighboring properties;
- Minimization of afternoon sun-glare for Little League games;
- Attempt to maximize the positive impact of selective tree removals at the Embassy Community Center and private residences on Hudson Terrace;
- Sun-shade and wind-protection for newly created sitting areas;
- Fencing upgrade.

C.7.b.(2) Views for special regulatory protection and special Village maintenance

As has been described above, the Scenic Resources Committee has identified an area of the Village to be governed by a View Preservation Ordinance. Eight public vantage points deserve even stronger protections. They are:

- Views toward the Hudson River down Cedar, Oak, Elm, Chestnut and Walnut Streets;
- The view toward the river down Main Street;
- The view panorama at the intersection of Main, High and the end of Palisade Streets;
- The view from Broadway northwest toward Piermont at the intersection of Broadway and Livingston Avenue.

These eight views have been singled out because of their scenic qualities and their centrality to life in the Village through location and frequency of use. Views down Main, Oak, Elm, Chestnut, and Walnut have additional cultural significance because 19th Century village architecture forms the foreground, or frame, for important Hudson River vistas. The view preservation ordinance should provide an additional measure of protection for these views.

C.7.b.(3) Other Open Space Views

The Village's Conservation Advisory Board has completed an inventory of Dobbs Ferry's open space, and in November 2001 Village residents approved a \$3 million bond to acquire land to be retained as open space for the purposes of preservation and recreation. The LWRP recommends that the scenic value of property carry substantial weight among other important considerations (such as wildlife habitat and adaptability for active recreation) governing land acquisition. Improvements such as structures, parking facilities, and fencing proposed by the Village to adapt newly acquired open space for recreational use should be carefully controlled to minimize negative impacts on scenic values.

C.7.b.(4) Coordination with the Old Croton Aqueduct State Historic Park

New York State's linear park provides extraordinary scenic benefits to its users. Views down the length of the trail and views out from the trail to local neighborhoods, to natural areas and to the River contribute immeasurably to the Village's character. The special protections and Village actions described above for Cedar, Oak, Elm, Chestnut, and Walnut Streets will enhance the Aqueduct experience. View preservation guidelines within the View Preservation District should help to protect river views now enjoyed

from the Aqueduct. The Aqueduct's status as a State Historic Park and a National Historic Landmark legally mandates careful attention to the impact of public or private development on this regional scenic and recreational resource. The Village's local review processes should reflect that obligation, and applicants should be made aware of the Aqueduct's special status.

C.7.b.(5) *Stewardship of Village Properties*

One relatively easy action that the Village could take to enhance visual access to the River would be to adopt environmentally sound policies and practices in the maintenance and management of Village-owned property. Both levels of Memorial Park, for example, could have magnificent year-round views of the River. The Village should retain the services of a landscape architect/environmental planner to develop an integrated plan (to be reviewed by the Conservation Advisory Board) covering:

- Selective clearing of trees and underbrush to create views of the River from the upper and lower developed park areas.
- Recommendations for appropriate native species shrub cover to hold areas disturbed by tree removals and discourage re-growth of view-blocking trees.
- Recommendations for an on-going maintenance regime to preserve these cleared areas.
- Recommendations for sitting areas with benches and other park amenities oriented to take advantage of the new view windows.
- Suggested phasing plan if improvements must be made over time.

C.8. *Historic and Archaeological Preservation Programs*

Dobbs Ferry has a rich natural and cultural history. It has the potential resources to reinforce its identity as a waterfront community and to enhance the quality of life of its residents. The Village's participation in the sweep of events in the Hudson Valley and the metropolitan region provides opportunities to attract visitors who can contribute to the economic life of the downtown. Residents' responses to LWRP public surveys, however, indicate that very little is known about local history or Dobbs Ferry's role in the history of the region or of the nation. These recommended projects are designed to satisfy the needs identified in the history inventory and analysis sections of this document.

C.8.a. *Highlight Village's Architectural Legacy*

Dobbs Ferry has architectural riches that are not understood and that, therefore, bring scant benefit to the Village. The LWRP has identified the following projects to encourage understanding and enjoyment of Dobbs Ferry's architectural heritage:

C.8.a.(1) Public Education

The LWRP proposes public education projects for all age groups, coordinated through the Dobbs Ferry Historical Society, the Village Historian, Historic River Towns of Westchester, and local volunteers to promote public awareness of the historic resources present in the Village. This can be accomplished through a number of measures, including:

- A funded project to identify, study, describe, and promote the importance of the Village's architectural heritage through publications, exhibits, markers, signage, and self-guided walking tours like the outstanding series done by the Dobbs Ferry Historical Society years ago.
- Programs to highlight Village's role in development of transportation routes. Dobbs Ferry's position on a heritage river, a namesake ferry service, a major historic train line, a post road as old as European settlement, a linear historic State park, and on the now-vanished trails of Native American residents yields countless opportunities to enrich resident and visitor experience. The transportation routes are both "the story" and the way people come to experience the story.
- Signs - History can deepen the experience of the waterfront through interpretive signs and panels, statues, and installations representing bygone waterfront and shipping activities. Markers or timelines along the shoreline coordinated with interpretive materials in the Depot (train station) Cultural Center can acquaint residents and visitors with Dobbs Ferry's journey through history to the present.
- Information kiosks in the Dobbs Ferry business district to provide information regarding historic buildings and events that took place in the immediate area.
- A historic map of Dobbs Ferry illustrating the Village's historic resources and the connections between them and other points of interest in the Village and the region.

C.8.a.(2) Enhance the Historic Character of the Downtown

Momentum for enhancement of historic character often follows the realization that shopping strips provide many of the goods and services that used to be the mainstay of downtown. Merchants realize that to survive, they have to attract specialty shoppers from beyond Village limits. The character of the Village itself becomes the draw. To succeed as a viable downtown, Dobbs Ferry needs desperately to protect its existing historic fabric from further deterioration and demolition. Recommended mechanisms that support that endeavor include:

- The National Main Street Center, sponsored by The National Trust for Historic Preservation, helps downtowns build strong economic development programs through historic preservation. Through the Main Street Center, Dobbs Ferry can get guidance on such issues as storefront improvement programs, historic tax credits, and “placemaking on a budget”.
- Tax credits are presently available for exterior improvements to income-producing properties in designated historic districts. At both State and Federal levels, legislation is proposed to provide similar tax credits for residential properties.
- Grants to fund studies and activities are available from the State and from regional preservation organizations such as the Preservation League of New York.

C.8.a.(3) *Historic Preservation Legislation*

The Village should review the feasibility and desirability of enacting a local historic preservation law to establish a procedure for preserving important local historic structures and sites. Such a law, if deemed to be advisable, would:

- Regulate development that may affect designated historic and cultural resources
- Establish procedures for local designation of historic buildings and landmarks,
- Set up a Historical Preservation Commission (or other suitable entity) to recommend structures and sites that merit preservation due to historic or archaeological value.

In order to be successful, such a regulatory approach requires:

- A consortium of proactive local property and business owners committed to the idea that the historic character of a district can increase shopper traffic and sales.
- A professional inventory of Dobbs Ferry’s historic architectural resources followed by recommendations on structures, landscapes, and districts eligible to be protected.
- A professionally prepared manual explaining the historic context and significance of the protected building or area and setting forth explanations of permitted and prohibited actions pertaining to demolition, new construction, additions, and remodeling for use by the review board, the applicant, and his or her architect and builder.

- A well-informed and conscientious (historic district) architectural review board backed by strict enforcement procedures.
- An ongoing Village committee actively researching, preparing, and presenting materials to illuminate the community’s history for residents and visitors. The stories behind the protected architecture and landscape need to be told.

This mechanism for reviving downtowns is in wide use across the country—not just museum re-creations like Colonial Williamsburg. Close to home, Irvington is contemplating guidelines to improve its Main Street neighborhood. Cold Spring in Putnam County; Kingston, New York; Plainfield, New Jersey; and East Hartford, Connecticut have very different guidelines tailored to their particular needs and heritage. To justify the ongoing vigilance involved in successful preservation regulations in Dobbs Ferry, other efforts to promote our historic character and to link downtown to the waterfront, such as many described above, need to be vigorously pursued.

C.8.a.(4) *Wickers Creek Archaeological Site*

The site is located on the private property of The Landing Home Owners Association where the Village has acquired a permanent easement to walk to and view the Wickers Creek Archaeological site in the south western area of the property. The easement includes pedestrian access to the site by way of the Wickers Creek corridor and Nun's Beach.

Public understanding and enjoyment of this significant site and its role in the history of Dobbs Ferry, the region and the entire nation can be developed through the cooperative efforts of the Village of Dobbs Ferry; the Landing Home Owners Association; the Friends of Wickers Creek Archaeological Site (FOWCAS); and local, county, regional, and state historical organizations. A plan should be developed to design and implement the following:

- Access to the site - Phase II of the proposed Riverwalk should address the opportunities for public access to the site along the waterfront from Waterfront Park and/or 145 Palisade Street, over a footbridge at the mouth of Wickers Creek to Nun's Beach and the footbridge over the Metro North tracks.
- Design and maintenance of the site - The Village will seek the services of a landscape architect to design a site plan that is sensitive to the historical/archaeological identity of the site as well as to the natural and manmade environment surrounding the site.
- Educational programs - The Dobbs Ferry Historical Society and the Dobbs Ferry School District will work together to develop an education program for adults

and children including onsite information, brochures/materials, walking tours, videos, etc.

C.9. Management of Private and Public Open Space Resources

There are a variety of ways for local municipalities to preserve open space or lands, habitat, wetlands, and other natural resources within New York State. For the purposes of this discussion open space and open lands are defined as those lands which have not yet been subdivided into lots and dedicated to residential, commercial, or industrial use. The Village can play an important role in local open space conservation through implementation of the local planning and land use controls discussed in Section IV.

Much of Dobbs Ferry's open space is, and should remain, in private ownership. The LWRP advocates that the Village develop several alternative strategies designed to encourage continued revenue-producing private ownership of open space in the Village while retaining the public values of that land, i.e. natural resource conservation, scenic view preservation, public access, and recreational use.

In November 2001, the Village of Dobbs Ferry passed a \$3 million Open Space Bond to be available over the next thirty years for acquisition of properties identified for purchase. Consideration should be given to the use of these funds to facilitate actions recommended in the LWRP, especially in the waterfront district. The LWRP recommends the following Village actions in conjunction with the passage of the Open Space Bond:

C.9.a. Open Space Criteria

The Village should develop a set of criteria to evaluate its inventory of public and private open space land. These criteria will be consistent with coastal policy standards and address environmental features, preservation and use goals, planning implications, economic implications, and acquisition issues. Among these criteria will be the potential impact of public ownership on the Village's tax revenue. The Village's tax base should be preserved wherever feasible. Therefore, tax exempt properties should receive a higher priority for acquisition, and acquisition of property that is currently on the tax roles should be considered only as a last resort after all other options have been explored for obtaining the desired use of said property.

C.9.b. Research options

The Village should study available options to negotiate the public use of privately owned lands for conservation and recreational purposes, including tax incentives, easements, transfer of development rights, or lease. Acquisition of private land by the Village should only be considered as a last resort.

C.9.c. Consultant

The LWRP recommends that the Village retain the services of a local land trust, conservation, or preservation organization, e.g. The Westchester Land Trust (WLT), to assist the Village in

developing an open space strategy and negotiating on behalf of the Village with regard to future Village land transactions.

C.9.d. Open Space Committee

The LWRP recommends that the Village appoint a permanent Open Space Committee to assist the Village in making decisions regarding the purchase of open space parcels. The Open Space Committee would be responsible for developing and applying evaluation criteria for these parcels to determine their value to the Village and the feasibility of their use by the Village.

C.9.e. Village financial resources

The LWRP recommends that the Village use this local source of open space funding in conjunction with county, state, and federal matching funding resources to conserve important open space resources in the Village.

C.10. Public Environmental Education Programs

The Village should work with Westchester County and local and regional educational organizations to develop environmental education programs for all ages. Public education efforts should be developed with respect to the environmental impacts of human actions such as:

- removal of established vegetation and other development activities in areas of steep slopes and stream corridors;
- improper use, storage, and disposal of household hazardous waste;
- excessive application of fertilizer and turf chemicals;
- excessive use of deicers on sidewalks, driveways, and streets;
- use of pesticides and herbicides.

C.11. Proposed Water Resource Management Plans

The lacework of streams flowing into the Hudson River, Wickers Creek, and the Saw Mill River that played an important role in the economic and recreational life of former residents is now largely buried in dense residential development and culverts.

- Those open water streams and ponds should be inventoried and protected. Markers describing the importance of these waterways to by-gone residents will deepen our understanding of the complex ways native peoples and European settlers, farmers, and industrialists used water and water power.
- The intermittent waterfall above the railroad station and the pond behind 145 Palisade Street are among other incidental water bodies warranting scrutiny and possible measures of

protection. A complete inventory will reveal the extent of resources to be considered for protection, restoration, or interpretation.

C.11.a. Wickers Creek Management Plan

Dobbs Ferry's most significant surviving waterway is Wickers Creek. Because of its natural, Native American, and post European settlement history, it deserves a high level of protection from neighboring development. A professionally guided ecological restoration plan and implementation will help establish a policy for managing visitation so its fragile slopes suffer no further destruction. The Wickers Creek Biological Assessment Study, funded by the New York State Hudson River Estuary Program, looked at the biology and water quality of Wickers Creek and concluded that the Creek was in dire need of cleaning, banks require stabilization, and stormwater runoff needs to be mitigated. The LWRP proposes a Wickers Creek Management Plan for the Village that incorporates the recommendations of the study. Components of the plan are as follows:

- Clean-up – An initial clean-up program, followed by seasonal clean-up “sweeps”, will remove the scattered trash and debris along the Creek from the Aqueduct to the mouth of the creek, including the beach area. The clean-up program may be a volunteer effort that would produce immediate as well as long-lasting positive results. To complement the clean-up project, the posting of "No Dumping" signs along the upper reaches of the ravine is critical to maintaining a debris-free creek.
- Preservation of Coarse Woody Debris (CWD) - habitat for both vertebrate and invertebrate wildlife can be enhanced in Wickers Creek by leaving most coarse woody debris alone. This debris contributes to soil development and prevents streambank erosion. Trees that have become uprooted due to present erosion conditions and that fall into the creek naturally can be left alone if they are not diverting the stream flow so that it further erodes the streambank.
- Streambank Restoration - The unstable, regularly sloughing banks along many stretches of Wickers Creek likely contribute to an input of fine sediments that negatively impact amphibians, fishes, and some macroinvertebrates. Therefore, stream restoration techniques are of utmost importance to stabilize the streambank and restore the creek to its natural healthy state. Several steps are needed to perform this restoration.
- Potential Contaminants Mapping and Stormwater Management.
- Education - A final management recommendation includes educating landowners along the creek and in other areas of the watershed about the importance of the creek in both an ecological and cultural context.

C.11.b. Saw Mill River Management Plan

The Village should seek funding for Bioassessment Study and Streambank Restoration of those portions of the Saw Mill River that run through Dobbs Ferry. The Village might also join with the Village of Hastings-on-Hudson and City of Yonkers to seek funding for a combined study and management plan for the Saw Mill River.

C.11.c. Stormwater Management Plan

Under the provisions of the U.S. Environmental Protection Agency's Final Stormwater Phase II Rule, pursuant to the 1987 Amendments of the Federal Water Pollution Control Act (commonly known as the Clean Water Act), the Village of Dobbs Ferry is required to apply for a National Pollution Discharge elimination System (NPDES) permit for its stormwater drainage system by March 10, 2003. By the end of the first permit term, typically five years after issuance of the original permit, the Village will be required to implement a stormwater management program designed to reduce or prevent the discharge of pollutants into adjacent receiving waters. That program must incorporate a series of stormwater discharge management controls (best management practices), including the following six required minimum control measures:

- Public education and outreach
- Public Participation and involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post-construction runoff control
- Pollution prevention/good housekeeping

Under the Phase II Rule, the Village will be required to establish a set of "measurable goals", defining target dates for the accomplishment of specific implementation activities for each of the six required minimum control measures.

C.11.d. Harbor Management Plan

A harbor management plan addresses conflict, congestion, and competition for space in the use of a Hudson River community's surface waters and potentially its underwater land. It provides consideration of and guidance and regulation on the managing of boat traffic; general harbor use; optimum location and number of boat support structures, such as docks, piers, moorings, pumpout facilities, special anchorage areas; and identification of local and federal navigational channels. It also provides the opportunity to identify various alternatives for optimum use of the waterfront and adjacent water surface, while at the same time analyzing the probable environmental effects of these alternatives.

Harbor management programs are a required element for the approval of a LWRP. Pursuant to Section 922 of the New York State Executive Law, the Village of Dobbs Ferry invokes its authority to integrate its harbor management program within the LWRP. Dobbs Ferry's Harbor Management Plan considers many uses of Dobbs Ferry's waterfront area. These uses are discussed throughout this Section. A specific listing of the elements required in the Harbor Management Plan that are a part of this LWRP is as follows:

- The HMP boundary area is identified on [Figure 1-2](#).
- A complete inventory and analysis of existing uses in the HMP can be located in Section II of this LWRP.
- An identification and analysis of issues of local importance can specifically be found in Section II-B.4. and D.
- An identification and analysis of issues of regional importance can specifically be found in Section II-A.2., B.3., and C.4 and Section IV-C.12.
- A discussion of opportunities, long and short-term goals and objectives for the HMP are found in Section III-C. and E.
- An identification of the utilization of public underwater lands and navigable waters is located in Section II-B.3.b.
- A discussion of water dependent uses is located in Section II- C.3.
- The identification and discussion of economic, cultural, and social considerations regarding underwater lands and navigable waters can be found in Section III-A-D.
- A water use plan can be found in Section IV-B.
- A specification of policies concerning the management of underwater lands and navigable waters can be found in Section III. C. and IV-C. 11.D.
- Identification of capital projects necessary to implement the HMP can be found in Section IV.
- Specification of existing and proposed techniques to implement the LWRP can be found in Section V.
- Other applicable needs to describe the HMP can be found in discussions throughout the LWRP document.

Relevant details from the LWRP that pertain to the HMP are reported in the text below.

The harbor management issues of local and regional importance are discussed in Section II and include: the biological health of the Hudson River; the recognition and coordination of various management initiatives such as the Hudson River Valley National Heritage Area Management Plan; and navigation and dredging issues. Dobbs Ferry presently does not have any public or private waterfront facilities that support surface water activities. The Village, therefore, does not have laws regulating surface water activities. Any activity involving the waterfront is subject to the Critical Environmental Area law and all potential environmental impacts must be explored.

Other applicable regulations in the Coastal Management Zone are imposed by NYSDEC and the ACOE. The NYSDEC requires a Protection of Waters Permit for the disturbance of the bed or banks of the Hudson River, the construction or repair of docks, platforms or installation of moorings, and the excavation or placement of fill in the Hudson River. The ACOE regulates the Hudson River under the Coastal Zone Management Act of 1972 requiring permits for certain activities. These include requiring obtaining a permit for activities including the construction or placement structures and for the discharge of dredged or fill material into the Hudson River.

The proposed water uses, sites for water-dependent and water-enhanced uses, and the priority for land uses are identified for the waterfront above in Section IV-B. A list of potential water-dependent uses includes a floating dock and/or pier for daytime boat access, fishing, and pedestrian access to and from the shore; a launch for non-motorized boats; and facilities for the repair, rental, storage of non-motorized watercraft, and hand launch for non-motorized boats. For a fuller list of proposed permissible water-dependent, water-enhanced, and non-water related uses in the proposed new Waterfront District Zone, see Section V. C. of this document.

The Village of Dobbs Ferry invokes its authority to implement its Harbor Management Program, integrated within the LWRP.

C.12. Regional Planning - The Hudson River Valley Greenway Council

The Village should identify the Hudson River Valley Greenway Council and Conservancy as partners in the implementation of the LWRP.

The Dobbs Ferry LWRP, through its policies and projects, furthers the goals of the Hudson River Valley Greenway Communities Council and the Greenway Heritage Conservancy for the Hudson River Valley. The Greenway encourages compatible economic development while preserving natural resources and the natural beauty of the Hudson River Valley, one of the main objectives of the LWRP.

The Hudson River Valley Greenway Principles are:

- Natural and Cultural Resource Protection
- Regional Planning
- Economic Development

- Public Access
- Heritage and Environmental Education

The records of the Hudson River Valley Greenway Council do not indicate that the Village of Dobbs Ferry has officially joined the Council by means of a resolution passed by the Village Board of Trustees in support of the Greenway Principles. It is recommended that a resolution to become a Greenway Community and to join the Westchester Greenway Compact be considered for adoption in the near-term in order to take advantage of the various forms of technical and financial assistance that are available to Greenway communities, including:

- Up to 50 percent grants for basic community planning and for any changes to local planning and zoning;
- A potential rating advantage over non-member communities for receiving competitive New York State funding for Greenway projects and for Environmental Protection Fund (EPF) grants;
- Streamlined environmental review process for activities which are consistent with regional Greenway plans; and
- Protection from lawsuits brought against communities because of the acquisition of land or the adoption of local land use regulations consistent with the regional Greenway Plan.

Besides basic planning, the grant monies through this program also are available for:

- Stewardship funding, to encourage community residents to take an active role in monitoring and maintaining their local trails, to help local partnerships generate interest in their trails, and to recognize the effort of their volunteers (e.g. free T-shirts, awards, picnics, and service mementos); and
- Funding to address landowners' issues, to obtain permission for public trails to cross privately-owned land, and to implement various measures to gain private landowner support for public trails, such as the installation of no trespassing and private property signs, fencing, and vegetative screening.

The recommendations in this LWRP are consistent with the guiding principles of the Hudson Valley Greenway Council. Membership in the Greenway Council and the Westchester Greenway Compact will provide the Village of Dobbs Ferry with the type of the technical and financial assistance necessary to implement many of the projects recommended in this document.

SECTION V TECHNIQUES FOR LOCAL IMPLEMENTATION OF THE LWRP

The LWRP must provide for the implementation of the policies, proposed uses, and proposed projects of the program. Careful attention has been given especially to the implementation of the policies. Implementation measures have been established for each policy, which includes the standards set forth in the policy explanation.

Section V has six main parts:

- Part A, Laws and Regulations Necessary to Implement the LWRP, explains the major local laws which will serve as implementation tools for the LWRP.
- Part B, Local Management Structure, illustrates who is going to carry out the various implementation measures contained in the LWRP.
- Part C, Procedures to Ensure Local Compliance, describes the local, State and Federal roles in the LWRP consistency process
- Part D, Financial Resources Necessary to Fund the Projects and Programs in the LWRP, contains a discussion of the various financial tools that are potentially available to fund the projects in the LWRP.

A. Laws and Regulations Necessary to Implement the LWRP

A.1. Introduction

Local laws and regulations are the basic means for enforcing the provisions of the LWRP. While their effects are long-term or incremental, they help ensure that, at a minimum, nothing will occur to prevent the long-term advantageous use of the waterfront or to frustrate the achievement of any of the policies or purposes of the LWRP.

Following is a description of Dobbs Ferry's laws and regulations that will serve to implement the LWRP. They include Dobbs Ferry's Master Plan and Zoning Ordinance, Subdivision Regulations, Flood Damage Regulations, Steep Slope Ordinance, Sign Regulations, Architectural Review Board Law, and Westchester County's Critical Environmental Areas Regulations.

A.2. Local Laws and Regulations

A.2.a. Master Plan and Zoning Ordinance

The Village of Dobbs Ferry developed its first proposed Master Plan in 1962. However, this plan was never formally adopted by the Village. A second new proposed Plan was prepared in 1971 under a grant from the US Department of Housing and Urban Development under the

Comprehensive Planning Assistance Program authorized by Section 701 of the Housing and Urban Development Act of 1954. The Village Board, also, never adopted that document.

The Dobbs Ferry Zoning Code was first adopted in 1966. It has been revised on a number of occasions. The Zoning Code establishes use districts and regulates uses within these districts. It also establishes building setback and density requirements; regulates the bulk and arrangement of buildings, lot area coverage, off-street parking, access, drainage, accessory uses, fences and walls, lighting, screening and landscaping, swimming pools, steep slopes, and other similar issues typically addressed in zoning regulations.

The Village's Zoning Ordinance divides the Village of Dobbs Ferry into the following zoning districts:

- OF -1 through OF 6 - one-family residence (40,000 minimum lot area (mla) - 5,000 mla)
- TF - Two or Three Family Residences
- TFS - Two and/or Three Family Residences with Stores
- A-1, 2, 3 and AAA - Apartments
- A5 - Apartments with Stores
- OS - Office Buildings
- DS - Designed Buildings
- B - Business
- LOD - Limited Office District
- I - Industry
- E - Educational
- CC - Country Club
- NH - Nursing Home
- C – Convent
- WFA – Waterfront A
- WFB – Waterfront B

The boundaries of these zoning districts are displayed in [Figure II-4](#) of this LWRP.

In accordance with the specific recommendations in this LWRP, the Village established a new zoning district called the Waterfront District (WFA and WFB) to provide a comprehensive and consistent focus for the waterfront area and stimulate appropriate waterfront-related economic development. (See Appendix B)

The Waterfront District designation permits recreational, open space, commercial, business and residential uses that will benefit from and, in turn, enhance the unique aesthetic, recreational, historic and environmental qualities of the waterfront area. This district is designed to protect the sensitive aesthetic, recreational, historic and environmental features that exist along the shoreline, to promote and encourage public access to the shoreline and enjoyment of these features, to encourage appropriate water-oriented uses of this area, to preserve and enhance mixed commercial use of old industrial buildings that bring creative small businesses, artisans

and entrepreneurs to the community and support the Village's economy and bring people to the waterfront area and to ensure appropriate density of development, commercial and residential.

The Waterfront District encompasses all building lots and parcels, and portions thereof, within the Village that, until the creation of this zoning district, were zoned for industrial use. In addition, this district includes every building lot or parcel, or portion thereof, within the Village that is situated to the west of the railroad right-of-way, whether above or below the mean high water line, including any and all such lots, parcels or portions thereof that are entirely submerged under the Hudson River.

The Village's Zoning Code also contains a Site Plan Review Law. This provision requires site plan review for improvements to commercial properties and for residential developments. Site plan review is not required for single-family and two and three family detached residences and their accessory uses, so long as they are not part of a development. Once a subdivision has been approved, site plan review is not required for individual lots, even in the case of a multi-lot development. It is required for cluster developments. The Planning Board may waive site plan review, except in cases involving environmentally sensitive areas or features that would require consideration, such as scenic views, steep slopes, wetlands, or endangered species.

The Village's Zoning Code also requires compliance with the State Environmental Quality Review Act (SEQR) and the implementing regulations promulgated by the Department of Environmental Conservation contained in Part 617 of Title 6 of the Official Compilation of Codes, Rules, and Regulations of the State of New York. SEQR requires an agency to identify possible significant impacts of proposed actions on any aspect of the physical or human environment at the earliest possible stage and to require appropriate mitigating measures. The Environmental Quality Review requires all Village boards and agencies to comply with SEQR. The Dobbs Ferry Planning Board and the Conservation Advisory Board provide technical review of SEQR Environmental Impact Statements and Environmental Assessment Forms for proposed actions in the Village and offer recommendations to the Village Board, which serves as lead agency.

A.2.b. Subdivision Regulations

The Village has Subdivision Regulations that were first adopted in 1966. The regulations require the submission of proposed subdivisions of land to the Village Planning Board for review and approval. They include standards for street layout, lot configuration, drainage improvements, provision of open space and recreational space, and the preservation of natural resources.

A.2.c. Flood Damage Prevention Regulations

In 1986 the Village updated its code to enact a Model Local Law on Flood Damage Protection, which complies with the National Flood Insurance Program Flood Management Criteria for Flood Prone Areas. The purpose of this ordinance is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- Regulate uses which are dangerous to health, safety, and property due to water or erosion hazards or which result in damaging increases in erosion or in flood height or velocities;
- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodwaters;
- Control filling, grading, dredging, and other development which may increase erosion or flood damages;
- Regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands; and
- Qualify for and maintain participation in the National Flood Insurance Program.

The 1986 local ordinance incorporated the flood maps promulgated by the Federal Insurance Administration and satisfied all of the basic floodplain management guidelines established by the Federal Emergency Management Agency (FEMA).

A.2.d. Steep Slope Ordinance

Because Dobbs Ferry is located on the banks of the Hudson River, many areas of the Village are steeply sloped and therefore are vulnerable to erosion from runoff. In 1989, the Village of Dobbs Ferry enacted a Steep Slope Ordinance as an effort to "protect environmentally sensitive lands, preserve the Village's natural resources and promote the orderly development of land...with excessively steep slope areas." These areas often feature far reaching vistas of the Hudson River and points north and south. Regulation of steep slopes should provide a strong mechanism for the Village to address the potential for erosion and the importance of view preservation when a parcel is being developed.

A.2.e. Sign Regulations

The Village adopted a Sign Ordinance in 2000. The Historic River Towns of Westchester, comprised of the thirteen Hudson River Villages in Westchester County, is presently developing a sign plan for all Westchester communities along the Hudson River to adopt. The Plan will attempt to standardize signage in this region and highlight the region's historic, cultural and recreational links. In the future, Dobbs Ferry will have the opportunity to coordinate the Village's local signs with the Historic River Towns of Westchester regional sign plan.

A.2.f. Architectural Review Board Law

The Architectural Review Board (ARB) Law was adopted in 1966. The purpose of the law is to judge excessive uniformity, dissimilarity, or inappropriateness of design in the exterior

appearance of buildings and structures erected or altered in or in the immediate vicinity of a residential neighborhood or in a commercial or industrial neighborhood and to determine if a new design adversely affects the desirability of the immediate area and neighboring areas for residential, commercial, and industrial purposes and, by so doing:

- impairs the benefits of occupancy of existing residential, commercial, and industrial property in such areas;
- impairs the stability and value of both improved and unimproved real property in such areas;
- prevents the most appropriate development of such areas;
- produces degeneration of residential, commercial, and industrial property in such areas with attendant deterioration of conditions affecting the health, safety, and morals of the inhabitants thereof; or
- destroys a proper relationship between the taxable value of real property in such areas and the cost of municipal services provided.

The Village, by implementing the mandate of the ARB, can address issues of property value as it relates to the preservation, or deterioration, of resources such as scenic views.

A.2.g. Critical Environmental Areas

In 1989, the Westchester County Board adopted a local law (16-1989) pursuant to 6NYCRR 617.4(h) of the SEQRA regulations) that established a number of critical environmental areas throughout Westchester County. The intent of the law was to identify and protect all areas of the County that contained or bordered on significant natural resources. As such, the potential impact of any Type I or Unlisted Action in a Critical Environmental Area is a relevant area of concern and must be evaluated in the determination of significance prepared pursuant to SEQRA. The Hudson River and immediate shoreline are designated as a Critical Environmental Area by this law. In 1995, the Village of Dobbs Ferry designated the Jurhing Estate as a Critical Environmental Area pursuant to SEQRA regulations 617.4(h).

A.2.h. Designation of Village Parks

In August, 2002, Dobbs Ferry Local Law No. 6 of the year 2002 was passed amending Village Code, Chapter 230 Parks, Article I – Parks Designated, in which all Village parks are formally designated as parks.

A.3. LWRP Consistency Law

The purpose of this law is to provide a framework for agencies of the Village, under the direction of the Planning Board, to consider the policies and purposes contained in the LWRP when reviewing

applications for actions or direct agency actions; and to assure that such actions and direct actions are consistent with the said policies and purposes.

B. Local Management Structure

The complexity of implementing the LWRP will require the involvement of several agencies, boards, and individual officials. Effective coordination of LWRP implementation requires that, in addition to designating a lead agency for consistency review, specific responsibilities are identified and assigned wherever possible. A summary of functional assignments, including the newly established LWRP Implementation Coordinator position, are listed below:

Mayor: Provide overall supervision and management of LWRP implementation projects and programs.

Village Board of Trustees: Execute LWRP program responsibilities, in coordination with Mayor, for such items as coordination with volunteer and private organizations and local government cooperation.

Village Administrator: As chief executive officer responsible to Village Board of Trustees, provide direct supervision of all Village affairs relating to program LWRP policies, uses and projects.

Village Clerk: Handle correspondence, communications and record keeping for Village government actions pertaining to the implementation of the LWRP.

Village Treasurer: Serve as chief fiscal officer in providing fiscal management for Village government actions pertaining to the LWRP.

Village Building Inspector: Provide initial review of proposed coastal area development proposals to determine compliance with the Village zoning ordinance, work with Village Planning Board and other Village agencies in expediting all necessary reviews, issue permits, and enforce zoning ordinance.

Director of Public Works: Manage, maintain, and operate all public works and physical properties pertaining to the coastal area.

Director of Parks and Recreation: Provide assistance to Manager and Board of Trustees in planning and executing recreational programs and development of recreational facilities pertaining to the waterfront.

Planning Board: Responsible for LWRP consistency review of all proposed local actions in the Village's coastal area. Provide advice and assistance to the Board of Trustees (and the DOS for Federal actions) and the public in prioritizing program projects and activities; provide input to the Board of Trustees on the compatibility of coastal area activities with program policies and objectives; review and approve site plans for new development within the coastal area.

Zoning Board of Appeals: Hear and render decisions on variances, special permits, and appeals from any requirement or determination made by the Village agencies pertaining to the coastal area.

Architectural Review Board: Makes referrals and recommendations to the Planning Board regarding the review of compatibility and consistency of proposed structures with the scenic and historic preservation policies of the LWRP.

Conservation Advisory Board: Makes referrals and recommendations to the Village Planning Board regarding review of consistency of proposed actions with the conservation policies and standards of the LWRP; and advises the Village in the development, management, and protection of its natural resources.

Dobbs Ferry Recreation Commission: Serve in an advisory capacity to the Director of Parks and Recreation in planning and executing recreational programs and development of recreational facilities pertaining to the waterfront and downtown area.

Dobbs Ferry Chamber of Commerce: Coordinate merchant and private sector involvement in the LWRP, assist in soliciting donations for smaller waterfront projects, and promote public and private interest and support for revitalization activities.

LWRP Implementation Coordinator: Assist the Village in implementing the recommended programs and projects set forth in the LWRP, and in ensuring compliance with the LWRP coastal management policies and standards.

Open Space Committee: Assist the Village in developing a strategy to evaluate the Village's open space parcels with a view toward conservation and potential future acquisition.

C. Procedures to Ensure Consistency with the LWRP

C. 1. Local Actions

As noted above, the Village has adopted a LWRP Consistency Law to ensure local actions are undertaken in a manner consistent with the policies and purposes of the LWRP. LWRP consistency review procedures are distinct but integrally tied to the State Environmental Quality Review Act (SEQRA) procedures. Under the direction of the Planning Board, lead agency in LWRP consistency reviews, all agencies contemplating a direct action or receiving an application for approval of an action by others shall follow review and certification procedures set forth in the Village's LWRP Consistency Law.

When the action is proposed by a state or federal agency, additional procedures are required as described in C.2 and C.3 of this section.

C. 2. State Agency Actions

The New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Article 42 of the Executive Law) and the Department of State's regulations (19 NYCRR Part 600) require certain state agency actions identified by the Secretary of State to be consistent to the maximum extent practicable with the policies and purposes of approved Local Waterfront Revitalization Programs (LWRPs). The Act requires that state agencies provide timely notice to the local government whenever an identified action will occur within an area covered by an approved LWRP. The Secretary of State is required by the Act to

confer with state agencies and local governments when notified by a local government that a proposed state agency action may conflict with policies and purposes of an approved LWRP.

C.3. Federal Agency Actions

The federal Coastal Zone Management Act (CZMA) requires that each Federal agency activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent, to the maximum extent practicable, with the enforceable policies of approved LWRPs

Procedures for LWRP consistency review and determination of direct actions and permit/license actions of federal agencies are coordinated by the New York State Department of State (DOS). All documentation from a federal agency regarding consistency determination of a proposed federal action will be received and forwarded by the DOS to the local municipality for review and recommendation regarding consistency. After coordinated review by the DOS and the municipality, a determination will be made and the consistency decision letter will be forwarded to the federal agency. If the DOS and the municipality do not concur, the DOS will send a copy of the “disagreement” letter to the federal agency and to the municipality.

D. Financial Resources Necessary to Fund the Projects and Programs in the LWRP

There are three main funding implications associated with implementation of the Village’s LWRP. These are the administrative costs involved in the continued local management of the LWRP, the capital and revenue costs involved in project implementation, and the costs related to maintenance and upkeep of projects.

D.1. Administration Costs

Management costs associated with the administration of the LWRP must be budgeted by the Village and financed out of general revenues. This involves creating a separate budget item for the administration of the LWRP to cover the costs of consistency reviews, fulfilling reporting requirements, and general administrative and clerical needs.

D.2. Capital Improvements

The second funding implication is the capital and revenue costs involved in project implementation. The Village has identified a number of LWRP projects designed to address and implement many of the LWRP Policies identified in Section III. These projects are discussed in detail in Section IV. The Dobbs Ferry Recreation Fund is an additional source for implementation. Open space funds generated through the Open Space Bond have the potential for purchasing lands important in advancing the goals of the LWRP.

D.3. Upkeep

Maintenance and upkeep of LWRP improvements will vary from year to year depending on the types of materials chosen during design and construction, and normal wear and tear from weather. Costs will be built into the Village annual budget.

D.4. Services

Although the Village will need to take the lead in achieving the implementation of these projects, it is unlikely that the Village will be able to provide the necessary financial resources to implement any of these projects without seeking financial assistance from other entities or as part of a public/private partnership.

Possible sources of funding include the NYS Department of State, NYS Environmental Protection Fund, the NYS Clean Water/Clean Air Bond Act, the TEA-21 Transportation Enhancement Program, and the New York State Council on the Arts, with local matches from the Village in the form of money and/or in-kind services. Local sponsorship of projects should be sought from the local business community. The Village will work closely with the New York State Department of State Division of Coastal Resources and Waterfront Revitalization to identify possible funding sources.

A key element in the building of successful implementation partnerships is the availability of a local match from the Village. This match is essential in leveraging public or private sector money. The local match generally can take a number of forms, including funding by the Village, the provision of materials or Village public works labor, and the monetary value of volunteer and staff time. It is also advantageous to try to link LWRP project implementation to other capital improvement work that is going on within the Village, such as a development proposal or public water supply project, stretching the benefits of limited public funds and achieving multiple objectives. In terms of providing a monetary match, the Village Board should set up a budget item that would dedicate funds for the implementation of LWRP projects. This item could be used to fund small-scale projects, parts of projects, or a partial cash match for project grants.

The Village should evaluate the requirements necessary to obtain funds from a variety of existing environmental response and economic development programs. Some of the available grant programs require a percentage contribution from the Village. Primary available government funding programs include:

- D.4.a.** *The New York State Clean Water/Clean Air Bond* - Environmental Conservation Law Article 56. Project eligibility should be evaluated under different Bond Act funds, including the Safe Drinking Water Fund (Title 2), the Clean Water Fund (Title 3), and the Municipal Environmental Restoration Project Fund (Title 5).
- D.4.b.** *The New York State Environmental Protection Fund* - Environmental Conservation Law Article 54. The fund, administered by NYSOPRHP, provides assistance for park, recreation and historic preservation projects. Funding for the implementation of Local

Waterfront Revitalization Programs, administered by the NYSDOS, is also available through this program.

- D.4.c.** *The Federal "Superfund"* - Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This fund provides the federal government with funds to implement short-term "removal" actions, or longer term remedial investigation and remediation of hazardous waste sites listed on the National Priorities List (NPL). The NYSDEC must request that a site be listed on the NPL. This fund was used to implement limited clean-up activities at the former Diamond International site.
- D.4.d.** *Federal Environmental Response and Spill Compensation Fund* - Navigation Law Article 12. This fund is available to states to implement investigation and clean-up of petroleum discharges and removal of underground storage tanks. The fund is also available to compensate injured parties, including municipalities which have lost revenue as a result of the discharge of petroleum.
- D.4.e.** *Clean Water State Revolving Fund for Water Pollution Control*. Financing is available to respond to non-point source pollution projects. Non-point source refers to water pollution from diffuse sources that are not directly related to a piped discharge. Examples include remediation of contamination from leaking underground storage tanks or collection and treatment of road runoff, and water body restoration such as stream bank stabilization, drainage erosion, and sediment control.
- D.4.f.** *Industrial Finance Program*. Provides low interest loans to private businesses for environmental improvement capital projects, including Brownfields site remediation and solid waste management.
- D.4.g.** *The State Revolving Fund Program* is one of the largest environmental infrastructure financing programs in the nation. Three primary loans are available through EFC: Bond-Funded Loans, Financial Hardship Loans, (including interest-free long-term), and Interest-Free Short-Term (up to two years).
- D.4.h.** *Community Development Block Grant (CDBG)*. This program provides direct funding from the Department of Housing and Urban Development (HUD) for activities that support the reuse of industrial sites. CDBG funds are used for grants, loans, loan guarantees, and technical assistance activities. Formally a federal program, New York State has been administering the program since 2000.
- D.4.i.** *Section 108 Federal Loan Guarantees*. Another HUD program, may also be applicable to the industrial site reuse effort. Eligible projects include rehabilitation of obsolete structures, property acquisition and site preparation activities that could include removal of contamination from a property.

- D.4.j.** *New York State and U.S. Departments of Transportation.* Grants and loans may be available pursuant to the DOT Transportation Efficiency Act (TEA21), formerly ISTEA. (Industrial Access Program Chap 54 of Laws of 1985 - appropriations bill.) Note: Dobbs Ferry may not be eligible for these funds after the Waterfront District Zone is adopted and industrial zones are removed.
- D.4.k.** *New York State Empire State Development Corporation (EDC).* Program grants and loans are available as incentives to attract commercial development and may be applicable to Brownfields development. The Economic Development Fund is the primary funding program.
- D.4.l.** *U.S. Department of Commerce Economic Development Administration.* Grants are available to assist economic development projects.
- D.4.m.** *New York State Nonpoint Source Implementation Grants Program.* The NYSDEC has a grant program under its Nonpoint Source Implementation Grants Program. The Program provides grants for up to fifty percent (50%) of the cost of eligible nonpoint source water pollution assessment, planning, and abatement projects.
- D.4.n.** *Private Foundation Grants.* The Environmental Grantmaker's Association, 1290 Avenue of the Americas, Suite 3450 New York, New York, 10104 compiles a listing of hundreds of potential foundations and trusts which may provide funding assistance to creative environmental/economic development initiatives. The Foundation Center's satellite location at the Yonkers Public Library has a searchable database of charitable foundations.
- D.4.o.** *Greenway Communities Grant Program.* Provides funding for natural and cultural resource protection, regional planning, economic development, heritage and environmental education, and promotion of access to the Hudson River.
- D.4.p.** *Greenway Conservancy.* Provides funding for trail-related projects.
- D.4.q.** *The Environmental Protection Fund.* A legislatively designated long-term source of revenues available to meet the pressing environmental needs of the State. A portion of this funding is administered by NYS DOS for LWRP implementation.
- D.4.r.** *Land and Water Conservation Fund.* Federal monies allocated to the States by the Department of the Interior for land acquisition and development of outdoor recreation.
- D.4.s.** *Pittman-Robertson Program.* Federal monies from the Federal Aid in Wildlife Restoration Act, apportioned to the states for wildlife conservation and hunter education.
- D.4.t.** *Sport Fish Restoration Program.* Also known as the Dingell-Johnson program and amended by the Wallop Breaux Act, collects taxes on sport fishing related items and

returns the monies to the states for use in fisheries management and research programs.

- D.4.u.** *Biodiversity Stewardship and Research Fund.* A legislatively designated vehicle to receive funds from a variety of sources; federal, state, and private; to support biodiversity stewardship, research, and education in New York State.
- D.4.v.** *Forest Legacy Program.* Federal monies designed to identify and protect environmentally sensitive forests that are threatened with conversion to non-forest uses.
- D.4.w.** *Environmental Benefit Project Funds and Natural Resource Damages.* If appropriate and in accord with law and guidance, may be provided for open space conservation.
- D.4.x.** *Migratory Bird Stamp and Print.* A dedicated source of revenue for management and acquisition of wetlands and associated migratory bird habitat in New York State and Canada.
- D.4.y.** *Return a Gift to Wildlife.* A state income tax donation program. The revenues are used for a variety of projects that benefit fish and wildlife.
- D.4.z.** *State Revolving Loan Fund.* Provides low-interest loans to municipalities to construct and expand sewage treatment facilities. Continuation of the state revolving loan fund depends on periodic reauthorization of the Clean Water Act with grants to states to capitalize the loan fund.
- D.4.aa.** *Federal Non-Game Wildlife Funding Initiative.* Under consideration by the International Association of Fish and Wildlife Agencies, would provide a flexible program of grants to the states, funded through a federal excise tax on backpacks, mountain bicycles, tents, climbing gear, and similar outdoor recreational equipment.
- D.4.bb.** *Army Corps of Engineers, Civil Work Water Resources Development Program.* Monies have been committed for the purpose of determining ecosystem restoration opportunities on the Hudson River. Additional federal funds are available on a matching basis for feasibility studies and implementation.
- D.4.cc.** *Gifts and Donations.* A way for individuals and businesses to contribute directly to the conservation of open space through donations of land or easements.
- D.4.dd.** *Natural Resource Damage Claims.* For harm to natural resources within the Hudson River ecosystem may be used for restoration projects to the extent consistent with law. A potential source of these funds is General Electric's settlement regarding the company's PCB contamination of the Hudson River.

- D.4.ee.** *The Wallace Fund for the Hudson Highlands.* A private foundation supporting land acquisition in the Hudson Valley. Shared funding may be possible for properties identified for acquisition in this plan.
- D.4.ff.** *The Hudson River Foundation.* A private foundation supporting research, education and public access to the river. Its purpose is to contribute to the development of sound public policy concerning the river's ecosystem.
- D.4.gg.** *The Hudson River Improvement Fund.* In the fall of 1985, the Hudson River Foundation received \$1.5 million from the State of New York to endow the Hudson River Improvement Fund. Originally this money was paid to the state to settle litigation concerning the out-of-state export of Hudson River water by oil tankers--an issue first brought to public attention by the Hudson River Fisherman's Association. Through the combined efforts of Hudson River environmental groups, including Scenic Hudson, Clearwater and the New York State Department of Environmental Conservation, the Improvement Fund was created to fund projects that stress the enhancement of public use and enjoyment of the natural, scenic and cultural resources of the Hudson River and its shores.
- D.4.hh.** *The New York City Environmental Fund.* Administered by the Hudson River Foundation, The New York City Environmental Fund (NYCEF) provides financial support for projects that will foster restoration, care, understanding, and enjoyment of the natural resources of New York City and the Consolidated Edison service area in Westchester County.

SECTION VI STATE AND FEDERAL ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

State and federal actions will affect and be affected by implementation of the LWRP. Under State law and the U.S. Coastal Zone Management Act, certain State and federal actions within or affecting the local waterfront area must be "consistent" or "consistent to the maximum extent practicable" with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State and federal agencies is also likely to be necessary to implement specific provisions of the LWRP.

The first part of this section identifies the actions and programs of State and federal agencies which should be undertaken in a manner consistent with the LWRP. This is a generic list of actions and programs, as identified by the NYS Department of State, but has been edited for actions and programs not relevant to this LWRP. Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State individually and separately notifies affected State agencies of those agency actions and programs which are to be undertaken in a manner consistent with approved LWRPs. Similarly, federal agency actions and programs subject to consistency requirements are identified in the manner prescribed by the U.S. Coastal Zone Management Act and its implementing regulations. The lists of State and federal actions and programs included herein are informational only and do not represent or substitute for the required identification and notification procedures. The current official lists of actions subject to State and federal consistency requirements may be obtained from the NYS Department of State.

The second part of this section is a more focused and descriptive list of State and federal agency actions which are necessary to further implementation of the LWRP. It is recognized that a State or federal agency's ability to undertake such actions is subject to a variety of factors and considerations; that the consistency provisions referred to above, may not apply; and that the consistency requirements cannot be used to require a State or federal agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section IV and Section V, which also discuss State and federal assistance needed to implement the LWRP.

A. State and Federal Actions and Programs which should be undertaken in a Manner Consistent with the LWRP

1. STATE AGENCIES

DEPARTMENT OF AGRICULTURE AND MARKETS

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Programs.
- 4.00 Permit and approval programs:
 - 4.01 Custom Slaughters/Processor Permit
 - 4.02 Processing Plant License
 - 4.03 Refrigerated Warehouse and/or Locker Plant License

COUNCIL ON THE ARTS

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Architecture and environmental arts program.

EMPIRE STATE DEVELOPMENT/EMPIRE STATE DEVELOPMENT CORPORATION

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
- 2.00 Allocation of the state tax-free bonding reserve.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 4.00 Financial assistance/grant programs:
 - 4.01 Capital projects for limiting air pollution
 - 4.02 Cleanup of toxic waste dumps

- 4.03 Flood control, beach erosion and other water resource projects
- 4.04 Operating aid to municipal wastewater treatment facilities
- 4.05 Resource recovery and solid waste management capital projects
- 4.06 Wastewater treatment facilities
- 5.00 Funding assistance for issuance of permits and other regulatory activities (New York City only).
- 6.00 Implementation of the Environmental Quality Bond Act of 1972, including:
 - (a) Water Quality Improvement Projects
 - (b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects.
- 7.00 Marine Finfish and Shellfish Programs.
- 8.00 New York Harbor Drift Removal Project.
- 9.00 Permit and approval programs:
 - Air Resources
 - 9.01 Certificate of Approval for Air Pollution Episode Action Plan
 - 9.02 Certificate of Compliance for Tax Relief - Air Pollution Control Facility
 - 9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System
 - 9.04 Permit for Burial of Radioactive Material
 - 9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer
 - 9.06 Permit for Restricted Burning
 - 9.07 Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System
 - Construction Management
 - 9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities
 - Fish and Wildlife
 - 9.09 Certificate to Possess and Sell Hatchery Trout in New York State

- 9.10 Commercial Inland Fisheries Licenses
- 9.11 Fishing Preserve License
- 9.12 Fur Breeder's License
- 9.13 Game Dealer's License
- 9.14 Licenses to Breed Domestic Game Animals
- 9.15 License to Possess and Sell Live Game
- 9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)
- 9.17 Permit to Raise and Sell Trout
- 9.18 Private Bass Hatchery Permit
- 9.19 Shooting Preserve Licenses
- 9.20 Taxidermy License
- 9.21 Permit - Article 15, (Protection of Water) - Dredge or Deposit Material in a Waterway
- 9.22 Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbances
- 9.23 Permit - Article 24, (Freshwater Wetlands)

Hazardous Substances

- 9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
- 9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
- 9.26 Permit to Use Chemicals for the Control or Extermination of Undesirable Fish

Lands and Forest

- 9.27 Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
- 9.28 Floating Object Permit
- 9.29 Marine Regatta Permit
- 9.30 Navigation Aid Permit

Marine Resources

- 9.31 Digger's Permit (Shellfish)

- 9.32 License of Menhaden Fishing Vessel
 - 9.33 License for Non-Resident Food Fishing Vessel
 - 9.34 Non-Resident Lobster Permit
 - 9.35 Marine Hatchery and/or Off-Bottom Culture Shellfish Permits
 - 9.36 Permits to Take Blue-Claw Crabs
 - 9.37 Permit to Use Pond or Trap Net
 - 9.38 Resident Commercial Lobster Permit
 - 9.39 Shellfish Bed Permit
 - 9.40 Shellfish Shipper's Permits
 - 9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean
 - 9.42 Permit - Article 25, (Tidal Wetlands)
- Mineral Resources
- 9.43 Mining Permit
 - 9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)
 - 9.45 Underground Storage Permit (Gas)
 - 9.46 Well Drilling Permit (Oil, Gas, and Solution Salt Mining).
- Solid Wastes
- 9.47 Permit to Construct and/or Operate a Solid Waste Management Facility
 - 9.48 Septic Tank Cleaner and Industrial Waste Collector Permit
- Water Resources
- 9.49 Approval of Plans for Wastewater Disposal Systems
 - 9.50 Certificate of Approval of Realty Subdivision Plans
 - 9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)
 - 9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan
 - 9.53 Permit - Article 36, (Construction in Flood Hazard Areas)

- 9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
- 9.55 State Pollutant Discharge Elimination System (SPDES) Permit
- 9.56 Approval -Drainage Improvement District
- 9.57 Approval - Water (Diversions for) Power
- 9.58 Approval of Well System and Permit to Operate
- 9.59 Permit - Article 15, (Protection of Water) - Dam
- 9.60 Permit - Article 15, Title 15 (Water Supply)
- 9.61 River Improvement District Approvals
- 9.62 River Regulatory District Approvals
- 9.63 Well Drilling Certificate of Registration
- 9.64 401 Water Quality Certification
- 10.00 Preparation and revision of Air Pollution State Implementation Plan.
- 11.00 Preparation and revision of Continuous Executive Program Plan.
- 12.00 Preparation and revision of Statewide Environmental Plan.
- 13.00 Protection of Natural and Man-made Beauty Program.
- 14.00 Urban Fisheries Program.
- 15.00 Urban Forestry Program.
- 16.00 Urban Wildlife Program.

ENVIRONMENTAL FACILITIES CORPORATION

- 1.00 Financing program for pollution control facilities for industrial firms and small businesses.

FACILITIES DEVELOPMENT CORPORATION

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

OFFICE OF GENERAL SERVICES

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, oil and gas leases for exploration and development, and residential docks over 4,000 square feet and all commercial docks.

- 2.00 Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
- 4.00 Administration of Article 5, Section 233, Sub 5 of the Education Law on removal of archaeological and paleontological objects under the waters of State water bodies.
- 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

GREENWAY HERITAGE CONSERVANCY FOR THE HUDSON RIVER VALLEY (regional agency)

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Conservancy.
- 2.00 Financial assistance/grant programs
- 3.00 Model Greenway Program
- 4.00 Greenway Trail Activities

DEPARTMENT OF HEALTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Approval of Completed Works for Public Water Supply Improvements
 - 2.02 Approval of Plans for Public Water Supply Improvements.
 - 2.03 Certificate of Need (Health Related Facility - except Hospitals)
 - 2.04 Certificate of Need (Hospitals)
 - 2.05 Operating Certificate (Diagnostic and Treatment Center)
 - 2.06 Operating Certificate (Health Related Facility)
 - 2.07 Operating Certificate (Hospice)
 - 2.08 Operating Certificate (Hospital)
 - 2.09 Operating Certificate (Nursing Home)
 - 2.10 Permit to Operate a Children's Overnight or Day Camp

- 2.11 Permit to Operate a Migrant Labor Camp
- 2.12 Permit to Operate as a Retail Frozen Dessert Manufacturer
- 2.13 Permit to Operate a Service Food Establishment
- 2.14 Permit to Operate a Temporary Residence/Mass Gathering
- 2.15 Permit to Operate or Maintain a Swimming Pool or Public Bathing Beach
- 2.16 Permit to Operate Sanitary Facilities for Realty Subdivisions
- 2.17 Shared Health Facility Registration Certificate

DIVISION OF HOUSING AND COMMUNITY RENEWAL AND ITS SUBSIDIARIES AND AFFILIATES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition.
- 2.00 Financial assistance/grant programs:
 - 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
 - 2.02 Housing Development Fund Programs
 - 2.03 Neighborhood Preservation Companies Program
 - 2.04 Public Housing Programs
 - 2.05 Rural Initiatives Grant Program
 - 2.06 Rural Preservation Companies Program
 - 2.07 Rural Rental Assistance Program
 - 2.08 Special Needs Demonstration Projects
 - 2.09 Urban Initiatives Grant Program
 - 2.10 Urban Renewal Programs
- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

HOUSING FINANCE AGENCY

- 1.00 Funding programs for the construction, rehabilitation, or expansion of facilities.
- 2.00 Affordable Housing Corporation

HUDSON RIVER VALLEY GREENWAY COMMUNITIES COUNCIL (regional agency)

- 1.00 Greenway Planning and Review
- 2.00 Greenway Compact Activities
- 3.00 Financial Assistance/Grants Program
- 4.00 Greenway Trail Activities

INTERSTATE SANITATION COMMISSION (regional agency)

- 1.00 Adoption and enforcement of air and water pollution standards within the Interstate Sanitation District.

JOB DEVELOPMENT AUTHORITY

- 1.00 Financing assistance programs for commercial and industrial facilities.

METROPOLITAN TRANSPORTATION AUTHORITY (regional agency)

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Increases in special fares for transportation services to public water-related recreation resources.

NATURAL HERITAGE TRUST

- 1.00 Funding program for natural heritage institutions.

NEW YORK CITY TRANSIT AUTHORITY (regional agency)

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Increases in special fares for transportation services to public water-related recreation resources.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION (including Regional State Park Commission)

- 1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Funding program for recreational boating, safety and enforcement.
- 4.00 Funding program for State and local historic preservation projects.

- 5.00 Land and Water Conservation Fund programs.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
- 7.00 Permit and approval programs:
 - 7.01 Floating Objects Permit
 - 7.02 Marine Regatta Permit
 - 7.03 Navigation Aide Permit
 - 7.04 Posting of Signs Outside State Parks
- 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.
- 9.00 Recreation services program.
- 10.00 Urban Cultural Parks Program.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY (regional agency)

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Commission.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Waterfront development project activities.

DEPARTMENT OF STATE

- 1.00 Appalachian Regional Development Program.
- 2.00 Coastal Management Program.
- 3.00 Community Services Block Grant Program.
- 4.00 Permit and approval programs:
 - 4.01 Billiard Room License
 - 4.02 Cemetery Operator
 - 4.03 Uniform Fire Prevention and Building Code

THRUWAY AUTHORITY /CANAL CORPORATION/CANAL RECREATIONWAY COMMISSION (regional agency)

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land and other resources under the jurisdiction of the Thruway Authority, Canal Corporation, and Canal Recreationway Commission.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.
- 3.00 Permit and approval programs:
 - 3.01 Advertising Device Permit
 - 3.02 Approval to Transport Radioactive Waste
 - 3.03 Occupancy Permit
 - 3.04 Permits for use of Canal System lands and waters.
- 4.00 Statewide Canal Recreationway Plan

DEPARTMENT OF TRANSPORTATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
 - (a) Highways and parkways
 - (b) Bridges on the State highways system
 - (c) Highway and parkway maintenance facilities
 - (d) Rail facilities
- 3.00 Financial assistance/grant programs:
 - 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
 - 3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
 - 3.03 Funding programs for rehabilitation and replacement of municipal bridges
 - 3.04 Subsidies program for marginal branchlines abandoned by Conrail

- 3.05 Subsidies program for passenger rail service
- 4.00 Permits and approval programs:
 - 4.01 Approval of applications for airport improvements (construction projects)
 - 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
 - 4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
 - 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
 - 4.05 Certificate of Convenience and Necessity to Operate a Railroad
 - 4.06 Highway Work Permits
 - 4.07 License to Operate Major Petroleum Facilities
 - 4.08 Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highway)
 - 4.09 Real Property Division Permit for Use of State-Owned Property
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.0 Water Operation and Maintenance Program--Activities related to the containment of petroleum spills and development of an emergency oil-spill control network.

EMPIRE STATE DEVELOPMENT CORPORATION and its subsidiaries and affiliates

- 1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Corporation.
- 2.00 Planning, development, financing, construction, major renovation or expansion of commercial, industrial, and civic facilities and the provision of technical assistance or financing for such activities, including, but not limited to, actions under its discretionary economic development programs such as the following:
 - (a) Tax-Exempt Financing Program
 - (b) Lease Collateral Program
 - (c) Lease Financial Program

- (d) Targeted Investment Program
 - (e) Industrial Buildings Recycling Program
- 3.00 Administration of special projects.
- 4.00 Administration of State-funded capital grant programs.

2. FEDERAL AGENCIES

DIRECT FEDERAL ACTIVITIES AND DEVELOPMENT PROJECTS

DEPARTMENT OF COMMERCE

National Marine Fisheries Services

- 1.00 Fisheries Management Plans

DEPARTMENT OF DEFENSE

Army Corps of Engineers

- 1.00 Proposed authorizations for dredging, channel improvements, break-waters, other navigational works, or erosion control structures, beach replenishment, dams or flood control works, ice management practices and activities, and other projects with potential to impact coastal lands and waters.
- 2.00 Land acquisition for spoil disposal or other purposes.
- 3.00 Selection of open water disposal sites.

DEPARTMENT OF ENERGY

- 1.00 Prohibition orders.

GENERAL SERVICES ADMINISTRATION

- 1.00 Acquisition, location and design of proposed Federal Government property or buildings, whether leased or owned by the Federal Government.
- 2.00 Disposition of Federal surplus lands and structures.

DEPARTMENT OF INTERIOR

Fish and Wildlife Service

- 1.00 Management of National Wildlife refuges and proposed acquisitions.

Mineral Management Service

- 2.00 OCS lease sale activities including tract selection, lease sale stipulations, etc.

National Park Service

- 3.00 National Park and Seashore management and proposed acquisitions.

DEPARTMENT OF TRANSPORTATION

Amtrak, Conrail

- 1.00 Expansions, curtailments, new construction, upgrading or abandonments or railroad facilities or services, in or affecting the State's coastal area.

Coast Guard

- 2.00 Location and design, construction or enlargement of Coast Guard stations, bases, and lighthouses.
- 3.00 Location, placement or removal of navigation devices which are not part of the routine operations under the Aids to Navigation Program (ATON).
- 4.00 Expansion, abandonment, designation or anchorages, lightening areas or shipping lanes and ice management practices and activities.

Federal Aviation Administration

- 5.00 Location and design, construction, maintenance, and demolition of Federal aids to air navigation.

Federal Highway Administration

- 6.00 Highway construction.

FEDERAL LICENSES AND PERMITS

DEPARTMENT OF DEFENSE

Army Corps of Engineers

- 1.00 Construction of dams, dikes or ditches across navigable waters, or obstruction or alteration of navigable waters required under Sections 9 and 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 401, 403).
- 2.00 Establishment of harbor lines pursuant to Section 11 of the Rivers and Harbors Act of 1899 (33 U.S.C. 404, 405).

- 3.00 Occupation of seawall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the U.S. pursuant to Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408).
- 4.00 Approval of plans for improvements made at private expense under USACE supervision pursuant to the Rivers and Harbors Act of 1902 (33 U.S.C. 565).
- 5.00 Disposal of dredged spoils into the waters of the U.S., pursuant to the Clean Water Act, Section 404, (33 U.S.C. 1344).
- 6.00 All actions for which permits are required pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).
- 7.00 Construction of artificial islands and fixed structures in Long Island Sound pursuant to Section 4(f) of the River and Harbors Act of 1912 (33 U.S.C.).

DEPARTMENT OF ENERGY

Economic Regulatory Commission

- 1.00 Regulation of gas pipelines, and licensing of import or export of natural gas pursuant to the Natural Gas Act (15 U.S.C. 717) and the Energy Reorganization Act of 1974.
- 2.00 Exemptions from prohibition orders.

Federal Energy Regulatory Commission

- 3.00 Licenses for non-Federal hydroelectric projects and primary transmission lines under Sections 3(11), 4(e) and 15 of the Federal Power Act (16 U.S.C. 796(11), 797(11) and 808).
- 4.00 Orders for interconnection of electric transmission facilities under Section 202(b) of the Federal Power Act (15 U.S.C. 824a(b)).
- 5.00 Certificates for the construction and operation of interstate natural gas pipeline facilities, including both pipelines and terminal facilities under Section 7(c) of the Natural Gas Act (15 U.S.C. 717f(c)).
- 6.00 Permission and approval for the abandonment of natural gas pipeline facilities under Section 7(b) of the Natural Gas Act (15 U.S.C. 717f(b)).

ENVIRONMENTAL PROTECTION AGENCY

- 1.00 NPDES permits and other permits for Federal installations, discharges in contiguous zones and ocean waters, sludge runoff and aquaculture permits pursuant to Section 401, 402, 403, 405, and 318 of the Federal Water Pollution Control Act of 1972 (33 U.S.C. 1341, 1342, 1343, and 1328).
- 2.00 Permits pursuant to the Resources Recovery and Conservation Act of 1976.

3.00 Permits pursuant to the underground injection control program under Section 1424 of the Safe Water Drinking Water Act (42 U.S.C. 300h-c).

4.00 Permits pursuant to the Clean Air Act of 1976 (42 U.S.C. 1857).

DEPARTMENT OF INTERIOR

Fish and Wildlife Services

1.00 Endangered species permits pursuant to the Endangered Species Act (16 U.S.C. 153(a)).

Mineral Management Service

2.00 Permits to drill, rights of use and easements for construction and maintenance of pipelines, gathering and flow lines and associated structures pursuant to 43 U.S.C. 1334, exploration and development plans, and any other permits or authorizations granted for activities described in detail in OCS exploration, development, and production plans.

3.00 Permits required for pipelines crossing federal lands, including OCS lands, and associated activities pursuant to the OCS Lands Act (43 U.S.C. 1334) and 43 U.S.C. 931 (c) and 20 U.S.C. 185.

INTERSTATE COMMERCE COMMISSION

1.00 Authority to abandon railway lines (to the extent that the abandonment involves removal of trackage and disposition of right-of-way); authority to construct railroads; authority to construct coal slurry pipelines.

NUCLEAR REGULATORY COMMISSION

1.00 Licensing and certification of the siting, construction and operation of nuclear power plants pursuant to Atomic Energy Act of 1954, Title II of the Energy Reorganization Act of 1974 and the National Environmental Policy Act of 1969.

DEPARTMENT OF TRANSPORTATION

Coast Guard

1.00 Construction or modification of bridges, causeways or pipelines over navigable waters pursuant to 49 U.S.C. 1455.

2.00 Permits for Deepwater Ports pursuant to the Deepwater Ports Act of 1974 (33 U.S.C. 1501).

Federal Aviation Administration

3.00 Permits and licenses for construction, operation or alteration of airports.

FEDERAL ASSISTANCE*

DEPARTMENT OF AGRICULTURE

- 10.068 Rural Clean Water Program
- 10.409 Irrigation, Drainage, and Other Soil and Water Conservation Loans
- 10.410 Low to Moderate Income Housing Loans
- 10.411 Rural Housing Site Loans
- 10.413 Recreation Facility Loans
- 10.414 Resource Conservation and Development Loans
- 10.415 Rural Renting Housing Loans
- 10.416 Soil and Water Loans
- 10.418 Water and Waste Disposal Systems for Rural Communities
- 10.422 Business and Industrial Loans
- 10.424 Industrial Development Grants
- 10.426 Area Development Assistance Planning Grants
- 10.429 Above Moderate Income Housing Loans
- 10.430 Energy Impacted Area Development Assistance Program
- 10.901 Resource Conservation and Development
- 10.902 Soil and Water Conservation
- 10.904 Watershed Protection and Flood Prevention
- 10.906 River Basin Surveys and Investigations

DEPARTMENT OF COMMERCE

- 11.300 Economic Development - Grants and Loans for Public Works and Development Facilities
- 11.301 Economic Development - Business Development Assistance
- 11.302 Economic Development - Support for Planning Organizations
- 11.304 Economic Development - State and Local Economic Development Planning

- 11.305 Economic Development - State and Local Economic Development Planning
- 11.307 Special Economic Development and Adjustment Assistance Program - Long Term Economic Deterioration
- 11.308 Grants to States for Supplemental and Basic Funding of Titles I, II, III, IV, and V Activities
- 11.405 Anadromous and Great Lakes Fisheries Conservation
- 11.407 Commercial Fisheries Research and Development
- 11.417 Sea Grant Support
- 11.427 Fisheries Development and Utilization - Research and Demonstration Grants and Cooperative Agreements Program
- 11.501 Development and Promotion of Ports and Intermodal Transportation
- 11.509 Development and Promotion of Domestic Waterborne Transport Systems

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

- 14.112 Mortgage Insurance - Construction or Substantial Rehabilitation of Condominium Projects
- 14.115 Mortgage Insurance - Development of Sales Type Cooperative Projects
- 14.117 Mortgage Insurance - Homes
- 14.124 Mortgage Insurance - Investor Sponsored Cooperative Housing
- 14.125 Mortgage Insurance - Land Development and New Communities
- 14.126 Mortgage Insurance - Management Type Cooperative Projects
- 14.127 Mortgage Insurance - Mobile Home Parks
- 14.218 Community Development Block Grants/Entitlement Grants
- 14.219 Community Development Block Grants/Small Cities Program
- 14.221 Urban Development Action Grants
- 14.223 Indian Community Development Block Grant Program.

DEPARTMENT OF INTERIOR

- 15.400 Outdoor Recreation - Acquisition, Development and Planning
- 15.402 Outdoor Recreation - Technical Assistance

- 15.403 Disposal of Federal Surplus Real Property for Parks, Recreation, and Historic Monuments
- 15.411 Historic Preservation Grants-in-Aid
- 15.417 Urban Park and Recreation Recovery Program
- 15.600 Anadromous Fish Conservation
- 15.605 Fish Restoration
- 15.611 Wildlife Restoration
- 15.613 Marine Mammal Grant Program
- 15.802 Minerals Discovery Loan Program
- 15.950 National Water Research and Development Program
- 15.951 Water Resources Research and Technology - Assistance to State Institutes
- 15.952 Water Research and Technology - Matching Funds to State Institutes

DEPARTMENT OF TRANSPORTATION

- 20.102 Airport Development Aid Program
- 20.103 Airport Planning Grant Program
- 20.205 Highway Research, Planning, and Construction
- 20.309 Railroad Rehabilitation and Improvement - Guarantee of Obligations
- 20.310 Railroad Rehabilitation and Improvement - Redeemable Preference Shares
- 20.506 Urban Mass Transportation Demonstration Grants
- 20.509 Public Transportation for Rural and Small Urban Areas

GENERAL SERVICES ADMINISTRATION

- 39.002 Disposal of Federal Surplus Real Property

COMMUNITY SERVICES ADMINISTRATION

- 49.002 Community Action
- 49.011 Community Economic Development
- 49.013 State Economic Opportunity Offices

49.017 Rural Development Loan Fund

49.018 Housing and Community Development (Rural Housing)

SMALL BUSINESS ADMINISTRATION

59.012 Small Business Loans

59.013 State and Local Development Company Loans

59.024 Water Pollution Control Loans

59.025 Air Pollution Control Loans

59.031 Small Business Pollution Control Financing Guarantee

ENVIRONMENTAL PROTECTION AGENCY

66.001 Air Pollution Control Program Grants

66.418 Construction Grants for Wastewater Treatment Works

66.426 Water Pollution Control - State and Area-wide Water Quality Management Planning Agency

66.451 Solid and Hazardous Waste Management Program Support Grants

66.452 Solid Waste Management Demonstration Grants

66.600 Environmental Protection Consolidated Grants Program Support Comprehensive Environmental Response, Compensation and Liability (Super Fund)

* Numbers refer to the Catalog of Federal Domestic Assistance Programs, 1980 and its two subsequent updates.

B. State and Federal Actions and Programs Necessary to Further the LWRP Including Funding and Technical Programs.

STATE AGENCIES

DEPARTMENT OF ECONOMIC DEVELOPMENT

1. Any action or provision of funds for the development or promotion of tourism related activities or development.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

1. Planning, development, construction, major renovation, or expansion of facilities in waterfront, including recreational improvement projects.
2. Advance assistance under the Small Communities and Rural Wastewater Treatment Grant Program and a subsequent construction grant subsidy.
3. Review of actions within National Register Districts pursuant to SEQR.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

1. Planning, development, construction, major renovation or expansion of recreational facilities or the provision of funding for such facilities.
2. Provision of funding for State and local activities from the Land and Water Conservation Fund.
3. Planning, development, implementation or the provision of funding for recreation services programs.
4. Certification of properties within the National Register Districts.
5. Provision of funding for State and local historic preservation activities.
6. Review of Type I actions within the National Historic Districts.

DEPARTMENT OF STATE

1. Provision of funding for the implementation of an approved LWRP.
2. Provision of funding under the Community Services Block Grant program.

COUNCIL ON THE ARTS

1. Assistance from the Architecture and Environmental Arts program for a harbor-front plan.

DEPARTMENT OF TRANSPORTATION

1. Assistance for street repairs through the Consolidated Highway Improvements Program.

FEDERAL AGENCIES

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Assistant Secretary for Community Planning and Development

1. Funding under the Urban Development Action Grant Program for downtown revitalization projects.
2. Funding under the Community Development Block Grant Program for improvements in the downtown and waterfront.

DEPARTMENT OF DEFENSE

Army Corps of Engineers

1. Review of any proposed action within a National Register District pursuant to NEPA.
2. Authorization of dredging and erosion control structures to maintain navigation and repair deteriorated bulkheads only when the action is consistent with the local LWRP policies.

DEPARTMENT OF THE INTERIOR

National Park Service

1. Provision of funding under the Land and Water Conservation Fund Program.
2. Review of federal actions within the National Register Districts pursuant to NEPA.

DEPARTMENT OF THE TREASURY

1. Continuation of Incentives for Qualified Building Rehabilitation.
2. Provision of appropriate tax-exempt status for non-profit agencies active in the coastal area.

ECONOMIC DEVELOPMENT ADMINISTRATION

1. Assistance under the Public Works and Economic Development Act for street improvements.

DEPARTMENT OF TRANSPORTATION

United States Coast Guard

1. Maintenance/rehabilitation of facilities. Note: Currently there are no USCG facilities within the village of Dobbs Ferry's jurisdiction..

SECTION VII CONSULTATION WITH OTHER AFFECTED AGENCIES

A. Local Consultation

Consultation has included maintaining liaison with other town and village agencies whose actions or functions may be affected by the LWRP. Many of the members of the LWRP Steering Committee also belong to many community organizations and local boards bringing a unique and complete knowledge and perspective of Dobbs Ferry life. Presentations to many of these local groups have been made by committee members throughout the development of the LWRP.

B. Regional Consultation

The Westchester County Planning Department has been consulted and participated in the review of the draft LWRP.

C. State Agency Consultation

1. Department of Environmental Conservation: Numerous contacts were made to gather data concerning flood management, wetlands, and biological resources.
2. Department of State: Consultation with the Department of State took place throughout the preparation of the LWRP. In addition, matters directly dealing with preparation of this program, DOS also provided assistance regarding methods of implementation and legal and programmatic concerns.

SECTION VIII LOCAL COMMITMENT

In May 2000, the Village of Dobbs Ferry set out on the process of creating a Local Waterfront Revitalization Program (LWRP), a comprehensive plan for the preservation and development of the Village's historic waterfront and downtown areas. Mayor Monahan and the Board of Trustees appointed a group of 17 volunteers to the LWRP Steering Committee and charged them to develop a proposal for a LWRP. Together with at least two dozen other volunteers, the support of the Board of Trustees and Village staff, and under the guidance of a consultant experienced in LWRP protocols, the LWRP Committee worked for nearly three years to articulate a vision for the appropriate revitalization of the Village's waterfront and downtown districts.

The Village recognizes that the stability and vitality of the downtown business district is of key importance to that essential character. The Village also recognizes the importance of maintaining control of land use in the waterfront area. There are strong pressures for continuing development in the community along the waterfront and elsewhere, and there are significant waterfront parcels in the Village that are the subject of current development interest. While development can be a very positive force, it is not inevitably so. To ensure that development is in the collective best interest, the Village is taking the initiative, through the LWRP process, to define its own goals and its own limits. Through the LWRP comprehensive planning process, the Village can begin to take control of the future of its waterfront and downtown business district.

The Village's objective is also to ensure that the vision articulated in the LWRP is one that genuinely reflects the collective will of the community. To that end, the LWRP Committee has endeavored to keep the public involved and apprised of the status and progress of its work. It has tried hard to survey the views of the community with respect to the issues at stake and to incorporate those views in its LWRP policies and recommendations. With the assistance of the Village, the Committee's efforts to gather information from local residents and survey public views included sponsoring two public meetings and several survey questionnaires.

Following is a summary of local participation efforts in the LWRP process that demonstrates the Village's commitment to the LWRP process:

Public Meetings:

The Village sponsored a Public Information Meeting on Wednesday, April 18th, 2001 at the Embassy Community Center to introduce the public to the waterfront planning process and to solicit concerns and ideas and to gather first-hand information about the following resources that were being inventoried by the Committee:

- Parks & Recreation/ Waterfront Uses

- Public Access & Trailways
- Land Use & Business District
- Scenic Resources
- History & Archaeology
- Open Space
- Natural Resources
- Educational Resources
- Transportation Resources
- Watershed Management/Public Services
- Local Waterfront Revitalization Program

The public was welcomed open house style where they toured Inventory Workstations complete with maps, inventories, and reports. Surveys were available at each table to gather instant feedback from the public.

A second village-wide meeting was held on November 28, 2001 as the Committee was developing its recommendations for proposed projects. The Village-sponsored public meeting at the Embassy Community Center served to continue the dialogue about the LWRP process within the community. At that meeting, the Village presented an overview of the work that has been accomplished to date and a preview of the vision and ideas that are taking shape as the Committee enters the final stages of drafting a proposed LWRP. During a talk-back period, many residents were able to share their ideas regarding potential uses of Waterfront Park.

Public Opinion Surveys

Several hundred Village residents have participated in the LWRP by responding to Village-sponsored surveys regarding issues in the waterfront and downtown areas. Information from these surveys has been incorporated into the LWRP. These surveys include the following:

- May 1997 - The Gateway to Dobbs Ferry Business District Study Survey by Project for Public Spaces, Inc. A village-wide survey.
- Fall 1999 - Waterfront Questionnaire conducted by the Dobbs Ferry AdHoc Waterfront Committee. A village-wide survey with a 10% return rate.
- Fall 2000 - Jitney Survey conducted by the Village of Dobbs Ferry. A village-wide survey with a 3% return rate. Survey was supplemented with a separate mailing to residents of The Landing.

- April 2001 - LWRP Inventory Worksheet Survey by the Dobbs Ferry LWRP Steering Committee. Survey Questionnaire at April 18 Public Meeting.
- June 2001 - Open Space Survey by the Dobbs Ferry AdHoc Open Space Committee. A village-wide survey with a 7% return rate.
- July-August 2001 - LWRP Questionnaire by the Dobbs Ferry LWRP Steering Committee conducted at the Wednesday evening Jazz Series @ Waterfront Park. 84 respondents.

Volunteer Participation:

Volunteer participation in the preparation of the LWRP has been tremendous throughout the process. In a recent tally of volunteer hours spent on this effort from May 2000 to April 2002, the total hours exceeded 3000 hours.

Agency and Private Participation:

In addition to volunteer efforts, representatives of Village agencies and private entities have actively participated throughout the process and assisted in shaping this document by offering project alternatives and creative funding options. Local media, including the Rivertowns Enterprise newspaper and the Village-managed Cable TV channel, have provided the public with important information about meeting dates and reported on the development of the LWRP on a regular basis. Information about the LWRP has been on the Village's web site since inception and it has been updated regularly with meeting announcements and minutes. Further, the final draft of the LWRP will be made available on the Village's website.

House Gatherings:

Local outreach continued throughout May and June of 2002. A total of 6 small informal gatherings were held at private homes throughout the Village. Participants were introduced to the LWRP process and the proposed new uses and projects for the waterfront. In addition, outreach to the Dobbs Ferry Recreation Committee and the Friends of Wickers Creek Archeological Site (FOWCAS) resulted in LWRP presentations at a regular meeting of each of these local groups.

APPENDIX LOCAL LAWS

A. Village of Dobbs Ferry LWRP Consistency Law

B. Waterfront Zoning District

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and ^{OFFICE OF NEW YORK} ~~do not~~ use ^{DEPARTMENT OF STATE} underlining to indicate new matter.

FILED

MAY 30 2006

MISCELLANEOUS
& STATE RECORDS

~~County~~
~~City~~ of
~~Town~~
Village

DOBBS FERRY

Local Law No. 10 of the year 2005

A local law Adopting the Dobbs Ferry LWRP Consistency Law
(Where Title)

Be it enacted by the BOARD OF TRUSTEES of the
(Name of Legislative Body)

~~County~~
~~City~~ of
~~Town~~
Village

DOBBS FERRY

as follows:

BE IT ENACTED that the Board of Trustees of the Village of Dobbs Ferry passed Local Law 10-5, adopting the Dobbs Ferry LWRP Consistency Law as follows:

WHEREAS, the Village of Dobbs Ferry initiated preparation of a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a local LWRP Consistency Law is required, under the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law), to accompany adoption of a Local Waterfront Revitalization Program; and

WHEREAS, the purpose of this local law is to provide a framework for agencies of the Village of Dobbs Ferry to consider the policies and purposes contained in the Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions; and to assure that such actions and direct actions are consistent with the said policies and purposes.

NOW, THEREFORE, BE IT RESOLVED, by the Village Board of Trustees of the Village of Dobbs Ferry, New York that the Dobbs Ferry LWRP Consistency Law is hereby approved and adopted.

BE IT FURTHER RESOLVED, that the Village Board of Trustees of the Village of Dobbs Ferry hereby directs the Mayor of the Village to formally transmit this resolution, the adopted LWRP, and all related local implementing laws, to the New York State Secretary of State for approval pursuant to Article 42 of the NYS Executive Law - the Waterfront Revitalization of Coastal Areas and Inland Waterways Act.

Resolution passed at a regular meeting of the Dobbs Ferry Village Board on August 9, 2005.

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 10 of 20 05 of the ~~(County)(City)(Town)~~(Village) of DOBBS FERRY was duly passed by the BOARD OF TRUSTEES on AUGUST 9 20 05, in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20 _____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20 _____, and was (approved)(not approved) (repassed after disapproval) by the _____ and was deemed duly adopted on _____ 20 _____, in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20 _____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20 _____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20 _____. Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special)(annual) election held on _____ 20 _____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20 _____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20 _____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20 _____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20 _____, in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

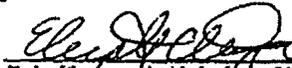
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph _____ above.



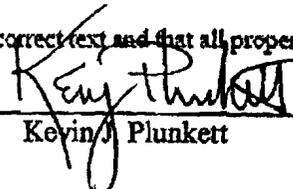
Clerk of the County Legislative Body, City, Town or Village Clerk or
officer designated by local legislative body
Elizabeth A. Dreaper, Village Clerk
Date: May 17, 2006

(Seal)

(Certification to be executed by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)

STATE OF NEW YORK WESTCHESTER
COUNTY OF _____

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.



Signature Kevin J. Plunkett

Title Village Attorney

County _____
City of Dobbs Ferry
From _____
Village _____

Date: May 17, 2006

Village of Dobbs Ferry

Local Law No. 10 of the year of 2005

Be it enacted by the Board of Trustees of the Village of Dobbs Ferry as follows:

GENERAL PROVISIONS

I - Title

This local law will be known as the Village of Dobbs Ferry LWRP Consistency Law.

II - Authority and Purpose

1. This local law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law).
2. The purpose of this local law is to provide a framework for agencies of the Village of Dobbs Ferry to consider the policies and purposes contained in the Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions; and to assure that such actions and direct actions are consistent with the said policies and purposes.
3. It is the intention of the Village of Dobbs Ferry that the preservation, enhancement and utilization of the natural and manmade resources of the Village take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth and economic development. This local law is intended to achieve such a balance, permitting the beneficial use of waterfront resources while preventing:
 - a. diminution of open space areas or public access to the waterfront;
 - b. erosion of shoreline;
 - c. losses due to flooding, erosion and sedimentation;
 - d. loss of fish and wildlife;
 - e. permanent adverse changes to ecological systems; or
 - f. loss of river related scenic resources.
4. The substantive provisions of this local law shall only apply while there is in existence a Local Waterfront Revitalization Program that has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

III - Definitions

"Actions" means either Type I or unlisted actions as defined in SEQRA regulations (6 N.Y.C.R.R.617.2) which are undertaken or approved by an agency and which include:

1. projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
 - a. are directly undertaken by an agency; or
 - b. involve funding by an agency; or
 - c. require one or more new or modified approvals from an agency or agencies
2. agency planning and policy-making activities that may affect the environment and commit the agency to a definite course of future decisions;
3. adoption of agency rules, regulations and procedures, including local laws, codes, ordinances, executive orders and resolutions that may affect the environment; and
4. any combinations of the above.

"Agency" means any board, agency, department, office, other body, or officer of the Village of Dobbs Ferry.

"Coastal Assessment Form (CAF)" means the form used by an agency to assist it in determining the consistency of an action with the Local Waterfront Revitalization Program (LWRP).

"Consistent" means that the action will fully comply with the LWRP policy standards and conditions and, whenever practicable, will advance one or more of them.

"Direct Actions" mean actions planned or proposed for implementation by an agency, such as, but not limited to, a capital project, rule making, procedure making and policy making.

"Local Waterfront Revitalization Program (LWRP)" means the Local Waterfront Revitalization Program of the Village of Dobbs Ferry, approved by the Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), a copy of which is on file in the Office of the Clerk/Administrator of the Village of Dobbs Ferry.

IV - Review of Actions

1. Prior to approving, funding or undertaking an action, an agency shall make a determination that it is consistent with the LWRP policy standards and conditions set forth in Paragraph 11 herein.
2. Whenever an agency receives an application for approval or funding of an action, or as early as possible in the agency's formulation of a direct action, the applicant, or in the case of a direct action, the agency, shall prepare a Coastal Assessment Form (CAF) to assist with the consistency review.
3. The agency shall refer a copy of the completed CAF to the Village Planning Board within ten (10) days of its submission or, in the case of a direct action, its preparation, and prior to making its determination, and shall consider the recommendation of the Village Planning Board with reference to the consistency of the proposed action.

4. After referral from an agency, the Village Planning Board shall consider whether the proposed action is consistent with the LWRP policy standards and conditions set forth in Paragraph 11 herein. The Village Planning Board shall require the applicant, or in case of a direct action, the agency, to submit all completed applications, CAFs and any other information deemed to be necessary to its consistency recommendation.
5. The Village Planning Board shall render a written recommendation to the agency within thirty (30) days following referral of the CAF from the agency, unless extended by mutual agreement of the Planning Board and the applicant or in the case of a direct action, the agency. The recommendation shall indicate whether, in the opinion of the Village Planning Board, the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards or conditions and shall elaborate in writing the basis for the opinion.
6. The Village Planning Board may, along with the consistency recommendation, make suggestions to the agency concerning modification of the proposed action to make it consistent with the LWRP policy standards and conditions or to greater advance them.
7. In the event that the Village Planning Board's recommendation is not forthcoming within the specified time, the referring agency shall make its decision without the benefit of the Planning Board's recommendation.
8. If the agency and the Planning Board concur in the consistency of the proposed action, the agency may proceed with the action. In the event that the agency, after reviewing the written recommendation of the Planning Board, finds that it disagrees with the consistency recommendation of the Planning Board, the agency shall, within fifteen (15) days of receipt of the recommendation, prepare a written finding detailing its position and transmit it to the Planning Board. The Planning Board and the agency shall meet to resolve their differences within fifteen (15) days of the Planning Board's receipt of the agency's finding.
9. If the Planning Board and the agency cannot reach a mutually agreeable determination of consistency, or inconsistency, the matter will be referred to the Village Board of Trustees to make the determination. The agency shall take no action until the Board of Trustees has made a determination and finding of consistency with the LWRP.
10. The provisions of IV (8) shall not apply to the Zoning Board of Appeals. Instead, where the Zoning Board of Appeals is the agency, the Zoning Board of Appeals shall consider the written consistency recommendation of the Planning Board when reviewing and considering an application for a variance.
11. Actions to be undertaken shall be evaluated for consistency with the LWRP policy standards and conditions, which are set forth in and further explained in Section III, Dobbs Ferry Coastal Management Policies*, of the LWRP, a copy of which is on file in the Office of the Village Clerk/Administrator and available for inspection during normal business hours. In the case of direct actions, the agency shall also consult with Sections IV and V of the LWRP in making their consistency determination. * A summary of the Dobbs Ferry Coastal Management Policies is in the Addendum on Page 6 of this document.

12. If the agency determines that the action would not be consistent with or would substantially hinder the achievement of one or more of the LWRP policy standards and conditions, such action shall not be undertaken unless the determining agency makes a written finding with respect to the proposed action that:
 - a. no reasonable alternatives exist which would permit the action to be undertaken in a manner which will not be inconsistent with or substantially hinder the achievement of such LWRP policy standards and conditions;
 - b. the action will be undertaken in a manner which will minimize all adverse effects on such LWRP policy standards and conditions;
 - c. the action will advance one or more of the other LWRP policy standards and conditions; and
 - d. the action will result in an over-riding village, regional or state-wide public benefit.

Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions.

13. Each agency shall maintain a file for each action made the subject of a consistency determination, including any recommendations received from the Planning Board Administrator. Such files shall be made available for public inspection upon request.

V - Enforcement

1. The Village Building Inspector shall be responsible for enforcing this Chapter.
2. No work or activity on a project which is subject to review under this Chapter shall be commenced or undertaken until the Building Inspector has been presented with a written determination from an agency that the action is consistent with the Village's LWRP policy standards and conditions.
3. In the event that an activity is not being performed in accordance with this Chapter or any conditions imposed thereunder, the Building Inspector shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as a stop work order is in effect.

VI - Violations

1. A person who violates any of the provisions of, or who fails to comply with any condition imposed by, this Chapter shall have committed a violation, punishable by a fine not exceeding five hundred dollars (\$500.00) for a conviction of a first offense and punishable by a fine of one thousand dollars (\$1,000.00) for a conviction of a second or subsequent offense. For the purpose of conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate additional violation.

2. The Village's Counsel is authorized and directed to institute any and all actions and proceedings necessary to enforce this local law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty.

VII - Severability

The provisions of this local law are severable. If any provision of this local law is found invalid, such finding shall not affect the validity of this local law as a whole or any part or provision hereof other than the provision so found to be invalid.

VIII - Effective Date

This local law shall take effect immediately upon its filing in the office of the Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

ADDENDUM

Summary of the Village of Dobbs Ferry Coastal Management Policies

The Dobbs Ferry Coastal Management Policies are organized under five headings: general policy, economic development policies, waterfront natural resource policies, general environmental policies, and recreation and cultural policies.

A. Developed Coast Policies

- Policy 1 Foster a pattern of development in the coastal area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a coastal location, and minimizes adverse effects of development.
- Policy 2 Preserve historic and archaeological resources.
- Policy 3 Enhance visual quality and protect outstanding scenic resources throughout the community.

B. Natural Coast Policies

- Policy 4 Minimize loss of life, structures, and natural resources from flooding and erosion.
- Policy 5 Protect and improve water resources.
- Policy 6 Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.
- Policy 7 Protect and improve air quality.
- Policy 8 Minimize environmental degradation from solid waste and hazardous substances and wastes.

C. Public Coast Policy

Policy 9 Improve public access to and recreational use of public lands and waters.

D. Working Coast Policies

Policy 10 Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations, and support efficient harbor operation.

Policy 11 Promote sustainable use of fish and wildlife resources.

Policy 12 Protect the agricultural lands.

Policy 13 Promote appropriate use and development of energy and mineral resources.

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 10 of 2003 of the ~~(County)(City)(Town)~~(Village) of Dobbs Ferry was duly passed by the Board of Trustees on September 23 03, in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ and was deemed duly adopted on _____ 20____, in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20____. Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

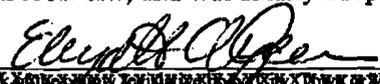
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph _____, above.



Not Publicly Available
Not for Distribution
Not for Release
Village Clerk or
Notary Public

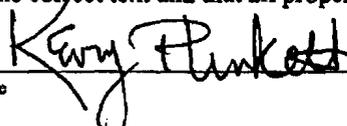
(Seal)

Date: April 26, 2004

(Certification to be executed by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)

STATE OF NEW YORK Westchester
COUNTY OF _____

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.



Signature
Village Attorney

Title

County Dobbs Ferry
City of _____
Town _____
Village _____

Date: April 26, 2004

The Waterfront District designation permits recreational, open space, commercial, business and residential uses that will benefit from and, in turn, enhance the unique aesthetic, recreational, historic and environmental qualities of the waterfront area. This district is designed to protect the sensitive aesthetic, recreational, historic and environmental features that exist along the shoreline, to promote and encourage public access to the shoreline and enjoyment of these features, to encourage appropriate water-oriented uses of this area, to preserve and enhance mixed commercial use of old industrial buildings that bring creative small businesses, artisans and entrepreneurs to the community and support the Village's economy and bring people to the waterfront area and to ensure appropriate density of development, commercial and residential.

The Waterfront District encompasses all building lots and parcels, and portions thereof, within the Village that, until the creation of this zoning district, were zoned for Industrial use, and all contiguous lots, parcels or portions thereof in common ownership therewith. In addition, the Waterfront District includes every building lot or parcel, or portion thereof, within the Village that is situated to the west of the railroad right-of-way, whether above or below the mean high water line, including any and all such lots, parcels or portions thereof that are entirely submerged under the Hudson River.

That portion of the Waterfront District situated to the west of the railroad right-of-way shall be designated Waterfront District A; and that portion of the Waterfront District situated to the east of the railroad right-of-way shall be designated Waterfront District B. The zoning map of the Village is hereby amended accordingly.

§ 300-23. Permitted uses.

- A. Waterfront District A. No building or premises shall be used or erected or altered in Waterfront District A which is arranged, intended or designed to be used, in whole or in part, for any purposes except the following, together with the uses customarily incidental thereto:
- (1) Municipal facilities, such as a park, playground, playing field, picnicking area and natural habitat area, including facilities for water dependant and water related recreational uses such as fishing, canoeing, kayaking, sailboarding and use of similar, non-motorized personal watercraft, and associated piers, launching facilities and public parking areas.
 - (2) Passenger railroad station and associated parking lot.
 - (3) Subject to issuance of a special permit and site plan review by the Village Board of Trustees on recommendation of the Planning Board, pursuant to Section 300-23(C), and subject to the restrictions set forth in Sections 300-23(A)(4) and 300-24:

- (b) Privately-owned facilities, such as a playground, playing field, open space, picnicking area and natural habitat area, including facilities for water dependant and water related recreational uses such as fishing, canoeing, kayaking, sail-boarding and use of similar, non-motorized personal watercraft, and associated piers, launching facilities and public parking areas.
 - (c) Restaurants, cafes, snack bar facilities and similar dining establishments.
 - (d) Retail arts and crafts establishments or galleries.
 - (e) Workshops and studios for artisans and crafts persons.
 - (f) Educational enterprises devoted to teaching arts, crafts, theater, music, yoga, martial arts, or any similar discipline, or to continuing educational enterprises for people of all ages whether engaged in the profit or not for profit sector.
 - (g) Professional or commercial offices.
 - (h) Day time mooring or docking facilities to accommodate visitors coming by boat to waterfront establishments, Waterfront Park or other Village destinations.
 - (i) Privately owned recreational facilities such as a non-motorized watercraft rental enterprise, bait shop and the like.
 - (j) Retail amenities for services to commuters at or near the commuter railroad station.
- (4) Notwithstanding the provisions of Section 300-23(A)(3), above, no use shall be permitted in Waterfront District A that requires or entails any of the following:
- (a) Outside storage of vehicles.
 - (b) Except as otherwise provided in Section 300-23(A)(1) and (2), vehicular parking, other than to provide accessory parking for permitted uses.
 - (c) Overnight mooring or docking, launching or fueling facilities for motorized watercraft, including jet skis; provided however that nothing in this section shall prohibit the maintenance and use of one or more suitably sized motorized watercraft and appropriate docking facilities in connection with the issuance of a special permit for the construction and/or maintenance of a facility pursuant to Section 300-23(A)(3)(g)

and/or (h), above, where the Village Board, on recommendation of the Planning Board, specifically finds that the availability of one or more motorized watercraft is an important safety measure in connection with the issuance of a special permit for the construction and/or maintenance of a facility pursuant to Section 300-23(A)(3)(g) and/or (h).

B. Waterfront District B. No building or premises shall be used or erected or altered in Waterfront District B, which is arranged, intended or designed to be used, in whole or in part, for any purposes except those listed below, together with the uses customarily incidental thereto. Any and every use allowed by this subsection other than uses permitted by Section 300-23(A)(c)-(f) in structures existing at the time this provision is enacted, or any other use that would become a pre-existing non-conforming use upon the enactment of this provision, is subject to and conditioned on issuance of a special permit and site plan review by the Village Board on recommendation of the Planning Board pursuant to Section 300-23(C):

- (1) Any use permitted in Section 300-23(A), above.
- (2) The uses of buildings and premises permitted in Two and/or Three-Family Residence Districts (TF and TFS), including the use of a grouped or clustered housing arrangement.
- (3) The adoption of this provision constitutes a finding by the Board of Trustees pursuant to Section 300-76(A) that the construction of grouped or clustered housing in Waterfront District B would be consistent with the findings of Section 300-75. Any proposal for grouped or clustered housing in Waterfront District B shall be subject to the terms, conditions and procedures set forth in Article XVIII of this Chapter, provided however that the Board of Trustees on recommendation of the Planning Board shall have discretion, subject to the other provisions of this Section, to vary the limitations set forth in Sections 300-76(C)(2) - (6) and Section 300-76(D)(2). In addition to the information required in Section 300-77(C)(1), in any such application the applicant shall present evidence to the Planning Board of the proposal's conformity with the LWRP.

C. Special Permit Conditions and Procedures

Special permits for proposed uses within Waterfront District A and B shall be issued by the Village Board of Trustees on the recommendation of the Planning Board, which shall review such applications, together with applications for site plan review, in accordance with the procedures for site plan review set forth at Section 300-69. In considering any application for a special permit in the Waterfront District, the Planning Board and Village Board of Trustees shall be guided by the general provisions pertaining to the issuance of special permits set

forth in Section 300-100. In addition to those general conditions, the Planning Board and Village Board of Trustees may condition the grant of a special permit on compliance with any reasonable requirements or conditions that are directly related and/or incidental to the proposed use so as to ensure that it will be in harmony with and further the objectives of the LWRP. These objectives include but are not limited to preservation and enhancement of the unique aesthetic, recreational, historic and environmental qualities and features of this district for the maximum benefit and enjoyment of the entire community. Requirements or conditions under this provision may include or relate to any or all of the following:

- (1) maximizing and facilitating public ingress, egress, access to and enjoyment of the riverfront area and shoreline;
- (2) providing amenities, services and attractions that will draw people to the river front and encourage public use and enjoyment of the area;
- (3) requiring the use of best management practices with respect to protection of water quality, storm water management, erosion and sediment control;
- (4) minimizing construction on or re-grading of steeply sloped areas greater than fifteen (15)% but less than twenty-five (25)%;
- (5) preserving the viewshed for maximum enjoyment and benefit of the community as a whole;
- (6) protecting streams and watercourses leading into the Hudson River;
- (7) insuring appropriate location and screening of parking, utility installations and accessories, lighting and sign locations;
- (8) supporting water dependent and water-enhanced uses and activities.

In granting a special permit under this sub-section, the Village Board shall make specific findings that set forth the manner in which the proposed use and special permit conditions are directly related and/or incidental to the proposed use so as to ensure that it will be in harmony with and further the objectives of the LWRP and, in particular, the preservation and enhancement of the unique aesthetic, recreational, historic and environmental qualities and features of this district for the maximum benefit and enjoyment of the entire community.

D. Bulk and Density Computations

- (1) In applying the bulk and density restrictions set forth in the accompanying Schedule Limiting Height and Bulk of Buildings, in addition to any other applicable adjustment an area equivalent to two hundred (200)% of the

footprint of any building or structure existing at the time this provision is enacted shall be subtracted from the total lot area before the permissible bulk or density limits are derived.

- (2) No portion of any lot or parcel in the Village that lies beneath the mean high water mark may be used or taken into consideration in calculating the permissible yield, density, bulk, lot coverage or site coverage of all or any part of the upland portion of the lot of which the underwater portion is a part.

E. Schedule Limiting Height and Bulk of Buildings

- (1) Waterfront District A. The Schedule Limiting Height and Bulk of Buildings for Waterfront District A shall be as follows:

Maximum Height of Buildings: stories	30 feet 2
Minimum Size of Plot Per Family:	NA
Maximum Building Area (per cent of lot coverage):	25%
Maximum Site Area (per cent of lot coverage building + accessory paved areas)	50%
Mandatory Open Spaces on Lot: Board	As determined by Planning Board

Front Yard Depth:

No structure associated with uses listed in Section 300-23(A)(3)(b) - (h) shall be closer than 150 feet from the mean high water line of the Hudson River,* and the Planning Board may in no event recommend or the Village Board decide that this set back be waived or modified to less than 100 feet pursuant to Section 300-71(B).

Minimum Sizes of Yards:

Side Yard - One Side Yard Board	As determined by Planning Board
Side Yard - Two Side Yards Board	As determined by Planning Board

Rear Yard Depth As determined by Planning Board

Maximum Length of Buildings: 150 feet in any one dimension

* This set back requirement shall not prohibit the construction of a public walkway or esplanade along the river's edge consistent with the proposal in the Dobbs Ferry Local Waterfront Revitalization Program, a seasonal kiosk or concession stand to serve visitors to the waterfront or any similar or related amenity on or near the river shore, such as a pier or dock for fishing, boating or viewing, benches, picnic facilities, open recreational space, or a footbridge, designed to enhance public access, recreational opportunities and enjoyment of the Hudson River.

(2) Waterfront District B. The Schedule Limiting Height and Bulk of Buildings for Waterfront District B shall be as follows:

Maximum Height of Buildings: 45 feet 4 stories *

Minimum Size of Plot Per Family: Per existing schedule for TF/TFS

Maximum Building Area (%lot coverage): Per existing schedule for TF/TFS

Mandatory Open Spaces on Lot: As determined by Planning Board

* Provided, however, that no building may exceed thirty-five (35)' in height from the curb line on Palisade Street.

Front Yard Depth:

Minimum Sizes of Yards:

Side Yard - One Side Yard

Side Yard - Two Side Yards

Rear Yard Depth

Maximum Length of Buildings:

In accordance with existing schedule for TF/TFS zone

In accordance with existing schedule for TF/TFS zone

In accordance with existing schedule for TF/TFS zone

- (3) Notwithstanding any other provision of this Chapter, the height of buildings in Waterfront Districts A and B shall be calculated in accordance with the provisions of Section 502.1 of the New York State Building Code.

F. Development Incentive Density Bonuses in Waterfront District B

In order to further the objectives of the LWRP the Village Board, on recommendation of the Planning Board, may increase the permissible density of development in Waterfront District B as set forth below.

- (1) Following a public hearing and recommendation by the Planning Board, the Board of Trustees may provide density bonuses in accordance with this subsection in exchange for an applicant providing one or more of the following facilities or amenities:
 - a. maximizing and facilitating public ingress, egress, access to and enjoyment of the shoreline in Waterfront District A by the construction of a pedestrian esplanade way along the river shore in Waterfront District A as a contiguous portion of a larger Village Riverwalk such as is proposed in the LWRP;
 - b. maximizing and facilitating public ingress, egress, access to and enjoyment of the shoreline in Waterfront District A by shoreline stabilization and bulkhead restoration projects, construction of piers, launching facilities or other recreational waterfront or shoreline amenities;
 - c. maximizing and facilitating public ingress, egress, access to and enjoyment of the shoreline in Waterfront District A and providing linkage between the waterfront and the rest of the Village by creating and/or restoring, maintaining and making available to the public one or more means of access over the railroad right-of-way and ensuring public access thereto over and across property within the Waterfront B zoning district;
 - d. committing a significant portion of land in Waterfront District A to park or open space use, either by conveying the land to the Village for such purposes or by other means, such as covenants and deed restrictions;
 - e. providing publicly accessible open space and/or recreational areas in Waterfront District B;
 - f. preserving a significant portion of the existing structures in Waterfront District A or B for uses described in Section 300-23(A)(3)(c) - (f);

- g. providing a mix of residential unit sizes (e.g., one bedroom, two bedroom) in development to be constructed in Waterfront District B that is consistent with the needs of the Village;
 - h. providing that ten (10)% of the residential units to be constructed in Waterfront District B will be affordable housing.
- (2) For applicants who provide or make provision for amenities and facilities listed in Section 300-23(F)(1), above, the Board of Trustees may at its discretion award bonuses by increasing the density ratios in Waterfront District B up to a maximum of twenty (20) per cent. A bonus awarded under this provision may be in any increment between zero and twenty (0 - 20)% in proportion to the degree to which the proposed amenities confer benefits identified in Section 300-23(F)(1), above, and shall be computed by reducing the minimum size of plot per family by the amount of the bonus. For example, if a 10% bonus were allowed, permissible density would be calculated based on a reduction of the minimum plot per family in the TF analysis from 2500 square feet to 2250 square feet. The bonus permitted under this Section is a bonus in permissible density only, and does not authorize any enlargement of the permissible bulk or lot coverage of buildings to be constructed.
- (3) In awarding a density or bulk bonus under this sub-section, the Village Board shall make specific findings that set forth in detail the amenities to be provided by the applicant, how those amenities further the purposes of the LWRP, and, in particular, how they preserve and enhance the unique aesthetic, recreational, environmental and historic qualities and features of this district for the maximum benefit and enjoyment of the entire community and otherwise promote the public health, safety and welfare of the community. The findings shall also set forth in detail the relationship between the amenities being provided and the bonus being awarded and shall specify the rationale supporting the proportionality of the amenities to the bonus.

§ 300-24. General requirements and restrictions.

- A. All lighting for public parking or outdoor areas or facilities in Waterfront District A or B must be provided by down lighting from light fixtures in which the lamp or bulb does not protrude above or below the shade.

B. In Waterfront District B, in addition to the standards set forth in Section 300-72(E)(1), there shall be no construction on or re-grading of steeply sloped areas greater than twenty-five (25)% unless the Board of Trustees, on recommendation of the Planning Board, makes a specific finding that such construction or re-grading is warranted by considerations that make alternative approaches less desirable in view of overall planning considerations (including the overall objectives of the LWRP) and will be carried out in a manner consistent with best management and engineering practices for such construction or re-grading.