

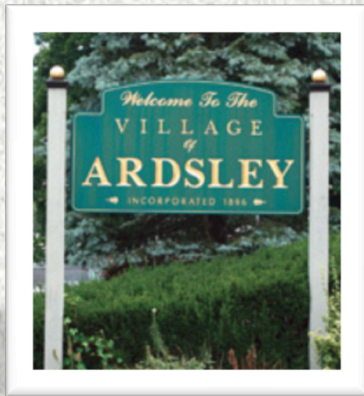
Village of Ardsley

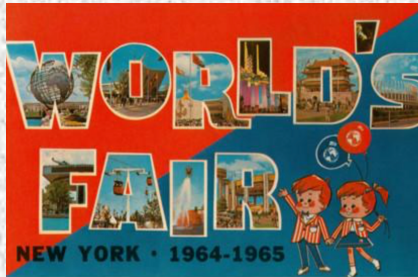
Comprehensive Plan

Local Waterfront Revitalization Plan

Kick-Off Meeting

April 20, 2017





7
Total subscription
\$10.00 (1964-1965)
Pay Bill
O.K. & High
Court Hit

Comprehensive Master Plan for the Village of Ardsley New York

Raymond & May Associates
Planning and Urban Renewal Consultants March 1964



Undertaking the Comprehensive Plan Process

- The Village Board recognized the need to update the Comprehensive Plan.
- Designation of the Saw Mill River as an Inland Waterway allowed the Village to be eligible to participate in the LWRP program.
- Proximity of the Central Business District to the River reinforced the goal of better defining the long term vision for this area in a resilient and sustainable manner.
- The Village secured Hudson River Valley Greenway and LWRP grant funding allowing for thorough and comprehensive approach to establishing a future vision for the community.
- The Village solicited proposals to prepare an update to the Comprehensive Plan and the LWRP.



Project Team



Patrick Cleary, AICP, CEP, PP, LEED AP,
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James Lima, President



John Collins, PhD, P.E.



What is a Comprehensive Plan ?

- A long-range policy guide for the physical development of the community.
- Does not have the force of law, rather it provides guidance for municipal leaders, government agencies, business and residents, as well as those seeking to undertake some action in the Village and to ensure the community's needs are met, both today and into the future.
- Implemented through a variety of tools including land use policies, zoning provisions, local laws and regulations.
- Once the Comprehensive Plan is adopted, all local zoning, land use regulations and public capital improvements must be consistent with the Plan.
- Over time, conformance with the initiatives established in the Comprehensive Plan results in a community that resembles the “vision” identified through the comprehensive planning process. A well-developed Comprehensive Plan is regarded as a community’s blueprint for the future.



Comprehensive Plan Framework

Existing Conditions:

Development of base-line data – Understanding of “where we are.”

Vision Statement:

A general statement of desired outcomes. Otherwise known as “goals.”

Objectives:

A specific measurable intermediate end that is achievable and marks progress toward a goal.

Policies :

The “operational” actions required to meet goals and objectives.



Comprehensive Plan Framework

Hypothetical Transportation Example

Existing Conditions:

New York State Route 9A, a.k.a. Saw Mill River Road is a two-lane north/south major arterial roadway that runs for a length of 24.17 miles through the Village of Ardsley. The roadway surface is composed of asphaltic concrete, and is in fair to good conditions... etc.

Vision Statement:

Create more choices for travel to and throughout the Village, and create a transportation system that works in tandem with the existing land use pattern to preserve the network of local roads while simultaneously facilitating rapid and unencumbered travel along the Village's major roadways.

Objectives:

Assure that all intersections along Route 9A operate at acceptable Levels-of-Service (LOS "C" or above) during the AM and PM peak hours.

Policies :

Re-time the traffic signal for the northbound left-turn movement on Route 9A at Ashford Avenue to include a delayed green movement, and to afford sufficient time for the traffic queue to clear.



Comprehensive Plan Components:

Demographic Profile

Land Use

Zoning

Housing

Natural Resources

Transportation

Municipal Services

Parks & Recreation

Infrastructure

Economic Resources

Historic & Cultural Resources

Green Building & Sustainability

**Resiliency, Hazard
Mitigation & Public Health**



What is an LWRP?

A Local Waterfront Revitalization Plan (LWRP) is a land and water use plan prepared by a community – similar in many ways to a comprehensive plan for the waterfront area - prepared in accordance with the New York State, Department of State, Division of Coastal Resources – LWRP program guidelines.

The Village of Ardsley is eligible for this program because the Saw Mill River is a Designated Inland Waterway.



LWRP Framework

Establish LWRP Boundary:

The boundary should include all areas affected by waterfront issues. This can include the entire Village.

Inventory and Analysis:

A resource inventory that involves a careful, detailed review of waterfront conditions, issues, opportunities, assets, and challenges.

LWRP Policies:

The State LWRP Program has established 44 Policies, which all local LWRP's must address.

Proposed Land & Water Uses & Projects :

Specific projects are identified .

Techniques for Implementation:

The various methods required to implement the proposed projects are identified.



Public Participation Milestones

Kick-Off Meeting

Charrettes:

- #1 – Transportation, Infrastructure, Municipal Services
- #2 – Land Use, Zoning, Housing, Economics, Parks & Rec.
- #3 – Natural Resources, Green Building & Sustainability, Hazard Mitigation & Resiliency

Visioning:

- Establish vision statements for each topic.
- Begin defining objectives.

Draft Chapter Review:

Review draft chapters for each topic, including vision statements, objectives and policies.

Final Comprehensive Plan



Regulatory Process Milestones

Delivery of Draft Comprehensive Plan
and LWRP to Village Board

SEQR
Preparation of Generic Environmental Impact Statement (GEIS)

Involved Agency Referrals

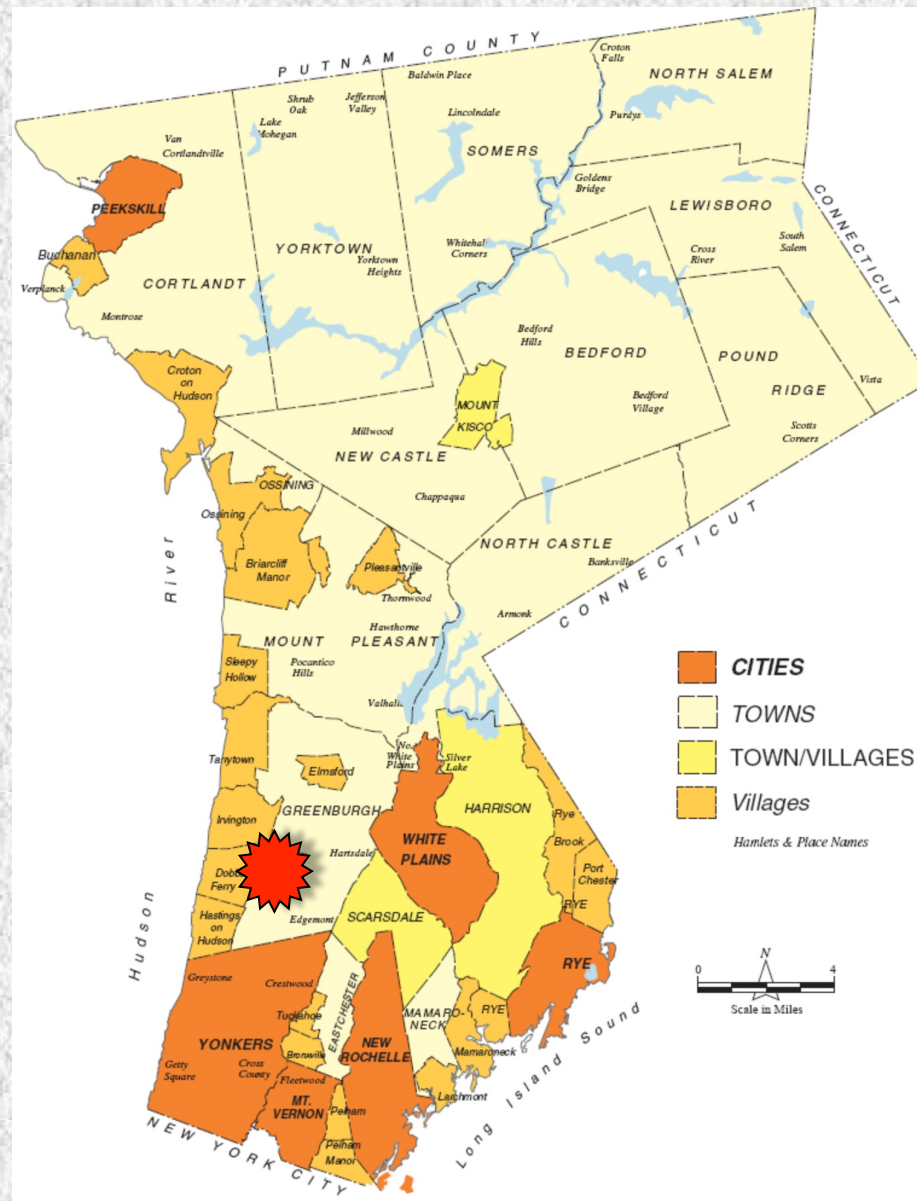
Public Hearings

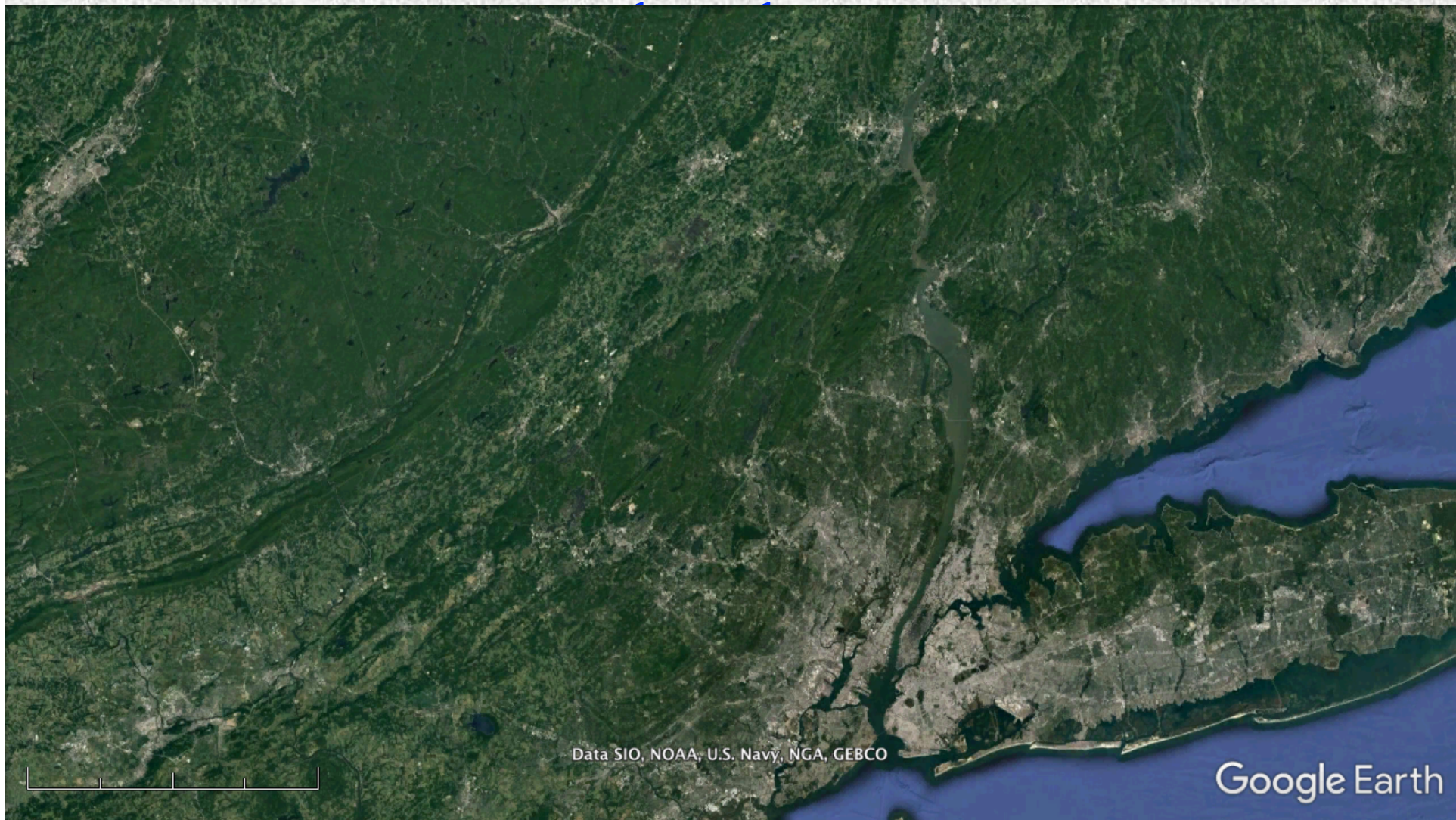
- GEIS
- Comprehensive Plan
- LWRP

- Adopt SEQR Findings
- Adopt LWRP
- Adopt Comprehensive Plan



What We Know



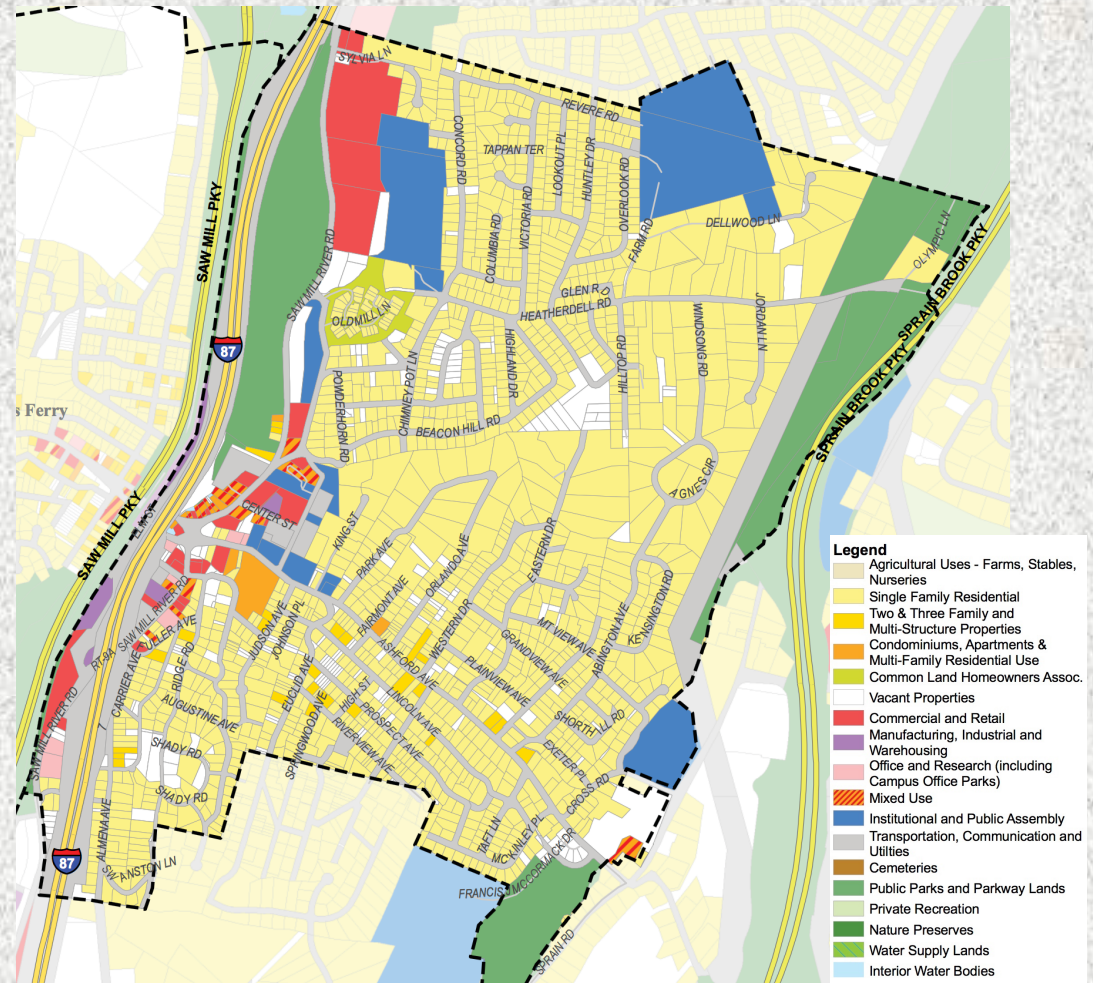


Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Google Earth

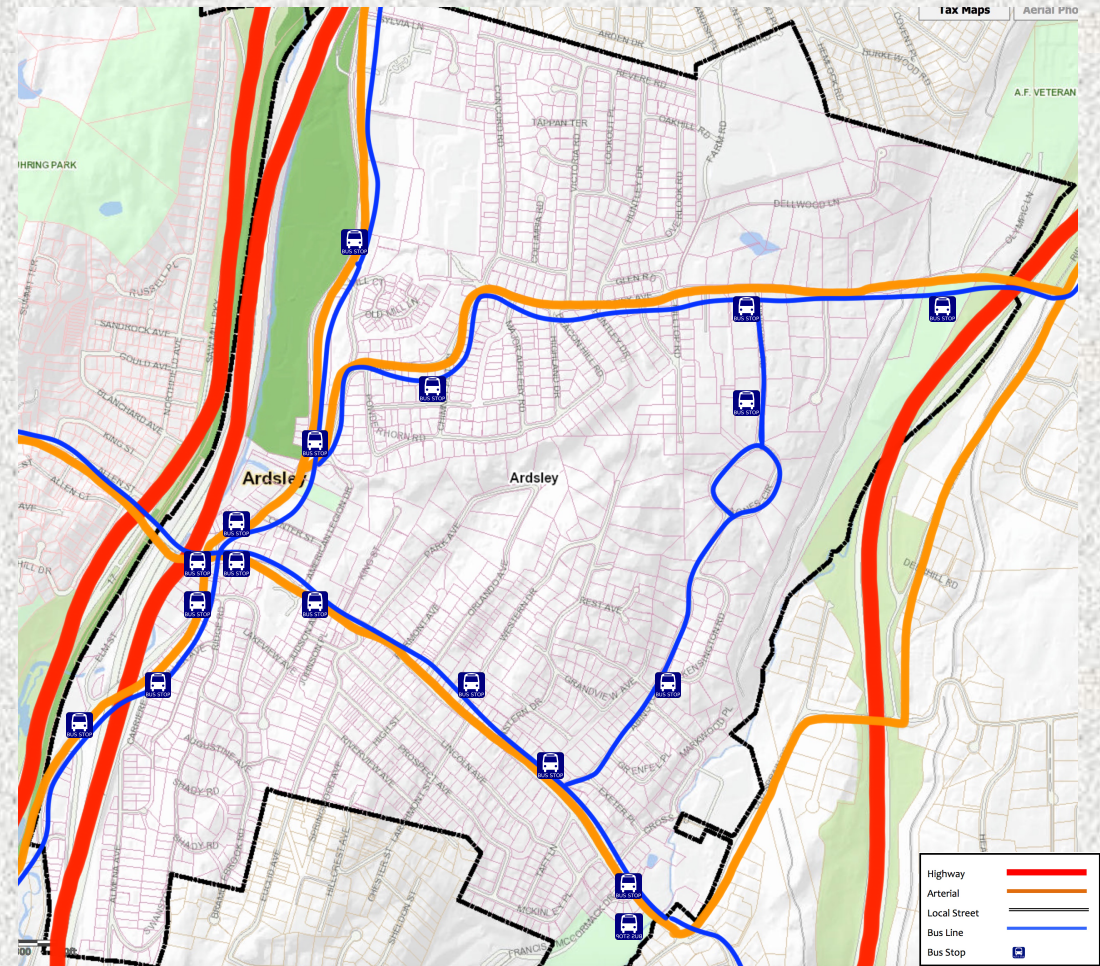
Land Use

- Single-family residential is the predominant land use in the Village.
- Non-residential uses occupy approximately 13% of the Village.
- All commercial uses are concentrated along the Route 9A corridor.
- 12% of the Village supports open space and recreational lands.
- Over 19% of the Village supports rights-of-way.
- 5% of the Village remains vacant (44.4 acres).



Transportation

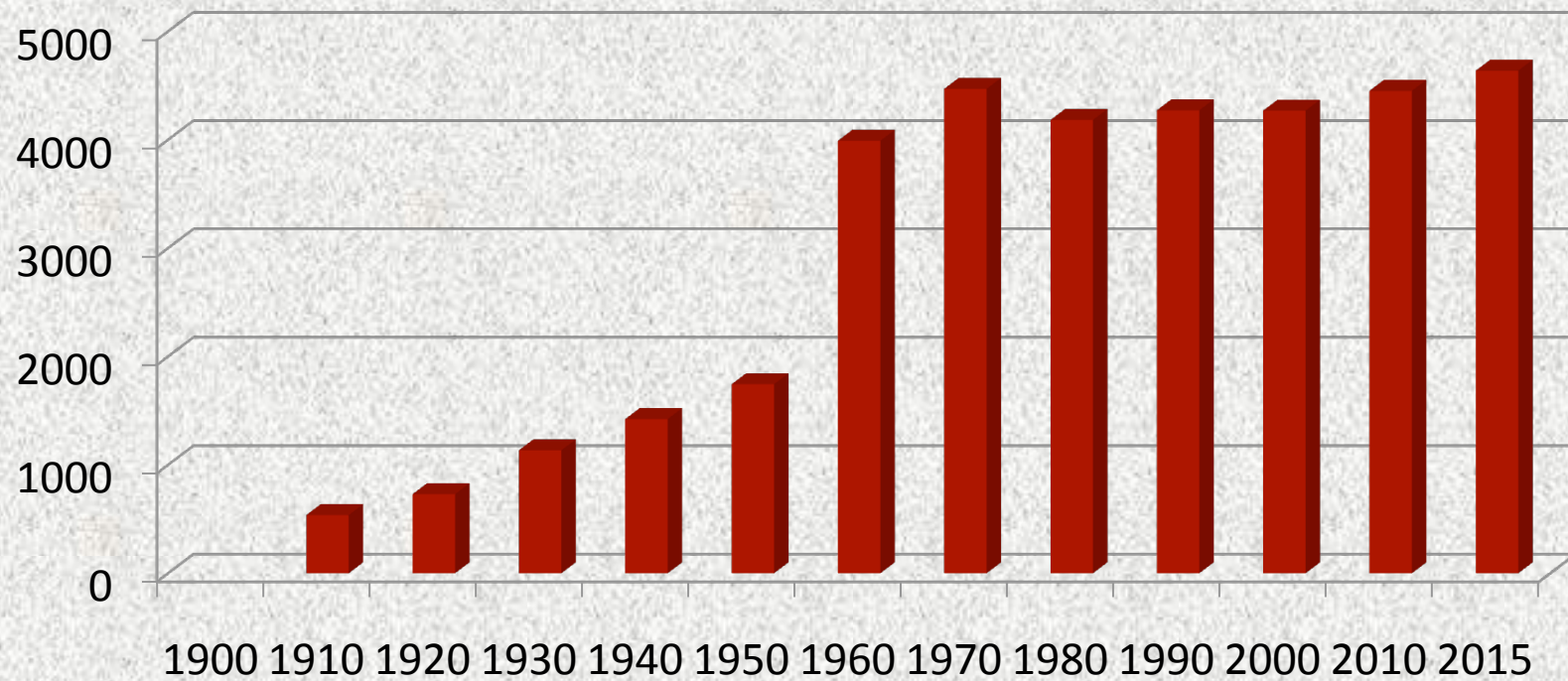
- The Village is physically defined by highways – I-87, Saw Mill River Parkway and Sprain Brook Parkway.
- The highways provide excellent regional access.
- Ardsley's Main Street (Saw Mill River Road) is a state route (9A) – controlled by the NYSDOT.
- The majority of the Village's roadways are local streets.
- The Sprain Brook Parkway carries the heaviest volume of traffic (~120,000 ADVT), with I-87 and the Saw Mill River Parkway carrying approximately half that volume.
- Ardsley Road carries 13,000 ADVT and Heatherdell Road 5,000 ADVT.



Demographics

Current Population - 2010 Census = 4,452 2015 Estimate = 4,638

Population Growth



Demographics

Age

Under 5	195 (4.0%)
5-17	1,135 (23.5%)
18-34	571 (11.8%)
35-64	2,237 (46.4%)
65-84	644 (13.4%)
85 and Over	38 (0.8%)

Race

White	3,652 (75.8%)
Black	111 (2.3%)
Amer. Indian	0 (0.0%)
Asian	676 (14.0%)
Other	292 (6.1%)
2 or More Races	8 (1.8%)
Hispanic	436 (9.0%)
(May be of Any Race)	

Education

No HS Diploma	23 (0.7%)
High School Graduate	312 (23.5%)
Some College	325 (10.3%)
Associate's Degree	214 (6.8%)
Bachelor's Degree	840 (26.7%)
Graduate Degree of Higher	1,364 (43.4%)

Employment

Total Employed Residents	2,318 (100%)
Management	1,464 (63.2%)
Services	209 (9.0%)
Sales & Office	353 (15.2%)
Construction	196 (8.5%)
Production & Transport	96 (4.1%)
Farming	0 (0.0%)

Income

Per Capita	\$52,680
Average Household	\$121,131
Average Family	\$138,750
Total Households	1,607
Less than \$15,000	32 (1.9%)
\$15,000 - \$29,999	213 (13.2%)
\$30,000 - \$44,999	85 (5.3%)
\$45,000 - \$59,999	65 (4.0%)
\$60,000 - \$74,999	58 (3.6%)
\$75,000 - \$99,999	203 (12.6%)
\$100,000-\$149,999	311 (19.3%)
\$150,000 or More	640 (39.8%)



Demographics

Housing Occupancy & Tenure

Occupied Housing Units	1,607 (95.7%)
Vacant Housing Units	73 (4.3%)

Owner-Occupied	1,280 (79.7%)
Renter-Occupied	327 (20.3%)

Housing Units in Structure

Single-Family	1,361 (81.0%)
2 – 9 Units	173 (10.3%)
10 – 19 Units	0 (0%)
20 – 49 Units	43 (2.6%)
50 or More Units	103 (6.1%)
Mobile Home	0 (0%)

Year Housing Built

Median Year Built – 1955

2000 or Later	149 (8.9%)
1990 – 2000	66 (3.9%)
1980 – 1989	124 (7.4%)
1970 – 1979	72 (4.3%)
1960 – 1969	151 (9.0%)
1950 – 1959	565 (33.6%)
1949 or Earlier	563 (33.5%)

Overcrowded Housing Units

Persons Per Room:

1 or Less	1,574 (97.9%)
1 – 1 ½	33 (2.1%)
1 ½ - 2	0 (0%)
2 or More	0 (0%)

Importance/Feasibility Exercise

This exercise tests a number of preliminary concepts, and asks you to rate how **important** the concept is to you

...and then asks you to indicate how **feasible** it would be to implement the concept.

Importance

- 1 = Unimportant
- 2 = Somewhat Important
- 3 = Important
- 4 = Don't Know Enough to Answer

Feasibility

- 1 = Infeasible
- 2 = Somewhat Feasible
- 3 = Feasible
- 4 = Don't Know Enough to Answer



Transportation

1. Design traffic improvements to reduce delays and increase the speed of vehicles traveling along Rte. 9A.
2. Design “traffic calming” measures to slow down traffic along Rte. 9A.
3. Facilitate the installation of sidewalks and pedestrian connections between the Central Business District residential neighborhoods.
4. Create separate dedicated bikeways throughout the Village.
5. Concentrate new development in areas with access to public transportation.
6. Update off-street parking regulations.
7. Provide more surface parking lots in Central Business District.
8. Develop a centralized public parking garage in the Central Business District.



Environment/Natural Resources

1. Penalize developers that propose projects within environmentally sensitive areas (density reductions, mitigation fees, etc.).
2. Utilize incentives to encourage projects in non-environmentally sensitive areas (density bonuses, etc.)
3. Identify development intensity thresholds that would likely result in environmental impacts, and require a higher level of regulatory scrutiny.
4. Develop tree removal regulations and reforestation requirements.
5. Encourage residential cluster development instead of traditional conventional subdivisions.
6. Strive to become a “Green” community by employing/requiring the use of green technologies across all aspects of local government/regulation – even if the short-term cost of this approach is more expensive.



Housing

1. Diversify the housing choices available in the Village.
2. Increase affordable housing opportunities in the Village.
3. Facilitate higher density residential uses in the Central Business District.
4. Develop regulations to allow for additional accessory apartments in single-family residential neighborhoods.
5. Encourage in-fill development in existing single-family neighborhoods..



Zoning & Land Use

1. Allow for mixed-use (including multi-family apartments) in the B-1, B-2 and B-3 zoning districts.
2. Allow for a greater array of commercial uses in the business districts.
3. Establish problematic uses as Special Permit uses, subject to approval criteria.
4. Modify the R-1, R-2 and R-3 single-family residential zoning district dimensional regulations, to make them more restrictive.
5. Better recognize the Village's proximity to the Saw Mill River, and enhance public access.
6. Our planning should be oriented around neighborhoods – not Village wide.



Municipal Services & Infrastructure

1. Sustain a high quality of life by adequately funding Village services and infrastructure.
2. Require the highest level of stormwater management, even if it is costly.
3. Require illegal inflows into the municipal sanitary sewer system to be eliminated, primarily through back-charging private property owners/developers.



Economics

1. Enhance to image and identity of Ardsley's Central Business District in the region.
2. Identify a market niche appropriate for Ardsley, and develop mechanisms to exploit that niche.
3. Encourage a diverse mix of businesses to provide economic opportunities.
4. Allow for higher intensity development in the Central Business District.



Aesthetics – Community Appearance

1. Develop design guidelines for the Central Business District.
2. Utilize Village (public) funds and resources to enhance the Rte.9A corridor streetscape (as opposed to requiring property owners to do so).
3. Establish problematic uses as Special Permit uses, subject to additional approval criteria.



Visual Preference Survey

This exercise asks you to provide a preference to the two images presented. Circle the “Thumbs-Up” icon below the image you prefer.

















SWOT Assignment

