

OSSINING DOWNTOWN REDEVELOPMENT WORKING COMMITTEE
FINAL REPORT



August 8, 2017

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INTRODUCTION AND EXECUTIVE SUMMARY

In April 2017, the Village of Ossining's Mayor and Board of Trustees invited an energized group of community members to participate in a newly-formed Downtown Redevelopment Working Committee (DRWC). We are comprised of 20 community members from diverse backgrounds and age groups, including business owners, local not-for-profit leaders, commuters, and government officials. While the DRWC emerged from a vigorous village-wide debate over downtown traffic patterns, it evolved into an exciting process of reimagining, reigniting, and reinvigorating our Downtown.

The DRWC was tasked with looking at our Downtown with a new lens. Our members imagined, without limits, what could be possible for our community. Our volunteers collectively spent hundreds of hours meeting as a large group, in subcommittees, and engaging in research individually.

During our 90-day tenure, we shared visions for our Downtown, received a presentation from our Village Historian on the current state of development, engaged in an analysis of our Downtown's strengths, weaknesses, opportunities, and threats (S.W.O.T.), received a presentation on zoning from the Village Director of Planning and Development, and participated in a walking tour. These experiences informed the creation of the following subcommittees:

- Placemaking, Open Space, and The Built Environment
- Transportation and Parking
- Innovative Ideas
- Outside Groups and Consulting
- Comprehensive Plan Review

Each of these subcommittees studied current research, trends and efforts by other communities that have successfully revitalized their downtowns. In addition to this, committee members looked to the Comprehensive Plan for information and inspiration. We found that many of our visions for Downtown were previously recommended in this important and relevant document, which validated our efforts.

Drawing on the Comprehensive Plan and existing studies, the subcommittees met individually. The results of those efforts are included in this report. We present here our recommendations to improve our Downtown and our community, ideas that should be supported and explored.

This was a fun, engaging, and exciting process. We hope this report reflects our experience.

OUR MISSION STATEMENT

The DRWC was appointed by the Village Board of Trustees (VBOT), and as a group we stand for the continued revitalization of Downtown. Our mission is to act as a think tank and to collaborate with the VBOT, business owners, and Ossining Village residents.

By the end of our 90-day tenure, we will deliver to the VBOT an actionable plan and framework for continued Downtown development as well as our recommendations for an implementation timeline.

We will accomplish this by researching and exploring a variety of topics we believe will lead to the accelerated, intelligent, and continued growth of our Downtown. We will begin our process by looking to the existing resources available, such as the Village Comprehensive Plan and past studies.

Topics of exploration include the development of public space and Downtown parcels, economic and business development, transportation and parking, as well as integration of the Waterfront, Downtown, and Croton Avenue corridor.

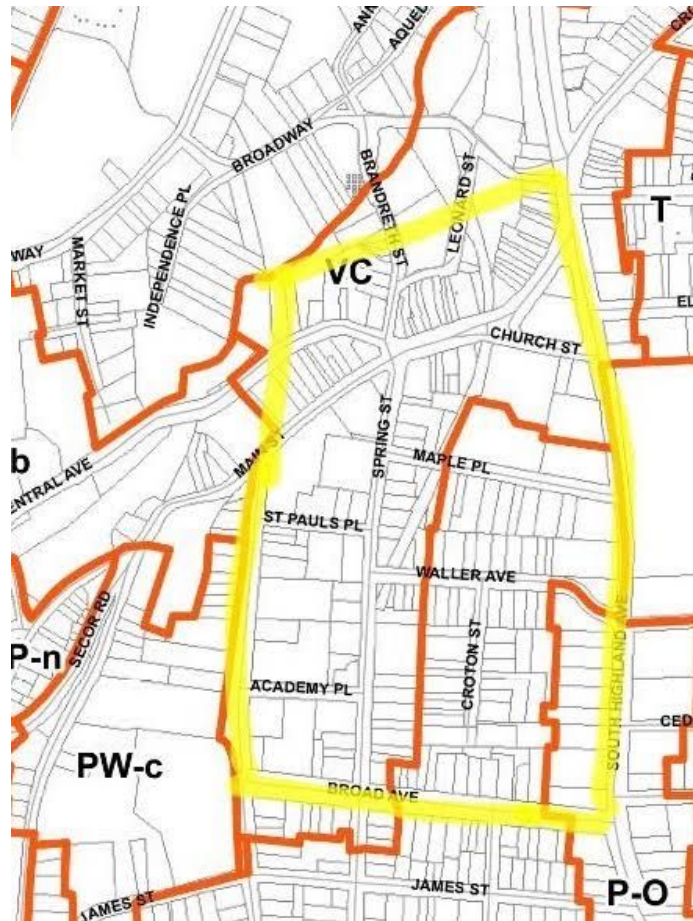
Our desire is to grow our Village while respecting existing communities and businesses and our racial and socioeconomic diversity. We are guided by our collective principles, which include sustainability, inclusivity, and creating an inviting, innovative, and aesthetically pleasing community for all.

DEFINITION OF DOWNTOWN

The members of the committee reflected upon the question: “What is the definition of downtown?” To answer this and to learn more about the businesses, pedestrian traffic, and our area of interest we conducted a walking tour. Members then reviewed the definition of downtown as it appears on page 42 of the Comprehensive Plan:

“Ossining’s downtown district is located in the area roughly bounded by Sing Sing Kill, State Street, Broad Avenue, and Route 9 (Highland Avenue). The heart of historic downtown Ossining consists of the long, curving block of Main Street known as the “Crescent,” which stretches from Route 9 west towards the waterfront. Ossining’s dramatic topography places downtown on a ridge plateau over 100 feet higher than the river plain of the Hudson.”

Members concluded that this definition is still appropriate, and it guided our work together.



SUMMARY OF UPCOMING DEVELOPMENT IN DOWNTOWN

Over the past several years, we have seen an upswing in businesses opening in Ossining, which serve a wide section of our diverse population. There are several residential and retail developments in the works that stand to heavily influence the amenities, traffic, and population of Downtown. We recognize that the following list may not be comprehensive, but many of these projects are a matter of public record, or have advertised their upcoming openings.

Residential Development

80 Main: This 25-unit development for adults 55 and older is going up on the site of the old Elks Lodge, on a knoll above lower Main Street. Three of its units are designated as affordable. The exterior has been built from modular units and is being sided and the interior apartments remain to be built. The complex faces west toward the Hudson River. The view is spectacular.

Hudson Steppe: Located at 34 State Street, this is the location of the old Printex factory. The six-acre lot also includes the historic 1936 Smith-Robinson House, an original Sing Sing marble structure, which must be preserved and restored as part of the project.

Hudson Steppe will be a 189-unit luxury apartment development, with 18 of the units designated as affordable. The factory and the older addition on each side of the historic house will be removed and replaced with three residential buildings. There will be an innovative parking garage with 231 spaces. The 7,000 square-foot mansion is slated to be office space.

The developer has received all necessary permits to commence construction, but the project has stalled. If completed, Hudson Steppe will have an enormous impact on the surrounding neighborhood, especially Broad Avenue.

Commercial and Retail Development

200 Main: The Beaux Arts Ossining Bank for Savings, built in 1908, may finally have a future. Corinthian Developers, which also owns the Orchid Condominiums on Spring Street, plans to repurpose it into a culinary center and dining facility. The NYS Historic Preservation Office has examined these plans.

Sing Sing Kill Brewery: Located at 75-77 Spring Street, this New York State craft brewery will occupy the former Cambridge Instruments factory in the Orchid Condominiums building. There will be a brewery on one side and a taproom on the other; food offerings will be limited.

The Ossining Children's Center: The Leach & Thomas funeral home at 32 State St. has moved to Highland Ave. A private benefactor has brought the property and plans to gift it to the

Ossining Children's Center for a new center; the OCC will eventually move from Highland Avenue to State Street.

STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS:

A SWOT ANALYSIS

A SWOT analysis--an acronym for strengths, weaknesses, opportunities, and threats--is primarily a tool used by organizations or companies to help in the strategic planning process. For the DRWC, the purpose of the exercise was to assist our members in coming to a consensus on elements we felt needed to be addressed in a collective vision for Downtown.

As a diverse group of community members bringing varied interests to the table, the opportunity to collectively discuss our strengths, weakness, opportunities, and threats allowed us to share individual opinions about each. This exercise helped us to recognize how much of our perspectives we have in common, and it was tool in working towards an aggregate vision.

As part of the process, we brainstormed one area at a time, without judgement or editorializing. The results of our SWOT analysis, shown below, were pivotal in helping us form subcommittees for our strategic planning and research.

After discussing each list, each member of the group was asked to identify their "Top 5" items of importance across all four categories collectively. The "Top 3" items in each category were identified as focus points for our ensuing work. It is important to note that in the identification of items in the SWOT, some items were outside the purview of this Committee.

The full results of our SWOT analysis are included in the appendices. The numbers in parentheses are the number of votes that each item received.

Top SWOT Results:

Strengths

- (6) Exciting new small businesses
- (4) History: Preserve/Promote
- (2) Diversity

Weaknesses

- (7) Lack of green space
- (5) Zoning Code

- (4) Public transportation (Frequency/Limited route)
- (4) We're not a destination
- (4) Foot traffic in downtown
- (4) Lack of diverse housing stock

Opportunities

- (7) Open parcels
- (3) Walkable community
- (3) Grants
- (3) Leveraging diversity
- (2) Very marketable (up the river)
- (2) Equitable development

Threats

- (3) Gentrification
- (2) Overcrowded schools
- (2) Changing of retail
- (1) Traffic increase
- (1) Economy

ANALYSIS OF COMPREHENSIVE PLAN AND

EXISTING STUDIES

Adopted in 2009, the Comprehensive Plan is a guide for the future of the Village of Ossining. Objectives, goals, and strategies were identified as priorities at the time. Our subcommittee asked the questions: “How relevant are the Comprehensive Plan’s goals and strategies today? To what degree have those goals been achieved?” We discovered progress in some areas, and less in others.

We embarked on a project to identify each of the goals and strategies outlined in the plan. We created a spreadsheet of the plan’s recommendations and then analyzed what was completed to date and what is yet to be done. This involved reviewing over 270 recommendations—the work of which is included as an appendix to this report. We hope that this work will be a reference for anyone looking to see the status of any Comprehensive Plan recommendation.

Upon our review, we found several unfulfilled strategies outlined in the Comprehensive Plan that would greatly impact the success of our Downtown:

- Create a connection between the Waterfront and the center of Downtown: “Provide a safe, attractive, well-lit and landscaped walkways throughout the area. Sidewalks and walkways are particularly important to connect to destinations, the waterfront. Shade trees and pedestrian-oriented lighting should be provided” (page 53).
- Improve the aesthetics of the intersection of Route 9 (Highland Avenue) and Route 133 (Croton Avenue) (page 53-54).
- Develop lots at intersection of Spring and Main Street: “Consider infill buildings on the existing market square and parking lot at intersection of Spring and Main Streets... All infill should have commercial/retail on the ground floor and residential/office uses above. This infill development will fill the gap in the streetscapes along Main Street.” (page 51-52).
- Continue efforts to expand public parking: “The Village Board should consider . . . making a three-level parking deck on Brandreth Street . . . or structure parking at another location a reality” (page 54). Further, “[e]mploy a parking management strategy for downtown” (page 54-55).
- Improve traffic circulation throughout the Village, particularly on Route 9: “[F]urther examine the State’s proposed re-striping of Route 9” (page 64). Additionally, “[E]nhance walkability and bike-ability throughout the Village” (page 65).
- Improve transit service: “Consider establishing a Village Shuttle Bus/Jitney Service” (70).
- Examine zoning in the residential areas included in the Downtown area and immediately adjacent to it: “Reexamine requirements for height, setbacks and parking in light of

actual conditions within existing neighborhoods. Encourage new development to mirror the built form of existing development” (page 111).

PLACEMAKING, OPEN SPACE & THE BUILT ENVIRONMENT

Placemaking inspires us collectively to reimagine and reinvent public spaces as the heart of our community. Strengthening the connection between people and the places we share, Placemaking refers to a collaborative process by which we can shape our public realm in order to maximize our shared values. More than just promoting better design and use of our limited space downtown, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

This committee focused on four main topics: (1) empty parcels downtown, (2) connecting the immediate downtown to other areas of the Village, (3) identifying underused areas not suitable for buildings but best for public spaces, and (4) a vigorous conversation about the development of parcels at Main and Spring Street.

Strategies for the built environment now and in the future:

Our zoning code and other regulations dictate what may be built in the immediate downtown area and how we can use existing commercial buildings. We agree with the t proposed revision recommended in the comprehensive plan.

It became clear to us, from experiences gained by visiting towns and cities in the Hudson Valley, that the best results come from a multi-angled plan with a varied group of players, rather than from a single-developer plan.

We identified areas that currently are underused, but not suitable for buildings, that could be transformed to mini-parks, thus encouraging foot traffic and other forms of transportation that do not rely on cars. Some of these lots or areas are private, and we think a Private-Public partnership can be forged to encourage a public use.

We determined that connecting existing corridors between neighborhoods with benches, lighting and plantings will make them a stopping point rather than just a back alley used to get from point A to point B.

We discussed what should go into the parking lots at Main and Spring Streets, and the consensus was to engage with one or several organizations who are part of the Downtown Revitalization Renaissance (see the Section on Outside Organizations) to form a plan for development. This goes hand in hand with the recommendation to have a full-time employed Downtown Manager.

The Charrette

The plan of action we find most favorable is the Design Charrette; this will give our community the most value, and will ensure the public has a say regarding the preservation of our historic fabric, the potential uses of the Five Corners area, and creating and maintaining diversity in the built environment. The scope of the charrette should encompass not only what buildings can go into the current parking lots, but also all access points, by foot, bicycle, public transportation and cars. A priority charrette is for the Market Square and USPS parking lot parcels with deliverables

for a multipurpose building and village green embracing high-quality architectural design and sustainable means and methods.

We highly recommend mixed-use development, composed of commercial and residential spaces, in the immediate center of Downtown. The composition of buildings will increase foot traffic which in turn will support our local commerce and small businesses.

We looked back to the Comprehensive Plan as well as the “Final Summary Report Downtown Design Studies: Development Scenarios” completed in 2014 our findings and recommendations relate to what is outlined in those documents.

It should also be noted that many of the ideas presented in Placemaking and The Built Environment compliment and work in concert with recommendations from the Transportation & Parking and the Innovative Ideas Committees.

Activate underutilized open Space in Central Downtown with a pop-up market and on-demand pedestrian plaza.

Comprehensive Plan Chapter 4, Objective 1: Strategy 1.1, and Objective 2

Erect temporary structures on Market Square and the USPS parking lots to host small retail establishments and markets.

The objective is to: 1) demonstrate what a “complete” Main Street would be like by having business on both sides of the street, 2) provide a low-risk opportunity for entrepreneurs to “try Ossining” and explore business concepts, 3) demonstrate innovative approaches for creating complete streetscapes with integrated public spaces.

Modular, pre-constructed units can be assembled to create a range of temporary structures forming a retail plaza” on Market Square. This would activate the Market Square area year-round until a development plan is implemented.

In addition to creating more physical space for businesses, small, lowcost spaces provide a creative way for entrepreneurs to explore doing business in Ossining. The notion of creative structures would likely attract creative business concepts.

In addition to using the Market Square area, the Village should also consider transforming lower Main Street between the Spring Street intersection and the entrance to the Post Office into an on-demand pedestrian plaza. Using Main Street in this way would enable Ossining to envision how and where small-scale activities can regularly happen in a multi-purpose space. There are many creative possibilities and events that could happen in this space: a roadway during the day but a pedestrian plaza at night or on weekends. Relatively simple modifications to the roadway would make the space visually attractive and not adversely affect its role as a roadway.

Hire and fund a Downtown Manager/Business Activator.

Comprehensive Plan Chapter 4 Objective 1: Strategy 1.3

Business Activators can facilitate the interest of developers and entrepreneurs. A seasoned professional can rely on their existing business relationships to bring Ossining onto the radar of potential investors. This strategy has been employed by other communities that have successfully redeveloped and reinvigorated their downtowns.

Explore the feasibility of a Downtown Development engine, including a CDC/Private/Non-Profit Organization.

Comprehensive Plan Chapter 4, Objective 1

Establishing a non-profit development entity that works in tandem with the Village Board, the Village Planning and Building Departments, and various groups in Ossining would be the most effective way to oversee the implementation of a redevelopment plan.

The objectives of having such an organization include: (1) managing aspects of development projects that fall outside the scope of local code officials, (2) leveraging funding to enhance development opportunities, (3) providing continuity over time as Village Boards change, and (4) coordinating with economic development organizations.

Explore changes to current zoning, particularly in regards to form-based zoning versus traditional/Euclidean zoning.

Comprehensive Plan Chapter 8 Objective 6

We encourage a further discussion about whether the Village should adopt Form Based Zoning. This form of zoning facilitates higher density patterns at the Village core, gradually radiating supporting densities, extending out into single-family home districts. Form Based Zoning also addresses parking, pedestrian experiences, and the notion of “complete streets” in a manner traditional zoning codes do not.

Configure Downtown to be more pedestrian-friendly.

Comprehensive Plan Chapter 4 Objective 3: Strategy 3.1

Widening sidewalks, shortening street crossings, and reconfiguring angle parking to parallel parking on the North side of Main Street are just a few ways we could make our Village more pedestrian friendly. We note that historic photographs depict the north side of Main with various parking configurations, including angled and parallel.

The objective is to renegotiate the priorities between cars, pedestrian experience and retail exposure. The committee recognizes that while angled parking yields the greatest efficiency, it does not lend to safety and sense of place in the “Crescent.”

The Crescent, including the North side of Main Street, is the signature entry point for visitors to Downtown and should be of prime consideration when reviewing Placemaking goals. Reconfiguring parking along the North side of Main allows for wider sidewalks, greater visibility for storefront businesses and would likely produce an easier parking experience for our guests.

We also recommend creating Pocket Parks, where small and unused areas about streets and buildings. Small spaces, 15x15 square feet in size would be sufficient; there are many such spaces on both sides of Route 9, as well on the Waterfront. The Village should provide incentives to owners of private property to create and maintain these types of public spaces.

Create hotel, B&Bs, and lodging facilities.

The Committee believes Ossining is in need of lodging facilities such as a hotel or a Bed & Breakfast. We imagined something like a river-view hotel - perhaps in the space of the old DPW site.

TRANSPORTATION AND PARKING

Improving the experience of the Downtown and making it a vibrant village center for the community depends greatly on the community's ability to get to the Downtown. Current issues with village traffic and parking are both real and perceived. The committee studied the areas of traffic flow, parking and public transportation. The committee acknowledges the historic perception relating to a lack of Downtown parking and traffic flow and examined the circumstances either supporting or challenging this notion. The committee's findings do not necessarily correspond to these perceptions. Our findings suggest the baseline of available parking supports current and modest growth patterns in the downtown district, albeit in an inefficient and somewhat convoluted manner. The committee further emphasizes the notion that an effective transportation infrastructure is the result of a multifaceted formula including municipal parking policies, efficient vehicle traffic patterns and a positive pedestrian experience linking alternative parking locations.

Observations on transportation and parking in Ossining's Downtown:

Our current Downtown district includes six parking lots in a six-block radius consuming significant available land in the Downtown district. Inefficiencies in tag spot assignment and sequencing in conjunction with parking spot placement/orientation frequently leads to confusion, frustration and standstill in Downtown traffic flow. Standstills further downgrade experiences for street parking whether it is head-in-angled or parallel. Traffic flow often cautiously enters the crescent from Rte. 9 as the arcing street geometry conceals cars as you progress down the hill. Conversely, backing out of spaces in the Crescent is challenging for the driver attempting to view traffic approaching from the east at an acute angle and concealed by adjacent uphill angled parked vehicles. Where the adjacent vehicle is a van, drivers back blindly out of spaces into oncoming traffic.

Angled parking depth on the north side of Main Street (in the Crescent) yields additional unfortunate consequences. The depth required to accommodate this parking forces a reduced sidewalk width and yields a density of cars not conducive for views to businesses beyond. The resulting sidewalk width further cramps multiple pedestrians passing in opposite directions and has forced maturing trees too close to building facades. Currently, tree canopies are beginning to engage buildings with little or no remaining sidewalk to foster sitting areas around the trees while allowing pedestrian movement. The reduced sidewalk dimension also cannot host other innovative ideas for enhancing the pedestrian experience, future village fabric, and potentially implementing sustainable means and methods relating to stormwater management.

Traffic volume in the Downtown is the result of a multifaceted formula that includes train station traffic often traversing the primary Downtown corridor. The current reality is that most commuter traffic has no intention of visiting Downtown businesses but is simply using Main Street to get to the train station. The ability for future Downtown enhancements to persuade this traffic to stop

and enjoy Downtown likely remains a low, since commuter patterns are challenged by beginning of the day and end of the day schedule demands. Recognizing and addressing commuter patterns appears to be a significant factor towards enhancing traffic flow, access to parking, and the Downtown experience in general.

Traffic flow observations

Currently the Downtown experience begins in a diverse manner related to which route people enter the Downtown district, either in a passenger vehicle, on a two-wheeled vehicle, or as a pedestrian. Primary points of entry include:

- Croton Ave. to Main St. transition [from the east]
- Emwilton Place to Waller Ave. transition [from the east]
- Spring and State St. routes [from the south]

Secondary routes include:

- Snowdon to Central Ave. [from the north]
- Broadway to Brandreth [from the north]

Tertiary routes include:

- Ellis Place to Rt. 9 to Main [from the east]
- Aqueduct St to Brandreth [from the north]

Seldom used alternatives include:

- Multiple access to Spring St from Rt. 9 at Broad, James, Williams, Everett, Washington and Acker. [Spring St. offers an extended access spine from downtown to the southerly village border]
- Hudson St. to State St. also provides an alternate north/south access passing Sing Sing Correctional Facility along the route.
- N. Malcolm St to Broadway to Brandreth

Two of the three primary routes either utilize Rt. 9 or cross Rt. 9. The Rt. 9 corridor connects Hudson River communities from Hastings-on-Hudson to Ossining and provides a varied passenger and pedestrian experience along its 12-mile route. As Rt. 9 traverses seven communities, most of the route is a two-lane village-scale artery. Two segments yield unique highway thoroughfare experiences: Rt. 9 at the 287 interchange in Tarrytown, and Rt. 9 adjacent to Downtown Ossining. Rt. 9 at Rt. 119 widens to approximately 72 feet of asphalt paving. Rt. 9 at Croton Ave. widens to approximately 60 feet of asphalt lanes and approximately 85 feet of asphalt in the composite intersection transitioning to Main St. For many residents and visitors to downtown Ossining, this 85 feet of asphalt crossing Rt. 9 is the gateway to Downtown.

It should be noted that a consortium of communities south of Ossining have begun to collectively pursue ways to enhance and refine their respective Rt. 9 community experience. The committee recommends additional reconnaissance to identify collateral opportunities, shared resources, and strategic alliances.

The Comprehensive Plan identified the current alignment of Rte. 9 as a priority issue. The multiple lanes, which encourage high speeds and create long pedestrian crossings, degrades the gateway at many levels, most notably with respect to aesthetics and safety.

Recommendations:

The Transportation and Parking committee envisioned several real-world solutions to promote a pedestrian-friendly Downtown that fulfills a road's most basic purpose: getting people from point A to point B easily, safely, and quickly. The committee emphasizes that the Village should continue to utilize the Complete Streets program for all its current and ongoing transportation projects. This program, an initiative the Board of Trustees has invested in already, is an important and integral part of implementing all facets of well-designed transportation, parking and pedestrian infrastructure. Finally, using the Comprehensive Plan as a starting foundation, we recommend the following proposals.

➤ Parking: Rework Downtown parking.

This committee found that Ossining faces similar Downtown parking challenges as neighboring communities but seemingly manages them in an inefficient manner. Downtown Ossining has approximately 600 spaces, which is about the same for its size as other communities. However, Ossining's parking is not competitively priced in comparison. Further, too many spaces in close proximity to the business district are only for tag parking during business hours and are not available for shoppers. In an effort to increase available parking supporting Downtown commerce, the Village should eliminate daytime tag parking throughout the Downtown and waterfront and replace it with a market-priced meter system.

The objective is to incentivize employees of Downtown business and organizations to park outside of the Downtown, thus freeing street parking and central business district lots for short-term parking for shoppers and business clients. Market-rate prices would provide incentive for businesses to encourage employees to use the remote parking.

Approximately 40 to 50 "commuter tags" along Water St. and Central Ave. are marginally used. Similarly, pocket-sized lots on Spring Street and Academy, Maple Ave, and S. Highland regularly have unused tag spots.

Replacing daytime tags with muni-meters would allow the Village to price parking according to use, having lowest cost available outside of the Central Business District for long-term daytime parking; and highest-cost, short-term parking adjacent to or in close proximity to stores, restaurants, and businesses for customer and client use.

➤ **Traffic Flow: Influence traffic flow via diverse routes in Ossining.**

Ossining has many interconnected routes to and from its main arteries that are underutilized, while the obvious routes are overutilized, especially during high-volume times throughout the day. The lack of clear signage at locations such as the train station and Community Center that could indicate alternate routes to Rte. 9 North exacerbates the problem. A sign directing to Rte. 9 N or Rt. 9 S along unused routes would better balance traffic flow.

The Village should create a signage strategy to direct traffic to Rte. 9 and other key locations outside of the Downtown area. The objective would be to ease traffic burden on Main Street and encourage traffic flow onto Downtown streets like Spring t or State where local businesses could better flourish. Further adjusting traffic patterns on such streets as St. Paul's Place from one-way to two-way would provide a more efficient traffic flow in the Downtown as well as activate the nearby parking lot into a parking destination. Finally, the Village should commission a broad study of Downtown traffic to investigate signage, traffic light utilization, and overall street flow/linkage to create a long-term traffic plan.

Until this study and other elements of the DRWC's final report are analyzed, the proposal for a roundabout at the intersections of Main and Spring Streets should not be reintroduced until solutions are in place and strategies are identified for Rte. 9, Market Square and the use of the Post Office parking lot as these are seen by the committee as the keystones to the transportation plan for the Village of Ossining.

The DRWC remains divided regarding the previously proposed roundabout project. Any further consideration of this idea should be in the context of the broader and comprehensive plan of our downtown.

➤ **Public Transportation: Create a public ride-sharing program.**

A public/Private partnership with Ossining's many taxi services could provide enhanced rideshare commuting to common destinations in the downtown area from multiple points in the surrounding area. Recently, County government approved the expansion of Uber and Lyft into Westchester. Lyft could be engaged as a Village partner with our taxi companies to provide competitive routes and in place mobile infrastructure for ease of use. By collaborating with local taxi companies, Ossining can encourage business development for local employment. The objectives are (1) to supplement the extremely underserved Bee Line public transit system, and (2) to provide Ossining with an easier option to get to Downtown locations and transit locations than driving/parking.

These routes should include the train station/waterfront, 5 Corners, various points along Route 9, and the USPS on Main Street as destinations with origination points out into residential neighborhoods and out to Maryknoll. These routes should have a vehicle frequency of 5 to 8 minutes during rush/business hours and 10 to 15 mins nights/weekends.

The goal of the ride-sharing program will be to reduce single-occupancy traffic and ease demand for parking in the Downtown. A successful Downtown needs strong pedestrian traffic and easy access.

➤ **Traffic Flow: Realignment/Restriping of Rte. 9**

One of the most important and impactful solutions with the greatest gain to the community--at a relatively modest cost--would be re-configuring Route 9 and the Croton Ave intersection to two lanes with on street parallel parking. This change should extend from the northern end of the Village by Snowden Avenue to the Arcadian Shopping Center. While this is a transportation matter, it is also critical to place-making, creating a "whole Village center" from the bifurcated space that exists and creating a new spatial configuration which supports village scale, pace and fabric. The objectives are: (1) to reconnect the Village East and West of Route 9 into a cohesive place, (2) to enable fluid & safe pedestrian movement across this roadway, (3) to calm traffic moving through the Village, and (4) to integrate Route 9 stores and businesses into the downtown fabric.

Problems associated with Route 9 through the Village are:

- Multiple expansion and contraction of traffic lanes from 2 to 4 and back to 2 lane traffic in multiple locations through the village
- Variable speed traffic, creating dangerous conditions. Speed zones do not enhance ability of traffic to go through the community as bottlenecks are also created when the road narrows, which in turn causes bottlenecks and prevents traffic from flowing.
- The current scale, speed, and multiple speed zones cause a physical division of community.
- Makes Ossining a "through" community rather than a "placemaking" community and is not in keeping with other business districts in municipalities south of Ossining.
- Design themes for realignment/re-striping of Route 9:
 - One lane in each direction with center turn lane in multiple areas, center median in others
 - Introduction of bicycle lanes
 - Adjustment of traffic lights particularly at intersection of Route 133 and Route 9 and at top of Church Street and Eastern Avenue where they meet Route 9.
 - Introduction of parking spaces on Route 9
 - Creation of a cross intersection at Croton Avenue and Route 9 by allowing two-way traffic between Croton Avenue and Broadway
 - Introduction of parking spaces on Route 9
- Principal benefits of realignment:
 - Creation of up to 100 parking spaces
 - Traffic calming
 - More pedestrian friendly

- Creates a second east-west access point at Croton Avenue/Broadway
- Opens possibility of development for areas such as the Hollow (N. Highland)
- Would make Ossining like other river towns as a community to visit rather than to travel through
- Would enhance accessibility for bicycle and alternative transportation forms

➤ **Public Transportation: Introduce a shuttle service.**

The objective is to link the outer areas of Ossining with its Downtown in a manner that is predictable and scheduled. The Village can offer multiple levels of passes to provide access to all. Routes could be extended to go past Croton Avenue to the Bethany Arts Center and Maryknoll. A phased-in approach of routes would allow for sustained growth of program. This jitney service could target the groups of Ossining least likely to use a ride share or unable to park in a distanced parking garage.

➤ **Parking: Build parking garages in parcels outside of the central downtown.**

These parking structures should be in the form of a public/private partnership solution as multi-tiered structures with open space and business space on the top level. Additionally, they should be constructed with a feeling of “openness,” and should be well lit and secure.

The objective is to reduce the demand for parking in the Downtown for long-term use and to encourage pedestrian traffic in the area. Downtown businesses could be incentivized to provide parking permits for their employees to free up prime parking in the downtown for customer access.

Suggested locations:

- Train station on east side of tracks to provide additional parking for commuters and to provide parking to accommodate future development. The fact that significant land area along the Hudson River is solely dedicated to parking is an unfortunate land use signature. A structured deck above on grade parking essentially creates new developable land. A raised ‘plaza’ above on-grade parking provides an opportunity for mixed use development, public park space with river views over Metro North track beds, while simultaneously providing valuable covered commuter parking.
- Brandreth Street lot. A single or multi-level parking structure adjacent to the aqueduct can be accommodated at this location by the existing topography. An upper level plaza could be utilized for restaurants, retail space, or green space, while incorporating the openness of the Croton Aqueduct trail and Double Arch Bridge. This location is strategically located between the Community Center and Downtown with multiple opportunities to contribute to an enhanced pedestrian link between the Community Center, Double Arch Bridge, Sing Sing Kill Greenway, adjacent neighborhoods and Aqueduct hikers and cyclists.

- An existing fenced-in on-grade parking lot at St. Paul's Place lot could easily incorporate a multi-level parking structure incorporating an upper level plaza hosting city gardens and green open space for the adjacent neighborhood and overall downtown fabric. This underutilized lot is strategically located and offers numerous 'activation' opportunities.

Conclusions:

- The DWRC Parking and Transportation Subcommittee believes that in all areas listed above, that Ossining's transportation and parking can and should be improved.
- The group believes the greatest positive impact of any single decision on Ossining is its recommendation to realign Route 9. This is seen as the most important and impactful single item that would lead to the greatest benefit to the residents and business of Ossining.
- The group established the grid below to assist in level of priority and potential length of time to implement:

Transportation Committee Priority Grid			
	SHORT TERM	MEDIUM TERM	LONG TERM
HIGHER PRIORITY		Realignment/Restriping of Route 9	
	Reevaluation of tag parking.	Installation of muni-meter system	Brandreth Street parking structure through public private partnership
	Examination of dual use (tag and meter) parking.	Beeline transportation loop from Waterfront to Croton Avenue and Bethany	Consider jitney or shuttle service
	Regridding of Brandreth parking lot to create more spaces	Organization of ride sharing by local companies with discounts for monthly pass holders	Trolley on wheels
	Create signage to alternate routes		
	"Boxing"/Outlining of spaces on State & Spring and other streets where there are no meters	Work with town on bicycle access to Village and waterfront	Train station parking structure through public private partnership
	Installation of bike racks in downtown, train station and Croton Avenues		
LOWER PRIORITY	Give parking lots descriptive names rather than numbers		

INNOVATIVE IDEAS

When exploring the concept of Innovative Ideas, we set out to answer a very interesting question: “What can Ossining do to become a *creative, original and forward thinking community?*”

We explored a variety of concepts, some inspired by what other communities have done, and some of which are particular to Ossining. We evaluated our available resources and assets, and looked at strategies that can be considered “thinking outside the box.” Creative thinking and innovative ideas will facilitate the accelerated growth of our Downtown in a rapid and exciting way.

Two of Ossining’s greatest assets are one of Westchester County’s most beautiful waterfronts and a very diverse, tight-knit community. To this end, some of our innovative ideas are centered on these resources. We have included recommendations that can be implemented promptly and with minor investment, and some that may require more planning and additional resources.

➤ Strengthen downtown and waterfront programming

The Ossining waterfront is already undergoing redevelopment with the opening of new restaurants, housing units, and kayaking tours. However, with easy access via Main Street and the MTA, there is an opportunity to further expand the use of this asset. Our goal is to keep restaurant patrons and commuters downtown, and increase outside visitors to Ossining. Some programming examples include:

1. Take advantage of our natural geography to make Ossining a ‘circuit’ location for different kinds of races and events
2. Kayak and boat rentals
3. Create additional waterfront events such as a Tall Ships Festival
4. Expand novelty experiences such as watersports

➤ Hold more special events

The DRWC members believe that local businesses and civic organizations should work together to develop local events that would engage Ossining residents, as well as attract outsider vendors and visitors. These events would increase Ossining’s visibility and create a wider consumer base. Some ideas for events include:

1. An all-day Fourth of July celebration between Main Street and the Waterfront
2. A pop-up holiday market
3. An art and skate festival
4. A holiday windows competition for local businesses
5. Cardboard Wars event
6. Musical performances

7. Regular weekly programming on the Aqueduct promenade or a blocked-off portion of Main Street for streets fairs or classes such as yoga or Zumba

➤ **Create an Ossining APP**

We should create an App for Ossining community members and visitors to highlight news, recreation opportunities, and promote different businesses. This would help people readily find different places to eat, shop, and locate service providers at the click of a button. The App should include the following features:

1. Easily customizable for the specifics of Ossining
2. Provide an affordable price point (a feature available in the Mobile Town Guide)
3. Customization for coupons, walking tours, news, and local businesses
4. Some person or entity in the Village should be tasked with providing and updating content and marketing to local business owners

It's important to note the DRWC makes this recommendation only if it is part of a larger marketing campaign to strengthen regional perceptions of our Village and to highlight and promote the current businesses we have within our Downtown.

➤ **Forge a partnership between OUFSD and local Business owners**

In addition to its continuing academic achievements, Ossining High School has a little-known yet very successful entrepreneurship and business program. A partnership between OUFSD and local business owners would be a truly innovative way to prepare our students with real-world experience while supporting local businesses. Some members of OHS and OUFSD administration have agreed this is an engaging idea to be explored in a more robust way.

Benefits would include:

1. Students gain practical skills
2. Business owners gain access to additional labor support
3. Possibilities between a volunteer local business owner to coordinate with the OUFSD provides a low barrier to entry

➤ **Identify and open a multi-use space in Downtown**

Identifying community spaces Downtown would provide an additional venue for Village programming and could engage our residents in many different ways. This would create more robust foot traffic, which would in turn provide economic support to our Main Street businesses.

1. Could house a youth center, which could keep teens Downtown, create a productive and safe space for teens, and offer lessons such as financial and job literacy
2. Could host regularly-scheduled Village meetings instead of the location on Route 9A (which is located in the Town of Ossining, outside of the Village)
3. Provide support services for people in need
4. Could host galleries and other Village events with high visibility that could serve as a magnet for artists

➤ **Commission more public art**

The 2009 report by SPELL OUT ENTIRE ORGANIZATION (OPAC) documented all sites within the village that could have public art on them. Public arts projects would be a magnet for artists and a sight-seeing destination. New art can also create discussions that can be positive and encourage further action

➤ **Provide free WiFi access downtown**

Free public WiFi can create foot traffic downtown and encourage use existing and future green spaces. The login page for the WiFi could be the Ossining website, which would highlight important news in the community. State and federal funding may be available to assist with this project.

➤ **Develop a Local currency/Time Bank**

Local currencies stimulate the local economy by keeping money circulating within the community and promote awareness of local merchants and producers. In communities that have implemented a local currency, it often has a better value than the national currency, therefore making some goods and services more easily available to people with lower incomes.

This can start with something as simple as “O-Bucks” which are basically gift certificates in varying denominations that can be used at any participating Ossining business, similar to Disney Dollars. This would provide businesses with advertising and increased traffic since the recipient of “O-Bucks” can only use its value at participating businesses. Pop-up stores would be encouraged to also participate. If a proven concept here, then more expansive types of local currency such as Berkshire Massachusetts’ “BerkShares” can be explored.

A Time Bank would allow for the community to share their time and skills in return for an equal amount of time from someone with different skills. Each person’s time is considered as valuable as any others’. Participants can be from any skill level such that a housekeeper can clean a lawyer’s house and receive a reciprocal amount of time in legal services. A Time Bank can build a sense of community unity and network of mutual support.

OUTSIDE GROUPS & CONSULTANTS

Other communities engaging in downtown redevelopment have utilized outside organizations and consultants to assist in specific development projects and broader economic revitalization programs.

We have identified three organizations that could assist the Village of Ossining to redevelop Downtown. Each of these organizations has its own unique approach, philosophies, and expertise. The VBOT might choose to engage one of them, or more of them, as each of the groups could bring important technical skills and efficiencies in the redevelopment process. We also identified a number of additional organizations, which are provided in the appendix to this report.

➤ Congress for the New Urbanism

The Congress for the New Urbanism stands for the restoration of existing urban centers and towns within coherent metropolitan regions, the configuration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy. CNU views disinvestments in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's heritage as one interrelated community-building challenge. CNU is a leader in best practices for development and is a national leader in the development of form-based zoning codes. Projects that exemplify CNU's work include: Mercado District, Tucson, Arizona, "Urban Renewal Becoming a Hub"; Washington, DC, "City-Center: Redeveloping a Hole in the Urban Fabric"; and Birmingham, MI, "Downtown Revival: A Small City Embraces Walkability and Reverses Decline." More information available at: www.cnu.org and www.cnunewyork.org

➤ Main Street America

Main Street America was founded 38 years ago as a subsidiary of the National Trust for Historic Preservation. A community that forms a Main Street America program typically forms a 501(c)(3) not-for-profit corporation, funded by a mix of public and private (donor) funding, and each program is typically staffed by an Executive Director and support staff as needed. The four pillars of a Main Street America program are: Organization, Promotion, Design, and Economic Vitality. Volunteer committees are formed around each of these four pillars, focusing on various issues such as community involvement, marketing, branding, promoting design to maintain the look, feel, and function of the community, preserve historic buildings, and enhance the pedestrian experience. A Main Street America program focuses on developing under-utilized spaces and aims to achieve a more-beneficial business mix. In addition to the option of creating

a local Main Street America program, the National Main Street Center offers fee-for-service technical assistance, facilitated visioning sessions, development of community-specific transformational strategies, and business mix/market analysis. Examples of Main Street America programs can be found in Montclair, NJ, Summerville, SC, and Westfield, NJ. More information available at: www.mainstreet.org

➤ **Land Use Law Center**

Affiliated with Pace Law School, the Land Use Law Center was established in 1993 and is dedicated to fostering the development of sustainable communities and regions through the promotion of innovative land use strategies and dispute resolution techniques. The Land Use Law Center specializes in best practices for sustainable development, with a focus on environmental and social values. In addition to educational training programs, the Land Use Law Center also offers services to communities engaged in planning and development projects, including consensus-building programs, mediations, stakeholder engagement, technical assistance with legal or planning issues, drafting requests for proposals (RFPs), and grant applications. Recent projects include: Tarrytown Waterfront Revitalization, Mount Vernon West Transit-Oriented Development, New Castle Comprehensive Plan, and Consolidated Funding Grant Application for New Rochelle Comprehensive Plan. More information available at: www.law.pace.edu/landuse

CONCLUSION AND FINAL RECOMMENDATIONS

Our ambitious 90-day goal was to provide recommendation/s for a vision for our defined 'downtown,' and we have done so knowing that there are gradations of possibilities in executing our recommended initiatives.

We hope that many of the DWRC's recommendations will be shepherded into reality with an immediate and concerted effort. Ossining is standing on an important precipice - our community is engaged, and reinvigorated. The DRWC believes we should seize this moment to propel our Village forward.

Our Final Recommendations are as follows:

- Build momentum: Implement any quick and easy action items suggested in this report.
- Engage outside organization(s) and/or consultant(s)
- Create strong, effective partnerships with local organizations such as the Downtown Development Fund Council, IFCA, Greater Ossining Chamber of Commerce, etc.
- Create additional volunteer opportunities for deep exploration and implementation of subcommittee recommendations (possibly in conjunction with outside organizations).
- Provide continuing opportunities/mechanisms for public to engage with village government on the Downtown development process.
- VBOT should annually review the recommendations of the DRWC and report on their status

ACKNOWLEDGEMENTS

VILLAGE BOARD OF TRUSTEES

Mayor Victoria Gearity

Quantel Bazemore

John Codman III

Manuel R Quezada

Rika Levin

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KH Creative, Inc Presentation Design

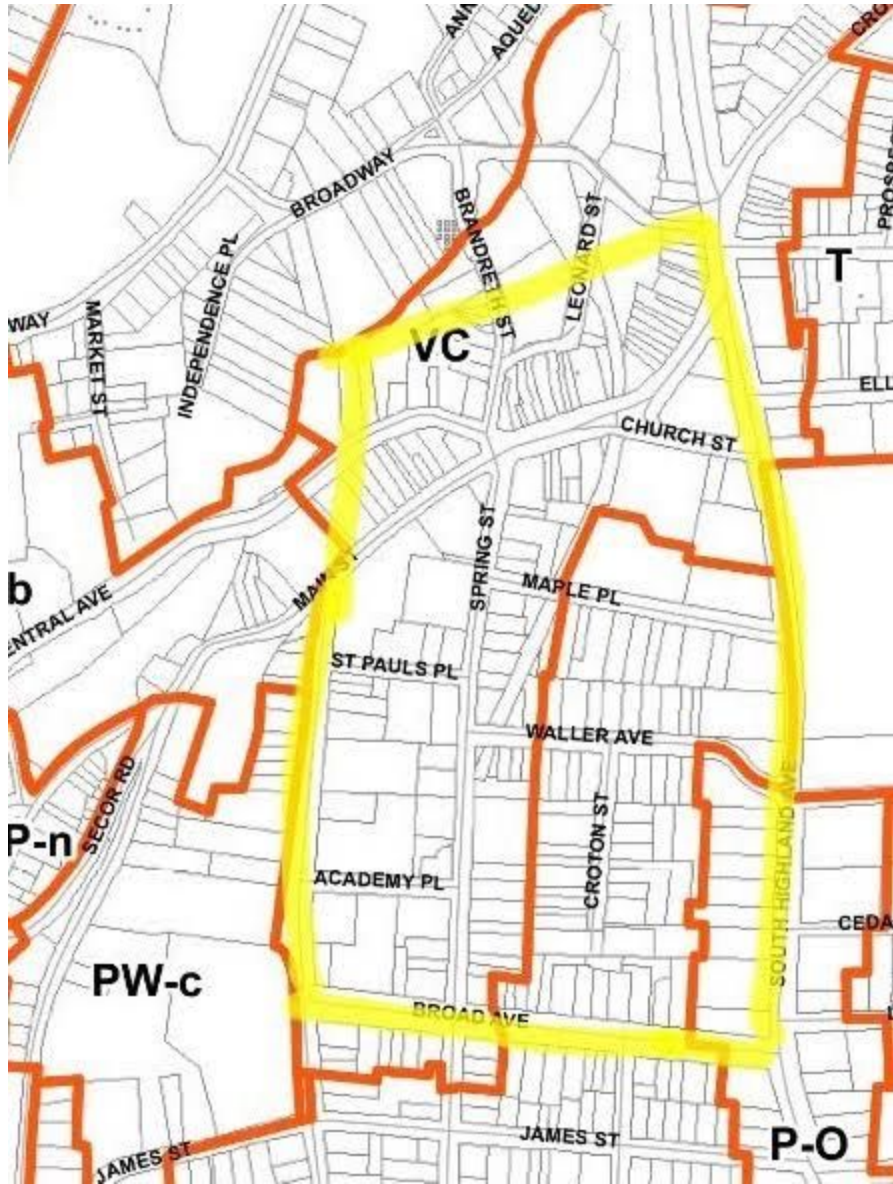
Chris Soi, Ossining Recreation Center

Paul Fraioli, Village Engineer and Interim Village Manager

Each Member of the DRWC

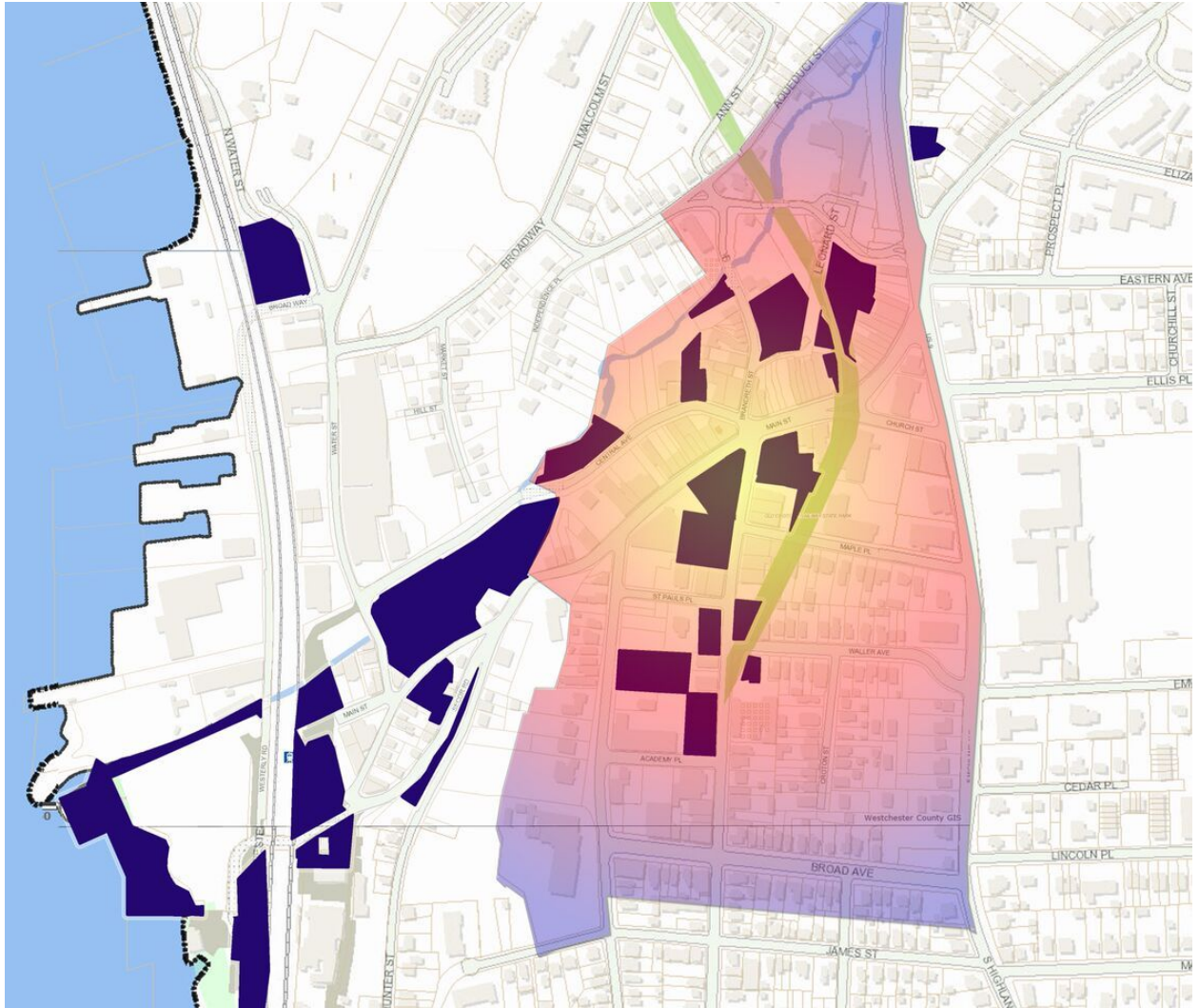
YOU and every engaged citizen in Ossining

APPENDIX A - MAP OF DOWNTOWN



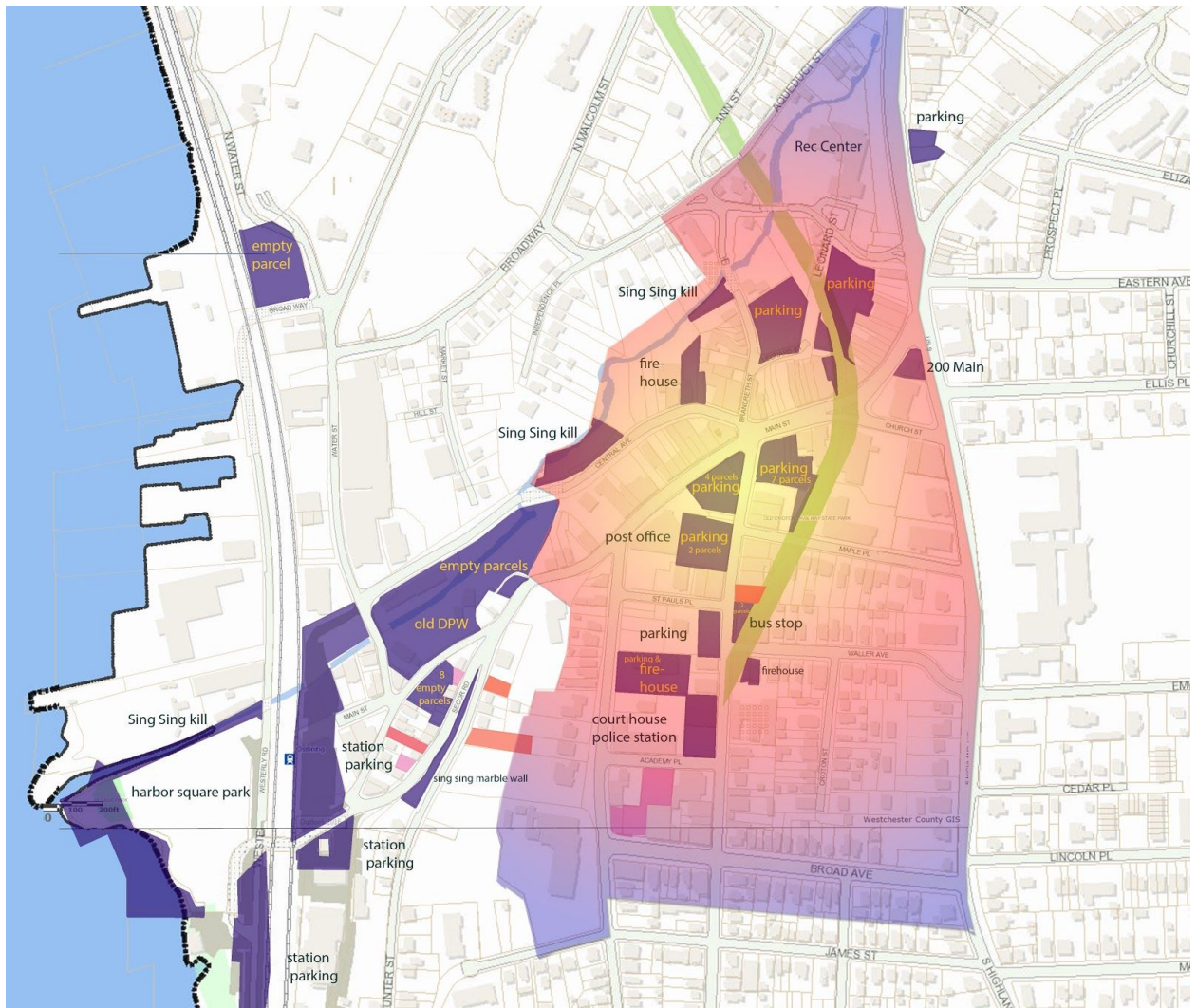
APPENDIX B - EMPTY PARCELS

This map indicates Downtown boundaries and vacant Village- owned parcels.



APPENDIX B - EMPTY PARCELS

This map includes some vacant Village-owned parcels, Village parks, parking lots, steep slopes, brown fields in need of remediation, and Village buildings.



APPENDIX C - FULL SWOT ANALYSIS

Strengths

- (1) Topography
- Becoming a younger village
- (1) Rivertown
- (2) Diversity
- Relative affordability (first timers)
- School system
- (6) Exciting new small businesses
- (1) Community involvement
- Diverse housing stock
- Extracurricular/Kid's programming
- Performance/Visual Arts
- A lot of creative people
- Beautiful maintained parks
- (4) History: Preserve/Promote
- (1) Walking trails
- Signature/Historical downtown churches
- Collaborative local government
- Proximity to NYC

Weaknesses

- (4) Public transportation
 - Frequency
 - Limited route
- Community division
 - Generational
 - Cultural
- (1) Lack of parking
- (7) Lack of green space
- (1) High taxes
- (3) Route 9 divide
- Lack of commercial office space
- (4) We're not a destination
- Resistance to change/legacy Ossining
- Topography
- (4) Foot traffic in downtown
- (2) Negative perception of Ossining
- (2) Diversity
- (4) Lack of diverse housing stock
- (5) Zoning Code
- (2) Lack of free/affordable kids programming

Opportunities

- We are not a destination
- (7) Open parcels
- (2) Very marketable (up the river)
- Intercultural communications
- (1) Foodie destination
- Home for artisans
- (1) Embrace our uniqueness
- (3) Walkable community
- We can be a template/role model for complex communities
- (1) Sing Sing Museum
- Bethany Arts Center
- Better intramunicipal transportation opportunities
- (3) Grants
- Tapping wealth with a good business model
- (3) Leveraging diversity
- (2) Equitable development
- (1) Waterfront activities

Threats

- Changing political landscape
- (2) Overcrowded schools
- (1) Economy
- (3) Gentrification
- (2) Changing of retail
- Drawing from other destination villages
- (1) Traffic increase
- Lack of grants/outside support
- Decrease in quality of education

APPENDIX D - Comp Plan List of Action Items

Chapter Number	Chapter Name	Page of Comp Plan	Objective (as in Comp Plan)/Strategy	Strategy Action Items (Brief)	Comments	DRWC Recommendation	COMPLETION None=Red, Partial=Yellow, Further Ahead/Complete = Green	COMPLETION None=0, Partial=1-2, Further Ahead/Complete = 4-5	LYNN'S subjective overall - Degrees of completion 0-5
3	Waterfront	20	Objective 1. Maximize Public Enjoyment of the Riverfront; Strategy 1.1		Has there been a conclusion regarding RiverWalk's extension through Ossining? on going w/ County Riverwalk plan http://planning.westchestergov.com/images/stories/RiverWalk/riverwalkmap11x17.pdf	yes		1	1
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/ Create zoning incentives for developers along Hudson Street to construct or maintain a pedestrian bridge over the railroad tracks.				0	?-ZONING
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/ privately-owned, industrial parcels, including Metalized Carbon (in addition to the railroad), obstruct a direct passage from this path at Hunter St to waterfront. Construction of a bridge leading from these neighborhoods to Engel would link these communities – and Metro-North train station – much more directly. The Village should also look at means to improve the current path. In effect, all of the Hunter and State Streets neighborhoods would gain from easy access to the Village's key riverfront and transit amenities.				0	0
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/ The Village should look at means to improve the current path. In effect, all of the Hunter and State Streets neighborhoods would gain from easy access to the Village's key riverfront and transit amenities.				0	0
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/ In the event that the Metalized Carbon property is ever redeveloped, <i>Employ design criteria that reduces any negative visual impacts from the garage. On the west, the garage should be nestled within the hill, and confined to a height that does not obstruct views from upland homes. On the other frontages, part of the significant savings represented by open ventilation could be employed for state-of-the-art green walls (vertical gardens)</i>	Broadway BridgeSource: www.verticalgardenpatrickblanc.com .	Yes		0	0

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3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped, Provide incentives for construction of a pedestrian bridge that would lead from the existing path at Hunter Street through the Metalized Carbon property and over the railroad, providing a direct link between the Hunter Street neighborhood, the waterfront, and the train station. (From the MTA's perspective, this is about enhancing rail station access and parking. From the Village's and neighborhood's perspective, it is about Transit Oriented Development and another gateway to the riverfront.)				0	0
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped, the Village should Encourage the MTA to construct a parking garage for the train station at this location		yes		0	0
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/Metalized Carbon property is ever redeveloped,Consider zoning for non-industrial mixed-use development on the site.	Broadway BridgeSource: www.verticalgardenpatrickblanc.com.			0	ZONING?
3	Waterfront	21	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.2	Provide Access Over the Railroad Tracks to Sparta Dock/Create zoning incentives for developers along Hudson Street to construct or maintain a pedestrian bridge over the railroad tracks.	There are density bonus incentives in the PRD zone available for developers who provide a portion of the publicly accessible Riverwalk.			0	0
3	Waterfront	22	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped, Include incentives for shared parking (commuter, riverfront visitor, and the possible tenants) in the garage. Note that the peak usages overlap better if residential – rather than offices – are built on the site.		yes		0	
3	Waterfront	22	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped,Allow residential and/or commercial/office space above the garage up to a height that would not obstruct views of the river from the Hunter Street neighborhood.				0	?

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3	Waterfront	22	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped, <i>Make the main entrance to the parking on Secor Road at the entrance to Barlow Road and opposite the proposed plaza at the foot of Main Street. Consider a secondary parking entry (perhaps only for the development's residents or workers) at the higher Hunter Street elevation. These parking entries would reduce the traffic going across the tracks, while not adding vehicular traffic to the Hunter Street neighborhood.</i>	UNSURE OF WHAT DEVELOPMENT IS REFERRED TO HERE			0	
3	Waterfront	22	Objective 1. Maximize Public Enjoyment of the Riverfront: Strategy 1.3	Provide Access Over the Railroad Tracks to Engel Park/In the event that the Metalized Carbon property is ever redeveloped, <i>Promote public uses or retail at the northern grade level of the garage and/or along the trail. These might include stores, viewing platforms, health clubs, etc. Such uses would enliven the pedestrian experience and augment public safety.</i>	There is pedestrian access over the railroad tracks . Metallized Carbon is still operating. This strategy should remain on the Village's radar especially if Metallized Carbon were to ever sell			0	
3	Waterfront	22	Objective 2: Make Ossining a Destination for Low-Impact Boating and Other Water-Oriented Uses: Strategy 1.1	Permit and promote water-dependent and water-related uses on the waterfront; <i>Discourage industrial uses</i>	See above	Yes		3	
3	Waterfront	22	Objective 2: Make Ossining a Destination for Low-Impact Boating and Other Water-Oriented Uses: Strategy 2.1	Permit and promote water-dependent and water-related uses on the waterfront:Encourage balance of water-oriented uses including access to/enjoyment of waterfront and will promote the overall revitalization of downtown and Ossining as a residential community. These uses include marinas, boat storage, ship repair, kayak/canoe rentals, and water-oriented restaurants and retail	This is ongoing and a work in progress.	yes		3	
3	Waterfront	23	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.1: Provide Opportunities for Waterfront Recreation	Create zoning to encourage, through incentives, developments to provide waterfront recreational opportunities on their properties, regardless of the land use of the parcel, and to provide public access to those recreational activities and spaces when possible.	The PW districts provide density bonuses for the following: provision of a portion of the Riverwalk development, development of a public park/open space, historic preservation, green buildings, brownfield remediation, contribution to non-site related infrastructure, provision of public artwork streambank restoration or stabilization.	yes		3	
3	Waterfront	24	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.2: Provide parks and recreational space wherever possible...And Increase Open Space	In order to increase open space and recreation space in the waterfront area, <i>Expand Snowden Park with the cattycorner, Village-owned 7 North Water Street parcel. (site of former Water Street sewage treatment plant but now lies vacant)</i>		Yes		0	0

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3	Waterfront	24	Objective 3: Promote Development that Provides Amenties, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.2: Provide parks and recreational space wherever possible...And Increase Open Space	In order to increase open space and recreation space in the waterfront area, <i>Make improvements to the Broadway Bridge so that it is more park-like and pedestrian-friendly. (w/addition of benches/sidewalks/greenery this bridge could serve as a connection over the RR tracks for RiverWalk, but also as a park-like link between proposed enlarged Snowden Park & riverfront promenade/recreation amenities.</i>		yes		0	
3	Waterfront	24	Objective 3: Promote Development that Provides Amenties, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.2: Provide parks and recreational space wherever possible...And Increase Open Space	In order to increase open space and recreation space in the waterfront area, <i>Create a park on the tank farm owned by Paradise Oil Company. The tanks are approx. 50ft high & are currently used as a waste oil recycling transfer station whereby barges deliver oil to the tanks from NYC & trucks pick up the oil for transport upstate. The site lies within the 100-year floodplain and may require remediation, making future development costly. Future plans for a park/section of RiverWalk at One Harbor Square would tie in nicely with a park/section of RiverWalk on this parcel.</i>	Henry Gourdine Park created at Harbor Square	yes		3	
3	Waterfront	24	Objective 3: Promote Development that Provides Amenties, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.2: Provide parks and recreational space wherever possible...And Increase Open Space	The Village should continue to actively support/pursue potential expansion of the Village Dock to create ability to provide for more waterfront rec & tourism boating opportunities, <i>Create zoning incentives for the development of parkland on two particular parcels: The sceond site: The Kill Brook is currently not utilized by the general public because it is physically inaccessible and in need of a clean-up. If it were made physically accessible through the development of a trail, and if it were cleaned up in order to enhance its appearance, it could serve well as a nature trail linkage between the Main Street area and the waterfront. In the past, the Village has issued a Request for Proposals (RFP) for the site</i>	The Village is actively pursuing the development of a dock that complies with the Village's needs and NYS DEC and ACOE requirements.	yes		3	

APPENDIX D - Comp Plan List of Action Items

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3	Waterfront	24	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.2: Provide parks and recreational space wherever possible...And Increase Open Space	The Village should continue to actively support/pursue potential expansion of the Village Dock to create ability to provide for more waterfront rec & tourism boating opportunities, <i>Create zoning incentives for the development of parkland on two particular parcels:</i> <ul style="list-style-type: none"> • The 47 Hudson Street pier: Testwell-Craig Laboratories located at 47 Hudson Street has a right-of-way bridge over the railroad tracks to a parcel of land that juts into the river (formerly used as a pier & helipad (0.25 acres) but located in the 100-year floodplain. Consistent with other goals, incentives should be offered to developers of this site to create a public park on the river accessible via a public easement involving the existing pedestrian bridge; as well as design guidelines, to assure that public views from the adjoining road be maintained. (size of any development should be limited mindful that site is at end of a circuitous road network easily taxed by major new development.) 	The Village is actively pursuing the development of a dock that complies with the Village's needs and NYS DEC and ACOE requirements. With respect to the 47 Hudson Street site which is zoned PRD and there are density bonus incentives for that zoning district for the development of open space/park.	yes			
3	Waterfront	26	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.3: Make Sing Sing Correctional Facility an asset rather than a liability	In the long-term, Plan for the redevelopment of the Sing Sing area. Although the State has no plans to close the prison, it may eventually occur, most likely beyond the 10 to 20 year horizon of this Comprehensive Plan, but it is not too soon to think about that contingency.				0	
3	Waterfront	26	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.4: Create a Destination at Station Plaza, across from the Metro-North train station	Pursue a mix of zoning, infrastructure, streetscape and roadway improvements that create a destination, including: <i>Reconfiguring selected roadways to serve pedestrians and bicyclists more than or equal to vehicles. Three options should be selectively employed, either alone or together: (1) close the portion of Main Street between Water Street and Secor Road to vehicles, except at rush hour and/or (2) use special pavers to create a road where cars drive slowly and pedestrians, outdoor cafes, etc. are more pleasant; and (3) provide street trees, wider sidewalks, pedestrian-scaled lighting, ambient lighting, and design guidelines to make walking the area comfortable at night as well as during the day.</i>	Needs work			1	
3	Waterfront	26	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.3: Make Sing Sing Correctional Facility an asset rather than a liability	Short-term: Seek the opportunity to discuss with the State the unsightly warden trailers and potentially replace these trailers with housing	on going			3	

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3	Waterfront	26	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.3: Make Sing Sing Correctional Facility an asset rather than a liability	Short-term:Continue to explore a possible Sing Sing Historic Prison Museum in the "1825 cell block"	moving full steam ahead.			4	
3	Waterfront	27	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.4: Create a Destination at Station Plaza, across from theMetro-North train station	Pursue a mix of zoning, infrastructure,streetscape and roadway improvements that create a destination, including: <i>Providing zoning for renovation, adaptive reuse, and infill development, rather than land assemblage for large-scale development that would undermine the pedestrian scale of small-scale development on small parcels.</i>	Needs work			1	
3	Waterfront	27	Objective 3: Promote Development that Provides Amenities, Services and Attractions That Will Draw People to the Waterfront: Strategy 3.4: Create a Destination at Station Plaza, across from theMetro-North train station	Pursue a mix of zoning, infrastructure,streetscape and roadway improvements that create a destination, including: <i>Reconfiguring the Station Plaza parking lot, should the Metalized Carbon Property be made available for commuter parking. (Substantial short-term parking could be provided to non-commuter train users, visitors to the Plaza's restaurants, etc)</i>	Needs work			1	
3	Waterfront	29	Objective 4: Ensure Environmentally Smart Development	Adopt new zoning that will: <i>Reconsider currently zoned permitted uses, bulk, and density in areas where brownfield redevelopment is most likely. Higher densities will be necessary in these areas to offset the potential costs of remediation and allow for viable redevelopment.</i>	270-34 has such requirements. Q: Was 270-34 adopted as a result of this strategy?			3	
3	Waterfront	29	Objective 4: Ensure Environmentally Smart Development	Adopt new zoning that will: <i>Require the use of best management practices with respect to the protection of water quality, stormwater management, erosion and sediment control,and construction on or re-grading of steeply sloped areas. These practices include on-site water retention (e.g., green roofs) and pervious paving.</i>	270-34 has such requirements. Q: Was 270-34 adopted as a result of this strategy?			3	
3	Waterfront	29	Objective 4: Ensure Environmentally Smart Development	Adopt new zoning that will: <i>Provide restrictions on construction on steep slopes. Construction or regarding of steep slopes greater than 15 percent but less than 25 percent should be minimized. Construction on slopes greater than 25 percent should be severely limited.</i>	270-34 has such requirements. Q: Was 270-34 adopted as a result of this strategy?			3	

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3	Waterfront	29	Objective 4: Ensure Environmentally Smart Development	Adopt new zoning that will: <i>Regulate when and how development will occur in the Village's floodplains. Land below the minimum high-water mark of the Hudson River shall not be deemed developable for the purposes of calculating lot area, density or coverage. All construction must meet the requirements of Chapter 142, Flood Damage Prevention.</i>	This was incorporated into the Zoning Code; For instance in the RDD district (Harbor Square) it notes in 270-22(H)(5)(d) "no portion of land below the mean high water mark can be counted into calculations of allowable density. Similar provisions can be found in the IR district (270-24(F)(1) and in the CDD district (270-19(F)(1). The language could perhaps be tweaked to further regulate the types and size of development.			4	
3	Waterfront	29	Objective 4: Ensure Environmentally Smart Development	Adopt new zoning that will: <i>Mandate riverfront setbacks. No building or parking should be allowed within 50 feet of the normal high-water line of the Hudson River</i>	A riverfront setback was incorporated into the Zoning code. Additionally, there are also special provisions for view corridor preservation in the waterfront districts.	yes		5	
3	Waterfront	29	Objective 5: Preserve Public Views of the Hudson River	Adopt zoning that will protect views of the Hudson by regulating: <i>Building Width. The total width of buildings and the total width of development allowed on a parcel should be restricted in order to preserve view corridors.</i>	270-22(7) and 270-22(F)(5) require protection of Hudson river views and the view corridor in the RDD district. 270-22(H)(2)(c) and (d) provides for permanently open space along the Hudson River. 270-23(5) and 27023(F)(3) provide for Hudson River views and view corridor preservation in the PW districts. 270-12(G)(3) discusses how open space for a development in the PRD district should be designed to preserve the natural features of hte site including views to and from the Hudson River.			5	
3	Waterfront	29	Objective 5: Preserve Public Views of the Hudson River	Adopt zoning that will protect views of the Hudson by regulating: <i>Survey and map all of the significant view corridors, as has been done by nearby Dobbs Ferry. Where appropriate, specific guidelines should be created to preserve these important views, thus providing applicants (and the public) with more predictable outcomes.</i>	270-22(7) and 270-22(F)(5) require protection of Hudson river views and the view corridor in the RDD district. 270-22(H)(2)(c) and (d) provides for permanently open space along the Hudson River. 270-23(5) and 27023(F)(3) provide for Hudson River views and view corridor preservation in the PW districts. 270-12(G)(3) discusses how open space for a development in the PRD district should be designed to preserve the natural features of hte site including views to and from the Hudson River.			5	

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3	Waterfront	29	Objective 5: Preserve Public Views of the Hudson River	Adopt zoning that will protect views of the Hudson by regulating: <i>View corridor preservation in site plan review. Protection of important, publicly accessible views identified by the public or Planning Board should be considered as part of the Planned Development Site Plan review process.</i>	270-22(7) and 270-22(F)(5) require protection of Hudson river views and the view corridor in the RDD district. 270-22 (H)(2)(c) and (d) provides for permanently open space along the Hudson River. 270-23(5) and 27023(F)(3) provide for Hudson River views and view corridor preservation in the PW districts. 270-12(G)(3) discusses how open space for a development in the PRD district should be designed to preserve the natural features of the site including views to and from the Hudson River.			5	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Close the one block of Main Street between Secor Road and Water Street to vehicles (per Strategy 3.4).				0	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Make Main Street (west of the uphill Secor Road intersection) a one-way street heading westbound, away from downtown and towards the train station and Secor Road bridge (which would remain two-way).	This was not done; Main St is two way.			0	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Make one block of Water Street (between Main Street and Secor Road) one-way heading southwest (instead of northeast, as is now the case).				0	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Make Secor Road a one-way street heading eastbound, away from the train station (and two-waybridge) and towards the downtown (just short of which it would join with the two-way Main Street).	This was not done; Secor Road is two way.			0	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Provide benches at periodic intervals for the four main arterials, starting with Main Street / Secor Road. Add plantings to make the four arterials more park-like and pedestrian friendly. The streets should take advantage of the views of Kill Brook.		Yes		0	
3	Waterfront	30	Objective 7: Improve Circulation to and through the Waterfront Area. Strategy 7.1: Alter the circulation of streets leading to and from the Ossining station	Investigate the feasibility of a shuttle bus/jitney that would bring people from the train station to downtown. (See Transportation Chapter.)	This is actively being pursued.	yes		1	
3	Waterfront	30	Objective 6: Preserve The Historical Architectural Features in the Area (The waterfront is home to several historic, former industrial buildings that are currently vacant or underutilized).These buildings currently have no local historic preservation protection. Included among them are: <ul style="list-style-type: none"> • The Brandreth Pill Factory. • The former Mobil Oil warehouse, now used for storage by Ossining Hardware. • The Hudson Wire Building. 	Encourage: <i>The adaptive reuse of these buildings.</i>	270-23(I)(c) historic preservation in the PW districts			5	

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3	Waterfront	30	Objective 6: Preserve The Historical Architectural Features in the Area (The waterfront is home to several historic, former industrial buildings that are currently vacant or underutilized).These buildings currently have no local historic preservation protection. Included among them are: <ul style="list-style-type: none"> • The Brandreth Pill Factory. • The former Mobil Oil warehouse, now used for storage by Ossining Hardware. • The Hudson Wire Building. 	Encourage: <i>The adoption of zoning density bonus incentives for the protection and reuse of these buildings in redevelopment plans.</i> (Refer also to the Quality of Life chapter)	270-23(l)(c) historic preservation in the PW districts			5	
3	Waterfront	30	Objective 6: Preserve The Historical Architectural Features in the Area (The waterfront is home to several historic, former industrial buildings that are currently vacant or underutilized).These buildings currently have no local historic preservation protection. Included among them are: <ul style="list-style-type: none"> • The Brandreth Pill Factory. • The former Mobil Oil warehouse, now used for storage by Ossining Hardware. • The Hudson Wire Building. 	Encourage: <i>The incorporation of these structures into larger redevelopment schemes.</i>	270-23(l)(c) historic preservation in the PW districts			5	
3	Waterfront	30	Objective 6: Preserve The Historical Architectural Features in the Area (The waterfront is home to several historic, former industrial buildings that are currently vacant or underutilized).These buildings currently have no local historic preservation protection. Included among them are: <ul style="list-style-type: none"> • The Brandreth Pill Factory. • The former Mobil Oil warehouse, now used for storage by Ossining Hardware. • The Hudson Wire Building. 	Encourage. <i>The designation of these buildings as historic and subject to local preservation laws.</i>	270-23(l)(c) historic preservation in the PW districts			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Consider adopting new waterfront development zones, all of which should have to go through Site Plan Approval process which includes ample opportunity for community feedback.	This was added into the codes. Site plan review is required.			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Connections to RiverWalk</i>	This is written into the Zoning code in several different zoning districts as an option for incentives.			5	

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3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Connections to the waterfront over the railroad tracks</i>	This is written into the Zoning code in several different zoning districts as an option for incentives.			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Preservation of historic buildings</i>	There are incentives (density bonuses) for historic preservation outlined in several districts.			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Protection of view corridors</i>	There are incentives (density bonuses) for view corridor protection outlined in several districts.			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Publicly accessible open space</i>	There are incentives (density bonuses) for public open space outlined in several districts. Ex. Henry Gourdine Park			5	
3	Waterfront	35	Objective 8: Re-Write the Zoning for the Waterfront Areas	Provide incentives for developers to provide: <i>Affordable housing</i>	There are incentives (density bonuses) for affordable housing outlined in several districts.			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should: Allow for a mix of commercial, residential and recreational uses.				0	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.3: The Station Plaza North and Station Plaza South Districts The historic buildings near the westerly intersection of Main Street and Secor Road have an interesting character and excellent potential for adaptive reuses which would better utilize their existence. The current land area located adjacent to the Scarborough Train Station is underutilized and the existing single-family zoning does not compliment the surrounding transit uses	The zoning for this district should: • Encourage commercial uses in both areas that would be appropriate gateways to the train stations. • Permit residential units atop nonresidential uses but not allow residential units on the ground floor or in the basement in the Station Plaza North and require that buildings have a main entrance to the outside that is separate from any other entrance used for non-residential use.	There is need for discussion on this area and the appropriate zoning for the type of development desired. The current zoning was designed to activate the area and encourage development; however, there has been little development in this area. This needs further research, review and discussion.			3	

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3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.3: The Station Plaza North and Station Plaza South Districts The historic buildings near the westerly intersection of Main Street and Secor Road have an interesting character and excellent potential for adaptive reuses which would better utilize their existence. The current land area located adjacent to the Scarborough Train Station is underutilized and the existing single-family zoning does not compliment the surrounding transit uses	The zoning for this district should: Permit residential units atop nonresidential uses but not allow residential units on the ground floor or in the basement in the Station Plaza North and require that buildings have a main entrance to the outside that is separate from any other entrance used for non-residential use.	There is need for discussion on this area and the appropriate zoning for the type of development desired. The current zoning was designed to activate the area and encourage development; however, there has been little development in this area. This needs further research, review and discussion.			3	

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3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.1: The Conservation Development District (This area consists of office, single- and multi-family development, open spaces, and wooded hills. The zone is located by the Crawbuckie Nature Area south to Snowden Avenue.)	Encourage open space and small multiple story buildings in order to make cluster development possible, but in turn restrict height to preserve views to and from the river.	The zoning does.			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.1: The Conservation Development District (This area consists of office, single- and multi-family development, open spaces, and wooded hills. The zone is located by the Crawbuckie Nature Area south to Snowden Avenue.)	Preserve the area's unique, natural environmental features by not allowing wetlands to be considered developable land, minimizing development on steep slopes, and having a lower permitte	This was added to the Zoning Code (270-19(F)(1).			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should: Orient new buildings to preserve and provide views towards the Hudson River and Palisades.	The zoning encourages view corridor preservation.			5	

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3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should: Allow low rise development by restricting the heights for new construction to only a few stories in order to preserve the current community character of the waterfront as well as the views to and from the Hudson River.	The bulk requirements for this district limit the height of buildings to 3 stories or 36 feet, whichever is less.			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should: Setback new buildings from the river to minimize flood damage.	The bulk requirements for this district provide for a Riverfront setback of 50 ft. pursuant to 270-22.			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should:Encourage reuse of historic buildings, such as the Mobil Oil warehouse.	It does.			5	
3	Waterfront	36	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.2: The Riverfront Development District (The proposed district would run from the Shattemuc Yacht Club in the north to the southern tip of Louis Engel Town Waterfront Park along a 0.6 mile stretch of land west of the railroad tracks that can be reached via two vehicular bridges)	The zoning for this district should:Maximize opportunities for waterfront recreation and parks, and encourage construction of portions of RiverWalk.	The zoning does.			5	
3	Waterfront	37	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.4: The Northern Waterfront District The Northern Waterfront District would lie primarily in an industrial, low lying area east of the railroad tracks between the tracks and Water Street.	Encourage a mix of commercial, residential and recreational uses, but discourage industrial uses.				0	

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3	Waterfront	37	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.5: The Central Waterfront – Transit Oriented District. This area includes the Ossining Metro-North Station which includes stops on the Bee-Line bus service and Ossining-Haverstraw ferry; the Hudson Wire Building and former Department of Public Works; and Metallized Carbon and the Sing Sing Kill.	The zoning for this district should: Allow for greater densities on larger land parcels in exchange for amenities, as long as the design of any project adapts to the steep slopes that are present				0	
3	Waterfront	37	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.5: The Central Waterfront – Transit Oriented District. This area includes the Ossining Metro-North Station which includes stops on the Bee-Line bus service and Ossining-Haverstraw ferry; the Hudson Wire Building and former Department of Public Works; and Metallized Carbon and the Sing Sing Kill.	The zoning for this district should: Limit heights of new buildings to be contextual with adjacent, existing architecture except when topography allows for greater heights that will not obstruct view corridors, but will provide expansive views of the Hudson.				0	
3	Waterfront	37	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.5: The Central Waterfront – Transit Oriented District. This area includes the Ossining Metro-North Station which includes stops on the Bee-Line bus service and Ossining-Haverstraw ferry; the Hudson Wire Building and former Department of Public Works; and Metallized Carbon and the Sing Sing Kill.	The zoning for this district should:Take advantage of its location adjacent to the train station by increasing densities and decreasing parking requirements. (Any new development should market accessibility to transit and views.)				0	
3	Waterfront	37	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.4: The Northern Waterfront District The Northern Waterfront District would lie primarily in an industrial, low lying area east of the railroad tracks between the tracks and Water Street.	Regulate heights of buildings so as not to obstruct views of the Hudson from the plateaus.	The zoning code addresses Hudson River view sheds; preserving the view.			5	
3	Waterfront	38	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.6: The Central Waterfront – Hillside District The Hillside zone is a steeply sloped area located south of Main Street between Hunter Street and State Street north of James Street and is currently in the WD-2 zone.	The zoning for this district should: Allow for greater densities on larger land parcels in exchange for amenities.				0	

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3	Waterfront	38	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.6: The Central Waterfront – Hillside District The Hillside zone is a steeply sloped area located south of Main Street between Hunter Street and State Street north of James Street and is currently in the WD-2 zone.	The zoning for this district should: Protect the slopes and view corridors by limiting heights and restricting development on steep slopes.				0	
3	Waterfront	38	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.6: The Central Waterfront – Hillside District The Hillside zone is a steeply sloped area located south of Main Street between Hunter Street and State Street north of James Street and is currently in the WD-2 zone.	The zoning for this district should: Require mixed use as part of any development.				0	
3	Waterfront	38	Objective 8: Re-Write the Zoning for the Waterfront Areas Strategy 8.7: The Institutional / Redevelopment District The Sing Sing Correctional Facility dominates this section of the waterfront with its massive buildings and towering concrete walls. The prison owns 20 acres of land west of the MTA tracks that are not subject to flooding. There are another 35 acres on the east side of the tracks in a series of steep slopes topped with flat plateaus, each with a panoramic view of the Hudson. Between the east and west sections of the property, the railroad tracks are recessed, which has the effect of making them much less obtrusive.	The zoning for this district should:Ensure that, in the event that Sing Sing Correctional Facility is ever closed, future plans for the site are consistent with other plans for the waterfront and consistent with the intent and guidelines for the waterfront area iterated above				0	
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Create & distribute publications				0	?
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	COLlaboration with WCC- business classes	Some initial conversations, hasn't materialized to a plan of action			1	?
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Architectural and Structural guidelines	If we implemented form			2	1

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4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Streamline permitting process- incl parking & zoning	realigned the dates of the land use board meetings to potential expedite land use board planning process for applicants.			2	1
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Local Statistics - comprehensive, useful for business owners	Some stats are readily available on the census.gov site			3	0
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Regional Outreach				3	1
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	VBOT & Planning act as a resource for prospective businesses	We promote Ossining all the time.			3	
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Village run website with links	The Village is working on revamping the Village web site.			4	0?
4	Downtown	45	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.1	Zoning modifications - expiration dates for projects and completions	There are now expiration dates.			4	?
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	create mentorship program	We could look at creating a mentorship program.			0	?
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID		Needs to be driven by business districts			0	0
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.2 Improve Coordination in the downtown business community	VBOT & Planning help and coordinate efforts with ORg like ADO and GOCC				1	
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	recruit target tenants	We could better focus on this strategy.			2	1
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	Bottom line boost initiative	There is no Main Street Manager; the funding has run out. Perhaps pursue a grant to fund this position or fund it out of the general fund.	Yes		3	2
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	Organize events	A Main Street Manager was in place for several years until funding ran out. The Manager organized events.	Yes		3	1
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	Outreach within current business community	The Village tries to work with all the downtown businesses. Perhaps we could better strategize how to collaborate in a more positive way.	Yes		3	?

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4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager	small grants program	some applications submitted, did not materialize			3	?
4	Downtown	46	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.3 Appoint Main Street Manager		Was in place for a few years	yes		3	5
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	Apply to be part of NYS Main Street Program		yes		0	0
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	facilitate working relationships among organizations				0	
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	Focus on defined downtown & route 9	Research was done on creating a BID several years ago.			0	
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	Shared staff and facilities				0	0
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	Fund and fundraise streetscape improvements	Done with Street lights, benches the Cappelli money			3	3
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	hire a street ambassador	There was a Main Street manager that served as an ambassador to Downtown businesses. Perhaps fund such a position out of the General fund or via grants. This position is not funded anymore.	Yes		3	1
4	Downtown	47	Objective 1: Promote Ossining as a desirable place to do business, focusing on regulatory reform and capacity building Strategy 1.4 Promote a BID	create events downtown	The DDC is working on events in the downtown as are a few other groups. The DRWC suggestion of the development of an app for Ossining could help make this information accessible in one place and would potentially attract millenials.	yes		4	2
4	Downtown	48	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.1	Expand ethnic restaurant clusters/ niche shopping				2	2
4	Downtown	48	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.1 & 2.5	Marketing and tenant recruitment	Downtown Ossining is a favorable destination for small restaurants and cafes.			2	1
4	Downtown	49	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.4 Expand Home Furnishing Cluster					0	1

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4	Downtown	49	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.3: Promote Nightlife	Ossining special nights	Tree lighting, text amendment	yes		3	
4	Downtown	49	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.2 Promote and enhance downtown amenities and social character	Reform Sidewalk Cafe law	addressed	yes		5	3
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.9	Adjust zoning -inclusive of Croton Ave and Route 9		yes		0	
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.11	B&B in zoning	zoning could be expanded for downtown.	yes		0	
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.9 & 2.10	Promote office space and recruit				0	
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.9 Promote work live Mixed use		Text amendment to expand definition of artist work space			0	0
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.11 Small Scale overnight accommodations			yes		0	
4	Downtown	50	Objective 2: Create a unique dining and shopping destination to attract residents and visitors day and night Strategy 2.7 & 2.8 Cultural venues	artists- performance	OAC, WCT, OAP	yes		2	1
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.3	Along market square and Spring				0	
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.3 INFILL					0	
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.2 Village Green	Create a Village Green on a portion of the South West of the Village Owned parking lot at spring and Main. Mental focus for approaching downtown. Market Square. Gazebo. Fountain, Flag Pole. Sculpture Park		yes		1	0.5
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment	parking	added 14 spots to the downtown	Yes		1	1
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment	sanitation	removing trash cans, one on one discussion with the building owners			1	1
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment			yes		1	
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment	Nightlight, ambient lights	streetlights			3	3

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4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment	signage				3	3
4	Downtown	51	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.1 Pedestrian and customer friendly environment	Streetscape	completed Main, Central, Secor	yes		3	3
	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.5 Compatibility in built environment	Revise zoning Update existing business districts zoning creating new zones		yes		0	0
4	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.6	Consistency in design and landscaping				2	2
4	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.5 Compatibility in built environment	Preserve the Unique qualities of Ossining's neighborhoods		yes		2	
4	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.4 Strengthen Historic Preservation regulations and design guidelines	Protect the Village's valuable historic resources	270-25 Strengthens the historic regulations in downtown.			3	
4	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.4 Strengthen Historic Preservation regulations and design guidelines	Expand boundaries, maps and signage	HADD 270-25			4	4
4	Downtown	52	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.4 Strengthen Historic Preservation regulations and design guidelines	Design guidelines	There are design guidelines			5	
4	Downtown	53	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.7: connecting Downtown with the waterfront					0	0
4	Downtown	53	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.8 Route 9 and 133 Aesthetics					0	
4	Downtown	53	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.8 Route 9 and 133 Aesthetics	sidewalks				1	1
4	Downtown	53	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.7: connecting Downtown with the waterfront	Traffic circulation and signage to and from the Waterfront	streetscaping Main & Secor	yes		1	0
4	Downtown	53	Objective 3: Promote and enhance Downtown Amenities and character Strategy 3.8 Route 9 and 133 Aesthetics	buffer areas				3	3
5	Transportation	64	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.1 Generally support but further examine the State's proposed restriping of Route 9.	Commission further studies on the effects any proposed restriping will have on current traffic signal timings, which could potentially lead to changing the traffic signal timings and synchronization along Route 9 at Croton Avenue, Main Street, and Church Street	The Village has been actively pursuing a conversation with NYS DOT to tackle this strategy.	Yes		0	
5	Transportation	64	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.1 Generally support but further examine the State's proposed restriping of Route 9.	Pursue proposed traffic light at Aqueduct and route 9				0	

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5	Transportation	65	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.2. Minimize use of route 9 bypass Roads	If restriping will increase side road traffic, consider measures such as making side roads one way or banning trucks on certain roads	The Village has been actively pursuing a conversation with NYS DOT to tackle this strategy.	yes		0	
5	Transportation	65	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.1 Generally support but further examine the State's proposed restriping of Route 9.	improve pedestrian experience on parts of Route 9 corresponding to downtown crescent	The Village has been actively pursuing a conversation with NYS DOT to tackle this strategy.	Yes		0	
5	Transportation	65	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.1 Generally support but further examine the State's proposed restriping of Route 9.	Pursue proposed traffic light at Aqueduct and route 9				0	
5	Transportation	65	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.3. Implement Traffic data collection and infrastructure throughout the village	set up traffic data recorders	The Village has been actively trying to engage NYS DOT to review traffic patterns on Route 9 and make changes.			0	
5	Transportation	65	Objective 1: Improve Traffic conditions, particularly on Route 9. Strategy 1.3. Implement Traffic data collection and infrastructure throughout the village	inventory condition of all roads, signs, and sidewalks to identify when repairs are needed	Rudimentary data sets were collected.			1	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Croton Ave and Route 9 Intersection: consolidate bus stop from westbound intersection of croton ave with bus stop closer to library				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Croton Ave and Route 9 Intersection: create right turn lane from Croton Ave to Route 9				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Evaluate all crossings within 150 feet of a school				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Main Street and Route 9 Intersection: Reduce Radii of curbs along Wester half of intersection to slow down vehicles making the turn from route 9 onto Main and create shorter crossing distance for pedestrians				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Main Street and Spring/Brandreth Intersection: new cross walk on north side of intersection to allow for safe crossing directly (instead of crossing twice at brandreth and then central)				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Study other prominent interesections in downtown and Route 9				0	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Croton Ave and Route 9 Intersection: tighten the intersection by implementing bulb-out and restriped crosswalk	Greenway grant partnering with TOO & NC	yes		1	
5	Transportation	66	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Study Croton Ave and Route 9 Intersection in detail	Passed Complete Streets Policy in 2015	yes		3	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: consider a study of all sidewalks in Village focusing on pedestrian routes around major destinations	Award winning Sing Sing Kill Greenway allows pedestrians to walk from the Community Center almost to the train station without ever encountering an automobile.			0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: consider hatched striping where driveways meet main roads, such as at library				0	

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5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: Incorporate bicycle use into the redevelopment plans for Downtown and Waterfront		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: North/South Croton Aquaduct should be expanded with East/West links. more signage				0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider access roads		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider crosswalks that adhere to safety codes		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider expanded pedestrian walkways		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider new dropoff areas				0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider speed restrictions				0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider street closures		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider traffic calming		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider ways to add bike racks				0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider ways to add bike routes				0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider ways to provide more an better crosswalks		yes		0	
5	Transportation	67	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: study and consider ways to widen sidewalks				0	
5	Transportation	68	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Other village roadways: Ensure other governmental entities not regulated by Village zoning incorporate vehicular and pedestrian impacts are incorporated into their plans				0	
5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	Provide Downtown Intermodal Transit Station near existing stop on Spring Street and Waller Avenue. In sort term, existing stop should be enclosed with climate control and paper scheduling.	This is a conversation with the BeeLine a County run bus.	yes		0	
5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	Provide Transit Signage and Information (i.e., post where bus or taxis are available, post scheduling and contact info, and issue pamphlet or website)	This is a conversation with the BeeLine a County run bus.	yes		0	
5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	Re-time Bee Lineservice with Metro North	This is a conversation with the BeeLine a County run bus.	yes		0	
5	Transportation	68	Objective 2: Enhance Walkability and Bike-ability. Strategy 2.1 Improve pedestrian circulation	Take pedestrian circulation into account in site plan review. Consider mitigation where project adds to population or traffic.		yes		0	
5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.1 Consider Establishing Village Shuttle Bus or Jitney	Examine communities who have successfully implemented shuttle or jitney	This strategy is being actively pursued via a grant application.	yes		1	

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5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	Existing ferry landing should incorporate a weather protected pavilion with ticketing, scheduling, waiting area, and ADA accessible rest rooms.				5	
5	Transportation	68	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	Improve access and visibility to trans-Hudson ferry services				5	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	amend current zoning in waterfort area adjacent to Ossining station to focus on "shared parking" principles that would reduce number of spaces required				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	Create a Transit Oriented Development (TOD) by infilling with diverse land uses				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	relocate taxi and bus stops				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	reorganize both the pedestrian and vehicular circulation systems				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	safeguard area's best buildings and views				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.3. Improve Experience at Ossining Transit Station	shared and structured parking				0	
5	Transportation	71	Objective 3 Improve Transit Options. Strategy 3.2. Improve Transit Service	extending ferry service to weekends will improve tourism with connection to a village shuttle				5	
6	Sustainable Structure	76	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the short term:Continue to invest in improvements to the filtration plant: <i>Add variable frequency drives for the pumps.</i>	The Village is currently in the midst of a multi-million dollar project to reconstruct the earthen dam and improve water quality.			3	
6	Sustainable Structure	76	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the short term:Continue to invest in improvements to the filtration plant: <i>De-stratify water at the intake structure. Reservoir circulators and aerators can help improve releases of thermally stratified reservoirs by destratifying the reservoir in the immediate vicinity of the intake structure. Water pumps have been used to move surface water containing higher concentrations of dissolvable oxygen downward to mix with deeper waters as the two strata are entering the turbine.</i>	The Village is currently in the midst of a multi-million dollar project to reconstruct the earthen dam and improve water quality.			5	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.2: Establish land use regulations to protect the reservoir	Establish a 220-foot buffer around the reservoir which requires residential lots of less than one acre to have pipe connections to municipal sanitary sewer trunk lines. This could also be the basis for an overlay zone.				0	

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6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Raise hook-up fees for water and sewer.</i>				0	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Negotiate with adjacent municipal water companies for shared capital improvements to help cover capital costs associated with the above water supply recommendations.</i>				0	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Raise water rates.</i>				0	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System.... Strategy 1.2: Establish land use regulations to protect the reservoir	Require water conservation measures and regular discussions with the County Department of Environmental Facilities as part of site plan review, especially when new developments are proposed in the Village of Ossining.				0	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System.... Strategy 1.2: Establish land use regulations to protect the reservoir	Work on an inter-municipal agreement as identified in the Indian Brook-Croton Gorge Conservation Action Plan with the Town of Ossining to implement an overlay zone to protect surface runoff around the perimeter of the Indian Brook Reservoir, in order to protect the water quality.	The consortium is applying for grant funding to tackle this strategy.			1	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Negotiate with New York City's Department of Environmental Protection, Water Supply Division, to increase the old Croton Aqueduct capacity available to Ossining.</i>	The Village is currently in the midst of a multi-million dollar project to reconstruct the earthen dam and improve water quality.			3	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Raise the Indian Brook Reservoir water elevation to increase its capacity, through increasing the dam and spillway elevations.</i>	The Village is currently in the midst of a multi-million dollar project to reconstruct the earthen dam and improve water quality.			3	

APPENDIX D - Comp Plan List of Action Items

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6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the long term, <i>Upgrade and increase the present filtration plant and pump capacities.</i>	The Village is currently in the midst of a multi-million dollar project to reconstruct the earthen dam and improve water quality.			3	
6	Sustainable Structure	77	Objective 1: Maintain Quality and Expand Capacity of the Village's Water System... Strategy 1.1: Increase water supply capacity during peak summer usage to effectively increase the available Village water supply capacity, particularly during peak summer usage	In the short term: <i>Continue to work with the municipalities that are part of the Indian Brook Watershed to help maintain its current water quality, including implementing the recommendations of the Indian Brook-Croton Gorge Conservation Action Plan.</i> The Indian Brook Basin municipalities should seek funding to acquire land surrounding the reservoir that would serve to increase the buffer area around this important drinking water source. Potential partners might include local land trusts and state and county government. Land could be purchased outright or development rights (conservation easement) could be acquired.	The Village is still currently engaged with the other seven municipalities and in the winter the consortium were unsuccessful in their attempt to secure a grant to commence a planning and implementation study. The consortium is attempting another grant application in this round of CFA grants.			3	
6	Sustainable Structure	78	Objective 2: Improve Stormwater Management Strategy 2.1: Improve stormwater management regulations	Formalize the site plan review process for lots of all sizes to include appropriate site planning and engineering review and approval sign-off of all system designs, as well as design calculations of storm flow and collection capacities.				0	
6	Sustainable Structure	78	Objective 2: Improve Stormwater Management Strategy 2.1: Improve stormwater management regulations	Take into account and require any needed upgrades on the current stormwater infrastructure during development approvals.				0	
6	Sustainable Structure	78	Objective 2: Improve Stormwater Management Strategy 2.1: Improve stormwater management regulations	Develop a stormwater law that takes into account stormwater best management practices and targets lots smaller than the required 1-acre threshold.	Chapter 227 of Village Code			5	
6	Sustainable Structure	79	Objective 2: Improve Stormwater Management Strategy 2.2: Use technology to inventory and upgrade stormwater problem areas	Develop and adopt a stormwater infrastructure monitoring and maintenance program to ensure that existing stormwater infrastructure is operating effectively. Establish a capital program for the prioritized rebuilding of catch basins, stabilizing steep slopes on public property and increasing the diameter of collection pipes as they are replaced. The infrastructure should not contribute unnecessary pollutants into the watershed due to clogging, erosion or malfunction.				0	

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6	Sustainable Structure	79	Objective 2: Improve Stormwater Management Strategy 2.2: Use technology to inventory and upgrade stormwater problem areas	Develop and adopt stormwater infrastructure data management standards. The Village should establish a GIS-based stormwater infrastructure data collection system. Data should be collected and maintained in electronic form and geo-coded, enabling the data to be easily shared and incorporated into larger databases. Maintenance activities, such as daily log information for road sanding and salting activities, schedules for catch basin cleaning, and general maintenance and repair work programs, should be included.				0	
6	Sustainable Structure	79	Objective 2: Improve Stormwater Management Strategy 2.1: Improve stormwater management regulations	Limit impervious surfaces such as driveways, patios and pools on a given lot to minimize stormwater impacts for lots of all sizes.				0	
7	Affordable Housing	87	Objective 1: Preserve & Upgrade Existing Housing Strategy 1.2: Maintain a current inventory of affordable units in the Village		This inventory is maintained.			5	
7	Affordable Housing	88	Objective 1: Preserve & Upgrade Existing Housing Strategy 1.3: Better utilize the Village's Tenant/Landlord Relations Council to the maximum extent possible		The BOT is currently considering this strategy.			0	
7	Affordable Housing	88	Objective 1: Preserve & Upgrade Existing Housing Strategy 1.4: Consider undertaking a study to evaluate the potential effects of adopting a local ETPA or other rent stabilization mechanisms		A consultant engaged by the Village is currently in the process of completing this study.			3	
7	Affordable Housing	89	Objective 2: Create New Affordable Housing Strategy 2.1: Create affordable housing legislation and an affordable housing program		Chapter 62 requires affordable housing created when new dwelling units in excess of 6 are built.			5	
8	Neighborhood Quality of Life	100	Objective 1. Strategy 1.1: Provide expanded powers to the Historic Review Commission to:	Hear applications for and recommend designation of historic landmarks and districts directly to the Village Board, without going through the Planning Board, though that board should be invited to give its opinion to the Village Board.				0	
8	Neighborhood Quality of Life	100	Objective 1. Strategy 1.1: Endow Historic Review Commission with expanded powers	Create a Historic Preservation Commission that is staffed with preservation experts (architects, historians, professional preservationists), in addition to residents of designated Historic and Architectural Design Districts.	This was done. Perhaps the DRWC may believe that the code changes did not go far enough.			5	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.4: Adopt an historic district law for the Downtown Ossining Historic District	Consider the incorporation of the Downtown Ossining Historic District into the Village's Historic and Architectural Design District.				0	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.1: Provide expanded powers to the Historic Review Commission to:	Develop and participate in public education programs to increase public awareness of the value of historic, cultural and architectural preservation				0	

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8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.1: Provide expanded powers to the Historic Review Commission to:	Hear and approve/disapprove applications for certificates of appropriateness. The Historic District's Commission's opinion should be binding, rather than advisory, although applicants should still have recourse to claim hardship.				0	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Include an appendix with sources of additional technical information, as well as local historical societies, related non-profit organizations, and any other relevant local resource.				0	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.1: Provide expanded powers to the Historic Review Commission to:	Publish checklists and application forms that shall specify the materials required in each application for designation or for a certificate of appropriateness				0	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.1: Provide expanded powers to the Historic Review Commission to:	Specify in detail the historical and architectural design district boundaries by maps that are easily accessed by residents and other interested parties.				0	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.2: Improve code enforcement of historic landmarks and building within historic districts to ensure owners are adhering to the intentions of the Historic Review Commission	The Building Inspector should: • Issue a stop work order if work is not being done in accordance with a certificate of appropriateness				0	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.2: Improve code enforcement of historic landmarks and building within historic districts to ensure owners are adhering to the intentions of the Historic Review Commission	The Building Inspector should: Periodically inspect any work for which a certificate of appropriateness was issued.				0	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Clearly define the geographical scope	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Clearly define their purposes.	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Describe the architectural character(s) or style(s) of the	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Enlist the assistance of residents themselves.	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Expand the examples of illustrations distinguishing architectural features	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Expand the use of photographs and illustrations that demonstrate directives	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Explore and cultivate potential resources that could assist building owners who want to preserve or modify their properties (e.g., a staff person who meets with property owners to assist them in the design process.)	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	

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8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Include a glossary	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Sidebar: Recommendations to Improve Architectural Design Guidelines	Provide constructive advice for designing appropriate infill and guidance for those developing in areas surrounding the historic districts.	Architectural Design Guidelines were published by the Village Planning office in May 2011.			5	
8	Neighborhood Quality of Life	101	Objective 1. Strategy 1.3: Publish design guidelines for historic landmarks and historic districts	The Village Board, Planning Board, and Zoning Board should: Work with the Historic Review Commission to develop architectural guidelines for the Downtown Ossining Historic District and for infill buildings and redevelopment of existing buildings that will assist and educate property owners. When created, at a minimum, the guidelines should be adopted as Village policy.	The Village Planning Office published the "Village of Ossining Significant Sites and Structures Guide" in April 2010.			5	
8	Neighborhood Quality of Life	102	Objective 1. Strategy 1.5: Gather funding for historic preservation efforts. The Historic Review Commission should:	Advise the Board of Trustees on the donation of façade easements.				0	
8	Neighborhood Quality of Life	102	Objective 1. Strategy 1.5: Gather funding for historic preservation efforts. The Historic Review Commission should:	Advise the Village Board with respect to the utilization of state, federal or private funds to promote the preservation of landmarks and historic districts.				0	
8	Neighborhood Quality of Life	102	Objective 1. Strategy 1.5: Gather funding for historic preservation efforts. The Historic Review Commission should:	The Commission should promulgate brochures and other informational materials related to tax incentives and funding available for building owner				0	
8	Neighborhood Quality of Life	102	Objective 1. Strategy 1.5: Gather funding for historic preservation efforts. The Historic Review Commission should:	Work to make Ossining a Certified Local Government. The Village recently became a Preserve America Community	Ossining is a certified local government.			5	
8	Neighborhood Quality of Life	103	Objective 2. Strategy 1.1. Consider designation of neighborhood conservation districts	Commission a building survey. This survey will identify unique architectural districts, record their physical characteristics and locations, and evaluate their importance. The information from the survey can then serve as a solid basis for determining whether some of these neighborhoods should receive Historic District designation, Conservation District designation, or should simply be noted but receive no special regulatory designation. If Conservation Districts are established, local enabling legislation will need to be added to the zoning code, parallel to the Historic District legislation.				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Adopt waterfront zoning that establishes maximum percentages of developable lot area.				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Continue to pursue developing RiverWalk within the Village boundaries at every possible opportunity by negotiating with current landowners.				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Creating a park on the tank farm adjacent to One Harbor Square. This space might be considered for a soccer field or for passive open space.				0	

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8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Look for opportunities to create new public parks and open space as part of the site plan approval process on any large land parcels institutional or otherwise.		Yes		0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Look for opportunities to develop pocket parks within the Village's residential neighborhoods.				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	The Village Board should consider: Creating a park adjacent to Snowden Park, on the Village-owned lot at the corner of Broadway and Water Streets. This space appears to be just large enough to accommodate a multi-purpose field.				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.1: Assess current and future need for parks	The Village Board should work with the Parks and Recreation Department to: Write an open space and recreation plan for the Village. Although the Parks and Recreation Department received high praise in community workshops and the residents' survey, a long-range plan for recreational facilities and programs including demand for and utilization of existing parks, as well as parcels targeted for new parks should be included				0	
8	Neighborhood Quality of Life	106	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	The Village should: Require an applicant for a residential development to provide as much on-site, public recreation and publicly accessible open space as possible; and that recreational fees (which can be paid in lieu of creating recreational space) can only be paid when an applicant is able to demonstrate that it is not practicable to develop on-site recreation/open space. This especially holds true for the waterfront developments.				0	
8	Neighborhood Quality of Life	107	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Creating a park on the Testwell-Craig helipad. This space is both extraordinarily scenic and relatively hard to get to, and would be best considered for picnic and other passive uses.				0	
8	Neighborhood Quality of Life	107	Objective 3. Protect Existing Parks and Open Space, and Plan for More: Strategy 3.2 Create New Parks and Open Space	Creating pedestrian connections to the waterfront and RiverWalk from the Hunter/James neighborhood (over the train station platform) and from downtown (via Kill Brook trail).				0	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board and Department of Public Works Should:	Continue and increase efforts to replace and add new trees to the public parks and in the Village at large. The Village should try to include native plantings in its landscape plans as much as possible. These landscaping efforts will not only become a carbon sink but by planting natives the use of irrigation and fertilizers also decreases				0	

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8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board Should:	Investigate controlling water demand through a tiered fee structure based on actual usage via water meters.				0	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building	The Village Board should: Be the leader in going "Green". New Construction and Renovation of municipal buildings should be Green. The Village should invest in hybrid or fuelefficient vehicles when possible.				0	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board Should:	Utilize occupancy sensors on lights				0	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board Should:	Undertake an information outreach campaign on energy conservation. This campaign should provide information on energy efficiency; energy conservation; renewable energy; and climate change action. Potential methods of outreach include: literature displays; an energy conserving campaign web page; email notices; cable access television; energy fairs; event tables; CFL bulb sales; presentations to community groups; conferences and seminars for business partners with associations; projects/events in local schools				4	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board Should:	Use energy efficient lighting and ballasts	The Village replaced streetlights with LED			4	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building	Conduct energy audits	Green Ossining has led the Village in this respect.			5	
8	Neighborhood Quality of Life	108	Objective 4: Make Ossining More Green. Strategy 4.1: Be a Model for Green Building. The Village Board Should:	Provide recycling receptacles in each building	Done			5	
8	Neighborhood Quality of Life	109	Objective 4: Make Ossining More Green. Strategy 4.2: Consider adopting Village Code regulations that promote environmental sustainability	Incorporating into the Zoning Code limits on amounts of impervious surfaces on development parcels. Impervious surfaces are a leading cause of pollutants in stormwater runoff, which can be harmful to water bodies.				0	
8	Neighborhood Quality of Life	109	Objective 4: Make Ossining More Green. Strategy 4.2: Consider adopting Village Code regulations that promote environmental sustainability	Incorporating into their Village Code requirements for the use of energy efficient HVAC systems, insulation, windows, appliances, plumbing, fire protection, and security systems for all new development as well as major renovations				0	
8	Neighborhood Quality of Life	109	Objective 4: Make Ossining More Green. Strategy 4.2: Consider adopting Village Code regulations that promote environmental sustainability	Incorporating steep slope restrictions into the Zoning Code by promoting terrain adaptive architecture to fit buildings into the natural landscape. The Code should limit use of retaining walls and rearrangement of the landscape, and should limit the height of individual building walls.				0	

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8	Neighborhood Quality of Life	109	Objective 4: Make Ossining More Green. Strategy 4.2: Consider adopting Village Code regulations that promote environmental sustainability	Encouraging developers to utilize reduced “embodied” energy in materials, manufacturing processes, transportation modes energy consumption (mass transit versus low occupancy car travel), and construction methods (labor and material intensive versus modular construction), as part of the site plan review process. This can include various levels of requirements based upon the scale of the development projects. Examples may include: • Requiring all new or substantially rehabilitated homes to be Energy Star® homes. • Requiring large-scale development to be LEED Certified or a similar certification.				0	
8	Neighborhood Quality of Life	109	Objective 4: Make Ossining More Green. Strategy 4.2: Consider adopting Village Code regulations that promote environmental sustainability	The Village Board should consider: Incorporating into their Village Code environmentally sustainable and green public and private building design and site development standards based on both development densities and transit/vehicular access mode mix.	There are density bonus incentives built into Chapter 270 with respect to green and environmentally sustainable development			4	
8	Neighborhood Quality of Life	110	Objective 5: Alleviate Residential Overcrowding. Strategy 5.2: Increase the Fine Structure	Adjust the fine structure for violations from \$100 minimums to \$5,000 maximums	The Village is considering.			0	
8	Neighborhood Quality of Life	110	Objective 5: Alleviate Residential Overcrowding. Strategy 5.1	Explore legal means of increasing inspections to ensure compliance with zoning regulations and approvals, where possible				0	
8	Neighborhood Quality of Life	110	Objective 5: Alleviate Residential Overcrowding. Strategy 5.1	Hire more inspectors or staff that is identified by the Building Department to help them better achieve their department goals.				0	
8	Neighborhood Quality of Life	110	Objective 5: Alleviate Residential Overcrowding. Strategy 5.1	Increase Inspections	Code enforcement has been tackling this strategy; however, capacity is limited.			1	
8	Neighborhood Quality of Life	110	Objective 5: Alleviate Residential Overcrowding. Strategy 5.1	The Village Board should work with the Building Department to: Implement hand-held, Geographic Information System (GIS) technology, so that the Building Department can map complaints and violations from the street. Data should be collected and maintained in electronic form and geo-coded, enabling the data to be easily shared and incorporated into larger databases.	The Building/Planning Department are working to update their respective technologies.			1	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3: Update the Village Zoning Code	Bring standards for variance grants into compliance with state statutes.				0	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3: Update the Village Zoning Code	Implement energy conserving regulations				0	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3: Update the Village Zoning Code	Revise waterfront and planned residential districts based on recommendations to encourage the revitalization of the waterfront as a mixed-use destination in the Village and to encourage the creation of public open space.				0	

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8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Add impervious coverage limits for residential districts; provide reasonable limitations on paving in yards.				0	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Appoint a Zoning subcommittee as part of this process to update the Zoning Code.				0	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Revise residential zone districts to address overcrowding and affordable housing, particularly the Two Family (T) zones: - Make all two-family uses conditional including new homes	This was addressed; however, based on the early results of the Housing Ossining study some of this needs to be readdressed and the language in the Zoning code, modified, changed and strengthened.			4	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Adjust permitted uses in business districts to encourage mixed-use and retail revitalization.	Addressed			5	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Look at zoning district boundaries and determine if current boundaries should be shifted to create more conforming lots	Outcome of the Housing Ossining study			5	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Put expiration dates on site plan approvals	Site plan approvals are only good for two years.			5	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Re-examine permitted uses and accessory uses including home offices.	Outcome of the Housing Ossining study			5	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Re-examine requirements for height, setbacks and parking in light of actual conditions within existing neighborhoods. Encourage new development to mirror the built form of existing development.	Outcome of the Housing Ossining study			5	
8	Neighborhood Quality of Life	111	Objective 5: Alleviate Residential Overcrowding. Strategy 5.3. Update the Village Zoning Code	Review definitions in code of buildings, structures, yards, heights, lots, etc. Add illustrations to aid in interpretation of these definitions.	Outcome of the Housing Ossining study			5	

APPENDIX E: LIBRARY OF LINKS

<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Adult fitness	Innovative Ideas	http://www.nytimes.com/2012/07/01/nyregion/new-york-introduces-its-first-
Bershire Currency	Innovative Ideas	http://berkshares.org/
Business Publicity	Innovative Ideas	https://patch.com/new-york/ossining/calling-new-businesses-ossining-we-want-
Business Publicity	Innovative Ideas	http://www.visitwestchesterny.com/index.php/communities/hudson-
Business Publicity	Innovative Ideas	http://www.lohud.com/videos/life/food/restaurants/2017/04/24/video-6-degrees-separation-brewpub-and-restaurant/100764722/
Community Wealth Building	Innovative Ideas	http://community-wealth.org/
Community Wealth Building	Innovative Ideas	http://communitycapitalny.org/
Culture	Innovative Ideas	https://www.wsj.com/articles/the-berkshires-town-thats-becoming-a-cultural-
Electric bike rental	Innovative Ideas	http://bewegen.com/our-system/
Electric bike rental	Innovative Ideas	https://www.nytimes.com/interactive/2017/06/15/travel/what-to-do-36-hours-
Event Publicity	Innovative Ideas	https://www.facebook.com/groups/111873292187140/
Flea Market	Innovative Ideas	http://brooklynflea.com/
Flea Market	Innovative Ideas	http://www.hastingsflea.com/
Flea Market	Innovative Ideas	https://www.smorgasburg.com/
Flea Market	Innovative Ideas	https://www.artistsandfleas.com/
Food Innovation Districts	Innovative Ideas	https://lookaside.fbsbx.com/file/JAFSCD-Innovation-World-of-Wicked-Problems-April-2015.pdf?token=AWzEfDLWGIXv9Khu4-GD3AP7P8VFSKawhAkSZqgsd3CUK8_JpZ9je9c855CGo6MmA4N17EEMA4Y7CcuYwHH4-nvU8eT6ESdc5yDAWZLu0qFMJV8fytgB7d7apXvzlivK6fm1eLU1VOAresC5aN-
Fort Collins DDA Interview	Innovative Ideas	https://lookaside.fbsbx.com/file/FtCollins_DDA_Interview.pdf?token=AWxVpnZvSvCYEmRFGS73iOPITp2N1IN1u5t7v0dWwrnxZ_zVgHYaWk-W6elxOVWut7TJFr3kWg1fnPa625hHxkSEwBmWlZeUdjhTfUADpLafgQ9aiYDAapQ2yWuXe569ocz8dk5j-zkMJF2-
Fort Collins DDA Plan	Innovative Ideas	https://lookaside.fbsbx.com/file/FC_DDA-development-plan.pdf?token=AWwxzE6QTQC-oeHal_cO3Ok0zGLgkbw_8HoLUfaBAmQJXSMQsS1ifrXtKQS2DGKsi98BDpGLx34Y
Housing Finance Consequences	Innovative Ideas	https://www.cnu.org/publicsquare/unintended-consequences-housing-finance
Kingston Waterfront	Innovative Ideas	http://thekingstonwaterfront.com/about/about-kwba/
Local Currency	Innovative Ideas	https://www.wsj.com/articles/the-berkshires-town-thats-becoming-a-cultural-

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Description	Subcommittee	Website
Local Currency	Innovative Ideas	http://berkshares.org/how_to_spend
Local Currency	Innovative Ideas	http://berkshares.org/business-ideas
Mud race	Innovative Ideas	http://www.horsemancolorrun.myevent.com/?1497663432
Nyack Redevelopment	Innovative Ideas	http://nyack-ny.gov/dev/wp-content/uploads/2011/06/nyackfinalcmp.pdf
Nyack Redevelopment Template	Innovative Ideas	https://www.ny.gov/sites/ny.gov/files/atoms/files/Nyack.pdf
Oregon redevelopment	Innovative Ideas	https://www.portlandoregon.gov/transportation/article/520795
Peekskill	Innovative Ideas	https://westfaironline.com/90176/ropes-course-laser-tag-coming-to-charles-
Peekskill	Innovative Ideas	http://www.lohud.com/story/money/real-estate/2016/05/19/peekskill-artists-
Philadelphia Arts	Innovative Ideas	https://www.facebook.com/MuralArtsPhiladelphia/?hc_location=ufi
Promo Videos About Ossining	Innovative Ideas	https://vimeo.com/144405493
Riverspace	Innovative Ideas	http://www.riverspace.org/about-us.php
Smorgasburg at the Hutton Brickyards	Innovative Ideas	https://www.facebook.com/events/1496746163731525/?acontext=%7B%22ref%22%3A%224%22%2C%22feed_story_type%22%3A%22308%22%2C%22action
Summerville, SC DREAM Dollars	Innovative Ideas	http://www.summervilledream.org/
SWOT	Innovative Ideas	https://www.inc.com/paul-schoemaker/12-tips-swot-analysis.html
Time Banks	Innovative Ideas	http://timebanks.org/
Tool Library	Innovative Ideas	https://www.facebook.com/brightvibes/videos/726464320873543/
Urban Retail	Innovative Ideas	https://lookaside.fbsbx.com/file/Strategies%20for%20good%20urban%20retail%20%20Better%21%20Cities%20%26%20Towns%20Online.pdf?token=AWztZ-UbHaxaXqnRFULFIkcxA5MCBj5dp0T4zzyPQ8pa0tVqDSKZHCflqSh8mGnkHdsUqz5UnCpgS3FUXAllnK8DLAQGsI9FNB_dejNhbGmV8HQYo-93AkbXebvNT9xp6wsOR9BiyV-
Village App	Innovative Ideas	http://mashable.com/2012/03/30/city-mobile-apps/#mc0lfJfW0sqO
Village App	Innovative Ideas	http://cities.mobiletowntoguide.com/democity/listing/2944/aa-business/
Village App	Innovative Ideas	http://www.townwizard.com/
Village App	Innovative Ideas	http://www.mobiletowntoguide.com/
Watersports	Innovative Ideas	https://www.pinterest.com/explore/water-sports/?lp=true
Watersports	Innovative Ideas	https://www.wibitsports.com/open-water/
Watersports	Innovative Ideas	https://www.youtube.com/watch?v=71dC6evKOjY
Wi-Fi	Innovative Ideas	https://www.fastcompany.com/3020680/how-to-build-a-low-cost-wifi-mesh-network-for-emergency-communication

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Wifi Downtown	Innovative Ideas	http://vtrural.org/programs/digital-economy/services/wifi/toolkit
WiFi Mesh Network	Innovative Ideas	https://www.fastcompany.com/3020680/how-to-build-a-low-cost-wifi-mesh-network-for-emergency-communication
Women in Business	Innovative Ideas	https://www.nytimes.com/2017/06/09/upshot/why-women-dont-see-themselves-as-entrepreneurs.html?&moduleDetail=section-news-5&action=click&contentCollection=Economy&region=Footer&module=MoreInSection&version=WhatsNext&contentID=WhatsNext&pgtype=article
World Record Setting	Innovative Ideas	http://www.guinnessworldrecords.com/world-records/largest-iced-tea
Yonkers Murals	Innovative Ideas	http://www.lohud.com/story/news/local/2017/05/30/yonkers-
Yorktown Adopt a Road	Innovative Ideas	http://www.yorktownny.org/refuserecycling/adopt-road
CNU	Outside Consultants	https://www.cnu.org/who-we-are/organization
CNU	Outside Consultants	https://www.cnu.org/
Main St NY	Outside Consultants	http://www.nyshcr.org/programs/nymainstreet/
Main Street America: Board Member's Handbook	Outside Consultants	http://www.mainstreet.org/viewdocument/board-members-handbook-3
Main Street America: Design Committee Handbook	Outside Consultants	http://www.mainstreet.org/viewdocument/design-committee-handbook-1
Main Street America: Economic Restructuring handbook	Outside Consultants	http://www.mainstreet.org/viewdocument/economic-restructuring-handbook-1
Main Street America: Marketing an Image for Main Street	Outside Consultants	http://www.mainstreet.org/viewdocument/marketing-an-image-for-main-street
Main Street America: Organization Committee Handbook	Outside Consultants	http://www.mainstreet.org/viewdocument/organization-committee-handbook-1
Main Street America: Promotion Committee Handbook	Outside Consultants	http://www.mainstreet.org/viewdocument/promotion-committee-handbook-1
Main Street America: Revitalizing Main Street	Outside Consultants	http://www.mainstreet.org/viewdocument/revitalizing-main-street
Preservation and Rightsizing in America	Outside Consultants	http://www.achp.gov/RightsizingReport.pdf
The Main Street Approach: A Comprehensive Guide	Outside Consultants	http://www.mainstreet.org/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=01cf95e3-5e71-ae73-902f-1b0e9494ceaa&forceDialog=0

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
The Main Street Refresh: Lessons Learned	Outside Consultants	http://www.mainstreet.org/viewdocument/the-main-street-refresh-lessons-le-1
Los Altos Community Investments	Placemaking/ Built environment	http://www.firststreetgreen.com/
55+ Housing	Placemaking/ Built environment	http://rupco.org/portfolio-2/historic-preservation-and-restoration/the-lace-mill-
Adult fitness	Placemaking/ Built environment	http://www.outdoor-fitness.com/facilities/facilities.htm
Affordable housing	Placemaking/ Built environment	https://www.strongtowns.org/journal/2017/5/8/immutable-laws-of-affordable-
Affordable housing	Placemaking/ Built environment	https://lookaside.fbsbx.com/file/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf?token=AWyi-ZKCeBaOVajkED7EyIRaleWhCoXnFIALOKt65Ik2bYdTgBf_FEGge-r9cn1kxf8d8d02qURNLkXembS-WcrinLSJCjrS933ujVOGu2oM_X8IU34GX-
Art vs Development	Placemaking/ Built environment	https://www.strongtowns.org/journal/2017/5/18/when-the-need-to-develop-
Artisans to court	Placemaking/ Built environment	http://www.artrider.com/fall-crafts-at-lyndhurst-2017
Artisans to court	Placemaking/ Built environment	https://www.facebook.com/NortheastEtsyArtistsAssociation/
Beacon Event Space	Placemaking/ Built environment	https://www.yelp.com/biz/beahive-beacon-2
Bed and Breakfast	Placemaking/ Built environment	http://www.westchestermagazine.com/Westchester-Magazine/July-2017/Bed-
Bench/Planter/Bike rack combo	Placemaking/ Built environment	https://www.facebook.com/TagTomat/videos/vb.385516344826545/152781966
Buffalo 's Rebirth - Hotels	Placemaking/ Built environment	http://www.surfacemag.com/articles/architecture-buffalo-newyork-urban-
Building designs	Placemaking/ Built environment	http://www.toolecrossing.com/
Business Publicity	Placemaking/ Built environment	http://www.lohud.com/story/money/real-estate/lohud-real-estate/2015/05/11/lohud-hippest-town-elite-eight/27131663/
Charrettes	Placemaking/ Built environment	https://en.m.wikipedia.org/wiki/Charrette
City Center DC	Placemaking/ Built environment	https://www.cnu.org/what-we-do/build-great-places/redeveloping-hole-urban-
CNU Seminar	Placemaking/ Built environment	http://www.cnunewyork.org/
Creative Placemaking	Placemaking/ Built environment	https://www.eventbrite.com/e/rupco-focus-group-arts-creative-placemaking-tickets-34917536291?utm-medium=discovery&utm-campaign=social&utm-content=attendeeshare&aff=esfb&utm-source=fb&utm-term=listing
Creative Placemaking	Placemaking/ Built environment	https://www.artsy.net/article/artsy-editorial-creative-cities-unequal
Crosswalk playspace	Placemaking/ Built environment	https://kaboom.org/playability/play_everywhere/gallery/crosswalk_hop
Crowdsourced Placemaking	Placemaking/ Built environment	http://cspmgroup.com/crowdsourcedplacemaking/
Downtown Redevelopment	Placemaking/ Built environment	http://www.useful-community-development.org/downtown-

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Facades	Placemaking/ Built environment	https://lookaside.fbsbx.com/file/The%20Alliance%20Review%20Spring%202017.pdf?token=AWyJjyao3rEdLA2986ik2g_pwzF0lr-x-PNz2fYMp2WTqvkkyyqp1DYilidqUFVF2Qln2w7_3SfbcKcHPwAedMWEBY6q_jVTcgm3HG3pNI3SP0ZF43PGFb-
Green Roof	Placemaking/ Built environment	http://csglobe.com/france-declares-all-new-rooftops-must-be-topped-with-
Green Roof	Placemaking/ Built environment	http://www.greenroofs.com/projects/pview.php?id=21
Harvard Center	Placemaking/ Built environment	https://www.pps.org/blog/meet-me-at-the-plaza-new-seats-new-scene-at-
Multifamily development	Placemaking/ Built environment	https://www.facebook.com/photo.php?fbid=10155201071161702&set=gm.187
New Rochelle Pop-ups	Placemaking/ Built environment	http://www.newrochelledowntown.com/new-rochelle-seeks-more-downtown-
Opera House	Placemaking/ Built environment	https://savingplaces.org/stories/big-potential-small-town-opera-houses?utm_source=NTHP_newsletter&utm_medium=email&utm_campaign=NTHP_eNewsletter-FY17_June20#.WWrRxohuKUI
Outdoor seating	Placemaking/ Built environment	https://www.pinterest.com/externalworks/outdoor-public-seating-and-
P3 for Boutique Hotel+	Placemaking/ Built environment	http://www.summervilleesc.gov/index.asp?SEC={DB04212B-2616-4150-9CE8-3BB1D982B2C2}&Type=B_LIST&persistdesign=none
Parklets	Placemaking/ Built environment	http://www.curbd.org/curbs-un/
Pittsfield Streetscaping	Placemaking/ Built environment	http://www.cityofpittsfield.org/city_hall/community_development/community_development_and_housing/docs/Streescape_Phasing_Map_2013.pdf
Pittsfield Streetscaping	Placemaking/ Built environment	http://www.cityofpittsfield.org/city_hall/community_development/community_development_and_housing/streetscape.php
Placemaking	Placemaking/ Built environment	https://www.pinterest.com/pps_placemaking/lighter-quicker-cheaper/
Placemaking	Placemaking/ Built environment	http://www.useful-community-development.org/streetscape.html
Pocket Parks	Placemaking/ Built environment	https://nacto.org/publication/urban-street-design-guide/interim-design-
Pocket Parks	Placemaking/ Built environment	http://www.curbd.org/businesses/
Pocket Parks	Placemaking/ Built environment	http://www.curbd.org/parklets-covington/
Pop-up containers	Placemaking/ Built environment	http://www.theadvocate.com/new_orleans/entertainment_life/food_restaurant_s/article_d5fecdcce-18ab-11e7-93d5-
Pop-up Reston	Placemaking/ Built environment	http://urbanpopreston.com/
Pop-up Retail	Placemaking/ Built environment	https://www.nytimes.com/2017/05/30/realestate/commercial/pop-up-stores-retail-vacancies.html?action=click&pgtype=Homepage&region=CColumn&module=Mo

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Re-urbanism	Placemaking/ Built environment	http://forum.savingplaces.org/blogs/mike-powe/2017/04/18/the-hidden-density
Stores closing	Placemaking/ Built environment	http://money.cnn.com/2017/06/23/news/companies/store-closings/index.html
Stores closing	Placemaking/ Built environment	https://westfaironline.com/90100/is-in-store-retail-dying-developers-say-not-
Streets as Places	Placemaking/ Built environment	https://www.pps.org/reference/streets-as-places-how-transportation-can-create-
Streets as Places	Placemaking/ Built environment	https://lookaside.fbsbx.com/file/A%20Street%20You%20Go%20To%2C%20Not%20Just%20Through%20Principles%20for%20Fostering%20Streets%20as%20Places%20-%20Project%20for%20Public%20Spaces.pdf?token=AWxfcXw6W3ytsBjTDzb6gz1Yx6KwEttfd2Mh0xKgn2rBiQ61KciscY8fdHR7F8JwxAP1BdQhtbcwN57zztK8CayV2X-
Upstate Redevelopment	Placemaking/ Built environment	https://www.hamilton.edu/magazine/spring15/what-matters-to-main-street
Vibrant Downtowns	Placemaking/ Built environment	https://lookaside.fbsbx.com/file/rebuilding-downtown.pdf?token=AWwm5LMmlsMS-mRrhFZFGJil-2cAroRTwvtWptey1wugHh5hxsF_m_w27UYEm1kN5XZ87Efes_ptA2rfOSn4ruspz
Westchester Urban Centers	Placemaking/ Built environment	http://www.lohud.com/story/news/2017/05/10/future-westchester-urban-
Westport Ct	Placemaking/ Built environment	https://files.acrobat.com/a/preview/276ea2de-a37d-4793-8545-f5183a0725f8
Westport Ct Downtown Master Plan	Placemaking/ Built environment	http://www.downtownwestportct.com/overview/
Zoning	Placemaking/ Built environment	http://formbasedcodes.org/?wpv_column_sort_id=post_title&wpv_column_sort_dir=asc&wpv_post_id=87&wpv_view_count=1933-CPID87&wpv_paged=10
Affordable housing	Placemaking/ Built environment	https://www.cnu.org/our-projects/missing-middle-housing
Affordable housing	Placemaking/ Built environment	https://www.cnu.org/our-projects/small-scale-developers-builders
Affordable housing	Placemaking/ Built environment	https://www.cnu.org/our-projects/affordable-neighborhoods
Downtown Redevelopment	Placemaking/ Built environment	https://smartgrowthamerica.org/our-vision/our-work/
Downtown Redevelopment	Placemaking/ Built environment	http://digitalcommons.pace.edu/cgi/viewcontent.cgi?article=1007&context=dys
Downtown Redevelopment	Placemaking/ Built environment	https://www.scientificamerican.com/article/how-driverless-cars-will-transform-
Downtown Redevelopment	Placemaking/ Built environment	https://www.scientificamerican.com/article/positive-cities-can-improve-earth-as-
Downtown Redevelopment	Placemaking/ Built environment	https://www.bdcnetwork.com/building-types/multifamily-housing
Downtown Redevelopment	Placemaking/ Built environment	http://www.multifamilyexecutive.com/design-development/construction/the-search-for-a-smarter-skid-row-solution_c
Downtown Redevelopment	Placemaking/ Built environment	http://www.multifamilyexecutive.com/design-development/construction/city-market-at-o-revitalizes-historic-19th-century-market_o

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Downtown Redevelopment	Placemaking/ Built environment	http://www.multifamilyexecutive.com/design-development/construction/new-mixed-use-project-to-rejuvenate-california-city_o
Downtown Redevelopment	Placemaking/ Built environment	http://www.multifamilyexecutive.com/design-development/construction/good-urban-design-requires-blending-in_o
Downtown Redevelopment	Placemaking/ Built environment	http://www.nyshcr.org/Programs/NYMainStreet/NYMSProgramGuide.pdf
Downtown Redevelopment	Placemaking/ Built environment	http://www.villageofossining.org/documents/Ossining_FINAL_Summary_Report/
Environmental	Placemaking/ Built environment	https://www.scientificamerican.com/search/?q=how+cities+could+save+us
Facades	Placemaking/ Built environment	http://economicdevelopment.org/2014/06/why-fake-vintage-buildings-are-a-blow-to-architecture-historic-neighborhoods-and-the-character-of-a-city/
Form based zoning	Placemaking/ Built environment	https://network.aia.org/regionalandurbandesigncommittee/ourdiscussiongroup/viewthread?GroupId=1993&MessageKey=e119b5be-acc-4c25-ba0e-8e219ca67e16&CommunityKey=223714bf-4a08-4c6b-9c5a-
Historic Preservation	Placemaking/ Built environment	https://savingplaces.org/reurbanism#.WXoGMoTyvmE
Historic Preservation	Placemaking/ Built environment	http://forum.savingplaces.org/home?_ga=2.118033805.522649842.1501169177-
Lean Urbanism	Placemaking/ Built environment	https://www.cnu.org/our-projects/lean-urbanism
NY Grant Results	Placemaking/ Built environment	http://www.nyshcr.org/Programs/NYMainStreet/TA/
P3 Parks	Placemaking/ Built environment	https://nextcity.org/daily/entry/parks-public-private-partnerships
Placemaking	Placemaking/ Built environment	https://www.pps.org/reference/8-principles-streets-as-places/#safe
Placemaking	Placemaking/ Built environment	http://economicdevelopment.org/tag/placemaking/
Placemaking	Placemaking/ Built environment	https://www.pps.org/reference/lighter-quicker-cheaper/
Shuttle	Placemaking/ Built environment	http://navya.tech/2016/12/navya-introduces-its-fully-autonomous-navya-arma-shuttle-to-the-u-s-market-at-mcity/
Walkable towns	Placemaking/ Built environment	https://nextcity.org/daily/entry/walkable-cities-intersection-design-for-
Walkable towns	Placemaking/ Built environment	https://www.pps.org/reference/8-principles-streets-as-places/#safe
Walkable towns	Placemaking/ Built environment	https://smartgrowthamerica.org/category/complete-streets/
Zoning	Placemaking/ Built environment	https://www.cnu.org/our-projects/project-code-reform
Zoning	Placemaking/ Built environment	https://www.cnu.org/our-projects/sprawl-retrofit
SWOT	SWOT Analysis	http://www.useful-community-development.org/SWOT-analysis.html
Driverless buses	Transportation/ Parking	https://www.nytimes.com/2017/05/28/technology/the-future-of-european-transit-driverless-and-utilitarian.html?smprod=nytcore-iphone&smid=nytcore-
Financing Parking Garage	Transportation/ Parking	http://buildabetterburb.org/financing-parking-garages-ga-with-parking-

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Funicular	Transportation/ Parking	https://en.m.wikipedia.org/wiki/Flying_Dutchman_Funicular
Grants	Transportation/ Parking	https://www.transportation.gov/livability/grants-programs#Fixed Guide Systems
Huntington Parking	Transportation/ Parking	http://tbrnewsmedia.com/huntington-town-board-oks-1-6m-to-buy-parking-
Incline People Mover	Transportation/ Parking	https://www.youtube.com/watch?v=GCnUOPVIRnE
Incline People Mover	Transportation/ Parking	http://www.cable-car-guy.com/html/ccncfun.html
Incline People Mover	Transportation/ Parking	http://www.inclinedelevation.com/options/
Meter Feeding	Transportation/ Parking	https://patch.com/new-york/bronxville/meter-feeding-penalties-be-enforced-
New Brunswick Parking	Transportation/ Parking	http://www.njfuture.org/smart-growth-101/smart-growth-awards/2012-smart-growth-award-winner/2012-sga-gateway-transit-village/
P3 Parking	Transportation/ Parking	https://ppp.worldbank.org/public-private-partnership/municipal-parking
Ride sharing	Transportation/ Parking	http://ossining.dailyvoice.com/news/lyft-uber-get-thumbs-up-in-westchester-with-unique-fingerprint-program/715167/?utm_source=breaking-email-news-update&utm_medium=email&utm_campaign=breaking-ossining-18090
Ride sharing	Transportation/ Parking	https://www.nytimes.com/2017/05/16/world/canada/a-canadian-town-wanted-a-transit-system-it-hired-uber.html?_r=0
Rte 9	Transportation/ Parking	http://westchester.news12.com/story/35688398/communities-seek-to-make-route-9-safer#.WUX1UfTEmYQ.facebook
Shuttle	Transportation/ Parking	http://www.metro-magazine.com/bus/news/411185/shuttle-circulator-routes-drawing-thousands-of-riders-in-miami
Shuttle	Transportation/ Parking	http://www.metro-magazine.com/rail/article/722165/streetcar-design-tech-advances-give-owners-greater-flexibility-in-alignments
Shuttle	Transportation/ Parking	http://www.metro-magazine.com/blogpost/721587/how-cities-are-embracing-
Shuttle	Transportation/ Parking	http://www.railwayage.com/index.php/blogs/lyndon-henry/trolleys-without-the-
Shuttle	Transportation/ Parking	https://www.clarkconstruction.com/our-work/projects/m-1-rail-streetcar-
Shuttle	Transportation/ Parking	http://www.brookvillecorp.com/streetcar-modern.asp
Shuttle	Transportation/ Parking	https://en.wikipedia.org/wiki/Dallas_Streetcar
Shuttle	Transportation/ Parking	https://www.google.com/search?q=bike+rack+street+car&tbm=isch&tbs=ring:C SfbxN1VYRuMIjgUDrNSFxNP5MetGZ7GwY-u4unGXJapvdPBCylgbLS7Ybjg7abi28TloDb_1ry7PloDtzdAEptrSvyoSCROOs1IXE0_1kEzFEBIfgr17iKhIjX60ZnsbBj64Rq72cLr5fVs8qEgni6cZclqm90xGEOG7H7XdOGyoS CcELKWbstLthEQ3jM-rq28RqKhJuODtpuLbxOURml-2Qd_1JT6UqEgmgNv-vLs-

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<u>Description</u>	<u>Subcommittee</u>	<u>Website</u>
Shuttle	Transportation/ Parking	http://urbanplacesandspaces.blogspot.com/2011/10/making-case-for-intra-city-
Shuttle	Transportation/ Parking	http://nwnewsnetwork.org/post/battery-powered-electric-buses-hit-streets-
Shuttle	Transportation/ Parking	http://www.nhregister.com/general-news/20111027/forum-new-streetcar-
Summerville Transportation Plan	Transportation/ Parking	https://drive.google.com/file/d/0B_GLQs0et1xfbGxFRi14dW05T1E/view?ts=593
Underground Parking	Transportation/ Parking	http://www.mtaa.it/projects/pesaro-carducci-square/
Walkable towns	Transportation/ Parking	https://www.strongtowns.org/journal/2017/5/26/stop-shoehorning-suburbia-into-walkable-
Walkable towns	Transportation/ Parking	http://buildabetterburb.org/four-reasons-demand-walkability-growing/?utm_source=Build+a+Better+Burb&utm_campaign=c23bd23e93-EMAIL_CAMPAIGN_2017_05_11&utm_medium=email&utm_term=0_497806db
Walkable towns	Transportation/ Parking	http://www.aarp.org/livable-communities/livable-in-action/info-2017/20-minute
Walkable towns	Transportation/ Parking	http://www.wnyc.org/story/forget-urban-versus-suburban-today-its-about-
Walkable towns	Transportation/ Parking	https://www.coursera.org/learn/designing-cities/lecture/w0Lyh/walkable-
Walkable towns	Transportation/ Parking	http://www.useful-community-development.org/walkable-community.html
Walkable towns	Transportation/ Parking	https://nextcity.org/daily/entry/walkable-cities-intersection-design-for-

APPENDIX F - Additional Outside Groups and Consultants

ORGANIZATION	ORGANIZATION SEPARATE LINES FOR EACH ADDRESS / CHAPTER / CONTACT				ORGANIZATIONAL STRUCTURE			MISSIONS	INTERACTIVE PROGRAMS				FUNDING			COST BASIS			NOTEWORTHY PROJECTS RELATING TO OSSINING IN SCOPE				
	ADDRESS	CONTACT NAME	CONTACT EMAIL	CONTACT PHONE	LOCAL CHAPTER	NATIONAL	PROJECT TEAMS		CONSULT	WORK-SHOPS & TRAINING	PROJECT COLLABORATION FACILITATOR/TECH ASSISTANCE	PROJECT INTERACTION LEADERSHIP	DIRECT GRANTS	RE-GRANTING	GRANT WRITING	CONSULTATION	WORK-SHOPS	PROJECT LEADER	1	2	3	4	5
Congress for the New Urbanism						X		The Congress for the New Urbanism Stands for the restoration of existing urban centers and towns within coherent metropolitan regions, the configuration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy. CNU Views disinvestments in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's heritage as one interrelated community-building challenge.	1. WALKABLE STREETS DESIGN WORKSHOP 2. CREATING GREAT PLACES: CORE CURRICULUM 3. MOVING FROM HIGHWAYS TO BOULEVARDS 4. SMALL SCALE DEVELOPER WORKSHOP trainings@cnu.org									MERCADO DISTRICT, TUCSON ARIZONA, URBAL RENEWAL BECOMING A HUB https://www.cnu.org/what-we-do/build-great-places/timeless-place-ground	CITY CENTER- REDEVELOPING A HOLE IN THE URBAN FABRIC, WASHINGTON DC https://www.cnu.org/what-we-do/build-great-places/redeveloping-hole-urban-fabric	BIRMINGHAM, MI DOWNTOWN REVIVAL A SMALL CITY EMBRACES WALKABILITY AND REVERSES DECLINE https://www.cnu.org/what-we-do/build-great-places/small-city-embraces-walkability-and-reverses-decline			
CNU - New York Chapter					X			CNY New York is the statewide chapter of the CNU. Since 1991, the CNU has worked for the development of walkable and sustainable cities, towns and neighborhoods and against the spread of auto based sprawl. The chapter provides a forum for those professionals, academics, and advocates interested in working across disciplines to address today's most pressing social economic and environmental challenges.															
FBCI- Form Based Codes Institute							X	The Form-Based Codes Institute (FBCI) is a non-profit professional organization dedicated to advancing the understanding and use of form-based codes. FBCI pursues this objective through three main areas of action.	X			NO	NO	NO									
NCI- NATIONAL CHARRETTE INSTITUTE								The National Charrette Institute (NCI) is a nonprofit educational institution. We help people build community capacity for collaboration to create healthy community plans. We teach professionals and community leaders the art and science of the NCI Charrette System™, a holistic, collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan. And we advance the fields of community planning and public involvement through research and publications.															
NTBA- NATIONAL TOWN BUILDERS ASSOCIATION								We are town builders committed to the successful development of smart growth neighborhoods that are economically, socially and environmentally sustainable. We believe that it is important to support each other and future colleagues in creating communities of excellence that will serve as local and regional models of responsible development. We wish to enhance the skills and meet the business needs of our members through peer networking and collaborative education. We wish to enhance the skills and meet the business needs of our members through peer networking and collaborative education. We believe that in the development and redevelopment of America's neighborhoods it is not only possible, but highly desirable, to do well by doing good. The pursuit of this goal requires continuous professional collaboration and leadership.															
CENTER FOR APPLIED TRANSEC STUDIES								CATS is committed to transect-based environmental and land development principles that encourage the following outcomes: Walkable, transit-connected communities Comprehensive zoning reform Context-based thoroughfare design and engineering Affordable housing and income diversity Regional, local, and individual food production Passive climatic response in building and urban design Reduction of environmental impacts and costs of infrastructure Development and use of renewable energy technologies Repair of unsustainable sprawl patterns															

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	NAME	ADDRESS	CONTACT NAME	CONTACT EMAIL	CONTACT PHONE	LOCAL CHAPTER	NATIONAL		PROJECT TEAMS	CONSULT	WORK-SHOPS & TRAINING	PROJECT COLLABORATION FACILITATOR/TECH ASSISTANCE	PROJECT INTERACTION LEADERSHIP	DIRECT GRANTS	RE-GRANTING	GRANT WRITING	CONSULTATION	WORK-SHOPS	PROJECT LEADER	1	2	3	4	5
LAND USE LAW CENTER AT PACE LAW SCHOOL	31 Crane Avenue, White Plains, NY 10601	Jennie Nolon Blanchard	jnolon2@law.pace.edu	(914) 422-				x																
SMART GROWTH AMERICA	Smart Growth America 1152 15th St NW, Suite Washington, DC 20005		info@smartgrowthamerica.org	202-207-3355																				
NY MAIN STREET PROGRAM	OFFICE OF COMMUNITY RENEWAL http://www.nyshr.org/Programs/NYMainStreet/																							
Main Street America	National Main Street Center, 408 Grandview Road, Pembroke, NH 03275	Kathy La Plante, Senior Program Officer and Director of Coordinating Program Services	klaplate@savingplaces.org	(202) 297-2893 (202) 588-6050 (f)																				