

*Comprehensive
Master Plan
for the Village of
Ardsley* *New York*

*Raymond & May Associates
Planning and Urban Renewal Consultants' March 1964*

VILLAGE OF ARDSLEY
Westchester County, New York

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March, 1964

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PLEASE REPLY TO:

White Plains, New York

March 5, 1964

Commissioner Keith S. McHugh
New York State Department of Commerce
112 State Street
Albany 7, New York

Re: Village of Ardsley
Urban Planning Assistance Project
Number N.Y. R-41

Dear Commissioner McHugh:

We take great pleasure in submitting the Comprehensive Master Plan report for the Village of Ardsley, prepared pursuant to our contract with the State of New York. Proposed revisions to the existing Zoning Ordinance and Map, a proposed Procedure for Establishing a Capital Improvement Program and Preliminary Capital Improvement List, and Proposed Subdivision Regulations are submitted separately.

As we point out in the report, the preparation of this Comprehensive Master Plan constitutes only the beginning of the planning process. Its continuation and implementation will require close coordination by the Planning Board of all physical development activities. Essential to the continued vitality of this planning program will be the public discussion and information meetings which will acquaint the community with the Comprehensive Master Plan. Only through such meetings can the Village as a whole assist in the formulation and effectuation of the plans for its future.

Throughout the preparation of this Comprehensive Master Plan, members of our planning staff have met frequently with the Planning Board at its regularly scheduled meetings and at special meetings. In addition, a number of meetings have been held with the Board of Trustees and representatives of other official and civic organizations, in order to obtain full community participation in the preparation of the Plan.

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We wish to express our sincere appreciation for the effective cooperation extended to us by the Director of the New York State Department of Commerce, Mr. Charles L. Crangle, and members of his staff, by Mayor Daniel J. Reidy, Village Manager William Duke, III, the Village Planning Board under the chairmanship of Gabriel Senor, and by all other officials and agencies of the Village and the School Board. We also wish to thank the Westchester County Department of Planning and the many interested individuals in the Village. Special appreciation is extended to the New York State Department of Public Works who provided us with detailed field information which helped in the formulation of the proposals for the Route 9A by-pass through the Village.

It has been our distinct pleasure to have had this opportunity to prepare this Comprehensive Master Plan and its accompanying documents, and we earnestly hope that they will serve as useful guides towards assuring the continued superior development of the Village.

Respectfully submitted,

RAYMOND & MAY ASSOCIATES

by 
George M. Raymond

GMR:kfv

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I. The Nature of the Comprehensive Master Plan & Community Participation

The Comprehensive Master Plan is based first, upon a basic planning analysis of the existing land use, population, housing and finances of the Village and second, on recommended objectives and standards to help guide the future development of the Village.

At all times, the Plan is primarily concerned with the maintenance and further enhancement of Ardsley as a safe and attractive residential community, properly supplied with public facilities and served by all necessary local business establishments. The Plan delineates the recommended future use of land for residential, commercial, industrial and public and quasi-public uses. Special emphasis has been given to the planning of future streets and highways to assure adequate traffic circulation; to the planning of recreational facilities; and to the replanning of the central business district.

To date, the Village has, perhaps, been affected by almost all of the conditions and pressures existing in the New York Metropolitan Region. The residential areas of the Village of Ardsley have been almost completely built up within the past decade. Any future development in these areas will occur generally on scattered lots. Major development activities can only occur along Route 9A and in the Central Business District. This is reflected in the stress laid in the Plan on possible solutions for the development of lands in the Central Business District and along the soon to be rebuilt Saw Mill River Road (Route 9A).

The Plan thus presented is only one view of Ardsley's needs, based on our current understanding of the community's consensus regarding its future and of the policies which will probably guide its future development. Since both are subject to change, in time, the formulation of this Master

Plan can only be considered as one step in the Village's continuing planning process. The Planning Board will undoubtedly hold public discussion and information meetings to review the Master Plan recommendations and the underlying reasons and standards on which it is based. Conceivably, such community participation may produce ideas and suggestions which will modify some of its recommendations. It would seem both logical and proper that such public discussions precede final approval of the Plan by the Planning Board, to assure it that it is proceeding in accordance with the general consensus of opinion of a substantial cross-section of the Village.

It should be clearly understood that, even after its acceptance as a guide for future development policies, the Comprehensive Plan is not an unalterable document which must be followed at all cost. On the contrary, a Plan of this nature must be periodically reviewed by the Planning Board, in order to assure its continued applicability. The Board must be prepared to keep the Plan current through continuing studies into physical, social, economic, and governmental conditions and trends, and be constantly aware of changing community desires and objectives. To insure the harmonious development of Ardsley, however, any modification of the finally accepted Plan should be preceded by a study of all of its consequences. These may require an adjustment of other portions of the Plan to assure that the initial balance among its various elements will be preserved.

The Master Plan is an advisory document which is intended to serve as a guide for the Board of Trustees in its programming of public works; in the adoption of new, and amendment of old ordinances and codes pertaining to land development; in the Planning Board's approval of new subdivisions or site development plans for new construction; and in the location of new community facilities or the provision of additional services by Village, School, or quasi-public agencies. It should also serve as a guide for decisions affecting the Village which may be made in the future by State and County highway and planning agencies. The Plan, or any part thereof, can become a reality only when the Board of Trustees will take such legislative, administrative or financial action as may be needed from time to time. The realization of the Plan will of necessity be gradual, since capital improvement expenditures must be carefully related to the Village's over-all fiscal program. If every step taken will contribute to the realization of the whole, the Village can move ahead with confidence in the ultimate validity of the cumulative result of its daily decisions.

II. Historical Background & Regional Setting

Historical Background

Ashford Avenue, which connects Dobbs Ferry, Ardsley and the Town of Greenburgh, in general follows the alignment of an old Mohican Indian trail, which ran across Westchester County to Long Island Sound. This old trail crossed the Nepperhan River (now known as the Saw Mill River), some six miles north of where it empties into the Hudson River. Here, at an ash tree, both Indian and settler crossed the ford. Appropriately, the hamlet which grew up at this location took the name of Ashford.

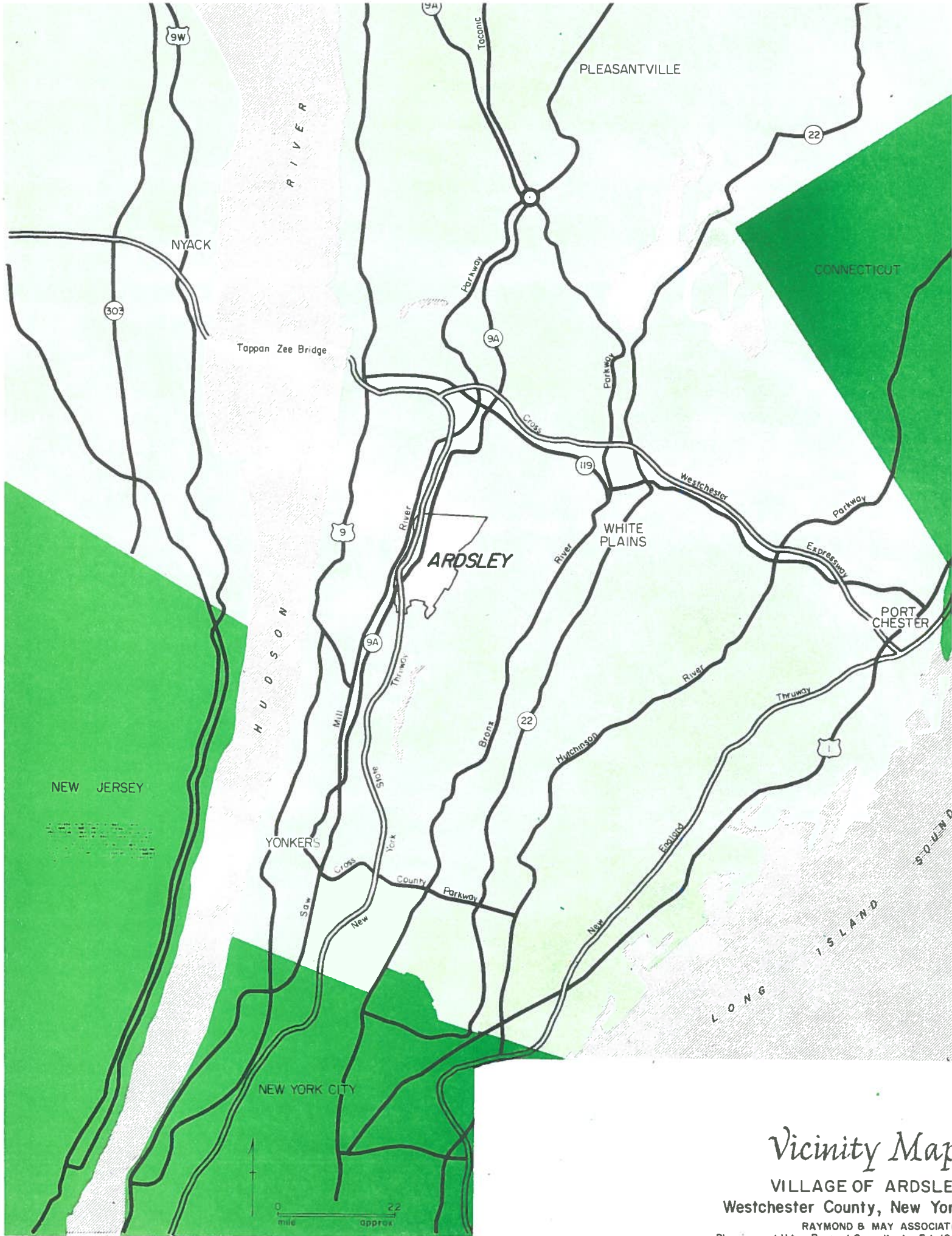
The lands which were known as Ashford were a small section of the approximately 25,000 acres granted by the British Crown to Frederick Philipse. During the American Revolution, as did many areas of Westchester County, Ashford received first hand knowledge of the fight for liberty. For it was here, in July 1781, that General Washington and the Continental Army encamped, together with the French Army under Count de Rochambeau. The American camp stretched from the Hudson River eastward; with General Washington staying in the old Appleby House (in Ardsley). The French Army chose the Fort Hill area of Greenburgh. It was from these two encampments that the armies journeyed south to Yorktown. There they successfully defeated Cornwallis and concluded the war. At the war's end, the State of New York confiscated the Manor of Philipseborough and divided the lands among patriots and settlers. Among the many early settlers were such names as Captain Honeywell, Acker, King, Brown, Oakley, Pugsley, Lefurgy, Lawrence, Odell, Stoms and Nelson. Many of these names are immortalized in the street names of today.

In the early part of the 19th Century, the Nepperhan River Valley prospered by the sale of building materials which were milled along the river's edge. Appropriately, the river became known as the Saw Mill River. In the second half of the century the City of Yonkers cleaned up the malaria-bearing mosquito breeding grounds along the Saw Mill River, so that the river would provide a source of water for its residents. Eventually, highways developed in the river valley and, in 1883, the New York Central Railroad provided a direct connection to New York City by building the Putnam Division. It was at this time that the residents of the Ashford area decided that the rapid rate of "urbanization" indicated a need for a Post Office and incorporation as a Village. However, the Federal Government would not accept the name of Ashford, since at that time there were too many Ashfords in New York State. At this point, Cyrus West Field* offered to use his influence in obtaining a Post Office, if the residents would give the resulting Village the name of Ardsley (his ancestral home in England and the name of his Irvington estate).

Regional Setting

Ardsley became an incorporated Village in 1896. Located to the east of the Saw Mill River on the easterly slopes of the valley, the Village is cut by a number of parallel and adjoining major traffic corridors: The Saw Mill River Parkway, the New York State Thruway and New York State Route 9A. The remaining section of the New York Central's Putnam Division, operates on a limited schedule, on a right-of-way between the Parkway and Thruway. Always a predominantly single-family home area, the Village has experienced intensive subdivision development within the past decade.

*Mr. Field is best remembered for laying the first Trans Atlantic cable.



Vicinity Map

VILLAGE OF ARDSLEY
Westchester County, New York

RAYMOND & MAY ASSOCIATES
Planning and Urban Renewal Consultants, Feb. 1968

III. Existing Land Use Pattern

Village Topography

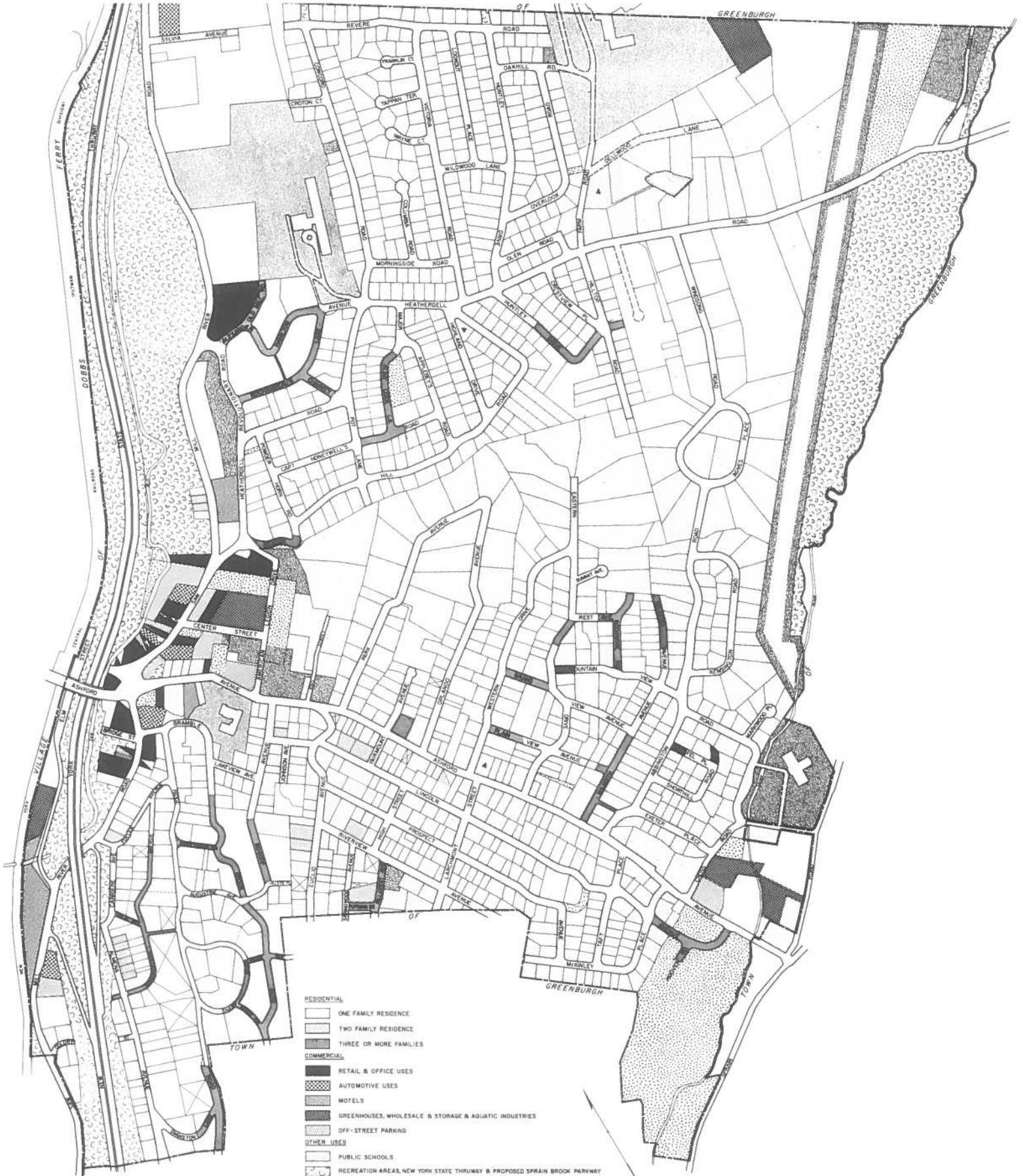
The Village of Ardsley is situated on a range of hills lying to the east of the Saw Mill River. Its westerly boundary generally follows the western slope of the Sprain River Valley. The terrain between the two river valleys is irregular, with many severe changes in topography; there are few relatively flat areas in the Village. The terrain rises from an elevation of some 150 feet in the Saw Mill River Valley to a height of approximately 350 feet, at the top of the north-south ridge line. In the vicinity of the New Rochelle Water Company tower, south of Ashford Avenue, the ground elevation exceeds 400 feet.

Land Development Trends and Patterns

- (i) Land Use Map. For a community to be in a position to plan for its best possible future development, it must be aware of the existing use of each and every parcel of land, as well as of the broad pattern of land uses. For this purpose, a detailed, hand-colored "Existing Land Use" map, at a scale of 1 inch equals 200 feet, has been prepared, showing the use being made of every parcel of land throughout the Village. The use of each such parcel was examined in the field and checked against the Village Assessment records and aerial photographs. Discussions with various Village officials verified the survey findings. The resulting land use map constitutes a valuable record, making it possible to determine at a glance whether a lot is used for residential purposes (and, if so, whether of the one- or two-family or multiple dwelling type); or for business, industrial, semi-public or public use. This map is also extremely useful in connection with all

planning and zoning decisions that must be made (see the accompanying "Generalized Existing Land Use" map which summarizes the detailed findings recorded on the "Land Use Map"). It is suggested that the Planning Board periodically bring this map up-to-date.

- (2) Vacant Uses. Ardsley's land is almost completely developed. There are no major vacant or sparsely developed areas available for intensive development anywhere in the Village. Whatever land is available for residential development is primarily in the form of individual lots which are scattered throughout the Village. Still available for commercial development purposes are a number of vacant sites at the northern end of the Village, on the easterly side of Saw Mill River Road (Route 9A). Development of these sites, to date, has been slow due to a lack of information regarding the New York State Department of Public Works plans for the widening and possible realignment of Route 9A. However, with the publication of firm road improvement plans, it is expected that the development of these vacant parcels will proceed at an accelerated pace.
- (3) Residential Uses. One-family homes are the Village's predominant land use. A few two-family residences and several multi-family units (none of which exceed five dwelling units) are located in the older residential areas, along and near Ashford Avenue.
- (4) Commercial Uses. Ardsley's commercial development is of a strip business character similar to that found in many other communities. The central business area of the Village, which comprises the only non-residential development in the community outside of the two aquatic industries at Sprain Road and Ashford Avenue, is located on both sides of Saw Mill River Road (Route 9A) with additional businesses extending onto Elm Street and Ashford Avenue. The commercial area contains a few residential uses, and, as noted in the chapters on Housing and the Land Use Plan, the limited number of residential units which could be considered to be dilapidated or deteriorating are found in this area. The central business area also contains several incompatible businesses such as a contractor's yard, auto body repair shop, etc. which tend to destroy the physical and aesthetic continuity of the shopping area. Due to the scarcity of land in the business district, the presence of these uses interferes with the normal expansion of the Village's retail area. The District's maximum development potential will have been reached with the exhaustion of vacant land in the very limited area bounded by Ashford Avenue, the New York State Thruway, and American Legion Drive.



- RESIDENTIAL**
- ONE FAMILY RESIDENCE
 - TWO FAMILY RESIDENCE
 - THREE OR MORE FAMILIES
- COMMERCIAL**
- RETAIL & OFFICE USES
 - AUTOMOTIVE USES
 - MOTELS
 - GREENHOUSES, WHOLESALE & STORAGE & AQUATIC INDUSTRIES
 - OFF-STREET PARKING
- OTHER USES**
- PUBLIC SCHOOLS
 - RECREATION AREAS, NEW YORK STATE THRUWAY & PROPOSED SPRAIN BROOK PARKWAY
 - OTHER PUBLIC USES (including New York City-Croton Aqueduct Blowoff & Undeveloped Parks)
 - SEMI-PUBLIC USES & PRIVATE RECREATION AREAS
 - CONSOLIDATED EDISON RIGHT-OF-WAY
 - UNDEVELOPED LAND
 - VILLAGE OF ARDSLEY-TAX SALE LOTS
 - PAPER STREETS
 - ▲ HOME OCCUPATION

THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE OFFICE OF THE VILLAGE ENGINEER, VILLAGE OF ARDSLEY, NEW YORK. THE VILLAGE ENGINEER HAS REVIEWED THIS MAP AND HAS FOUND IT TO BE A CORRECT REPRESENTATION OF THE INFORMATION ON WHICH IT WAS PREPARED. THE VILLAGE ENGINEER HAS NO LIABILITY FOR ANY ERRORS OR OMISSIONS WHICH MAY BE FOUND IN THIS MAP.


Existing Land Use
VILLAGE OF ARDSLEY
Westchester County, New York
 RAYMOND & MAY ASSOCIATES
 Planning and Urban Renewal Consultants, Feb. 1964

- (5) Public and Semi-Public Uses. Public land uses (County, New York City, Village, and School Districts) include several recreation areas and public schools throughout the Village. Among the more important public uses are the Municipal Building-Fire House, on Ashford Avenue and all three of the School District facilities which are located in the Village.

Semi-public uses include three churches, one parochial school, the American Legion building and a non-profit nursery school.

This analysis of existing land uses suggest the following as the principal policy questions which need to be resolved in the Comprehensive Plan of the Village:

- (1) Should the Village's predominant single-family house character be preserved?
- (2) Should conversion of one- to two-family houses be encouraged in areas where two-family houses now exist?
- (3) Should some provision be made for rental housing, particularly adjacent to the Central Business District, along major streets?
- (4) Should the Central Business District be revitalized so as to provide contemporary shopping and office facilities? Should existing residential uses and other non-compatible commercial uses in the CBD be eliminated and the development of new uses of like nature be prohibited?
- (5) Should the Village encourage the use of vacant areas along the northerly end of Saw Mill River Road for more limited light industrial or commercial uses, or for rental housing purposes?

These policy questions will be reviewed in the chapters discussing the proposed Land Use Plan and the Central Business District Plan.

IV. Population Analysis

The very essence of a Comprehensive Master Plan is its ability to look ahead and to prepare in advance for the future needs of a community. One of the basic factors which the Plan must try to anticipate is the community's ultimate maximum population. For the total population to be served by the Plan will determine the level of services which are to be provided to residents in terms of parks, schools and other public facilities. Since a community is limited in land area, the number of families which it can support will depend upon the standards which are established by the community in its efforts to attain a desired community character.

The plan contained in this report is based on a belief that the great majority of the residents of Ardsley wish to retain the open and uncrowded character of the Village. The proposed standards for the future development of the community reflect this objective, by establishing an ultimate population level for the Village of Ardsley which will permit its character to be strengthened and extended into the future.

Population Trends in the New York Metropolitan Area and Westchester County

To achieve a fuller understanding of the problem, the population trends for the Village of Ardsley must be considered in relation to trends in

Westchester County and the New York Metropolitan Region* (see Table IV-1). In 1920 the New York Metropolitan Area had a population of 9,139,000. In every succeeding decade, the region has increased in population, although by varying degrees, ranging from a 27.4% increase between 1920 and 1930 to a 7.5% increase during the depression years of 1930-1940. By 1960, the population of the region had reached 16,131,000, an increase of 15.6% over the 1950 total of 13,951,000. Significantly, the entire region did not grow at the same rate during this ten year period. While the population of the region as a whole increased by 15.6%, the population of New York City actually decreased by 1.4%. The population of Westchester County increased by 29.3%. These statistics reflect the commonly observed movement of people away from the large central cities towards adjoining suburban areas.

According to estimates published by the Regional Plan Association, the region's population can be expected to increase to 22,200,000 by 1985, a 25-year increase of some 38%.** Since the population of New York City is expected to remain relatively stable or to actually decline during this same period, the anticipated increase in regional population will all take place outside of the main central city.

Westchester County, whose 1960 population was 808,891, grew very rapidly between 1920 and 1930, when the population increased by 51.2%, from 344,436 to 520,947. In the following two decades, the County's percentage increase dropped to 10.1% and 9.1%, respectively. During the 1950-1960 decade, the rate of growth accelerated to 29.3%. Except for the 1940-1950 period, while the growth of Westchester County has more than kept pace with the growth pattern of the entire region, its rate of growth has been considerably below that of other suburban areas. For example, Westchester County increased in population by 9.1% from 1940 to 1950, and 29.3% from 1950 to 1960; during this same period Nassau County increased by 65.4% and 93.3% respectively.

*The New York Metropolitan Region, as defined by the Regional Plan Association comprises all of New York City, Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester Counties in New York State, as well as Fairfield County in Connecticut; and Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union Counties in New Jersey.

**Regional Plan Association, "Spread City - Projections of Development Trends and the Issues They Pose: The Tri-State New York Metropolitan Region, 1960-1985", Bulletin 100, September, 1962.

One of the chief factors that tends to control population growth in the County is the relatively high standard of land development which is being insisted upon by most of its communities. Westchester County has always been among the leading advocates of good planning and zoning. This has enabled the County to regulate its growth much more effectively than other, perhaps equally desirable, areas in the region. However, as other areas adopt higher standards of land control, and as available residential land in Nassau and other nearby counties becomes increasingly scarce and expensive, Westchester can expect to experience a greater pressure for residential growth. This tendency may have been responsible for the increased rate of growth experienced during the 1950-60 decade.

According to estimates prepared by the Regional Plan Association, the County's population is expected to reach approximately 1,085,000 by 1975, an increase of 276,000, or 34%, over the 1960 population. It is expected that the rate of growth of the northern, more sparsely settled, sections of the County, above Ardsley and White Plains, will greatly exceed (72% to 33%) the rate of increase of population in the County's southern sector. This would not preclude the southerly part of the County from registering greater numerical gains than the northern sector, due to the former's greater proximity to New York City.

Population Growth in Ardsley

Some sixty years ago, Ardsley was a tiny hamlet of 404 persons. By 1930, the Village population had grown to 1,135. During the depression and the War years which followed, the Village grew at a moderate rate (1940 population was 1,423). Between 1950 and 1960, Ardsley found itself in the midst of a "development boom" which caused the Village population to jump by 128.8%, from 1,744 persons (1950) to 3,991 persons in 1960. In all probability, this substantial population increase can be primarily attributed to that segment of the New York City's population who desired to live in the "suburbs", and yet be within convenient commuting distance of work places in the "City". Analysis of census material indicates that probably one-third of the people moving into the Village between 1950 and 1960 came from New York City, while 38% moved from other sections of Westchester County or from Rockland, Nassau, or Suffolk Counties. The remaining segment of approximately 28% arrived from other areas of the nation (see Table IV-2, "Place of Residence in 1955"). Population pressures on lower Westchester County were first felt in communities located close to commuter railroad stations and to the County's excellent parkway system. The New York Central Railroad, with a Hudson River Division station in Dobbs Ferry and a Putnam Division Station in Ardsley, combined with good automobile accessibility from the Saw Mill River

Parkway, provided Ardsley with exceptionally good means of access to employment opportunities in New York City. In 1955, with the opening of the New York State Thruway, the Village found itself served by a railroad station and highway interchanges from both the Saw Mill River Parkway and the New York State Thruway, all located within several hundred yards of each other (The railroad has since abandoned passenger service).

The population trends for the Village of Ardsley are quite similar to the unincorporated sections of the Town of Greenburgh for the years 1930-1960 (see Table IV-1). The adjacent Hudson River Villages of Dobbs Ferry and Irvington have slightly different development patterns due to their accessibility to Hudson River transportation facilities and the main railroad passenger line of the New York Central's Hudson River Division. However, even though the riverfront Villages and the inland areas have developed in different eras, they all have had large population increases in recent years (1950 through 1960). The Villages of Dobbs Ferry and Irvington reported 9,260 and 5,494 residents in 1960, representing a 47.7% and 50.3% rise respectively. The Town of Greenburgh (unincorporated areas) grew to 33,585 for a 106.1% increase over its 1950 population.

Natural Increase and Migration

The annual number of live births to, and deaths of, residents of the Village of Ardsley from 1950 to 1959 are shown in Table IV-3. The natural increase in population for this period, which is derived by computing the excess of births over deaths, was 520 persons. If this number is added to the 1950 population of 1,744, the 1960 population should have been 2,264. However, the difference of 1,727 persons between this figure and the actual 1960 population of 3,991 represents the net-inmigration into Ardsley during the ten year period. During the 1940-1949 period, natural population increase amounted to 190; and the net inmigration was 131.

Age Composition

Information on the age characteristics of the population provides a valuable, although somewhat general, indication of potential school enrollments, the possible need for special types of housing (such as housing for the elderly) and the kind of community facilities and services that should be provided for in the future because of a significantly changing age composition of the community.

In 1950, age composition in the Village was quite similar to that for Westchester County as a whole. Between 1950 and 1960, the most noticeable trend in the age composition of the Village was the increasing number and percentage of the population in the youngest age groups. In addition, although declining slightly in relation to over-all Village population, the number of young and middle-aged adults in the Village registered a sizable increase.

Whereas, between 1950 and 1960, the total population of Ardsley increased by 125%, the pre-school age group (under five years) increased by 292, or 157% (see Table IV-4). The elementary and junior high school age groups (5-14 years) rose by 777, or 296%. Undoubtedly, this significant absolute and relative growth is due to the rapid construction of new homes designed for the needs of younger families with children. The high school age group (15-19 years) increased at approximately the same rate as the over-all population (126.0%). These age groups accounted for 43.2% of the total Village population.

The 20 through 24 age group declined by 23, or 21.5%, between 1950 and 1960, despite the Village over-all 125% increase. This decline is probably attributable to the availability, outside of Ardsley, of jobs and of a social environment which are more attractive to younger people. Possibly, this decline can also be charged to the lack of housing accommodations for young people within the Village. Another explanation for the decline in the number of persons in this age group is that the Census does not consider them as residents of the Village if they are living at a school or college, or are in the armed forces. The 25 to 34 age group, although it grew by only 75%, still represented a substantial proportion of the total population. The 35 to 44 year old group increased by 493 persons, or 157%, perhaps indicating that this group includes the parents of the 5-19 year olds.

The proportion of older persons has increased, both absolutely and relatively. Between 1950 and 1960, the 45 to 54 years old age group increased by 96%, while the 55 to 64 year old age group noted a gain of 52%. The number of persons aged 65 and over increased by 61%. These groups accounted for 23.4% of the Village population, which is substantially below the Westchester County percentage of 34.2.

Racial Composition

Of the 1960 population of 3,991 persons, 3,970 (99.5%) were white, 21 (0.5%) were non-white (see Table IV-5, Trends in Non-White Population, 1950-1960). Between 1950 and 1960, the white population increased by 2,227 persons, and the non-white population grew by 20 persons.

Size of Households

Between 1950 and 1960, the average number of persons per household had grown from 3.56 to 3.84 persons. During the same period, the average household size in Westchester County decreased from 3.40 to 3.24.

There is little doubt that the large household size in the Village is due to the recent construction of single family homes. New homes in the Village have been purchased by young families having several children. However, now that the Village has weathered its major period of population and housing growth, it can be expected that the household size will decline and, in time, adjust to the County-wide pattern.

Education

Residents of Ardsley have a higher level of education than the average for Westchester County. In 1950, 22% of the County's population had received some college education. By 1960, this figure grew to 28%. For these same years, Ardsley residents registered 30% and 49%, respectively.

Income

In 1949, the median income of families and unrelated individuals in Westchester County was \$3,699; by 1959 it had increased to \$6,823. During the same period the median income of Ardsley families and unrelated individuals increased from \$5,188 to \$11,250. Fully 63% of all Village families had incomes over \$10,000. (See Table IV-6, Trends In Income, 1949-59 and Table IV-7, Family Income Distribution - 1959).

Population Change By Enumeration Districts

As shown in Table IV-8, population increases have occurred at different rates in the various sections of the Village. This variation is due to the differences between the various areas in age of residential structures, desirability for residential purposes, building activity, zoning requirements, and the amount of available undeveloped land suitable for building purposes.

Between 1950 and 1960, Ardsley's four enumeration districts (which combine to make Census Tract 106) registered population gains of varying intensity. Enumeration Districts 118, 119N, and 119P, which include all of the area north of Ashford Avenue, grew by 1,942 persons, or 216%. Enumeration District 120, lying to the south of Ashford Avenue increased by 305

persons, or 36%. A small portion of the gains registered in this district can be traced to annexation.

Population Potential Based on the Existing Zoning Map

To arrive at a population estimate which is in line with possible expectations, we have assumed that there would be no rebuilding or conversion to a higher density of currently developed land, and have calculated the population capacity of vacant or sparsely developed residential land on the basis of the following assumptions:

1. Only land zoned primarily for residential use has been considered, even though the current zoning ordinance permits residential development in two out of the three non-residential districts.
2. Land in public use and most land in quasi-public use, have been considered unavailable for residential development.
3. Lands with unusually steep slopes have generally been excluded from the computation.

The densities prescribed in the current zoning ordinance would permit development which would add approximately 1,231 persons to the Village's population (this estimate is based on a household size of 3.84 persons). If this figure is added to the 1960 population of 3,991, the potential future population, excluding rebuilding, conversions, and use of non-residential lands, would amount to 5,212 persons. This total is subject to several other considerations, namely:

1. Some developable land will probably remain undeveloped because of unusual size or shape of lots, or because of the unwillingness on the part of owners to sell for development purposes.
2. Some developable land may be used less intensively than permitted under present zoning, or may be placed in a non-residential zoning district.

On the other hand, it is possible that some areas now in public or semi-public use may be developed, or existing development may be converted to more intensive use (such as conversion of one- to two-family use, etc.). This would tend to offset, at least in part, the factors listed above.

In summary, under the Village's current zoning ordinance, and by projecting current development trends, without including possible conversions, the Village could reasonably be expected to reach a maximum population of some 5,000 persons.

TABLE IV-1

TOTAL POPULATION AND INTERCENSAL PERCENTAGE CHANGE 1930-1960

New York Metropolitan Region, Westchester County, Ardsley and Selected Areas

	1930	% Increase 1930-1940	1940	% Increase 1940-1950	1950	% Increase 1950-1960	1960
Village's of:							
ARDSLEY	1,135	25.4	1,423	22.6	1,744	128.8	3,991
Dobbs Ferry	5,741	2.5	5,883	6.5	6,268	47.7	9,260
Irvington	3,067	6.7	3,272	11.8	3,657	50.2	5,494
Town of Greenburg (unincorporated)	9,005	39.5	12,558	29.8	16,295	106.1	33,585
New York City*	6,930,000	7.6	7,455,000	5.9	7,892,000	-1.4	7,782,000
Bergen County	364,977	12.2	409,646	31.6	539,139	44.7	780,255
Nassau County	303,053	34.2	406,748	65.4	672,765	93.3	1,300,171
Westchester County	520,947	10.1	573,558	9.1	625,816	29.3	808,891
New York Metro- politan Region*							
(1)	11,643,000	7.5	12,518,000	11.4	13,951,000	15.7	16,139,000

*Population rounded to nearest thousand.

- (1) The New York Metropolitan Region, as defined by the Regional Plan Association comprises all of New York City, Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester Counties in New York State, as well as Fairfield County in Connecticut; and Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union Counties in New Jersey.

Source: U.S. Census of Population, 1960; "People, Jobs and Land 1955-1975", Regional Plan Association, 1957.

TABLE IV-2

PLACE OF RESIDENCE IN 1955For Persons 5 Years and Over in 1960

Village of Ardsley, New York

Lived in Different House

New York City	489	34.6%
Other part of NYSMSA*	533	37.7%
Outside of NYSMA	<u>392</u>	<u>27.7%</u>
	1,414	100.0%

Lived in same House as in 19602,099

*New York Standard Metropolitan Statistical Area consists of New York City, Rockland, Westchester, Nassau and Suffolk Counties.

Source: U.S. Census of Population and Housing, 1960: Census Tracts.

TABLE IV-3

BIRTHS AND DEATHS, 1940-1959

Village of Ardsley, New York

Year	No. of Births	No. of Deaths	Net Increase	Year	No. of Births	No. of Deaths	Net Increase
1940	19	22	-3	1950	33	30	3
1941	34	14	20	1951	66	20	46
1942	20	9	11	1952	62	21	41
1943	33	23	10	1953	68	20	48
1944	34	14	20	1954	77	27	50
1945	37	8	29	1955	88	18	70
1946	42	10	32	1956	80	17	63
1947	37	10	27	1957	100	13	87
1948	46	23	23	1958	90	21	69
1949	39	18	21	1959	83	30	53
Total 1940-1949	341	151	190	Total 1950-1959	747	217	530
				Total 1940-1959	1,088	368	720

Source: New York State Department of Health.

TABLE IV-4
AGE COMPOSITION, 1950-1960
 Village of Ardsley and Westchester County

AGE GROUP	ARDSLEY						Westchester Co.	
	1950		1960		Change 1950-60		1960	
	Number	%	Number	%	Number	%	Number	%
Under 5	186	10.7	478	12.0	292	157.0	78,440	9.7
5-9	147	8.4	605	15.2	458	311.6	74,705	9.2
10-14	115	6.6	434	10.9	319	277.4	70,117	8.7
15-19	91	5.2	206	5.2	115	126.4	51,786	6.4
20-24	107	6.1	84	2.1	-23	-21.5	38,314	4.7
25-29	126	7.2	146	3.7	20	15.9	45,068	5.6
30-34	128	7.3	299	7.5	171	133.6	55,737	6.9
35-39	150	8.6	457	11.5	307	204.7	60,023	7.4
40-44	163	9.3	349	8.7	186	114.1	57,986	7.2
45-49	141	8.1	300	7.5	159	112.8	59,658	7.4
50-54	120	6.9	212	5.3	92	76.7	56,154	6.9
55-59	98	5.6	135	3.4	37	37.8	47,849	5.9
60-64	59	3.4	104	2.6	45	76.3	38,226	4.7
65 and over	113	6.5	182	4.6	69	61.1	74,828	9.3
Total	1,744	100.0	3,991	100.2*	2,247	128.8	808,891	100.0

*Excess over 100% produced by rounding to nearest tenth.

Source: U.S. Census of Population, 1950 and 1960.

TABLE IV-5

TRENDS IN NON-WHITE POPULATION, 1950-1960

Village of Ardsley and Westchester County

	1950				1960			
	Westchester Co.		Ardsley		Westchester Co.		Ardsley	
	Number	%	Number	%	Number	%	Number	%
White	587,100	93.8	1,743	99.94	746,406	92.3	3,970	99.5
Non-White	38,716	6.2	1	.06	62,485	7.7	21	.5
TOTAL	625,816	100.0	1,744	100.00	808,891	100.0	3,991	100.0

Sources: U.S. Census of Population, 1950, 1960.

TABLE IV-6

TRENDS IN INCOME* 1949-1959

Village of Ardsley and Westchester County

	Median*		Percent of County	
	1949	1959	1949	1959
Ardsley	\$5,188	\$11,250	140	165
Westchester	\$3,699	\$ 6,823	100	100

*This represents the median income for both families and unrelated individuals. (In 1949, income only for Village of Ardsley families was not available.)

Sources: U.S. Census of Population 1950, 1960.

TABLE IV-7
FAMILY INCOME DISTRIBUTION-1959

Village of Ardsley, New York

Income	Families	
	Number	%
Under \$ 1,000	3	.3
1,000 - 1,999	16	1.6
2,000 - 2,999	12	1.2
3,000 - 3,999	8	.8
4,000 - 4,999	12	1.2
5,000 - 5,999	69	6.9
6,000 - 6,999	49	4.9
7,000 - 7,999	41	4.1
8,000 - 8,999	79	7.9
9,000 - 9,999	82	8.2
10,000 - 14,999	384	38.4
15,000 - 24,999	202	20.2
25,000+	44	4.4
TOTAL	1,001	100.1*

Median = \$11,686

*Excess over 100% produced by rounding to nearest tenth.

Source: U.S. Census of Population 1960.

TABLE IV-8
POPULATION TRENDS BY ENUMERATION DISTRICT
 1950-1960

Village of Ardsley, New York

1950		1960		Change 1950-1960	
Enumeration District No.	Population	Enumeration District No.	Population	Number	Percent
#69	901	#118	1,206		
		#119N	417		
		#119P	1,220		
			2,843	1,942	216%
#70	843	#120*	1,148	305	36%

*A small part of the gain in population was due to the increase in the size of of the enumeration district because of annexation.

Source: U.S. Census of Population 1950, 1960.

V. Housing Analysis

In 1950, the 1,744 persons then living within the Village of Ardsley occupied 478 "dwelling units".* Ten years later, in 1960, the United States Department of Commerce, Bureau of the Census, reported a population of 3,991 persons living in 1,059 "housing units".* The number of "housing units" reported in 1960 represented an increase of 581 over the 1950 "dwelling unit" count. Between 1950 and 1960, approximately 588 building permits were issued, for a total of 592 units. The close relationship between the reported number of 1960 housing units and the total number of building permits issued by the Village of Ardsley Building Inspector indicates that the census figures for 1950 and 1960 can be compared with some degree of safety from error.

*The most comprehensive and reliable source for this type of information is the United States Census of Housing. Unfortunately, due to changes in the definition of terms and in the publication of data, direct comparisons between the 1950 and 1960 Census of Housing statistics are not always possible. However, due to the fact that the housing supply of the Village of Ardsley consists so predominantly of single family residences, comparability of the two census years is considered to be only slightly affected. Housing Units (the term used in 1960) included such categories as units in rooming houses, resident hotels and those units occupied by lodgers with separate entrances to their living quarters. None of these were included in the 1950 Dwelling Unit count.

Of the 588 permits issued, 584 were for single-family residences and four were for two family homes. The rate of construction during this period was uneven, with more dwellings being constructed between 1950 to 1955 than in the last half of the decade. The slowing down of residential construction is due to a lack of available land, rather than to any lessening in Ardsley's attractiveness as a residential community. Ardsley's 1963 population is estimated to be within some 800 persons of its estimated maximum population capacity permitted under existing zoning (see Chapter 4).

Tenure and Occupancy

According to the 1960 Census, 1,037 units, or 97.9% of Ardsley's total housing supply, were occupied. Of these, 964 (or 93.0%) were owner-occupied and 73 (or 7.0%) were rented (see Table V-1). Of the 22 units recorded as available vacant, 13 were available for sale only. The remaining 9 units were either awaiting occupancy after having been rented or sold, were deliberately held off the market by their owner, or were dilapidated or intended for seasonal use only.

In 1960, there were 980 single-family homes, 25 two-family homes, between 6 and 8 three or four-family homes and one apartment house containing 5 housing units.

Size of Dwellings

The 1960 Census indicated that some 71.3% of the Village's housing units contained 6 to 8 more rooms (6 rooms - 35.5%; 7 rooms - 22.7%; and 8 or more rooms - 13.1%). One to three-room units accounted for only 1.4% of all housing facilities (see Table V-2).

Number of Persons Per Unit

The average number of persons occupying a housing unit was 3.8 as compared to the County-wide average of 3.2 persons. This high rate of housing unit occupancy is not considered to be a significant problem since more than 70% of the housing units in the Village contain 6 or more rooms. Only 37 units can be considered to be overcrowded, having been reported by the Census to have housed more than 1.01 persons per room.*

*By modern housing standards, occupancy of any housing unit by more than one person per room is deemed to constitute overcrowding. This type of occupancy indicates that more than two persons are using the same bedroom, or that one room is being used for more than one function (such as the living room doubling as a bedroom).

Rent and Value of Units

As reported in the 1960 Census, 17 rental housing units were occupied at a gross rental ranging from \$20 to \$79. The remaining 56 tenant-occupied units had a gross rental of \$80 to \$120 or more. Of these, 33, or 45.2%, had a gross rent of \$120 or more. The median value of owner occupied units was \$23,900 in the Village and \$24,200 County-wide. Approximately 40% of these units are valued at over \$25,000 and some 44% are valued in the \$20,000 - \$24,900 range (see Table V-3). No owner occupied units in the Village were valued at less than \$10,000.

Age of Housing

Of Ardsley's 1,059 housing units, 335, or 31.6%, were built prior to 1939. The remaining 724 units, or 68.4%, have been built since 1940 (see Table V-4).

Condition of Housing Supply

In 1960, the U.S. Census of Housing reported that 1,034 of all housing units in Ardsley were structurally sound,* 20 were deteriorating,* 3 were dilapidated,* and 2 units were of sound construction, but lacking hot running water. During the field inspection of existing land uses, each parcel of land was also examined as to the exterior condition of all structures thereon. As might be expected, those structures which could be considered deteriorating or dilapidated were found in the older areas of the Village (e.g. along Saw Mill River Road or south of Ashford Avenue).

*The Census defines a "sound" structure as one which has either no defects which can be corrected in the course of regular maintenance. A "deteriorating" residence is one which needs more repairs than would be provided in the course of regular maintenance, and which presents flaws that indicate either lack of proper upkeep, or that the structure will not provide adequate shelter or protection against the elements. A "dilapidated" house is one of inadequate original construction, such as cellars, sheds, barns, garages or other places not originally intended for living quarters and inadequately converted to such use. In addition, a dilapidated house could be one with critical defects, or a house where a combination of intermediate defects is of such magnitude as to indicate that the house no longer provides safe adequate shelter.

Additional Census Information on Structural Characteristics

1. 96% of Ardsley's housing units have basements.
2. Only 17 units lack central heating.
3. There is no sharing of bath or toilet facilities in any housing unit.
Over 50% of all units have more than one bathroom.
4. Twenty housing units receive their water from individual wells.
All other units are supplied by the New Rochelle Water Company.
5. Sixty units have septic tanks or cesspools. All other housing units connect into the Village sanitary sewer system.

TABLE V-1

HOUSING UNITS - TENURE 1950-1960

Village of Ardsley, New York

	1950		1960	
	Number	%	Number	%
Owner Occupied	363	76.7	964	93.0
Renter Occupied	110	23.3	73	7.0
Total	473	100.0	1,037	100.0

Sources: U.S. Census of Population and Housing: 1960 Census Tracts,
U.S. Census of Housing, 1950.

TABLE V-2

NUMBER OF ROOMS PER HOUSING UNIT - 1960

Village of Ardsley, New York

Number of Rooms	Housing Unit	
	Number	%
1	1	.1
2	2	.2
3	12	1.1
4	78	7.4
5	211	19.9
6	376	35.5
7	240	22.7
8+	139	13.1
Total	1,059	100.0

Source: U.S. Census of Housing, 1960.

TABLE V-3

VALUE OF OWNER OCCUPIED HOUSING UNITS - 1960

Village of Ardsley, New York

Value	Housing Units	
	Number	%
Less than \$5,000	-	-
\$ 5,000 - \$ 9,900	-	-
\$10,000 - 14,900	28	3.1
\$15,000 - 19,900	111	12.1
\$20,000 - 24,900	405	44.3
\$25,000+	370	40.5
Total	914	100.0

Source: U.S. Census of Housing, 1960.

TABLE V-4

HOUSING UNITS - YEAR BUILT

Village of Ardsley, New York

Year Structure Built	Housing Units	
	Number	%
1955 - March 1960	212	20.1
1950 - 1954	391	36.9
1940 - 1949	121	11.4
1939 or earlier	335	31.6
Total	1,059	100.0

Source: U.S. Census of Housing, 1960.

VI. Economic Base Analysis

An economic base analysis considers how persons in a community earn their livelihood and the various types of employment opportunities available to them within the community. The collection and analysis of this information will reveal factors affecting the physical development of the Village.

Ardsley Residents - Labor Force

In order to evaluate Ardsley's role as a place of employment certain characteristics of Ardsley residents were investigated. The United States Census of Population defines the "labor force" as all persons, 14 years and over, who are either employed or are actively seeking work. As of 1960, 1,450 persons out of a total Village population of 3,991 were in this category. Therefore, the non-worker ratio, which is ratio between the number of persons not in the labor force, including children under 14 years of age, and the number of persons in the labor force, was 1.75 : 1. This figure is higher than the 1.46 : 1 ratio for Dobbs Ferry, the 1.37 : 1 ratio for Irvington, and the 1.38 : 1 ratio for Westchester County (see Table VI-1).

There were, therefore, somewhat fewer workers among Ardsley residents than among residents of adjacent communities. This is primarily due to the low participation of females in the labor force. In 1960, only 29% of Ardsley women 14 years of age and over were in the labor force, while in the other areas this figure was approximately 36%. It should be noted that, probably as their children grow toward independence, participation of Ardsley females in the labor force is increasing. Table VI-2 shows that, in 1950, some 25% of the women of Ardsley were actively interested in working. By 1960, this figure had increased to some 29%. Ardsley is

thus following nation-wide trends of increasing numbers of working women. To some extent, the lower over-all rate of female participation in Ardsley, as related to the County as a whole, can also be traced to the higher than average incomes of Ardsley families (see Table VI-3).

During the decade of 1950-1960, the proportion of males, 14 years or older, in the labor force also rose, from 75% to 87%. In 1960, Westchester County's male labor force proportion was 81%. The increase in Ardsley's male participation rate is a reflection of 1) the drop in the proportionate number of teenagers; 2) the proportionate decrease in persons 45 years old and over; and 3) an increase in the number of males 30-45 years of age. This last age group usually accounts for the highest rate of participation in the labor force. It is expected that the male rate of participation in the labor force will decrease as the age distribution of the community becomes more "normal".

Employed Labor Force

Most of the employed persons in Ardsley worked for private concerns, receiving wages or salaries. In 1950, this group comprised 76% of the employed labor force; by 1960, the proportion dropped to 70% (see Table VI-4). The decrease is due to the increasing role of government, both national and local, in providing job opportunities. In 1950, 10% of residents were in government employment; by 1960, this figure had risen to 15%.

While the proportion of self-employed Ardsley residents working for profit or fees in their own business, profession, or trade remained stable for the decade (at 14%), this group has been proportionately dropping on a nation-wide scale. The self-employed often have higher-than-average income, and may well be responsible for the high family income in Ardsley.

Occupations

The census classifications of occupations of employed workers describes the actual type of work done, rather than the industry within which the job is held. According to this type of breakdown, most of the Village's employed workers were engaged in "white collar" occupations (including professional, managerial, clerical, and sales workers). These categories accounted for 77% of all employed workers as compared to 60% for the County as a whole (see Table VI-5). This difference was largely due to the extremely high proportion of professional and technical workers, both men and women, in the Village (32%) as compared to the County

(18%). The number of sales workers was also proportionately higher: 14% in the Village as against 9% in the County.

Table VI-6, lists a breakdown of occupations, by sex, for 1950 and 1960. This table indicates that the proportion of both men and women in the professional and technical classes increased sharply in the last decade. In 1950, 26% of females and 22% of males were noted as being in this category, whereas by 1960, 31% of females and 32% of males were in these categories.

Most employed women living in Ardsley were clerical workers (37% in 1960). Whereas, in relative terms, this figure had dropped some 10 points from 1950, the number of clerical women workers had increased (76 to 139). This increase can be ascribed to the great population increase which occurred during that period.

Between 1950-1960, the percentage of sales workers rose slightly among both men and women. Whereas female sales employment rose from 5% to 11%, male employment rose from 11% to 15%.

The professional and technical categories accounted for the greatest number of male workers (332 workers). Another 22%, or 221 employed males, were listed as being managers, officials, proprietors. This represented a rise of 3% over the 1950 figure.

In 1960, 20% of employed males were using primarily manufacturing skills, (as craftsmen, foremen, or operatives). Although this category exhibited a numerical increase, it actually decreased by 9% in relation to the total.

Industries

Table VI-7 lists employed Ardsley residents by the type of industry of their principal employers for 1960. Over one-half of the workers in Ardsley have jobs in either the wholesale and/or retail industry, or in the professional and related services. Twenty-six percent are in wholesale or retail trade employ 26%. Of these, some 25% have jobs in the retail trade segment devoted to medical, educational and other professional services, and to non-profit membership organizations. Of the 19% employed in manufacturing, approximately 11% were in the durable-goods industries. This percentage is somewhat lower than that for Westchester County as a whole, which has some 22% employed in manufacturing industries.

Place of Work and Transportation to Work

The majority of Ardsley workers have jobs in Westchester County (56%), while well over one-third (40%) work in New York City. The principal means used to get to work is by car, which was used by 67% of all employed workers. Only 18% used a railroad (see Tables VI-8 and VI-9).

Ardsley Businesses

The 1958 Census of Business reported on the following categories: manufacturing, wholesale trade, retail trade, and service trade (see Table VI-10). For Ardsley, the total number of establishments, in each category, was so small that few census statistics could be disclosed. The census found 2 manufacturing establishments, 25 retail sales establishments, 7 wholesalers and 27 service trade establishments in Ardsley. Combined employment for these establishments (excluding wholesalers) was reported at over 200 employees. Evaluation of this information, along with previously noted data, indicates that Ardsley business establishments provide a limited number of job opportunities for Village residents.

Educational Achievement

Westchester County is known for the wealth and high degree of education of its inhabitants. Compared with nearby communities of similar size, and with Westchester County as a whole (see Table VI-3), we find that in 1960, 78% of Ardsley's adults had completed four years of high school or more, as against only 65% in Dobbs Ferry, 68% in Irvington, and 55% in Westchester County. Similarly, in this age group (25 years and older), the median number of school years completed by Ardsley residents was 13.0, slightly higher than Irvington's (12.7), Dobbs Ferry's (12.5) or Westchester County's (12.2).

From the above-listed statistics it can be stated that four out of every five Ardsley adults had completed high school, and that one-half of that number had benefited from at least one additional year of higher education.

In all probability the high level of education in the Village is partly responsible for the high median family income. As reported in Chapter 4, in 1959, 63% of Ardsley's incomes exceeded \$10,000; this was true of only 48% of Irvington incomes, 39% of those in Dobbs Ferry, and 36% in the County as a whole.

Conclusion

The existing land use survey of the Village showed that a very small percentage of the Village's land is utilized for business and industry and that only a very minimum amount of land is still available for the expansion of non-residential uses. This indicates that Ardsley's economic base will remain overwhelmingly outside its boundaries, with most of its residents seeking employment elsewhere. In the truest sense of the word, Ardsley is serving as a home community. The preservation and enhancement of its residential values thus assume added importance.

TABLE VI-1

SELECTED LABOR FORCE STATISTICS - 1960
Village of Ardsley and Selected Areas

	Village of Ardsley	Village of Dobbs Ferry	Village of Irvington	Westchester County
Non-worker ratio*	1.75	1.46	1.37	1.38
Unemployment**	1.4	1.8	0.4	3.1
Female, 14 and over, % in labor force	29.3	35.0	36.3	36.5
Employed persons, % in manufacturing industries	18.8	19.6	23.2	21.9

*Ratio of persons not in labor force (including children under 14 years of age) to labor force.

**Civilian labor force: % unemployed.

Source: U.S. Census of Population, 1960.

TABLE VI-2

LABOR FORCE PARTICIPATION RATES - BY SEX 1950-1960

Village of Ardsley, New York

	Female				Male			
	1950		1960		1950		1960	
	No.	%	No.	%	No.	%	No.	%
Labor Force	172	25.4	385	29.3	479	75.4	1,065	87.3
Persons 14 years old and over	679	100.0	1,315	100.0	636	100.0	1,221	100.0

Sources: U.S. Census of Population: 1950, Census Tracts;
U.S. Censuses of Population and Housing: 1960, Census Tracts.

TABLE VI-3

EDUCATION AND INCOME

Village of Ardsley and Selected Areas

	Village of Ardsley	Village of Dobbs Ferry	Village of Irvington	Westchester County
<u>Education:</u>				
Persons 25 years and older				
Median: school years completed	13.0	12.5	12.7	12.2
%: 4 years (or more) high school completed	78.0	65.3	67.9	54.6
<u>Income</u>				
Families				
Median Income	\$10,000+	\$8,313	\$9,798	\$8,052
Percent with incomes				
under \$3,000	3.1	5.9	4.3	8.0
over \$10,000	62.9	38.9	48.3	36.3

Source: U.S. Census of Population, 1960.

TABLE VI-4

CLASS OF WORKER 1950-1960
Village of Ardsley, New York

	1950		1960	
	Number	%	Number	%
Private Wage and Salary	496	76	1,005	70
Government	65	10	221	15
Self-Employed	91	14	200	14
Unpaid Family	--	--	4	--
Total Employed	652	100	1,430	100*

*Does not add up to 100 due to rounding.

Sources: U.S. Census of Population: 1950, Census Tracts.

U.S. Censuses of Population and Housing: 1960, Census Tracts.

TABLE VI-5

TYPE OF OCCUPATION, 1960 -- COMPARISON BY PERCENTAGE
Village of Ardsley, Westchester County

	Village of Ardsley	Westchester County
Professional, Technical	31.9	18.0
Managers, Officials, Proprietors	16.9	14.8
Clerical	13.4	17.3
Sales	14.4	9.4
Craftsmen, Foremen	10.2	12.1
Operatives	5.5	12.2
Private household	2.5	4.7
Service	3.3	7.9
Laborers	1.9	3.6
	100.0	100.0

TABLE VI-6

TYPE OF OCCUPATION 1950-1960

Village of Ardsley, New York

Type of Occupation	Female				Male			
	Number		Percent		Number		Percent	
	1950	1960	1950	1960	1950	1960	1950	1960
Professional, Technical	42	115	26	31	104	332	22	32
Managers, Officials, Proprietors	5	16	2	4	93	221	19	22
Clerical	76	139	47	37	42	49	9	5
Sales	8	42	5	11	53	159	11	15
Craftsmen, Foremen	1	9	1	3	89	134	19	13
Operatives	14	8	9	2	49	69	10	7
Private Household	4	31	2	8	1	4	--	--
Service	12	9	7	3	17	37	4	4
Laborers	--	4	--	1	27	23	6	2
Total	162	373	100	100	475	1,028	100	100
Occupation not reported	6	8			9	21		
Total Employed	168	381			484	1,049		

Sources: U.S. Census of Population: 1950, Census Tracts.
U.S. Censuses of Population and Housing: 1960, Census Tracts.

NOTE: Numbers have been rounded.

TABLE VI-7

TYPE OF INDUSTRY EMPLOYING ARDSLEY WORKERS - 1960

Type of Industry	Number	Percent (rounded)
Agriculture, Forestry, Fisheries	4	.3
Mining	4	.3
Construction	77	5.5
Durable Goods Manufacturing	153	10.9
Nondurable Goods Manufacturing	116	8.3
Transportation, Communication, Utilities	70	5.0
Wholesale, Retail Trade	365	26.0
Finance, Insurance, Real Estate	81	5.8
Business, Repair Services	57	4.1
Personal Services	43	3.1
Entertainment, Recreation Services	20	1.4
Professional and Related Services	345	24.6
Public Administration	70	5.0
Total	1,405	100.3
Industry not reported	<u>25</u>	
Total Employed	1,430	

Source: U.S. Census of Population, 1960.

TABLE VI-8

PLACE OF WORK OF WORKERS
Village of Ardsley, New York

	Number	Percent
Westchester	749	56
New York City	535	40
Nassau	4	--
Rockland	--	--
Suffolk	--	--
Other	48	4
Total	1,336	100
Not Reported	<u>41</u>	
Grand Total	1,377	

Source: U.S. Census of Population, 1960 Census Tract.

TABLE VI-9

MEANS OF TRANSPORTATION, 1960
Village of Ardsley, New York

	Number	Percent*
Private automobile or car pool	889	67
Railroad	243	18
Subway or elevated	4	--
Bus or street car	71	5
Walked to work	59	4
Other means	28	2
Worked at home	41	3
Total	1,335	99
Not Reported	<u>42</u>	
	1,377	

*Does not add up to 100%, due to rounding.

Source: U.S. Census of Population, 1960 Census Tract.

TABLE VI-10

ADDITIONAL DATA RELATING TO THE VILLAGE OF ARDSLEY

Manufacturers:	2 establishments, 1-19 employees	
Wholesale Trade:	7 establishments	
Retail Trade:	25 establishments, 17 with a payroll	
Sales:	Total:	\$3,954,000
	Per Capita:	1,116
	Employees:	143
Service Trades:	27 establishments	
	Receipts:	\$1,029,000
	Employees:	57

Sources: Business Fact Book, 1962
 Westchester-Rockland District Department of Commerce, New
 York State.

VII. Fiscal Analysis

The capital improvements which may be required to implement a plan for the future development of the Village of Ardsley may involve the expenditure of considerable funds over a period of time. To meet these needs most efficiently, the preparation and annual revision of a fiscal plan based on the Village's resources is a desirable part of any continuing planning program. The first step in the development of such a plan is an analysis of current trends in the community's revenues and expenditures, related to the Village's financial resources in general.

The annual Village budget is primarily concerned with expenditures relating to the provision of such services as fire and police protection, street maintenance, sanitation, and recreation facilities. In Ardsley, these services are mainly supported by real estate taxes, state aid, and a number of departmental fees and fines. Due to changes in the Village's accounting system prior to fiscal year 1956-57, analysis of revenues and expenditures has been limited to subsequent years.

Revenues

Total revenues between 1957-1962* have increased by 40%, from \$255,431 to \$356,621. Real estate taxes during this period provided approximately 85% of the total revenues (see Table VII-1). In 1962, real estate taxes amounted to \$292,221, or 82% of total revenues. The remaining sources of revenue in 1962 were state aid, \$13,885 (3.9%); departmental fees

*The fiscal year runs from June 1 to May 31. For discussion purposes, all years referred to in the text end as of May 31st.

\$12,410 (3.5%); permits \$9,282 (2.6%); and parking meter fees \$4,342 (1.2%). Miscellaneous fines, charges for services, licenses, and tax sales accounted for the remaining 6.8%.

Assessed Valuations

The value of taxable property rose from \$7,262,685 in 1954 to \$13,125,513 in 1963. For the latter year, \$828,847 of the total taxable property consisted of special franchises levied on the New York Telephone Company, Consolidated Edison Company, and New Rochelle Water Company. The value of non-taxable property increased from \$1,053,720 in 1954 to \$2,974,320 in 1963. In 1963, \$419,510 (14%) of this item consisted of Veterans' exceptions. Non-taxable property includes church, school, and Village property, and also lands owned by the New York State Thruway Authority, Westchester County, and the Town of Greenburgh. The proportion of non-taxable property rose consistently from 1954 to a 1962 peak of 20.6%. In 1963, this percentage dropped to 18.5% (see Table VII-2).

Tax Rates

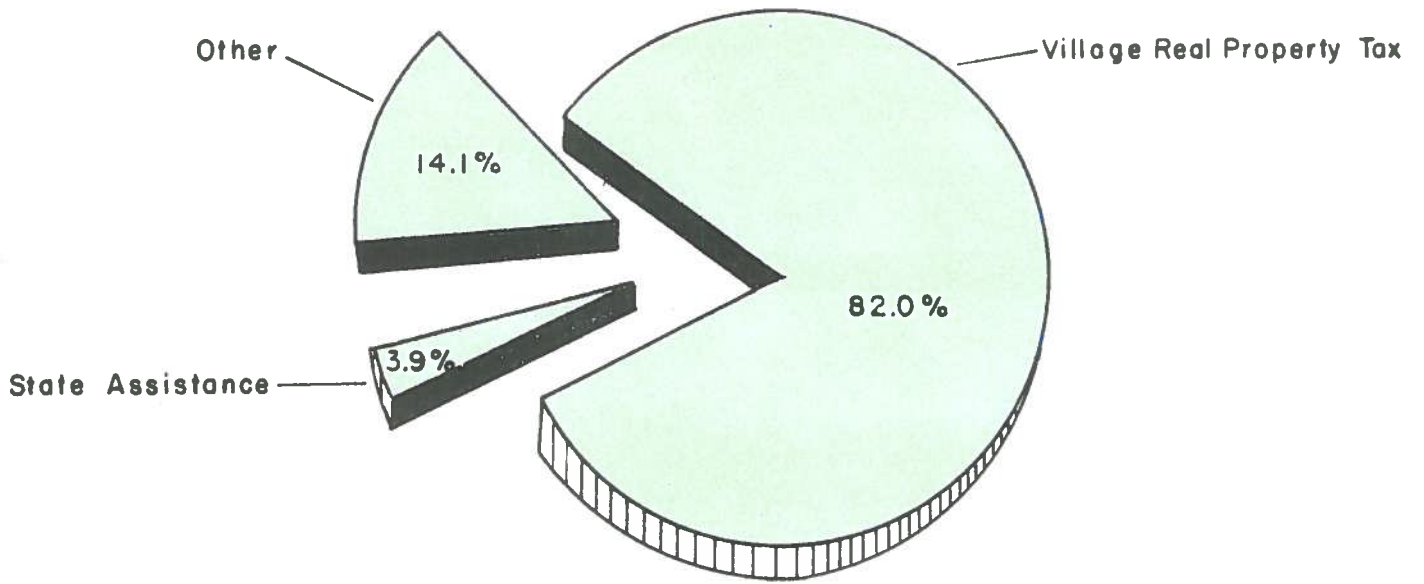
Village tax rates rose from \$19.91 per mil in 1954 to a peak of \$27.77 in 1960, in 1963 they dropped to \$24.98 (see Table VII-3).

Real property in Ardsley is assessed for Village, New York State Judiciary, County, Town, School District, Bronx Valley and Saw Mill River Sewer taxes. Total taxes levied in 1962 on Ardsley's assessed valuations amounted to \$1,006,561 (see Table VII-4). In the same year, the total tax load on the Village's taxable real estate amounted to \$88 per mil, or \$32 per mil of equalized assessed value. For the same year, the tax load on a per capita basis was \$228.

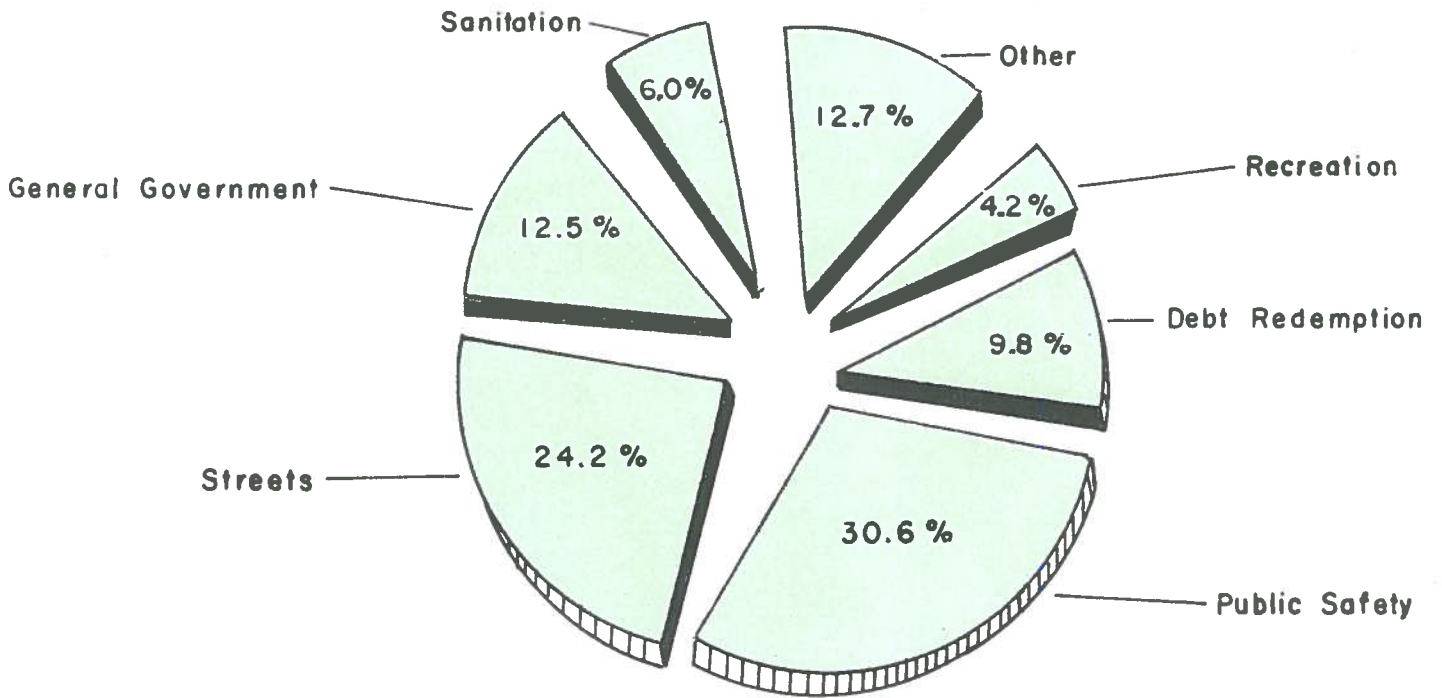
An analysis of tax loads prepared by the New York State Department of Audit and Control indicated that Ardsley's tax load per \$1,000 of equalized assessed valuation was the highest of seven nearby villages (see Table VII-5). Furthermore, Ardsley had the third highest tax load on a per capita basis, exceeded only by the Villages of Scarsdale and Bronxville.

Expenditures

Total Village general fund expenditures rose from \$272,854 in 1957 to a peak of \$363,963 in 1961. As of 1962, they amounted to \$352,447 (see Table VII-6). In 1962, the largest allocation (30.6%) was for public



EXPENDITURES



SOURCE: Village Clerk

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Revenues & Expenditures

VILLAGE OF ARDSLEY
Westchester County, New York

RAYMOND & MAY ASSOCIATES
Planning and Urban Renewal Consultants, Feb. 1964

safety (including Police and Fire Departments). Other 1962 expenditures were as follows: general government administration: 12.5%; streets: 24.2%; and sanitation: 6%.

Recent capital improvement expenditures have included the extension of sewer lines, improvement of streets and sidewalks, and the purchases of fire apparatus and vehicles. These improvements have been financed out of current revenues, assessments, and by the issuance of bonds and notes.

Debt service constitutes the repayment of principal and interest due each year on bonds and notes. In 1962, debt service amounted to \$34,688. A frequently used rule of thumb* suggests that annual debt service should not run over 25% of total revenues. In 1962, the percentage for Ardsley was only 9.8.

Bonded Indebtedness and Statutory Debt Limit

New York State Law places a limit on the amount of a community's outstanding capital notes or bonds.** This "debt limit" is now set at 7% of the average taxable equalized assessed valuation for the past five years. In 1962, Ardsley's statutory debt limit was \$1,600,896.

As of 1962, the Village's outstanding indebtedness amounted to \$126,180, leaving an unused borrowing capacity of \$1,474,716 (see Tables VII-7 and VII-8).

After reviewing the preceding information, which recorded the steady rise in Village assessed values, the increases in departmental fees and other revenue sources, as well as the low indebtedness of the Village of Ardsley, it would seem that the Village, if it wishes, could undertake a program of capital improvements to meet current and future community needs. However, any such program must necessarily be contingent not upon a mechanical determination of the moneys which might be made available through various revenue sources, but upon a determination of the desires of the taxpayers to pay for such improvements. Therefore,

*"Fundamentals of Investment Banking", by H.D. Taylor, Prentice Hall, Inc., 1949.

**Revenue bonds for revenue producing improvements such as a water system, are excluded from debt limitations.

although this analysis indicates that the current bonded indebtedness of the Village of Ardsley is at a level which would permit the Village to undertake a reasonable program of capital improvements, the effect of any further tax increase upon the residents must be carefully considered.

TABLE VII-1

TRENDS IN REAL ESTATE TAXES - GENERAL FUND
Village of Ardsley, New York

Fiscal Year	Total	Real Estate Taxes	
	Revenues		% of
	\$	\$	Total
June 1, 1956 - May 31, 1957	255,431	222,297	87.0
June 1, 1957 - May 31, 1958	306,787	272,370	88.8
June 1, 1958 - May 31, 1959	332,678	287,531	86.4
June 1, 1959 - May 31, 1960	379,296	312,740	82.5
June 1, 1960 - May 31, 1961	355,798	303,235	85.2
June 1, 1961 - May 31, 1962	356,621	292,221	81.9

Source: Annual Reports of the Village Treasurer.

TABLE VII-2

ANALYSIS OF ASSESSED VALUES
Village of Ardsley, New York

Fiscal Year Ending	TAXABLE			NON-TAXABLE PROPERTY				Total Valuation \$
	Real Property \$	Special Franchises. \$	Total \$	Pension Exempt \$	Other Exempt \$	Total \$	% of Total Valuations	
2-28-54	6,885,200	377,485	7,262,685	107,420	946,300	1,053,720	12.7	8,316,4
2-28-55	7,004,465	500,632	7,505,097	166,720	1,096,175	1,262,895	14.4	8,767,9
5-31-56	7,753,820	589,688	8,343,508	208,580	1,137,560	1,346,140	13.9	9,689,6
5-31-57	9,062,430	589,810	9,652,240	254,170	1,335,310	1,589,480	14.1	11,241,7
5-31-58	10,058,520	660,512	10,719,032	322,740	1,446,060	1,768,800	14.2	12,487,8
5-31-59	10,241,815	817,057	11,058,872	372,885	1,794,010	2,166,895	16.4	13,225,7
5-31-60	10,438,450	855,492	11,293,942	387,645	2,087,460	2,475,105	18.0	13,769,0
5-31-61	10,564,793	882,793	11,447,586	429,645	2,376,460	2,806,105	19.7	14,253,6
5-31-62	10,668,885	799,351	11,468,236	438,970	2,544,660	2,983,630	20.6	14,451,8
5-31-63	12,296,666	828,847	13,125,513	419,510	2,554,810	2,974,320	18.5	16,099,8

NOTE: The assessment roll from the previous year is used for the fiscal year.

Source: Annual Reports of the Village Treasurer.

TABLE VII-3

TRENDS IN ASSESSED VALUES AND TAX RATES
 Village of Ardsley, New York

Fiscal Year Ending	Taxable Assessed Valuation	Tax Rate Per \$1,000	Equalization Rate	Equalized Taxable Assessed Valuation
2-28-54	7,262,685	19.91	**	
2-28-55	7,505,097	19.60	88	8,528,519
5-31-56	8,343,508	19.59	54	15,450,941*
5-31-57	9,652,240	23.25	56	17,236,133
5-31-58	10,719,032	25.65	56	19,141,128
5-31-59	11,058,872	26.00	56	19,747,985
5-31-60	11,293,942	27.77	56	20,167,754
5-31-61	11,447,586	26.49	43	26,622,293
5-31-62	11,468,236	25.48	40	28,670,590
5-31-63	13,125,513	24.98	**	--

*The sudden increase is due to a change in the State equalization rate formula rather than any modification in the Village's assessment procedure.

**Not available.

Source: Village Treasurer.

TABLE VII-4

TAX LOAD - 1962
Village of Ardsley, New York

Type of Tax	Taxes Levied
Village	\$ 292,400
School District 5	544,514
Town	9,870
County	122,676
New York State Judiciary	2,129
Bronx Valley Sewer	7,240
Saw Mill River Sewer	<u>27,732</u>
Total	\$1,006,561
Per Capita*	\$228
Per \$1,000 Assessed Value**	\$ 88
Per \$1,000 Equalized Assessed Value	\$ 35

*Based on estimated 1962 population of 4,416.

**Based on Village assessed valuation.

Sources: Village Treasurer, Town of Greenburgh Assessor's Office.

TABLE VII-5

COMPARATIVE ANALYSIS OF TAXES AND ASSESSED VALUES
Village of Ardsley and Selected Areas

Village	Population		Area in Square Miles	Population Density 1960	Per Capita Full Valua- tion of Taxable Real Prop. 1959	Real Estate Taxes		Total Tax Rate* Per \$1,000 Full Valuation 1959	Median Family Income 1959
	1960	1950				1959	1949		
Ardsley	3,991	1,744	1.4	2,851	\$4,948	\$74.70	\$45.33	\$43.45	\$10,000+
Dobbs Ferry	9,260	6,268	2.2	4,209	4,187	50.18	33.41	40.95	8,313
Elmsford	3,795	3,147	1.1	3,450	4,690	48.15	32.20	38.82	7,084
Hastings-on- Hudson	8,979	7,565	2.0	4,490	4,191	53.65	30.03	41.62	9,030
Irvington	5,494	3,657	2.8	1,962	4,891	67.19	48.67	42.42	9,798
Tarrytown	11,109	8,851	2.8	3,968	4,335	59.48	39.78	42.55	8,090
Scarsdale	17,968	13,156	6.4	2,808	9,108	99.26	69.37	38.50	22,177
Bronxville	6,744	6,778	1.0	6,744	8,865	89.46	61.46	35.11	10,000+

*Includes the tax rate levied by the County, the Village, the Town and the average rates for School Districts.

Sources: Comparison of Revenues, Expenditures and Debt: 1949-1959 Comptrollers Studies in Local Finance, No. 1 and 1959 Tax Atlas of New York State, Comptrollers Studies in Local Finance, No. 2, both by New York State Department of Audit and Control, 1961.

U.S. Census of Population, 1960 PC (1) 34 C, Tables 34, 76; U.S. Censuses of Population and Housing, 1960, Census Tracts. PHC (1)-104, Part 2.

TABLE VII-6

TRENDS IN EXPENDITURES - GENERAL FUND
Village of Ardsley, New York

	June 1, 1956 May 31, 1957	June 1, 1957 May 31, 1958	June 1, 1958 May 31, 1959	June 1, 1959 May 31, 1960	June 1, 1960 May 31, 1961	June 1, 1961 May 31, 1962
General Government	\$ 40,274	\$ 43,306	\$ 43,845	\$ 40,975	\$ 43,624	\$ 44,175
Public Safety	75,603	87,627	95,126	94,776	102,193	107,577
Streets	61,804	62,948	69,055	62,655	78,253	85,450
Sanitation	24,940	28,418	19,295	23,621	32,135	21,249
Public Health*	26	25	24	26	27	29
Recreation	9,246	5,028	2,388	3,291	3,501	14,846
Debt Redemption**	36,684	63,060	62,628	85,450	63,987	34,688
Miscellaneous***	24,277	27,464	31,200	33,374	40,244	44,433
Total****	\$272,854	\$317,876	\$323,562	\$344,167	\$363,963	\$352,447

*Registrar of Vital Statistics.

**Includes both principal and interest on bonds and notes.

***Includes insurance, refunds, fees, various employee funds and pensions and provision for reserves.

****Individual items may not add up to totals due to rounding.

Source: Annual Report of the Village Treasurer.

TABLE VII-7

TRENDS IN NET INDEBTEDNESS
Village of Ardsley, New York

Fiscal Year Ending	Debt Limit	Net Outstanding* Indebtedness	Unused Borrowing Capacity
2-28-50	\$ 349,367	\$134,961	\$ 214,406
5-31-59	1,121,466	295,952	825,514
5-31-60	1,284,415	215,860	1,068,555
5-31-61	1,440,814	157,270	1,283,544
5-31-62	1,600,896	126,180	1,474,716

*Refers only to debt subject to legal debt limit.

Sources: Village Treasurer; Special Report on Municipal Affairs by the State Comptroller, 1950, 1960, 1961.

TABLE VII-8

STATEMENT OF INDEBTEDNESS
Village of Ardsley, New York

			Outstanding June 1, 1961	Paid During Fiscal Year	Outstanding May 31, 1962
<u>Bond Anticipation Notes</u>			\$115,000	\$20,000	\$ 95,000
<u>Bonds</u>	<u>Year of Issue</u>	<u>Interest Rate</u>			
Sewer System	1941	3.0%	4,000	1,000	3,000
Fire Apparatus	1953	3.0%	6,270	2,090	4,180
General Improvement	1955	1.8%	32,000	8,000	24,000
Total			\$157,270	\$31,090	\$126,180

Source: Annual Report of the Village Assessor.

VIII. Land Use Plan

Purposes and Principles

The chief aim of the Land Use Plan is to arrange the various uses of land in the Village so as to assure maximum compatibility and aesthetic appeal. The Village is almost completely built up, and most of its development is of very recent origin. The plan, therefore, takes into consideration that in the foreseeable future, changes outside of its older business district will probably be only minor.

Developed in accordance with currently desirable standards for residential, commercial, industrial, and recreational uses, this plan is not intended to serve as an inflexible document. To the extent that it accurately reflects the desired goals of the community with regard to its growth and development, it should be used only as a general guide by the Planning Board, Village Board of Trustees, and the Zoning Board of Appeals in the establishment of future land development policies and in the processing of applications for any exceptions thereto.

The areas which will probably be the subject of major changes are as follows:

- (1) The central business district.
- (2) The lands fronting on, or lying in close proximity to, the Saw Mill River Road (Route 9A).
- (3) V. Everit Macy Park and the Consolidated Edison right-of-way through the Village.

The Land Use Plan deals not only with lands which are subject to direct public action (such as streets, local public buildings and public

recreation areas) but also with privately owned land. With respect to the latter, the Village has only limited jurisdiction. Through its zoning regulations, it can, in effect, decide the manner in which land may be developed, when and if it does. Within the zoning limitations property owners are free to develop their property whenever they wish, if they wish. The establishment of varying land development standards in different sections of the Village can influence, but cannot cause, corresponding development to take place. Unquestionably, however, by thus regulating the use of land in each area, the Village can guide its future development along the lines generally set forth in the Land Use Plan.

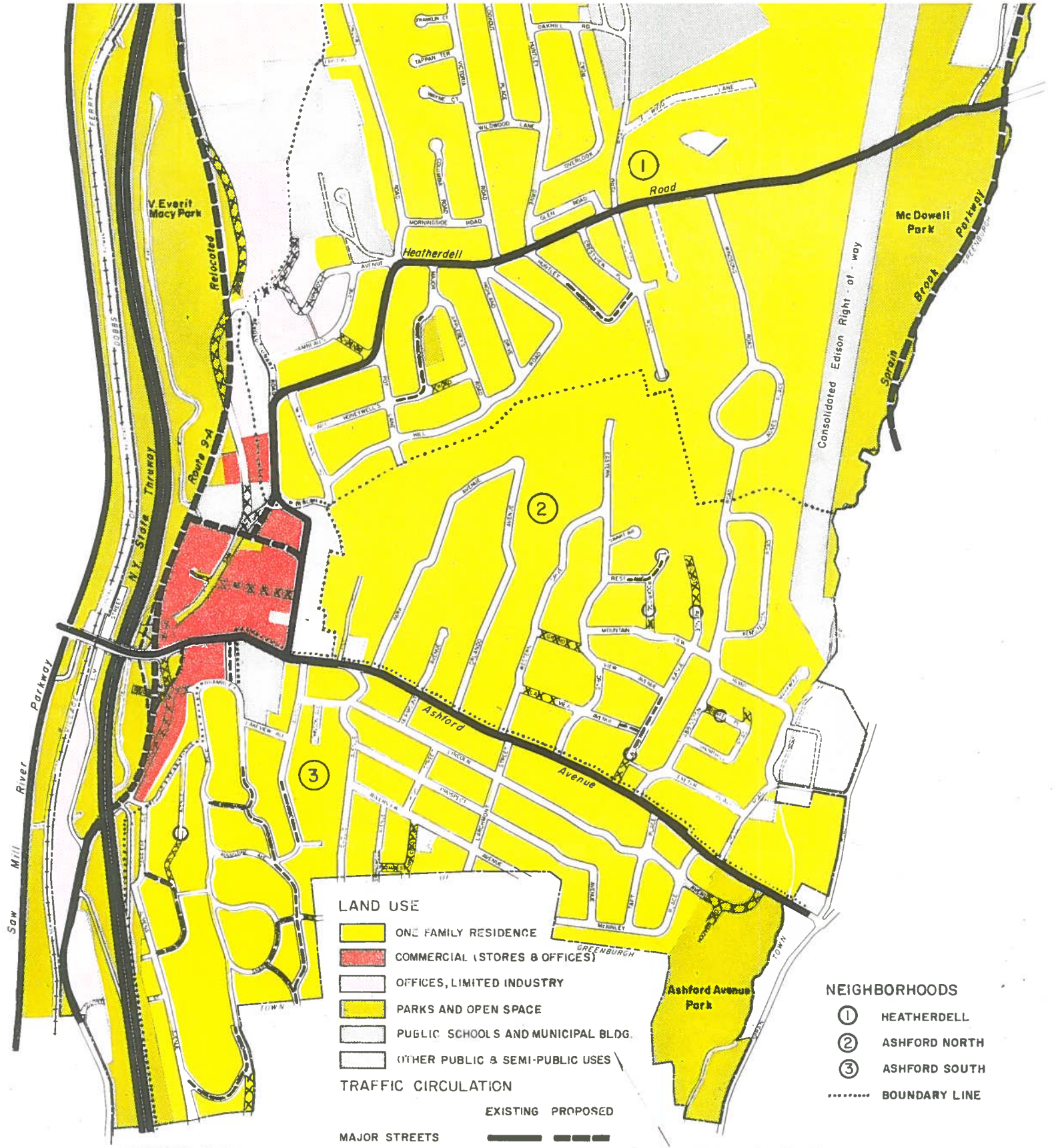
In some instances, the Land Use Plan proposals look beyond immediate feasibility. The initial zoning of such areas should, therefore, be adjusted to reflect the present market for the land. Assuming the basic assumptions underlying the Land Use Plan to remain valid, and the land to remain undeveloped, or in its original use, such areas would be rezoned in accordance with the use designated in the plan, at such time as the recommended use becomes realistically feasible.

Basic Assumptions and General Objectives

The Land Use Plan is shown graphically on the Land Use Plan map. Based on a thorough analysis of existing conditions, the plan also reflects projections of the local and regional land use, population, transportation, and economic development trends. Its proposals assume that future population growth will occur at a modest rate and that, apart from topographic limitations, the Village will choose not to permit residential development to overburden available or easily attainable public facilities and services. The Plan is calculated to provide space and public facilities for an ultimate population of some 5,000 persons, or an increase of approximately 20% over Ardsley's 1960 population of 3,991.

The Plan seeks to attain the following general objectives:

1. The achievement of a safe, healthy, pleasant, convenient, and economically sound environment for all its residents and businesses. This objective should be achieved as the Village grows as well as when it will have reached the ultimate development permitted under the Plan. The Village's ability to attain this goal will depend upon its acceptance of the following guidelines:
 - a. Throughout most of its area, the Village should limit the types of residential development to those which will be compatible with its one-family, suburban character. This should not



LAND USE

- ONE FAMILY RESIDENCE
- COMMERCIAL (STORES & OFFICES)
- OFFICES, LIMITED INDUSTRY
- PARKS AND OPEN SPACE
- PUBLIC SCHOOLS AND MUNICIPAL BLDG.
- OTHER PUBLIC & SEMI-PUBLIC USES

TRAFFIC CIRCULATION

- | | EXISTING | PROPOSED |
|-----------------------|----------|----------|
| MAJOR STREETS | | |
| MINOR STREETS | | |
| STREET CLOSINGS | | |
| TURNAROUNDS | | |
| N.Y. CENTRAL RAILROAD | | |

NEIGHBORHOODS

- ① HEATHERDELL
- ② ASHFORD NORTH
- ③ ASHFORD SOUTH
- BOUNDARY LINE

THIS PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE BOARD OF ZONING AND PLANNING. THE BOARD OF ZONING AND PLANNING HAS REVIEWED THIS PLAN AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ZONING AND PLANNING ORDINANCES OF THE VILLAGE OF ARDSLE. THE BOARD OF ZONING AND PLANNING HAS ALSO REVIEWED THIS PLAN AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ZONING AND PLANNING ORDINANCES OF THE VILLAGE OF ARDSLE. THE BOARD OF ZONING AND PLANNING HAS ALSO REVIEWED THIS PLAN AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ZONING AND PLANNING ORDINANCES OF THE VILLAGE OF ARDSLE.

Land Use Plan

VILLAGE OF ARDSLE
Westchester County, New York

RAYMOND & MAY ASSOCIATE
Planning and Urban Renewal Consultants, Feb. 1966

preclude the possibility that, in relatively isolated areas, some multi-family development might be appropriate. If developed, multi-family development should be carefully related to existing development, to topography, and to the road pattern.

- b. All dwellings should provide sufficient area, privacy, comfort, and convenience to meet accepted standards for healthy family living.
- c. While New York City will probably continue to serve as the most important single employment center for Ardsley residents, the Village should endeavor to promote office and/or research laboratory development in appropriate areas, to strengthen its tax base and thus assure the continuance of the present high level of community services.
- d. Retail facilities should be developed to an extent adequate to meet the day-to-day needs of its residents.
- e. The present character of the Village's Central Business District has been molded by a diversity of property ownership and small lot development. Its redevelopment should maximize opportunities for land assembly to permit development in accordance with present day standards. Wherever existing uses cannot provide their own, off-street parking facilities, as needed to assure the proper functioning and growth of the Village's retail establishments, such facilities should be provided in the form of municipal off-street parking lots.
- f. While provision should be made for increased employment in commerce and the professions, this should be done without permitting incompatible uses to infringe upon, or otherwise undesirably affect the character of, adjacent residential areas.
- g. The widest possible range of educational and recreation facilities should be provided to adequately serve the needs of the community. These facilities should be so located as to be easily accessible to all residents.
- h. Residential growth should not be allowed to overcrowd schools, recreation facilities, and other public institutions.
- i. Traffic congestion should be prevented, and if possible, reduced through the provision of a coordinated system of streets to serve, separately, the needs of through and local traffic.

2. Ardsley's most important natural resources, namely its land, air, and water, should be preserved. At present, the supply of usable land is almost exhausted. Good water is available and the atmosphere is clean. To preserve these assets or to use them to best advantages, pollution of streams or the atmosphere should be avoided, and public land needs should be anticipated in advance, to enable the Village to acquire the earmarked properties while still available.
3. The Village's economy should be strengthened and the efficient provision of public services assisted by the following means:
 - a. The Village's tax base should be stabilized and diversified.
 - b. Slums and blight should be prevented, possibly through the adoption and enforcement of a property maintenance code.
 - c. The future development of all types of land uses should be such as to permit provision, at reasonable cost, of the public facilities needed to serve them efficiently.
4. The attractiveness of the landscape should be preserved and monotony in any future development should be avoided.

Future Residential Land Uses

- (a) Low Density One-Family - As developed today, the Village of Ardsley is a community predominantly devoted to one-family homes. The amount of vacant or sparsely developed land which is still available for development is almost insignificant. In addition, due to the fact that most of its development occurred as late as the 1950's, under the strict control of modern zoning and subdivision regulations, there are few, if any, incompatible land uses intermixed with residences. Areas which have developed with non-residential uses, as well as still vacant land which can be used for the expansion of such uses, are limited to a narrow corridor along Saw Mill River Road (Route 9A). Existing topography in the Saw Mill River Valley, which determined the location of the super highway systems which run through it, has also effectively prevented the extension of non-residential uses into the single family house areas. Due to these topographical conditions, and the fact that Ardsley's neighborhoods are completely built-up with recent development, the Plan foresees no change in their present character and

net density* range of approximately 1 to 5 units per acre.

- (b) Consideration of High-Rise Luxury Apartment House Development - Although the Plan does not propose any area in the Village for apartment house development at this time, a detailed study was made to determine the desirability of such use. Specifically, the study addressed itself to the possible utilization for high-rise apartments of the old excavations along the east side of Saw Mill River Road (Route 9A), running north from the Water Wheel Inn to the Village line. This area was considered to be potentially suitable for apartment development since it could be developed in a manner which would conceal tall buildings from almost all residentially zoned lands in the Village. Topography in the area rises approximately 110 feet, from an elevation of some 160 feet along Route 9A to about 270 feet in the rear of dwellings fronting on Concord Road. Development of the area could be accomplished, in a manner which would assure adequately landscaped and safe slopes at the rear of the Concord Road properties. Zoning Ordinance provisions could be amended so as to achieve desirable standards of density, height and land coverage of buildings. Ample yard requirements could protect adjoining properties. When combined with other open space provisions, and with requirements for screening, landscaping and off-street parking, these controls would insure that the apartments to be built would be in harmony with the development of the remainder of the Village. If Site Development Plan approval by the Planning Board of the layout of each apartment site were to be required in the Zoning Ordinance, the exact location of all structures, facilities and landscaping, and of all points of ingress and egress, would be subject to approval by the Planning Board prior to the issuance of any building permit.

In evaluating the desirability of proposing this land use, a number of studies relating to apartment house construction in other suburban communities were analyzed. These studies were concerned with the effects of such development on existing community character and municipal services, the number of school-age children which such a development might bring, the tax revenue produced by this use as compared with other land uses, the type and income levels of the probable residents of such units, and the benefits to be derived by the local shopping area. Services can be provided for

*Dwellings per acre of land used for residential development, exclusive of street rights-of-way.

apartment developments with considerably greater efficiency and economy than for single-family homes. The luxury apartment houses added a significant amount of tax revenue to the community base, but contributed very few school-age children. In addition, their usually well-to-do occupants contributed substantial consumer buying power to the local shopping area. The studies indicated that, for these reasons, high-rise luxury apartment houses demanded less in municipal services than the taxes they paid would cover.

The above data, combined with the exceptional location advantages offered by the Route 9A sites, suggests that the designation of the area involved for high-rise luxury apartment house development should be one of the alternatives which the Village should seriously consider. However, since this would represent a significant change in Village development policy the determination as to whether or not such uses should be permitted should be made only after considerable public discussion of all possible alternatives.

Future Commercial and Industrial Land Uses

The Land Use Plan proposes three types of commercial use areas, as follows:

- (a) The Central Business Commercial use area designation includes all retail and service activities, offices, and public and private off-street parking facilities. This designation is proposed for the Village's Central Business District and along Saw Mill River Road (Route 9A), from Revolutionary Road south as far as Fuller Avenue. The proposed boundaries of the Central Business Commercial use area include sufficient land for the redevelopment of the Central Business Area after the reconstruction of Route 9A. The area boundaries have recognized the limitations imposed by topography and the inviolability of publicly owned lands. While limiting the extent of the Central Business Commercial development, however, these limitations provide ample protection for immediately adjacent residential areas. A detailed analysis of the Central Business District and an illustrative development plan is presented in Chapter XI.
- (b) The General Commercial use area would include all types of retail and service facilities, and, in addition, research and design laboratories, wholesaling and storage facilities, and certain types of small, non-nuisance, light manufacturing establishments. The

area designated for this type of development stretches along Route 9A, south of the New York State Thruway and the Central Business District. With the exception of several residential parcels existing development in the area fits into the proposed development plans. The 4 or 5 residences are adversely affected by the proximity of the New York State Thruway, and Route 9A, which is scheduled for widening. Their continued existence in the area would be undesirable in the face of these severely adverse environmental conditions.

- (c) The Office and Limited Industry use area, restricted to offices, research laboratories, places of assembly, and certain types of non-nuisance industry on large lots, is proposed for the area north of the Central Business District, along the east side of Route 9A. The reconstruction of Route 9A is expected to be the cause of immediate pressures for development in this area. The uses in this category are intended to enhance Ardsley's non-residential tax base. The possible utilization of this area for high-rise luxury apartment houses has been discussed above.

Future Public and Semi-Public Uses - In general, the public and semi-public uses shown on the Plan reflect the presence of existing facilities, which are considered to be adequate. With the exception of a possible new Municipal Building on a new site in the redeveloped Central Business District (see Chapter XI) and a new Highway Department Building on Route 9A, no other changes have been indicated.

NEIGHBORHOOD ANALYSES

To assure adequate community facilities in each of the residential areas in the Village of Ardsley, the community has been divided into three planning neighborhoods. Each of the neighborhoods is bounded by major or collector streets, by significant changes in topography, or both. Only one boundary line conforms with the United States Census enumeration district boundary. In all cases, the boundaries should be considered as tentative, although they will be found to coincide generally with accepted ideas of Village neighborhood areas.

Neighborhood #1 - Heatherdell

This neighborhood is located in the northern portion of the Village. It is bounded on the north and east by the Town of Greenburgh, on the south by the ridge line which separates Neighborhoods #1 and #2; and on the west by the top of slope of lots fronting on Saw Mill River Road (Route 9A).

Existing Land Use

The neighborhood is devoted almost entirely to single family houses, most of which average ten years of age. Also located in this neighborhood are McDowell Park, the Scarsdale Bath and Tennis Club (at the easterly end of Heatherdell Road) and a commercial nursery (in the vicinity of the High School).

Existing Zoning

Residential zoning includes the R-1 District (40,000 sq. ft.) for the area north of the lots fronting on Overlook Road and Hilltop Road, and R-2 and R-3 Districts (10,000 sq. ft. and 7,500 sq. ft., respectively) for the remaining residential areas.

Population Potential and the Land Use Plan

The present population of this neighborhood is estimated at 2,125. If all suitable vacant or sparsely developed residential land were to be developed as permitted by the present zoning ordinance, the population could increase by close to 200 people, to reach about 2,300. The proposed Land Use Plan would leave the ultimate population unchanged from that permitted under the existing zoning.

Recreation and Open Space

Open space recommendations for this neighborhood are:

- (1) that portions of the Consolidated Edison right-of-way be utilized for neighborhood park and playground purposes; and
- (2) that the existing Village lands fronting on the unimproved right-of-way of Flint Lock Lane be developed as a neighborhood park facility as soon as funds are available.

Neighborhood #2 - Ashford North

This neighborhood is bounded on the north generally by the ridge which separates it from Neighborhood #1, on the east by the Town of Greenburgh, on the south by Ashford Avenue and on the west by the Central Business District.

Existing Land Use

Except for several small multi-family residences and the two aquatic industries (situated at the neighborhood's eastern boundary) the area is developed almost entirely with one-family residences. The Church of Our Lady of Perpetual Help and its Parochial School are other land uses found in this neighborhood.

Existing Zoning

The R-3 District classification, requiring 7,500 square feet of lot area for each single family dwelling, covers most of the neighborhood. The exceptions are:

- (1) An R-1 District classification, requiring 40,000 square feet of lot area for each dwelling unit, runs along the south side of King Street, and along both sides of the northerly ends of Park and Orlando Avenues and Western Drive, to the neighborhood's northern boundary.
- (2) An R-A (Residential and Aquatic Agricultural) District classification is mapped in the area bounded by Sprain Road, Ashford Avenue, Cross Road and the Village boundary.

Population Potential and the Land Use Plan

The present population of this neighborhood is estimated at 1,105. Due to the almost total lack of open land, the ultimate population of the area could no longer increase significantly without a basic change in the zoning policies of the Village.

Recreation and Open Space

Open space recommendations for this neighborhood are:

- (1) that portions of the Consolidated Edison right-of-way be made available for use as a means of access to McDowell Park from the Ashford North Neighborhood; and
- (2) that selected sites within the right-of-way be developed as neighborhood park and playground areas.

Neighborhood #3 - Ashford South

Neighborhood #3 is bounded by Ashford Avenue on the north; by the Town of Greenburgh on the east and south; and Ridge Road, Fuller Avenue and the New York State Thruway on the west.

Existing Land Use

The area is predominantly an area of older one-family homes, with some scattered two-family residences.

The 1960 United States Census of Housing indicates that 1,034 of the Village's housing units were structurally sound, 20 were deteriorating, 3 were dilapidated and 2 units were of sound construction but lacking only hot water. Observation of building exteriors made during field inspections indicated that there were hardly any homes in this neighborhood which showed signs of deterioration. The few seriously deteriorating and dilapidated structures reported by the Census were noted to be concentrated only within the Central Business District.

Existing Zoning

Except for the Village owned land (at the southeastern corner of the community) which is contemplated for a proposed community park, and which is zoned "R-2", all other lands are subject to the requirements of the "R-3" District.

Population Potential and the Land Use Plan

The present population of this neighborhood is estimated at 1,180. The Land Use Plan proposes that the low density character of the neighborhood be retained. If all suitable vacant, or sparsely developed, residential land were built up as permitted in the present zoning ordinance or as contemplated under the Comprehensive Master Plan, the population could reach 1,525.

Recreation and Open Space

At present, approximately 16.5 acres of Village-owned lands, at the easterly end of Neighborhood #3 (at Ashford Avenue and Sprain Road), are available for the development of a large park and playground. From a purely quantitative point of view, this area is more than adequate to serve the present and foreseeable population needs of Neighborhoods #2 and #3. However, in order to assure that neighborhood playground and park facilities will be available within convenient reach of all

residents, the Village should, whenever the opportunity arises, acquire open space at the westerly end of Neighborhood #3. Many residents of this neighborhood live a considerable distance away from the existing McDowell Park and the proposed Ashford Avenue Park, which, therefore, cannot be said to serve their needs adequately.

IX. Street and Traffic Circulation Plan

One of the most important objectives of the Comprehensive Master Plan is to help the Village maintain freedom of circulation and achieve the highest possible degree of traffic safety. An inadequate and poorly functioning traffic circulation system can not only be costly to its users and to the general public, but, and most importantly, obsolete traffic facilities frequently endanger lives. Since, generally, the factors tending to increase traffic volumes (such as increases in population, use of motor vehicles, and intensification of land use) have risen sharply in recent years, not only in Ardsley, but throughout Westchester County and the New York Metropolitan Area, the obsolescence and inadequacy of certain segments of the Village's street system become more apparent each year. In fact, were it not for the opening of the New York State Thruway in 1955, traffic movement along Route 9A might well have reached a point of hopeless congestion.

The Village's arterial and major streets were not designed to accommodate the heavy volumes of vehicular traffic currently using them. The street pattern has been determined mainly by topographic conditions. The Saw Mill River valley is a main traffic corridor, now used by the Saw Mill River Parkway, the New York Central Railroad, the New York State Thruway and the Saw Mill River Road (State Route 9A). East of the valley, topographic conditions have permitted only one north-south route to be built, namely the Windsong Road-Abington Road system at the easterly edge of the Village which connects the Heatherdell Road and Ashford Avenue areas. The other north-south road through the Village, Route 9A, also serves as the main business street, thus having to fulfill the totally incompatible functions of serving the needs of through and local traffic as well as those of the abutting land uses.

The specific objective of the proposed Street and Traffic Circulation Plan is to increase the efficiency and the safety with which people and goods move within and through the Village by separating, to the maximum extent possible, through regional traffic from purely local traffic, and by reducing the number of hazards and potential accidents on all streets within the Village.

To the extent that this objective can still be accomplished in view of the limitations imposed by existing development patterns and by topography, it is essential that the Village proceed to do so without delay.

Existing Street System and Traffic Patterns

Ardsley's principal circulation arteries consist of the following routes:

1. The New York State Thruway (Interstate Route 87) provides a high-speed, limited access, expressway from New York City to Buffalo and the Ohio State line. Opened in 1955, this six-lane, divided arterial has one northbound "off"-ramp and one southbound "on"-ramp at Saw Mill River Road (Route 9A). To obtain access to and from the Thruway, most Dobbs Ferry, Ardsley and other local travelers must travel through the Route 9A-Ashford Avenue intersection.
2. Saw Mill River Road (New York State Route 9A) through Ardsley is a meandering two lane highway, which is part of an arterial connecting New York City with Peekskill and points north. Prior to the opening of the New York State Thruway, Route 9A was one of the main traffic arteries into New York City. With the construction of Interstate 87, a large volume of the through traffic has been removed. Nevertheless, it still serves high volumes of traffic, which are constantly increasing as more and more development takes place in the general area through which it runs.
3. Ashford Avenue is the Village's major east-west route. Starting in the Village of Dobbs Ferry, it runs easterly through Ardsley to an intersection with Sprain Road in the Town of Greenburgh. Traffic along Ashford Avenue is confined to two lanes for its entire length east of Saw Mill River Road.
4. Heatherdell Road extends from an acute intersection with Route 9A in a northerly direction. It runs over difficult terrain and through a relatively densely populated residential area toward the "Four Corners" intersection of Route 100A with Central Avenue in the Town of Greenburgh. This street, with its two traffic lanes, is the only other east-west street in the Village.

Traffic Counts

Visual impressions of traffic movements are not a reliable measure of their volume and nature. The only means of securing accurate, permanent, and comparable records of traffic volumes, and of detecting changes in volume due to basic changes in the street pattern or in traffic regulations, is the taking of traffic counts. No traffic artery can keep on accommodating ever higher traffic volumes without breaking down. As traffic volume increases beyond its practical capacity,* the increased traffic density causes substantial delays. The resulting lower density causes substantial delays. The resulting lower and more uniform speed enables the highway to accommodate a traffic volume approaching its possible capacity.** When this volume is exceeded, congestion sets in, speed drops greatly, with a resulting sharp reduction in the traffic carrying capacity of the street.

Traffic counts can keep the community informed of the status of its street system and give it advance warning of major problems which may be developing. In view of the benefits to be derived from a systematic compiling of traffic volume data, we recommend that the Village undertake a coordinated permanent program of traffic counts along all its major streets, as well as minor streets of local importance. Seasonal volume checks repeated from year to year and so designed as to be directly comparable, are essential if impending traffic problems are to be identified before they become unmanageable. Such counts will particularly aid in the evaluation of the effect on the traffic pattern of any improvements which may be undertaken in the Village itself or in its vicinity.

Should the Village undertake such traffic counts, we suggest that they be recorded in accordance with standard New York State practice, to

*Practical capacity is the maximum number of vehicles that can pass a given point on a roadway or in a designated lane during one hour without the traffic density being so great as to cause unreasonable delay, hazards, or restriction to the driver's freedom to maneuver under the prevailing roadway and traffic conditions. General definitions used in this report are taken primarily from "A Policy on Arterial Highways in Urban Areas" by the American Association of State Highway Officials, Washington, D.C., 1957.

**Possible capacity is the maximum number of vehicles that can pass a given point on a lane or roadway during one hour, under the prevailing roadway and traffic conditions, regardless of their effect in delaying drivers and restricting their freedom to maneuver.

make possible comparisons with available data and such supplementary data as may be recorded by the State and County.

Traffic Volumes and Street Capacities

Traffic count data along Route 9A is available from the New York State Department of Public Works. The Westchester County Department of Public Works has some traffic counts for several other streets in the Village. Counts made on Route 9A, in 1960*, near the Water Wheel Inn Restaurant (0.9 miles south of the intersection of Route 100B with Landers Road) registered an AADT** of 9,681 cars. The New York State Department of Public Works indicates that the design hour*** for Route 9A at this location is 830 vehicles. The "practical capacity" is 7,000 to 12,600. Judged by these standards, the present traffic volume on Route 9A exceeds its practical capacity. South of Ashford Avenue, which syphons off a great deal of traffic, counts would probably show an even higher volume.

Turning movement counts taken at the intersection of Route 9A and Ashford Avenue on Thursday, February 25, 1960 and Thursday March 15, 1962 are compared in Tables IX-1 and IX-2.

*Report on Traffic Volumes on State Routes - 1960-1961, by the New York State Department of Public Works, Bureau of Highway Planning and Programming.

**The annual average daily traffic (AADT) is the total traffic for the year divided by 365. This volume is essential in determining annual usage for expenditure justification, in design of structural elements of the highway, and in estimating future traffic from which the design-hour is derived.

***Design Hour - One of the higher traffic volumes at the described location, estimated for a future year (generally 20 years hence) measured in vehicles per hour in the direction of heavier volume, which serves as a basis for forecasting traffic for the recommendation of the geometric design of any proposed highway improvement at this location.

TABLE IX-1

TRAFFIC COUNTS ON ROUTE 9A - SAW MILL RIVER ROAD
February 25, 1960 and March 15, 1962

Hour	ROUTE 9A											
	Northbound on Route 9A						Southbound on Route 9A					
	Right Turn to Ashford Avenue EB*		Thru Traffic on Route 9A		Left Turn to Ashford Avenue WB**		Right Turn to Ashford Avenue WB**		Thru Traffic on Route 9A		Left Turn to Ashford Avenue EB*	
	1960	1962	1960	1962	1960	1962	1960	1962	1960	1962	1960	1962
7 AM-8 AM	56	22***	178	72***	41	36***	317	186***	291	174***	46	9***
8-9	19	27	189	213	59	75	281	254	244	269	27	48
9-10	18	33	88	150	40	66	157	159	138	211	27	58
10-11	8		89		33		153		135		20	
11-12	17		121		37		155		184		30	
12N-1 PM	22		105		37		104		140		32	
1-2	26		136		52		173		200		48	
2-3	23		151		54		179		219		51	
3-4	16		130		55		167		209		64	
4-5	41		189		93		256		236		60	
5-6	53		217		87		328		225		68	
6-7	38		175		79		231		201		59	
Total												
12 Hours	337		1,768		717		2,501		2,422		532	

*E.B. = eastbound.

**W.B. = westbound.

***7:15 - 8:00 AM.

TABLE IX-2

TRAFFIC COUNTS ON ASHFORD AVENUE
February 25, 1960 and March 15, 1962

Hour	<u>ASHFORD AVENUE</u>											
	<u>Eastbound on Ashford Avenue</u>						<u>Westbound on Ashford Avenue</u>					
	<u>Right Turn</u>		<u>Thru Traffic</u>		<u>Left Turn</u>		<u>Right Turn</u>		<u>Thru Traffic</u>		<u>Left Turn</u>	
	<u>to Route</u>		<u>on Ashford</u>		<u>to Route</u>		<u>to Route</u>		<u>on Ashford</u>		<u>to Route</u>	
	<u>9A SB*</u>		<u>Avenue</u>		<u>9A NB**</u>		<u>9A NB**</u>		<u>Avenue</u>		<u>9A SB*</u>	
	1960	1962	1960	1962	1960	1962	1960	1962	1960	1962	1960	1962
7 AM-8 AM	161	58***	140	56***	322	160***	92	42***	159	96***	87	43***
8-9	146	137	140	122	346	265	96	86	153	193	105	98
9-10	81	95	67	108	166	180	65	91	93	111	41	42
10-11	62		89		150		54		70		30	
11-12	63		100		213		76		92		21	
12N- 1 PM	57		85		161		56		86		26	
1-2	70		93		190		64		88		24	
2-3	75		105		189		70		79		26	
3-4	59		111		192		73		81		35	
4-5	118		134		235		72		131		38	
5-6	120		133		265		68		136		28	
6-7	101		105		220		53		110		19	
Total												
12 Hours	1,133		1,304		2,649		839		1,278		480	

*SB = southbound

**NB - northbound.

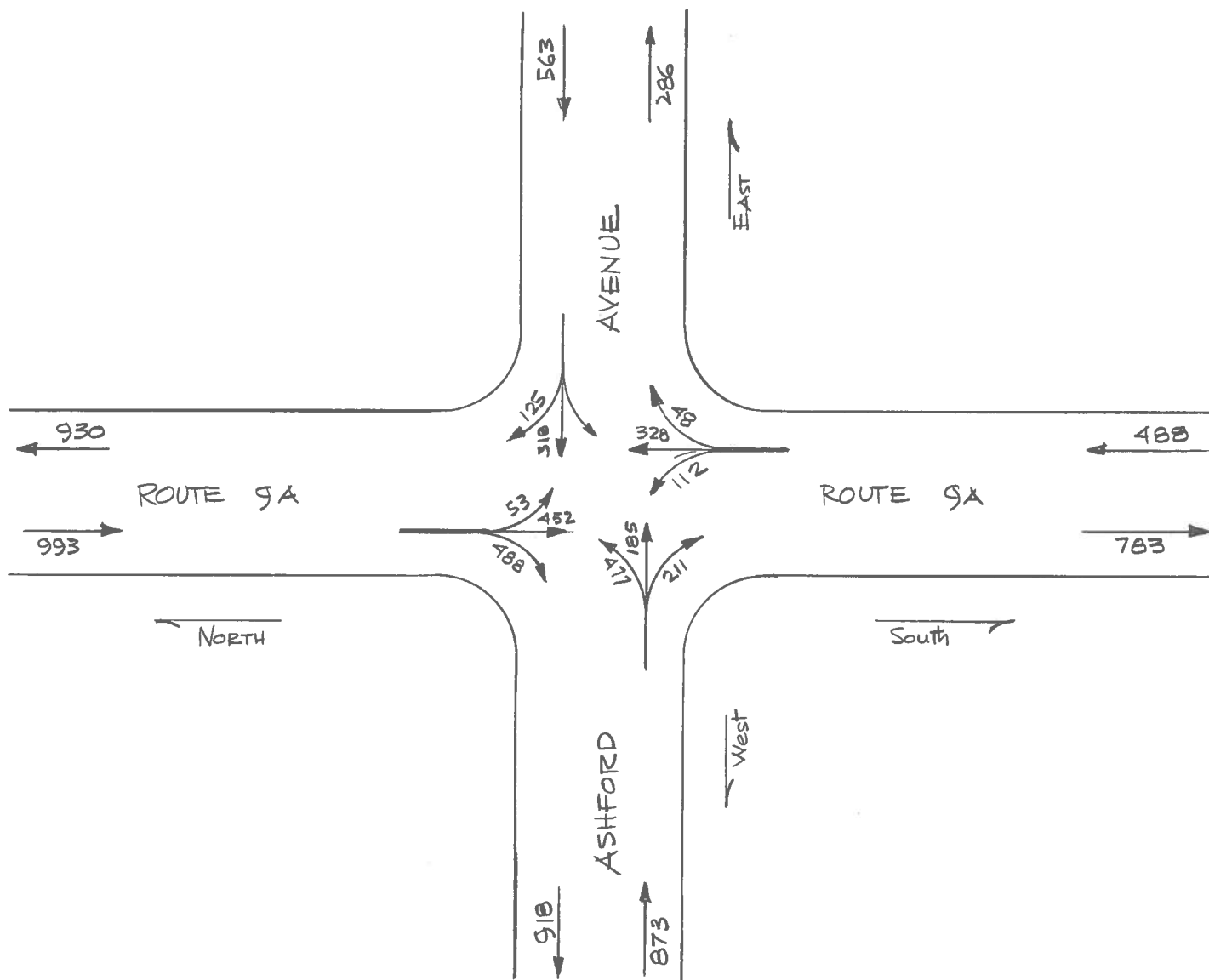
***7:15 - 8:00 AM.

In addition to the information reported in the above tables, the New York State Department of Public Works has theoretically expanded the traffic movements through the Route 9A Ashford Avenue intersection, using the March 15, 1962 traffic counts, to arrive at a 1982 design hour for the intersection. This is shown in the following chart.

CHART 1

TURNING MOVEMENTS AT ASHFORD AVENUE FROM
COUNT MADE MARCH 15, 1962; EXPANDED TO 1982
DESIGN HOUR

Village of Ardsley, New York



Traffic counts taken by the Westchester County Department of Public Works on Ashford Avenue in the vicinity of Western Drive during August 10, 1961 registered an AADT of 4,000 vehicles eastbound and 4,570 westbound. The "practical capacity" on this type of street is 3,000 to 6,000 and the "possible capacity" is 4,300 to 8,400. Thus, Ashford Avenue east of Route 9A has a traffic volume which has reached its "possible capacity" and is thus no longer adequate to handle its traffic volumes. On July 26, 1962 counts taken on the Ashford Avenue bridge east of the Saw Mill River Parkway ramp indicated an eastbound AADT of 6,730 and a westbound AADT of 6,360 vehicles. The "practical capacity" on this section of Ashford Avenue is 6,000-13,000 and the "possible capacity" is 8,400-18,200. Thus, this portion of Ashford Avenue is able to handle its traffic volumes.

The above traffic count and turning movement data definitely indicates that in recent years there has occurred a general increase in traffic volumes in all directions, and that the main traffic flow will remain east-west, between Route 9A and the Saw Mill River Parkway and Dobbs Ferry. Without doubts the movements towards the Saw Mill River Parkway and Dobbs Ferry can be attributed to local commuter and shopping traffic; whereas the remaining north-south movements on Route 9A have county-wide implications. Based on the design hour forecast for 1982, according to the Department of Public Works Geometric Highway Standards for Urban, Primary and Secondary Highways, Route 9A falls into the design class #5, which calls for a pavement width of at least 48 feet, with parking prohibited. Existing pavement on Route 9A varies from 23 feet to 25 feet (see Table IX-3).

Traffic Accidents

Evidence of probable deficiencies in the Village's existing street system is also furnished by the number, location, and frequency of traffic accidents. The accompanying map "Traffic Accidents, 1963" shows the location of reported traffic accidents involving property damage and/or injury (see Table IX-4). This map shows clearly that accidents occur primarily at street intersections along the Village's major streets. Few accidents occur on strictly residential streets.

In 1961 83 accidents were reported to have occurred on Village streets, resulting in 20 injuries. The 128 accidents (with 57 injuries) reported in 1962 represented an increase of 54% in accidents over the previous year. The year 1963 saw a 14% decrease, since only 110 accidents (with 35 injuries) were reported. While most accidents occurred at intersections, quite a few occurred between intersections. The high incidence of accidents at certain intersections is due to such factors as



EACH DOT REPRESENTS ONE TRAFFIC ACCIDENT

SOURCE: Ardsley Police Department

Map prepared by Raymond & May Associates, Inc. for the Village of Ardsley, Westchester County, New York. The map shows the location of traffic accidents in 1964. The map is based on data provided by the Ardsley Police Department. The map is not to be used for any other purpose without the written consent of Raymond & May Associates, Inc.

Traffic Accidents 1964

VILLAGE OF ARDSLEY
Westchester County, New York

RAYMOND & MAY ASSOCIATES
Planning and Urban Renewal Consultants, Feb. 1964

poor visibility, inadequate signalization or channelization, or improper street alignment causing unexpected movements. Of the 110 accidents, 41 occurred at street intersections. Furthermore, 20 of the 21 accidents which occurred at street intersections (or 18% of the Village total) were concentrated at the following two locations:

1. Route 9A, between the Village line and Sylvia Avenue: (4 accidents)
2. Route 9A, Addyman Square and Ashford Avenue: (16 accidents)

In all, Route 9A was the location of 44 accidents, or 40% of all accidents in 1963. Of considerable interest is the fact that 15 of the 110 accidents (or 13.7% of the total) occurred in parking lots or at their exits.

The recent rise in accidents may be accounted for only partially by factors such as varying weather conditions, variation in the number of minor accidents reported, etc. In general, it reflects the increased use of the Village street system and emphasizes its increasing inadequacy. Along with a record of traffic counts, a careful recording and comparison of traffic accidents may help the Village formulate plans for the remedying of these conditions. We recommend that the Police Department submit an annual report to the Village Board, containing the following data:

- a. The location and type of all accidents, marked on a map of the Village similar to the map presented herein (such a map to be filed at the end of the year for annual comparison with maps drawn in subsequent years).
- b. The total of all accidents for the period, classified by type, and comparisons with previous periods.
- c. A full report of a detailed analysis of all accidents in which poor road design, inadequate signs or signals or other physical factors played a part.

Such reports would enable the Village to present a graphic record of traffic trouble spots to the State and County Departments of Public Works, or to its own citizens in support of recommended improvements. Such reports would also make possible a continuing program of evaluation of the effectiveness of such traffic improvements as are made.

Future Traffic Demands on the Village Street System

Between 1930 and 1960 the population of Westchester County rose by 55.3%. During the same period, the total number of motor vehicles

increased by 144%, while the number of passenger and suburban vehicles, only, increased 155% (see Table IX-5). Westchester County had almost three times as many cars in service in 1960 as it did in 1930. In 1930 there was one passenger or suburban vehicle for every 4.3 persons in the County. By 1960, the proportion of vehicles to persons in Westchester had increased to one passenger or suburban vehicle for every 2.6 persons. When compared to the average Westchester County household size of 3.2 persons, it is apparent that a substantial number of families own more than one car. Based on these figures and on the probable continuation of the upward trend in automobile ownership, it would appear reasonable to assume that all street systems throughout the County will ultimately have to accommodate at least one additional car for every 2.5 additional people in the area.

The Comprehensive Master Plan will permit the population of the Village of Ardsley to increase by some 20%. If only considering the above, it can be seen that, if measures are not taken to improve and strengthen Ardsley's existing traffic circulation pattern, the soundness of the Village as a place in which to live and do business may be severely affected.

Proposed Street and Traffic Circulation Plan

The proposals set forth in this circulation plan and shown on the Land Use Plan Map are designed to satisfy present needs and such future needs as are expected to develop from the continuing increase in vehicular traffic caused by increased intensity of development in the Village and its immediate surroundings. Topographic maps, aerial photographs, and land use maps, as well as numerous field inspections, were used in determining the approximate alignment of proposed streets. While all proposed alignments were inspected in the field, they are tentative and subject to change resulting from the findings of more accurate engineering surveys.

The proposals set forth herein are in part specific and in part general in nature. Minor deviations from such routes as are shown on the Land Use Plan Map would not materially alter its basic intent. We wish to stress, however, that in most instances, the choice of alternate alignments is exceedingly limited.

Functional Street Classification of Existing Streets and Existing General Street Deficiencies

The proposed classification of the Village's more important existing streets according to a functional system classification is shown in Table IX-6.

This classification is based on the standards outlined below. It should be noted that many of the streets listed in Table IX-6 fall short of optimum right-of-way and pavement width requirements. As the creation of an efficient circulation system in Ardsley is dependent, in large measure, on the utilization of existing streets, any future improvement of the streets which make up the Village's major street system, would represent a significant improvement to the system as a whole.

Functional Street Classification System

Where opportunities to build new highways, or radically change existing highways, still exist, road planners divide the street system into the following categories:

Arterial Highways
Secondary Arterials (or Collector Streets), and
Minor Streets

Arterial highways are further subdivided into major streets and expressways.*

Major streets are designed to carry substantial volumes of traffic rapidly and smoothly from one section of a community to another, or to an adjoining community. Although intersections are usually at grade and access to major streets is not generally controlled, the opening thereon of private driveways, alleys and business entrances (including entrances to parking lots) should be reduced to a minimum. Ideally, a major street should provide at least four lanes of traffic, plus a dividing strip, with curb parking entirely prohibited, and a design speed of 30 miles per hour in such built-up districts as Ardsley. The theoretical minimum right-of-way width for a major street permitting parking is 88 feet (see Table IX-6).

When permitted, parking should be parallel to the curb only. If necessary to expedite traffic flow, parking should be prohibited entirely during peak hours. Therefore parking lanes should be 10 to 12 feet wide so that they can be utilized as additional traffic lanes. Wherever applicable, storage lanes at intersections and turnout lanes for bus stops, should also be provided.

*Design features and general definitions used in this report in connection with arterial highways are taken primarily from "A Policy on Arterial Highways in Urban Areas" by the American Association of State Highway Officials, Washington, D.C., 1957.

Expressways. The term "expressway" generally describes a controlled access highway with grade separations at all cross street intersections. If limited to passenger car traffic, an "Expressway" becomes a parkway. Ardsley contains examples of both, in the New York State Thruway and the Saw Mill River Parkway. No other highways of this nature are possible within the Village.

Secondary Arterials or Collector Streets. Secondary arterials or collector streets are those intra-village streets which function as carriers of predominantly local traffic, from their origin in minor streets and scattered developments, to major streets. In many cases a collector street serves to connect two arterials. The width of a collector street right-of-way should be sufficient to accommodate two lanes of moving traffic, with properly designed shoulders. Theoretically the right-of-way width should not be less than 60 feet (see Table IX-6). Access to abutting properties is usually permitted, as is a minimum amount of parallel parking. A collector street need not be designed for high speed travel, but should be relatively direct and present no sharp curves or steep grades. Unless this can be achieved, motorists frequently use minor streets which results in increased traffic hazards in residential districts.

Minor Streets. Minor streets are designed for the purpose of giving direct access to abutting properties. Their design should discourage through traffic and excessive speeds. In residential development, the recommended minimum right-of-way width where parking is permitted is 50 feet. Where the abutting land will be developed for business or industry, it is desirable to increase the width of the right-of-way to 60 feet or more, depending upon the kind and volume of traffic expected to develop.

The function of one type of street should not be imposed on another. Thus, for example, minor streets should not be required to carry through traffic, nor should major streets be required to provide continuous access. If they are, they fail to fulfill their primary purpose safely and efficiently. For each type of street to function as expected, its improvement standards should be determined in accordance with its role in the over-all street system.

Proposed New Streets and Improvement of Existing Streets

From our study of the existing circulation system, traffic volumes, anticipated residential, commercial, and industrial growth, and probable increased future use of the Village's streets, the following improvements are deemed necessary in order to achieve the goals previously outlined in this chapter:

1. Saw Mill River Road (New York State Route 9A)

For more than fifteen years the New York State Department of Public Works has been contemplating an improvement in the alignment and pavement width of Route 9A. Within the past year three possible road alignments have been considered by the Department of Public Works. They are:

- A. Plan "A" - A compromise proposal by the State which would provide for a widening of Route 9A through the shopping area. This widening and the proposed Ashford Avenue grade separation would result in the elimination of the Post Office building and Gulf Station north of Ashford Avenue as well as of all structures on the westerly side of Route 9A south of Ashford Avenue. Other structures would be taken to afford space for the ramps necessary to complete the Ashford Avenue interchange. Under this scheme, access to Addyman Square would be rendered most difficult since the entrance to the Square would adjoin one of the interchange ramps. Thus, although most of the buildings housing the Addyman Square business community would be preserved intact, the curtailment of access to the area and lack of off-street parking facilities would probably soon destroy its ability to fulfill its function.
- B. Plan "B" - represents a Chamber of Commerce proposal for a complete Route 9A by-pass of the Ardsley business area. Under this proposal, Route 9A would cut through V. Everit Macy Park, cross over the Thruway at an acute angle, and using portions of the New York State Thruway and New York Central Railroad lands, plus the existing Elm Street right-of-way, would run between the Thruway and the railroad under Ashford Avenue and would reconnect with existing Route 9A near the Ardsley Acres motel. No connections would be provided to Ashford Avenue. This alignment would fail to perform the essential function of providing maximum distribution and interchange of traffic. Existing turning volumes from "old" Route 9A (which would become a Village street) to Ashford Avenue would continue. Considering the probable increase in these turning movements, combined with a steady increase in traffic using "old" Route 9A due to increased automobile registration and utilization of the shopping area, it is conceivable that in a short time, the area would be in as much need of relief as it is at present, in spite of the construction of the Elm Street by-pass.

- C. Plan "C" - Following detailed study of the above proposals, we recommend that Route 9A be realigned, starting in the vicinity of the Water Wheel Inn, so that the new road lies next to and parallel to the Thruway. Under this alignment, the Saw Mill River itself would be relocated immediately next to the Thruway, and the road would thus effectively by-pass the Ardsley business area. A full interchange would be provided at Ashford Avenue which would pass over relocated Route 9A. This alignment would create no isolated and inaccessible areas, and would permit the intensive and coordinated development of the by-passed Central Business District.

The advantages which would accrue to the Village from this recommended alignment, would at this time seem to outweigh the elimination of a limited number of commercial buildings, now located at Addyman Square and on the east side of Route 9A, south of Ashford Avenue.

In this connection, it should be noted that the continued attractiveness of the stores at Addyman Square is severely threatened by the lack of parking and the poor turnaround provided at the dead-end of the Square. In addition, the complicated traffic signal and traffic channelization system at the immediately adjacent Route 9A and Ashford Avenue intersection, make it exceedingly difficult to gain easy access to this dead-end section of the shopping area. Due to the difficulty of access into the Square and the imminent construction of new commercial buildings to the rear of the Daitch Shopwell shopping area, even without any Route 9A reconstruction the future of Addyman Square as a prime business location, is not exceedingly bright.

With the reconstruction of Route 9A, as recommended herein, the necessary new building needed for the relocation of existing displaced businesses could conceivably be accomplished prior to the undertaking of the Route 9A re-alignment program. In order to assure the proper redevelopment of the remaining shopping area, the Village must undertake to plan for the maximum utilization of all remaining business lands, and to provide for an ultimate grouping of retail stores served by off-street parking facilities. One possible plan for the revitalization of the Central Business District, including street improvements, is tentatively presented in Chapter XI. A detailed site plan should be developed on the basis of detailed engineering surveys.

2. Ashford Avenue

This road serves as a major intercommunity street from Dobbs Ferry to Scarsdale. The road is just barely able to continue to perform its function within its present pavement and right-of-way width. During peak hours, congestion has been noted, particularly near its intersection with Route 9A. With the construction of the recommended Ashford Avenue overpass at Route 9A, any existing problems at the Route 9A intersection will be alleviated. Although, Ashford Avenue is well above its AADT "possible capacity", the widening of the existing right-of-way is not recommended at this time. Where possible, however, the existing pavement should be widened within the present right-of-way and parking should be prohibited for its entire length. Due to the existing built-up residential development now fronting on Ashford Avenue any additional right-of-way taking might do excessive damage.

Other Proposed New Highways in the Ardsley Area

Sprain Brook Parkway

According to present plans, when completed, the Sprain Brook Parkway will extend from Yonkers, in the vicinity of Tibbetts Brook Park, to Hawthorne. There will be a major interchange in the Hawthorne area with the Taconic State and Saw Mill River Parkways. The proposed right-of-way in the Ardsley area generally parallels the Village's eastern boundary and cuts across the northeast corner of the Village at McDowell Park. This six-lane divided highway, which will be restricted to passenger car traffic, will have no interchange with Ardsley roads. To the south, the nearest interchange will be at Jackson Avenue, while to the north the nearest interchange will be at Secor Road.

Achieving New Streets

In view of the fact that the Village is almost all developed, the usual method of achieving desired alignments for new streets through the use of subdivision regulations is no longer available to it. Minor improvements may be achievable in the process of approval of site plans by the Planning Board. If only a nominal amount of land is required, such as the rounding of a corner, etc., the Board may request the developer to dedicate it to the Village. Wherever substantial amounts of land are required, the Village has no choice but outright acquisition. In the

meantime, however, the official map procedure* could be used to prevent construction in any proposed street right-of-way.

Detailed Analysis of Street Improvements or Abandonments

It is not within the scope of this over-all Street and Traffic Circulation Plan, which concerns itself primarily with general and long range traffic needs and with the most obvious and dangerous existing street deficiencies, to make detailed studies of all possible road deficiencies, such as blind intersections due to high walls or shrubbery, narrow roadbeds, poor roadbed surfaces, poor sidewalks, lack of curbs, drains or guard rails, and similar conditions which may exist in the Village. Such detailed studies are, however, desirable. Some of the necessary maps are probably in the hands of the State, County, or Village officials, but an additional amount of survey work will be necessary in order to prepare accurate and up-to-date topographic and right-of-way width maps. Once the above data is secured, the best means of eliminating deficiencies at lowest cost can be determined.

When finally formulated, the street improvement program should become a part of the Village's Capital Improvement Program. In a general way, a program of street deficiency elimination should include the following, among others:

1. In the case of all Village streets, on which present or future traffic loads may cause hazardous conditions because of inadequate existing pavement width, such pavements should be widened to approximate as closely as feasible the previously recommended standards for various types of streets. Certain cases might arise where the accomplishment of the required pavement width may be impractical within the existing right-of-way, in which case wider rights-of-way should be placed on the Official Map. However, wherever public safety is not immediately involved, narrower pavements are conceivably to be preferred to the dislocation which widening may cause (e.g. loss of trees and other plantings, reduction of front yards, removal of retaining or decorative walls, fences, etc.).
2. Certain Village streets present pavements in poor condition, excessive grades, poor vertical or horizontal curves, or a combination

*See Article 179-e of the Village Law, Chapter 64 of the Consolidated Laws of New York State.

of these factors. These should be improved, where practicable, in accordance with previously outlined procedures.

3. It is quite obvious that certain deficient street intersections in the Village warrant study in order to determine what physical improvements and regulatory devices are necessary to correct present deficiencies. Among such intersections, in addition to those cited previously, are the following:
 - (a) Heatherdell Road - Revolutionary Road.
 - (b) Heatherdell Road - Concord Road - Entrance to Concord Road Elementary School.
 - (c) Ashford Avenue - Cross Road.
4. The Village of Ardsley Zoning Map shows a number of proposed streets. Many of these streets, commonly known as "paper streets", have been listed in the records for a number of years, but have not been actually opened to traffic. In order that the Village may derive maximum benefit from the lands immediately surrounding these "paper streets", it is recommended that the Village take the necessary steps for returning the following undeveloped street rights-of-way to the Ardsley tax rolls (see Land Use Plan Map):
 - a. Portions of Wilmoth Avenue
 - b. Portions of Lincoln Avenue and Hoover Road
 - c. Putnam Street
 - d. Hillcrest Avenue
 - e. Portions of Bonaventure Avenue
 - f. Portions of Fern Road
 - g. Sylvia Avenue
 - h. Portions of Alexander Hamilton Avenue
 - i. Old Mill Road
 - j. Portions of Beacon Hill Road and Captain Honeywell's Road

- k. Portions of Grand View Avenue and Plain View Avenue
- l. Portions of Grenfel Place and Shorthill Road
- m. Portions of Center Street

TABLE IX-3

PROPOSED FUNCTIONAL STREET CLASSIFICATION OF EXISTING STREETS

Village of Ardsley, New York

	Existing Width (in feet) (predominant or average)	
	Pavement*	Right-of-Way**
<u>Major Streets</u>		
American Legion Drive	27'	40'
Ashford Avenue	25-32' (varies)	50' (varies)
Heatherdell Road	40'	50'
Saw Mill River Road	23-25'	50'

Minor Streets

All existing streets not listed above are proposed as Minor Streets with a pavement of between 27 and 30 feet in a right-of-way having a width of 50 feet.

*Pavement widths obtained from New York State Department of Public Works Survey and field checks.

**Right-of-way widths are approximate since they were measured from Tax Maps.

TABLE IX-4

TRAFFIC ACCIDENTS

Village of Ardsley, New York

	Number of Accidents		
	1961	1962	1963
January	10	11	8
February	4	5	9
March	7	1	7
April	6	10	3
May	6	7	8
June	9	17	12
July	11	16	10
August	5	7	7
September	6	17	10
October	5	8	9
November	5	15	11
December	9	14	16
Total	83	128	110
Average Per Month	7	11	9
<u>Accidents by Type</u>			
Property Damage	109	144	156
Personal Injury	20	57	35
Death	-	-	-

Source: Traffic Accident Records, Police Department, Village of Ardsley, New York.

TABLE IX-5

MOTOR VEHICLE REGISTRATION AND POPULATION

New York State and Westchester County

	Total	Vehicles Registered		Population	Number of persons per passenger and Suburban Vehicle
		Passenger and Suburban	Commercial and other Vehicles*		
<u>New York State</u>					
1930	2,360,668	1,934,179	426,489	12,586,066	6.5
1940	2,848,515	2,401,748	446,767	13,479,142	5.6
1950	3,882,155	3,277,099	655,056	14,830,192	4.6
1960	5,267,197	4,482,656	784,541	16,782,304	3.7
<u>Westchester County</u>					
1930	139,997	120,421	19,576	520,947	4.3
1940	169,068	151,975	17,093	573,558	3.8
1950	212,959	188,864	24,095	625,816	3.3
1960	341,716	307,993	33,723	808,891	2.6

*Includes commercial and all farm, omnibus, taxi, trailer, motorcycle and exempt vehicles.

Source: U.S. Census of Population and New York State Department of Taxation and Finance, Bureau of Motor Vehicles.

NOTE: It has been noted by various authorities, that the auto inspection requirements begun in 1957 caused older and unfit autos to be junked and therefore, not registered in 1957, thereby reducing the 1950 to 1960 increase in vehicle registration.

TABLE IX-6

THEORETICAL OPTIMUM PAVEMENT AND RIGHT-OF-WAY WIDTHS

Type of Street	No. of Lanes	<u>Parking Prohibited</u>		<u>Parking Permitted</u>	
		Pavement	R.O.W.	Pavement	R.O.W.
Major Street	4	44'-48'	60'-72'	64'-68'	88'-92'
Collector Street	2	24'-30'	50'	36'-40'	60'-64'
Minor Street	2	24'-30'	50'	30'-33'*	50'*

*60' right-of-way and 36'-40' of pavement for streets serving business and industrial areas.

Source: "A Policy on Arterial Highways in Urban Areas", American Association of State Highway Officials, Washington, D.C., 1957.

X. Community Facilities Plan

The character of a community is greatly affected by the quality of its public facilities. If Ardsley is to remain the desirable residential community that it is today, it should at least maintain and, if possible, even further enhance its over-all community character. This can be accomplished only by advance planning for anticipated facility needs. Any such advance planning should take into consideration the fact that the needs of the Village will change not only because of population growth, but also because the local residents, with their constantly increasing incomes and higher than average standard of living, seem to expect ever-improving standards of municipal service. All indications today seem to point to a continuation of this trend in the foreseeable future.

This section of the Comprehensive Master Plan reviews the principal Village facilities. All recommendations for improved community facilities were made following consultation with the appropriate departmental officials, boards, or committee members, and with the Planning Board.

Recreation

Open space and recreation areas are among the most important public facilities that a community can provide. This is particularly true in a suburban village such as Ardsley, whose residents want the best possible living environment for themselves and their families.

The value of outdoor recreation for people of all ages is well established, and its importance is bound to increase in the future as advances in technology give the average person greater amounts of leisure time. Likewise, in the effort to preserve the character of a Village situated within

a rapidly expanding metropolitan region, (which in time is bound to develop to ever greater degrees of intensity) the establishment and preservation of landscaped permanent open spaces will assume ever increasing importance.

A recent publication by the Regional Plan Association dealing with recreation in the New York region indicates that, over the next quarter-century, the use of outdoor recreation facilities will probably increase at an unprecedented rate. Visits to local recreation areas can be expected to more than double, increasing at a rate twice as rapid as the rate of population growth. Three factors will significantly affect this trend:

1. Population Increase: By 1980, the New York Metropolitan Region can anticipate a population increase of approximately 60%. In addition, the number of persons "under 15" and "55 and over" as a percentage of total population can be expected to increase.
2. Greater Per Capita Income: An 80% increase in per capita income is predicted for the region in the next 25 years, and increasingly larger proportions of this income will probably be spent on recreational activities.
3. More Leisure Time: It is conceivable that, by 1980, the national work week of 40 hours may be reduced, to perhaps as few as 35, or even 32 hours.

Each of these factors point to the need for an evaluation of the existing recreation facilities available to the residents of Ardsley and for the formulation of a plan for the development of additional facilities.

Recreation Plan

A comprehensive recreation plan is concerned with the location, type, area, and adaptability of sites for park and recreation uses, rather than with detailed plans for their development and operation. Its objective is the provision of an adequate amount of properly located active and passive recreation space to serve the recreation needs of children and adults in all areas of the Village. In recent years, open space plans have also included passive recreation areas in business and industrial districts. The recreation system plan must be coordinated with plans for all the other community facilities, such as schools, major thoroughfares, and other essential elements of a modern community.

The recreation plan for the Village of Ardsley is based on the following:

1. The recreation requirements of the population to be served.
2. The type and amount of land needed to meet those requirements.
3. The availability of suitable land for the kinds of recreation activities to be accommodated.

Existing Recreation Program

The Village Recreation Committee, with the cooperation of the School Board, provides a wide range of recreation activities and opportunities. Last year its program included the following:

1. Football and Baseball: Programs involving league play for boys.
2. Basketball: Programs involving league play for men and Pony Basketball for boys.
3. Softball: Programs for boys and girls.
4. Ice Skating: For all age groups, at McDowell Park.
5. Roller Skating: For all age groups, at the Ashford Avenue Elementary School.
6. Fencing: Instruction for adults under the auspices of the Westchester County Fencing Association. A number of fencing scholarships were offered to Ardsley High School students.
7. Physical Fitness Sessions: An exercise program for men at the High School gym.
8. Tennis Clinic, Golf Clinic, Beginners Bridge Course, Guitar and Folk-song Sessions, and Drama Discussion Group: Active programs for adults conducted at the High School.
9. Teen-Age Programs: Club Choc. teen canteen which sponsors Saturday evening socials and other "specials".

The Committee also conducts post game sock hops following Friday night home games. In addition, there is a creative drama program for girls in grades 9-12, and a crafts program for elementary and junior high school students in the High School shop.

A summer recreation program is conducted by the Committee at the Concord Avenue Elementary School and the Ardsley High School. The program includes athletics, swimming, tournaments, arts and crafts, music, weekly "specials", and other special features.

In addition to the activities described above, many private organizations throughout the Village, including the three churches and the PTA, sponsor recreation and social programs.

Existing Recreation Facilities and Undeveloped Park Sites

The developed and undeveloped recreation facilities which are available to Ardsley residents are listed in Table X-1. Their characteristics are further discussed below.

McDowell Park (12.35 acres) is situated on the south side of Heatherdell Road, immediately to the west of the proposed Sprain Brook Parkway, along the boundary between the Village and the Town of Greenburgh. The park is triangular in shape. The major uses in the park are the Little League field, picnic areas, and passive recreation areas.

Ashford Avenue Elementary School Recreation Area (approximately one acre of a total 2.3-acre site) is situated directly opposite the Municipal Building. This facility provides swings, slides, and a multi-purpose play area. The desirable recreational features provided at this site are severely hampered by its small size.

Concord Road Elementary School Recreation Area (using 4 acres of an approximately 18 acre site) is located at the westerly end of the Heatherdell neighborhood, behind houses fronting on Concord Road. Access to the school site is obtained from Heatherdell Road. Facilities at this school, both indoor and outdoor, are used by the Recreation Committee.

Ardasley High School Recreation Area (using approximately 8.5 acres of the large school site) straddles the Village boundary at the northerly end of the Heatherdell neighborhood. It is accessible from the Village along Farm Road and Oakhill Road. This area contains a broad variety of recreational facilities including ball fields and bleachers. While the School District does not provide personnel to run the Village recreation program, funds and school facilities are allocated for recreational use. All three public schools serving the district are situated in the Village and are used by the Recreation Committee.

The following are undeveloped park sites which are available for improvement as recreational facilities:

Ashford Avenue Park (16.52 acres), situated at Ashford Avenue and Sprain Road.

Flint Lock Lane Park (approximately 1 acre), located in the Heatherdell neighborhood, in the rear of houses fronting on Chimney Pot Lane and Major Applebey's Road.

Existing County or Privately-Operated Recreational Facilities

In addition to the above-mentioned facilities, local recreational needs are also satisfied by nearby V. Everit Macy County Park, and by several private membership club facilities, either within the Village or immediately adjacent thereto. The use of these facilities is not limited to Village residents.

V. Everit Macy Park (approximately 200 acres, of which about 30 acres lie east of the New York State Thruway) is readily accessible to Village residents from Saw Mill River Road (Route 9A). This portion of the park is devoted to playfield and picnicking activities. During August, 1963, the Westchester County Park Commission broke ground on two new buildings within the portion of the park located in Ardsley. These buildings are the first major improvements in this park in more than 20 years. They will permit formal reopening and use of the park for picnic and recreation purposes. The larger building, a pavilion, will be circular and will have a fireplace. The smaller building will contain toilet and storage facilities.

The Scarsdale Bath and Tennis Club (4.0 acres), located north of Heatherdell Road, provides recreational, sports, and social activities. This facility contains, among others, three swimming pools, six tennis courts, and basketball and handball courts.

The Ardsley Swimming Club, (10.5 acres) on Sprain Road, immediately south of the Village, is a non-profit club providing recreational facilities for many Village residents during the summer months. Available facilities include a swimming and wading pool, tennis courts and multi-purpose play area.

Over-all Recreation Standards

The adequacy of present facilities and future recreation area needs are usually determined by means of standards established by agencies such as the National Recreation Association, which has been advising communities across the nation for over half a century. This organization currently recommends a minimum of 10 acres of local recreation space for each 1,000 persons. The Westchester County Department of Planning has prepared its own set of standards (see Table X-2), based generally on those recommended by the National Recreation Association, but somewhat adapted to fit local conditions.

Standards of this type must, of course, be tailored to meet the particular characteristics of each community. Variations in topography, existing facilities, population density and distribution, all influence the amount and types of recreation space required. It should also be emphasized that the variety of types of recreation facilities provided, the convenience of their location within the community, the extent to which they are improved and supervised, are as important as the adequacy of their land area.

The National Recreation Association recommends that, for each 1,000 population, local recreation areas be supplemented by at least 15 acres of regional recreation area. This type of area, (designed for activities requiring larger spaces than can be made available within the Village, such as extended canoeing, camping, fishing, or hiking trips) is usually provided by County, State, Regional, or Federal park agencies. Westchester County now has 9,000 acres of parks and the Department of Planning has proposed an addition of 23,000 acres to the County park system.* Most of these facilities are within relatively easy reach of Ardsley.

Specific Recreation Facility Standards

A modern recreation system is composed of several types of facilities which differ in function, size, location, service area, and development. These facilities can be grouped in two general classifications: first, those which serve a limited residential area; and second, those which serve the entire Village. The former group includes the small children's play lot, and the neighborhood park and playground; the latter group includes the playfield, large parks, etc. In addition modern urban design concepts emphasize the importance of public plazas and other passive recreation areas in business and industrial districts. It is frequently advantageous to provide two or more types of facilities in a single area. For example, a section of a neighborhood playground can be developed as a play lot or as a neighborhood park with facilities for adults. A playfield can sometimes be developed as part of a large park.

The following is a summary of the chief characteristics of the major types of recreation facilities which comprise a Village recreation system:

Play Lot and Sitting Area

The play lot is a small recreation facility specially designed for use by pre-school and kindergarten age children. In Ardsley, this type of facility is not considered to be essential, since it is a community of predominantly one-family homes. Field observation has shown that many residences in the area have developed paved multi-use areas for basketball or other play activities.

*A portion of this area was recently purchased by the County.

The Neighborhood Park

The neighborhood park is a relatively small area, primarily intended to provide an attractive setting and a place for passive recreation within easy walking distance of those it is intended to serve. While it is essential in multi-family and dense one and two-family districts, the small park is also desirable in lower density residential areas, if for no other reason than that it enhances their visual attractiveness. In recent years the development of small parks (the former "public squares") has been relatively neglected due to over-emphasis in the planning of communities on playgrounds and other active play areas. The small park should have an area of at least 1/2-acre.

Playgrounds

A child needs a place where he can play freely, without ruining flower beds, breaking windows, or creating all kinds of disturbances in the neighborhood in which he lives. The playground fills this need by being equipped specifically for constructive play away from private properties. The modern neighborhood playground is an area which serves primarily the recreation needs of children from 5 to 16 years of age. The recommended size of a playground is 5 acres, and the minimum size is 3 acres; 1.25 acres of playground space should be provided for each 1,000 population in the community. This standard should be exceeded as needed to make playground facilities easily accessible to all.

Ideally, a playground should be located as near as possible to the center of the residential neighborhood it is proposed to serve. In most cases, it is desirable to locate it at, or adjacent to, an elementary school site. This would permit the school property to be used for community recreational purposes when not in school use. It would also enable the school to take advantage of the community equipped playground during school hours.

Playfields

A playfield is a recreation area providing a variety of facilities primarily for the use of adolescents (over 13 years of age) and adults. A playfield usually includes a separate playground for the use of the neighborhood children. It makes possible recreation of a type which requires more space and a wider variety of facilities than are available at playgrounds. A portion of the playfield is sometimes developed as an athletic field for highly organized sports such as baseball, football,

and track. Being a multi-purpose facility intended to be used by people of all ages, the playfield should serve as the recreation center for the entire Village. The playfield should contain at least 10 acres, and preferably 15.

Large Parks

A large park is a relatively large tract of land forming, if possible, a complete "landscape unit"; that is, one which has exceptional natural features such as a section of a wooded valley with a stream, creek, or river running through it, or the entire basin of a pond or small lake, and extending to the top of the higher land all around it. The primary purpose of a large Village park is to provide a pleasant environment in which one can engage in a variety of recreation activities, including many which depend upon natural features. There should be about 6.5 acres of large parks for each 1,000 persons in the population.

Plazas and Public Open Spaces in Non-Residential Areas

These are generally paved and/or landscaped areas intended for predominantly passive recreational use. They may serve the dual purpose of providing open space in a densely built-up business district, and a resting place for workers and shoppers (the Village Green shopping area is an example of this type of facility). These areas, which can often be effectively designed in spaces as small as several hundred square feet, should include benches, trees, shrubs, flowers, water fountains, and perhaps rest room facilities.

Proposed Recreation Plan

In accordance with the standards formulated by Westchester County (see Table X-2) the Village's present population requires a total recreation area of approximately 40 acres. This need is now met by some 26 acres of developed municipal and school facilities and the availability of an additional 18 acres of undeveloped Village park lands. As envisioned in this Plan, the future Village population of about 5,000 will require a total of approximately 50 acres. According to Westchester County standards, this growth would call for some 8 acres of land for recreation to be added to the currently available facilities. The addition to Ardsley's recreation area inventory of the Consolidated Edison right-of-way (discussed below) and the presence within its boundaries (and consequent availability to local residents) will enable the Village to more than meet the purely quantitative requirements. However, the needs of the Village's growing population require it to proceed with the

development of all lands dedicated and available for recreation purposes, as part of a long range program of park improvement. Also, if still possible, the Village should endeavor to provide neighborhood recreation facilities for the use of residents in the two neighborhoods in which deficiencies in this regard exist (see chapter on the Land Use Plan).

The following new or improved facilities are recommended:

1. McDowell Park (12.35 acres) - It is recommended that the Village continue to concentrate on the development of this facility in the following manner:

- a. The park development should be expanded to include the Consolidated Edison right-of-way (some 11.46 acres), which runs north-south across Ardsley and is situated immediately to the west of McDowell Park. The availability of this area will provide the Village with an excellent opportunity to broaden the scope of its recreation program. Nature trail facilities and, possibly, even a modest ski slope down into the Sprain Brook Valley, could be provided. Development of the nature trail could be accomplished by the Village at minimum cost and could be designed to connect with the Ashford Avenue Park.

In addition, portions of the Consolidated Edison lands could be developed with neighborhood park and playground areas. The utilization of these lands has long been the subject of negotiations between the Village and the Consolidated Edison Company.

2. Development of the Ashford Avenue Park (16.52 acres) - Ashford Avenue Park is now undeveloped. We strongly recommend that this facility be developed with ballfields and even a swimming pool, as soon as possible, to enable it to make a maximum contribution to Ardsley's recreation program. Plans for the development of this park, as well as the nature trail over the Consolidated Edison right-of-way, could be prepared using Federal funds. Through the Community Facilities Administration (CFA) branch of the Housing and Home Finance Agency, funds are available in the form of interest-free loans to local governments for the preparation of detailed plans for any kind of public works, including recreation areas. These loans are repayable only when, and if, the proposed development takes place.

3. Development of the Flint Lock Lane Neighborhood Park (approximately 1 acre) - Situated in the Heatherdell neighborhood, this small undeveloped parcel was purchased a number of years ago for recreational use. Because of the limited funds available for park development and for recreational program activities at this time, combined with the greater benefits which would be derived from complete development of McDowell and Ashford Avenue parks, we recommend that the development of this facility receive a secondary priority.
4. Ashford Avenue and Concord Avenue Elementary School Playground - Both of these excellently situated facilities would benefit greatly from the installation of additional playground equipment, and particularly of playground sculpture. To broaden their appeal to all age groups, we recommend that benches be provided so that mothers may accompany younger children. In addition, more landscaping and the provision of shaded areas would still further enhance the attractiveness of these facilities. The use of the Ashford Avenue School playground is severely limited by the inadequacy of the over-all school site.
5. Scarsdale Bath and Tennis Club (4.0 acres) - The continued availability of this Club should be of considerable interest to the entire Village. While admittedly difficult, and more than likely costly, the Village should investigate the possibility of purchasing the development rights to this property, or of otherwise assuring its being continued in its present use.

PUBLIC SCHOOLS*

The Village of Ardsley is located in School District #5 of the Town of Greenburgh. The district includes the entire Village, small portions of the easterly ends of the Villages of Dobbs Ferry, Irvington and Hastings, and sections of the Town of Greenburgh, which, in the aggregate, slightly exceed in size the Village proper. The entire School District covers approximately 2,700 acres, or approximately 3 1/2 times the total area of the Village.

All of the District's schools (listed in Table X-3, below) are located within the Village.

*Data supplied by the School District.

TABLE X-3

UNION FREE SCHOOL DISTRICT #5 - TOWN OF GREENBURGH

School	Grade	Location	Area of Site	Enrollment (1963-64)
Elementary School	K-3	Concord Road	18.0	842
Elementary School	4-6	Ashford Avenue	2.3	617
High School	7-12	Farm Road	25.7	990

The Union Free School District #5, in 1963-64 had an enrollment of 2,449 pupils. It is expected that, by 1972, the total enrollment will consist of approximately 2,987 pupils, representing an increase of 538, or 22%. In order to meet the District's needs, the Ardsley Board of Education is currently considering adding 15 classrooms to the Concord Avenue Elementary School. No other additional facilities are expected to be needed in the foreseeable future. The 18-acre site of Concord Road School is fully adequate to accommodate the proposed addition.

PUBLIC BUILDINGS

1. The Ardsley Municipal Building is located at Ashford Avenue and American Legion Drive. It is situated on high ground immediately adjacent to the Central Business District. Within the building are found the Village administrative offices, the Ardsley Fire and Police Departments, the Village Court and the Highway Department. A large parking area accommodating approximately 50 vehicles serves the site.
 - a. The Ardsley Fire Department serves the entire Village. Its two companies, Ardsley Engine Company No. 1 and Ardsley Hose Company No. 1, are operated by an active volunteer staff which varies from 40 to 50 members. The Fire Station occupies the lower level of the Municipal Building fronting on Ashford Avenue. At the present time, with the purchase of a new piece of equipment, the Fire Department is equipped with three combination pump and ladder trucks.

- b. The Ardsley Highway Department Garage is situated at the rear of the Municipal Building. This facility is considered by Village officials to be inadequate. Most of the Department's road equipment must be stored outside of the garage. By lengthening the useful life of its equipment, an improved garage may well enable the Village to save money in the long run.

As indicated on the proposed Land Use Plan, the Municipal Building and its accessory functions are expected to remain at the existing site for the immediate future. However, as soon as Route 9A is realigned, it is recommended that the possibility be investigated of locating a new Municipal Building grouping on a site between "new" Route 9A and Heatherdell Road fronting on the new street proposed to run over the New York City "Blow-off" property. Construction of this new complex would keep all municipal functions within easy reach of the improved Central Business District, as well as make it possible to increase the off-street parking facilities in the vicinity of the existing Municipal Building site. This parking lot would be designed to serve all-day parking needs of businesses in the shopping area, as well as those of the residences along Ashford Avenue. Future Highway Department facilities could be placed either on the new Municipal Building site or, preferably, in the office and limited industrial use area on Route 9A, north of the Water Wheel Inn (possibly on the unused portion of the Concord School property). The erection of a new Municipal Building to replace the present obsolete facilities, and the choice as to whether the existing or the proposed new site would be used therefor, would depend upon the Village's economic condition at the time.

MUNICIPAL UTILITIES

Storm sewer facilities* exist along Ashford Avenue, in all subdivision developments built since 1953, and in other scattered sections of the Village. Some deficiencies seem to exist. No comprehensive engineering evaluation of the existing system is known to have been made. Such an evaluation is most essential to determine the improvements needed to enable the system to provide adequate service to the entire Village.

*This section is based on data supplied by the Village Manager.

Sanitary Sewers* - Except for certain areas of the community which have developed with lots generally over one acre, all areas are adequately served by sanitary sewers. Extension of sanitary sewer lines into the areas not now served is not considered necessary at this time.

The Village is divided into two sewer districts: the Saw Mill Sewer District and the Bronx Valley Sewer District. The dividing line between the two sewer districts runs north to south, generally along the top of the ridge. A County trunk sewer line will probably be built in the immediate future, along with the Sprain Brook Parkway. When the Bronx Valley Sewer District lines are connected to the new County line, the Cross Road pump station will be eliminated.

Water System** - The New Rochelle Water Company's Pocantico Division provides water for the Village of Ardsley from its station immediately adjacent to the Municipal Buildings. Water which is treated and distributed by this station originates from the Croton Aqueduct, which passes through the Village of Ardsley, and occasionally from the Catskill water system. The 17 million gallon daily capacity of the Water Company's Ardsley station greatly exceeds the capacity of the distribution system. It appears, however, that the Village's water demands are satisfactorily met, even for fire-fighting purposes. Lower than normal water pressure during the summer months has been noted only in areas situated at higher elevations. Since the main Village water supply is at elevation 344 feet, all buildings above this elevation are serviced by standpipes which go up to elevation 480 feet. Any inadequacy in water pressure is, therefore, due primarily to the pumping capacity of the standpipes, rather than to deficiencies in the main distribution system.

In an emergency, the Croton water supply can be supplemented by some 3 million gallons from the Town of Greenburgh water station on Ardsley Road. Furthermore, in extreme emergencies, some 30 million gallons of water could be diverted from the main New Rochelle water supply.

*This section is based on data supplied by the Village Manager.

**This section is based on data supplied by the New Rochelle Water Company.

TABLE X-1

SUMMARY OF EXISTING VILLAGE AND SCHOOL RECREATION FACILITIES

Village of Ardsley, New York

Recreation Facility	Total Area (Acres)	Acres Developed or Available for Recreation	Recreational Facilities	
			Outdoor	Indoor
McDowell Park	12.35	12.35	Little league ballfield and bleachers; picnic area; ice skating; swings, slides, monkey bars; see-saws; basketball.	--
Concord Road Elementary School	18.0	4.0	Swings; multi-purpose play area.	Gymnasium
Ashford Avenue Elementary School	2.3	1.0	Swings; slides; multi-purpose play area.	Gymnasium
Ardsley High School	25.7*	8.5**	Running track; athletic fields; paved multi-purpose area; ballfields and bleachers; tennis courts; basketball backstops.	Gymnasium
Ashford Avenue Park	16.52	Undeveloped		
Flint Lock Lane Park	1.00	Undeveloped		

*Approximately 15 acres in the Village of Ardsley.

**On the entire site.



- 6" — EXISTING LINE (SIZE AS INDICATED)
- - - - - EXISTING 16" LINE
- - - - - EXISTING 30" LINE

SOURCE : New Rochelle Water Company

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Water Distribution System

VILLAGE OF ARDSLEY
Westchester County, New York

RAYMOND & MAY ASSOCIATES
Planning and Urban Renewal Consultants, Feb. 1964



— EXISTING SEWER LINE
 (ALL LINES ARE 8" EXCEPT WHERE NOTED)

SOURCE: Village of Ardsley Sewer Map

THE DESIGN OF THIS SEWER SYSTEM IS BASED UPON THE ASSUMPTIONS SET FORTH IN THE VILLAGE OF ARDSLEY SEWER MAP. THE DESIGNER HAS MADE NO GUARANTEE AS TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR VERIFYING THE INFORMATION CONTAINED HEREIN. THE DESIGNER HAS MADE NO GUARANTEE AS TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR VERIFYING THE INFORMATION CONTAINED HEREIN.

Sanitary Sewer System
VILLAGE OF ARDSLEY
 Westchester County, New York
 RAYMOND & MAY ASSOCIATES
 Planning and Urban Renewal Consultants, Feb. 1968

TABLE X-2

SUMMARY OF RECOMMENDED STANDARDS FOR LOCAL RECREATION FACILITIES

Village of Ardsley, New York

Facility	Desirable Equipment	Size and Area		Acres per 1,000 Population	One Facility Can Serve Population of	Facility Sh be Within Walking Distance o
		Absolute Minimum	Desirable Minimum			
Play Lot	Plan Apparatus	50 sq. ft. per child, 5,000 sq. ft.	1,500 total	--	--	1/8 Mile
Neighborhood Playground	Play Apparatus Handball Court Area for Informal Play Area for Passive Recreation Plat Lot Corner Wading Pool Toilet and Drinking Water Landscaping	Acres		1.25	5,000	1/4 Mile in Close Resi Areas;*
Playfield	Same as above, plus Sports Field for Baseball, Football, Tennis Court, Croquet, Archery	10	15	1.25	20,000	1/2 Mile in Close Resi Areas;* 1 Mile in C Residentia
Neighborhood Park	Benches, Landscaping Picnic Table	1 or More		1.00	--	1/2 Mile
Large Village Park	Various Land Areas Usable Water Features Boating & Swimming Facilities Trails and Paths	50	100	6.50	--	

*More than two dwellings per gross acres.

Source: National Recreation Association; Westchester County Department of Planning.

XI. Central Business District Plan

Ardsley's position as a local convenience retail sales center has been reviewed in brief in Chapter VI-6 of this report. As was noted in that discussion, future commercial development in the Village is restricted by topographical conditions and existing land use. The ability of the Ardsley commercial area to maintain its share of existing or projected local purchasing potential will depend upon ease of access to its central area and the provision of a safe and attractive shopping environment. The little land that is available for retail and office development should be devoted to attractive structures designed for modern merchandising techniques.

In preparation for the formulation of plans for the Village's Central Business District (CBD), we have analyzed its existing retail facilities in terms of their sales and floor area, the present patterns of access to the CBD, and the adequacy of existing parking and internal circulation within the CBD. The plan aims at the provision of adequate space for retail uses; the achievement of an adequate amount of off-street parking to serve both existing and proposed development; the provision of adequate access to the CBD for private automobiles and public transportation; and, finally, the achievement of an efficient and easy internal circulation pattern for vehicles and pedestrians.

Over-all Objectives

In order to clarify the concepts underlying the proposed plan for the Ardsley Central Business District, it is useful to review those principal design features of the modern shopping center which have contributed so much to its success:

1. The shopping center is easily accessible over a network of arterial streets.
2. Through traffic is routed around the shopping area and is not permitted to interfere with retail activity.
3. Efficient circulation is provided within the shopping area itself for cars, shoppers on foot, and trucks which supply the merchandise.
4. Ample short-term off-street parking is provided convenient to each establishment, in addition to more remote all-day parking spaces for those who work in the shopping area.
5. One or more dominant retail establishments (e.g. junior department stores or food chains) are usually provided. These "magnets", which attract shoppers, are usually supplemented by a full range of specialty shops.
6. The retail facilities are grouped in a compact arrangement. This facilitates comparison shopping, leading to increased sales volumes, and affords the greatest shopper convenience and safety. Thus, once the shopper parks, a number of errands can be accomplished within easy walking distance.
7. All non-retail businesses (such as manufacturing, wholesaling, and automotive uses) which interrupt continuous store layout, compete for street and parking space, and detract from the appearance of a retail trading center, are excluded.
8. An attractive over-all appearance is achieved through the provision of well designed store fronts, harmonious architectural grouping of elements, order in advertising and identification signs, and liberal landscaping with trees, shrubs, flowers and grass in appropriate areas throughout the shopping and parking areas.
9. Attentiveness to shoppers' minor needs, such as provision of benches in shaded spots, childrens' play areas, comfort stations, telephone booths, etc.

Despite the fact that Ardsley's CBD is a long established local business area and will remain such under any plan, if it is to maintain its position in competition with other local areas and with the large outlying department and discount stores, it must to the maximum possible extent offer design and merchandise which are more attractive than those offered by

its competitors. Fortunately, the impending relocation of Route 9A gives the Village its great opportunity to restructure its Central Business District in line with the requirements of the future.

The Existing Central Business District

Listed below are some of the main problems and deficiencies found in Ardsley's Central Business District.

1. Inadequate Provision for Traffic Circulation

Traffic flow within the CBD is extremely poor and often congested. The fact that its major street, Route 9A, is not only a major regional artery but also one of the Village's only two main north-south through streets (the other is Windsong Road) seriously adds to the problem. The provision of entrance and exit ramps to the New York State Thruway, and the resulting traffic movements on Route 9A and Ashford Avenue from Dobbs Ferry and the unincorporated sections of the Town of Greenburgh, further add to the complexity of the circulation pattern in the Village.

2. Inadequacy of Off-Street Parking

The present total off-street and curb parking supply in the area approximates 225 spaces. Of this amount, some 36 are curb spaces. Of the remaining 189 spaces, some 77 are provided in publicly operated parking facilities. An additional 50 parking spaces are available somewhat out of the way at the existing Municipal Building. The retail service establishments which presently form the Central Business District occupy about 125,000 square feet of floor area. The minimum accepted ratio for a shopping center such as the Ardsley CBD is two to three square feet of parking to each square foot of retail floor area. The present ratio of off-street parking spaces to retail floor area is substantially below one square foot of parking space to one square foot of floor area. There is thus, a present parking deficiency of anywhere up to 500 spaces.

3. Haphazard Exterior Appearance

Although many of the structures in the central shopping area have an attractive appearance, there are many which could stand improvement.

4. Mixture of Incompatible Uses

Strategic locations in the existing business area are pre-empted by a number of non-retail uses (such as an auto body repair shop, gaso-line stations, and a contractors' equipment and storage yard). Utilization of land suitable for prime retail facilities for these kinds of purposes helps to destroy the continuity of the shopping center and, in fact, materially reduces the retail potential of the over-all commercial community.

5. Diffused Ownership of Property

Efficient and coordinated design in new shopping centers is possible because the property is developed under single ownership. The stores and parking can, therefore, be designed as one development. Similar results in the Central Business District could be achieved only given a high degree of cooperation on the part of all owners, as well as occasional assembly of small or strategically located lots into larger parcels. The impossibility of redeveloping an old business area along modern lines without modifying the small lot pattern of ownership is confirmed by the latest studies of the Urban Land Institute. The Village could assist in the proper development of the shopping area by working with the merchants and property owners in the preparation of a detailed site development plan for the entire area, to be effectuated cooperatively by all parties concerned.

PROPOSED CENTRAL BUSINESS DISTRICT PLAN

Realignment of Route 9A and Improved Traffic Flow

A major purpose of the Central Business District Plan is to provide a circulation system capable of handling existing and anticipated traffic volumes. As already pointed out (see Chapter IX, Streets and Traffic Circulation Plan) it is essential that traffic congestion along Saw Mill River Road - Route 9A be relieved. Therefore, we recommend that Route 9A be rebuilt to serve through traffic as a limited access by-pass road from the general vicinity of the Water Wheel Inn Restaurant to a point near Elm Street, just north of the Thruway overpass. Under this proposal, the Saw Mill River would be relocated between the Thruway and "new" Route 9A, and the Ashford Avenue viaduct would be extended over "new" Route 9A with an appropriate interchange system. The opening of the "new" Route 9A would make it possible, if desired, to close most of the



THE TOWN OF WESTCHESTER, NEW YORK, HAS ADOPTED THE PLAN FOR THE DEVELOPMENT OF CENTRAL BUSINESS DISTRICT VILLAGE OF AI IN WESTCHESTER COUNTY, NEW YORK. THE PLAN IS SUBJECT TO THE APPROVAL OF THE STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND THE STATE DEPARTMENT OF TRANSPORTATION AND PLANNING. THE PLAN IS SUBJECT TO THE APPROVAL OF THE STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND THE STATE DEPARTMENT OF TRANSPORTATION AND PLANNING. THE PLAN IS SUBJECT TO THE APPROVAL OF THE STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND THE STATE DEPARTMENT OF TRANSPORTATION AND PLANNING.

- A PROPOSED MUNICIPAL BUILDING
 - B PROPOSED HIGHWAY DEPARTMENT BUILDING
 - C AMERICAN LEGION
 - D NURSERY SCHOOL
 - E NEW ROCHELLE WATER COMPANY
 - F POST OFFICE
 - G ASHFORD AVENUE ELEMENTARY SCHOOL
- EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - EXISTING TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGNAL

Diagrammatic Sketch Plan
Development of Central Business District
 VILLAGE OF AI
 Westchester County, N.Y.

*The detailed design of the mall will provide access for emergency and any necessary service vehicles.

When the present Route 9A is closed to vehicular traffic, it is tentatively recommended that it be landscaped, and developed as a pedestrian mall. * Such a mall would enable shoppers to move freely and safely from one side of the street to the other without traversing heavily travelled vehicular arteries. Parking could be consolidated in large areas immediately behind or adjacent to the stores, to replace the present combination of curb parking and the many scattered small off-street lots. A more pleasant environment for shopping could be provided by the introduction of landscaping, children's play areas, and adult sitting areas. While trials in other cities have indicated considerable public acceptance of the downtown mall concept, they have also illustrated that provision of such malls alone does not offer a complete solution to a business area's problems. In order to achieve a successful, permanent

A Pedestrian Mall Shopping Center

- (a) Widening and improvement of American Legion Drive
- (b) Construction of a new road over the New York City blow-off property to connect "new" Route 9A with improved American Legion Drive. This new road will serve as the main access to the revitalized shopping area and to the Heatherdell neighborhood. Its intersection with "new" Route 9A should be signalized.
- (c) Extension and minor realignment of Heatherdell Road to the above-described new road running over the New York City blow-off property, thereby providing a more direct and safer connection to the Heatherdell neighborhood. This extension could lessen somewhat the grade on Heatherdell Road, as well as improve sight distances around corners.

Other proposed improvements designed to ease the traffic flow are:

right-of-way of "old" Route 9A in the Central Business District to all but emergency vehicles. This could lead to the creation, in the heart of the Village, of a business area meeting most of the preconditions for success of a modern suburban shopping center which were enumerated above.

Some zoning regulations require each use to provide off-street parking space in a certain ratio, either on the same lot or on another lot lying

Means for Acquiring Off-Street Parking Facilities

Included in the sketch for the revitalization of the shopping area is the proposed relocation of the Municipal Building to a more accessible site, which fronts on the main entrance road to the CBD. Situated at this location, in a dignified landscaped setting, the Municipal Building would be provided with a large off-street parking lot, which could serve a dual function of providing employee and/or shopper overflow parking for the adjacent stores and offices. The Municipal Building site would be large enough to conceivably include a separate building for the Highway Department, as well as additional lands for future public building needs. Assembly of the land would be achieved using excess lands obtained from street closings and realignment and V. Everit Macy Park. The cost of the small portion of land which would have to be purchased could be balanced by the sale of the existing Municipal Building (excluding the parking area) for a new office building.

The Diagrammatic Plan for the central area, contemplates a total floor area of approximately 145,000 square feet served by some 800 properly located and conveniently accessible parking spaces. As delineated in the Plan, approximately 55,000 square feet of retail and office floor area could probably be developed in new buildings within the existing CBD. This new floor area would be in addition to the approximately 90,000 square feet of floor area which will remain after the reconstruction of Route 9A. The resulting parking ratio would be about 2:1.

Proposed New Off-Street Parking Facilities In Relation to the Existing and Proposed New Building Development

mall, adequate adjacent parking facilities and an adequate peripheral vehicular circulation system must also be created. Permanent shopping malls have been successfully completed recently in such cities as Kalamazoo, Michigan, Pomona, California and Nashville, Tennessee. In these cities adequate parking directly adjoining an improved peripheral street system preceded the installation of the mall. Approximately 100 other cities are presently studying the mall idea. The sketch plan for the possible redevelopment of the Ardsley CBD, as shown, is tentative. There are a number of alternative plans which could be evolved from the basic proposal, which could incorporate all or only a portion of the pedestrian shopping mall concept, or which could allow the closed street to be used for off-street parking in its entirety.

within a certain distance (usually not over 500 feet) of the entrance of such use. This kind of requirement is generally effective in as yet undeveloped areas, where prospective users can acquire lots large enough to comply with zoning requirements. In a built-up area, and particularly in an area where the prevailing lots are small and where the ownership is widely diffused, such requirements would fail to achieve their purpose. Also, since it may prove impossible to comply with such requirements where they accompany permission to reconstruct or enlarge buildings, their enforcement may force owners to forego such improvements, thereby leading to the progressive deterioration and obsolescence of a business area.

Recent experience shows that the problem of providing adequate off-street parking space in a highly built-up commercial area can only be solved by the use of public powers (but not necessarily entirely at public cost, as explained below). Private property owners or business concerns lack the power of eminent domain. Therefore, more often than not, they are stymied in their efforts to assemble property by negotiation, at a reasonable price. Since the provision of off-street public parking is a public purpose, the Village can assemble the necessary properties by negotiation or condemnation. By doing so, the Village can insure the location of such parking areas where they will do the most good and where their presence will cause the least interference with vehicular or pedestrian traffic flow. In this connection, it should be stressed that even if it were possible, the provision of individual parking areas to serve each new commercial use in compliance with zoning requirements, might well result in a multiplication of uncontrolled curb cuts and access roads to a point where crossing of sidewalks by vehicles would present a definite hazard to pedestrian traffic. This practice would also result in a scattering of the off-street parking supply among many small and inefficient lots.

In the event that the Village will wish to use the powers vested in it and will assume the responsibility of assisting in the provision of off-street parking lots, the direct beneficiaries of any such program might agree to assist in their financing. Thus, the cost of acquisition and construction of the lots might be (1) assessed, in part, against benefited properties; (2) paid for, in part, through the collection of meter fees from users (shoppers, office workers, etc.); and (3) possibly, contributed to, in part, by the community as a whole through real estate taxes. The justification for the latter rests on the fact that the entire community would benefit from elimination of traffic congestion and hazards, from the enhancement of accessibility and convenience of the community's only shopping area, and from the enhancement of tax revenues from the benefited business property.

It is recommended that an official Central Business District Development Committee, with membership representing the Village and the business property owners and tenants, be established to study ways and means of improving the over-all appearance of the central area, to devise design standards to guide individual property owners, and to spearhead the movement towards the achievement of the ultimate goal of transforming the central area into a modern "community shopping center". Among the things such a committee might consider is further enhancement of the Central Business District through the provision of show windows and ample entrances opening directly on existing or proposed rear parking lots. An architectural study could address itself to such objectives as harmonizing the design of show windows, signs, and cornice lines, as well as provide suggestions for landscaping, new street lighting standards, and, possibly, the location and design of arcades. All such features create a feeling of over-all unity and integration and, when combined, greatly help to attract shoppers to the central business area.

Architectural Study and General Action Program

The proposed revisions to the existing zoning ordinance recommend that new residential uses be prohibited in the Central Business District. Under the proposed plan for the reconstruction of Route 9A, most of the existing structures containing residences would be taken to make room for the realignment of the road.

Elimination of Incompatible Uses

Because of the relatively cheap cost and ready availability of land, most new suburban shopping centers provide parking in the form of large lots. In the reverse situation, most large cities have found the only solution to their parking problems to be multi-level parking structures. It would seem that, at this time Ardsley can still afford ground-level parking. The relative shortage of land for retail development may, at some time in the future, justify the erection of one or more parking structures so as to release more land for development purposes.

We are not proposing a specific off-street parking facility financing scheme. Once the basic principle of public responsibility for the provision of adequate CBD parking is accepted, a detailed study of examples of various methods used elsewhere in the establishment of various types of lots can be made in order to determine which method is most applicable to Ardsley.

Changes in streets and additional parking facilities in the business district are not necessarily a panacea for all its ills. Many stores are becoming visibly obsolescent, although some stores have been modernized in recent years. Substantial improvement of both the store interiors as well as the outer facades of such establishments is essential if they are to help the Village compete successfully for its share of the retail market. This improvement of facades and interiors must be an individual effort by the property owners and merchants themselves, undertaken within the coordinating framework recommended above.

XII. Land Development Controls

Under New York State enabling statutes, several specific powers are available to help the Village to implement its Comprehensive Master Plan by retaining and protecting what is best in the community and by leading, over a period of years to its over-all improvement. A brief summary of some of the available powers is set forth below.

The Zoning Ordinance

Ardley has had a zoning ordinance in effect since 1927. In 1959, this ordinance was extensively amended and modernized.

We have reviewed the zoning ordinance and have found it to be a sound and effective document. The few proposed revisions, which are being submitted separately for further consideration by the Village prior to submission to public hearings, are intended to enable the Village to supervise more closely all future development with a view to preserving its many present positive qualities and yet allow its healthy growth and development in accordance with the Comprehensive Master Plan. The most important revision would require that the builder submit a detailed site development plan for Planning Board review prior to the issuance of a building permit for any use of land, except one family residences and related uses.

In considering a site development plan, the Planning Board's principal objective is to make certain that the new use fits into its environment without affecting its quality and without any deleterious effects on existing uses or Village streets. Specifically, the Planning Board should try to achieve:

- a. Maximum safety of traffic access and egress with respect to both vehicular traffic and pedestrian traffic.
 - b. A site layout (including the location, power, direction, and timing of any outdoor lighting of the site) which would have no adverse effect upon any properties in adjoining residence districts by impairing their established character, or their potential use.
 - c. Adequate and properly designed off-street parking to take care of the needs of all persons visiting or connected with the particular use.
 - d. The reasonable screening, at all seasons of the year, of playgrounds and of parking, loading, and service areas from the view of adjacent residential properties and streets.
 - e. Conformance of the proposed Site Development Plan with such portions of the Comprehensive Master Plan of the Village of Ardsley as may be in existence from time to time.
 - f. A drainage system and layout which would afford the best solution to any drainage problems.
- The Proposed Zoning Map which is attached to the proposed revisions to the Zoning Ordinance substantially reflects the Land Use Plan.
- Future Amendments to the Zoning Map
- In the interest of preserving the integrity of the Zoning Map, we recommend that all future amendments be guided by the following principles:
- a. All proposed zoning amendments should continue to be referred to the Planning Board for its study and recommendation;
 - b. "Spot-Zoning" should be avoided, inasmuch as every such action may have the effect of changing the character of the particular area involved to a degree which might jeopardize the zoning pattern of the entire area.
 - c. Variances granted by the Board of Appeals should be limited exclusively to instances where "practical difficulties" or "unnecessary hardship" dictate some degree of relief. The indiscriminate granting of variances may well ultimately become the equivalent of "spot zoning".

d. Any zoning change which departs from the Land Use Plan should be subjected to a particularly searching study in order to protect the integrity and balanced quality of the Plan.

The Official Map

The Village Law provides for an "Official Map" to be adopted, amended, or added to, from time to time, by the Board of Trustees. The Official Map shows the streets, highways, and parks already laid out, adopted, and established by law, and can show proposed streets, parks, and drainage rights-of-way. All future amendments, which can be adopted only after a public hearing, should be referred to the Planning Board for study and report. The Official Map is final and conclusive with respect to the location and width of streets, highways, and drainage rights-of-way, and the location of parks shown thereon. It is a means of giving the community control over the future location of streets, parks and drainage rights-of-way by preventing their being used for building construction.

The Village has no "Official Map". We recommend that the Board of Trustees and the Planning Board review the map contained herein (entitled "Basis for an Official Map") which includes many of the Comprehensive Master Plan recommendations and adopt those sections of the map as may be deemed to be acceptable at this time.

Land Subdivision Review

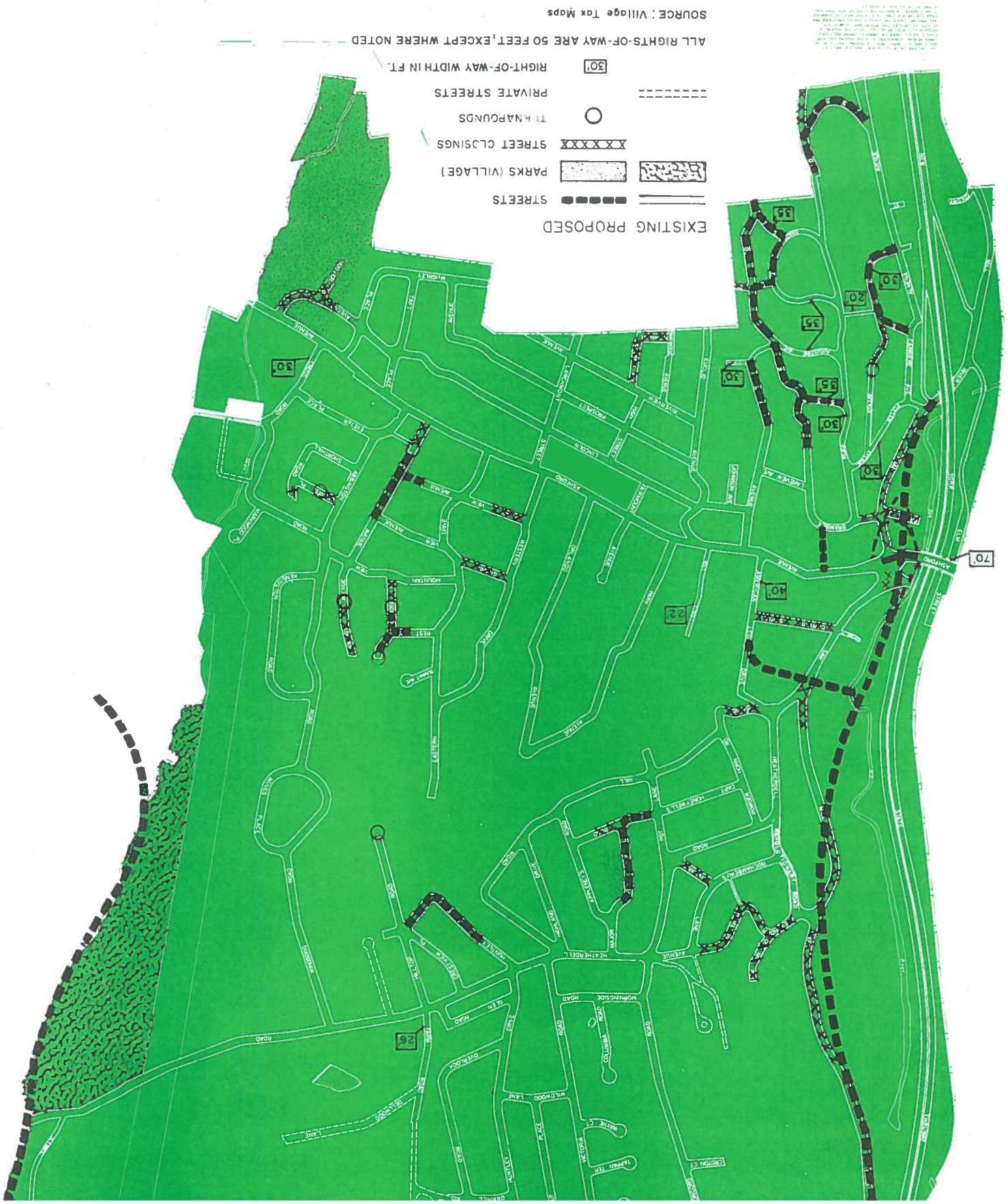
The Village Law also provides that, "for the purpose of providing for the future growth and development of the Village and affording adequate facilities for the housing, transportation, distribution, comfort, convenience, safety, health and welfare of its population, (the) board of trustees may by resolution authorize and empower the planning board to approve plats showing lots, blocks or sites with or without streets and highways." The Board of Trustees has already authorized the Planning Board to regulate the subdivision of land. To assist the Planning Board in carrying its duties in this regard, a set of "Subdivision Regulations" setting forth the procedure and requirements for plat approval in the Village has been submitted separately.

Property Maintenance Code

Some of the Village's substandard housing conditions could be gradually eliminated through the enforcement of a Property Maintenance Code. This code is a new tool, which has evolved from the Housing Code and

Minimum Housing Standards Ordinance, as a more effective means of implementing community conservation.

In order to prevent the continuance of substandard residential or non-residential structures, or the possible creation of new blighted structures, the Property Maintenance Code would prescribe minimum conditions for the lawful use of all structures and open lands in the Village. Such a code usually establishes minimum standards governing space per occupant, regulates minimum standards regarding basic sanitary and cooking equipment and facilities, light and ventilation, structural condition of buildings, garbage collection, etc., requires the elimination of ground surface hazards, regulates landscaping and signs, and establishes standards for the safe and sanitary maintenance of the structure and of all surrounding open space.



ALL RIGHTS-OF-WAY ARE 50 FEET, EXCEPT WHERE NOTED

SOURCE: Village Tax Maps

- EXISTING PROPOSED
- STREETS
- STREETS (VILLAGES)
- STREET CLOSINGS
- THANPOUNDS
- PRIVATE STREETS
- RIGHT-OF-WAY WIDTH IN FT. 30'

