

An aerial photograph of a lush green landscape. In the foreground, a calm pond reflects the surrounding trees. A small wooden dock is on the left side of the pond. To the right of the pond, there is a paved area with a small stone building and a larger modern building. The background is a dense forest covering a hillside.

Town of Ossining Comprehensive Plan

Sustainable Ossining



Town of Ossining

Town Board, 2022

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Sustainable Ossining is a plan for the future. The Town of Ossining's comprehensive plan is a sustainable framework establishing policies for Unincorporated Ossining's long-range planning and development. While the Town of Ossining includes the incorporated Villages of Ossining and Briarcliff Manor, this comprehensive plan focuses on the Unincorporated Area of the Town of Ossining because the Town's planning and zoning powers are limited to the unincorporated portion of the Town. In this plan, the term Town of Ossining encompasses Unincorporated Ossining, the Village of Ossining, and most of the Village of Briarcliff Manor; Unincorporated Ossining more specifically refers to the unincorporated area of the Town of Ossining (Figure 1).

This Comprehensive Plan creates a blueprint for a more sustainable, equitable, and economically sound Town of Ossining. Unincorporated Ossining is approximately 3.1 square miles in size and is bordered by the Villages of Ossining and Briarcliff Manor to the south and west; the Towns of New Castle, Cortlandt, and Mount Pleasant to the north and east; and the Village of Croton-on-Hudson to the northwest.

Unincorporated Ossining is a community rich with natural, historic, and cultural amenities. Situated in the lower Hudson Valley and in close proximity to the Hudson River, Unincorporated Ossining has close relationships with the outlying region, including through shared open spaces, public transit, and opportunities for employment and housing. Unincorporated Ossining is home to a diverse range of highly-valued environmental assets, including beautiful rivers and wetlands. Open spaces in Unincorporated Ossining include six parks that are publicly-accessible to any resident of the Town of Ossining: Ryder Park, Gerlach Park, Louis Engel Waterfront Park, Buck Johnson Park, Sally Swope Sitting Park, and Cedar Lane Park. Residents of all municipalities within the Town of Ossining may use any Town-owned parks; additional local resources are managed by the Villages of Ossining and Briarcliff Manor and have differing levels of accessibility to residents outside their municipalities depending on programming or other local rules. Local residents have shown great care for the area's environmental resources and as such, their conservation, as well as connectivity between them, are recurring topics throughout Ossining's Comprehensive Plan.

Over several centuries from the time the Town of Ossining was first colonized by non-Indigenous peoples to today, members of the community have cultivated a unique ecosystem of cultural and historic resources in addition to the Town's network of environmental assets. Unincorporated Ossining is home to many centers of arts and entertainment including a community of artists-in-residence, as well as houses of worship and prayer like the historic Maryknoll Seminary. Local students are enrolled in the high-performing Ossining Union Free School or Briarcliff Manor Union Free School Districts, and Unincorporated Ossining helps to facilitate an extensive range of additional programming such as community gardening, arts, senior programming and recreational sports.

Several periods of industrial growth and cultural development have left a variety of historic architecture in the Town of Ossining. These remnants of the area's history are generally well-preserved and range from warehouses and other vernacular or unassuming buildings of Unincorporated Ossining's past, to more well-known sites such as Sing Sing Correctional Facility in the Village of Ossining, which may be repurposed in the future as the Sing Sing Prison Museum through a partnership between the Town of Ossining and the Village of Ossining. Several of the community's historically significant architectural sites have great potential to serve local residents if they adaptively reused for new purposes and with new programming.

Most commerce takes place within Unincorporated Ossining's two business districts which are located on opposite sides of the Town, with North State Road to the east and the Crotonville area to the west near the Hudson River waterfront and just north of the Village of Ossining. While the Crotonville and North State Road areas are home to a number of businesses, local residents have voiced ideas about amending current zoning to support further commercial activity which may contribute to a broader tax base and a wider variety of commercial offerings. It is imperative that

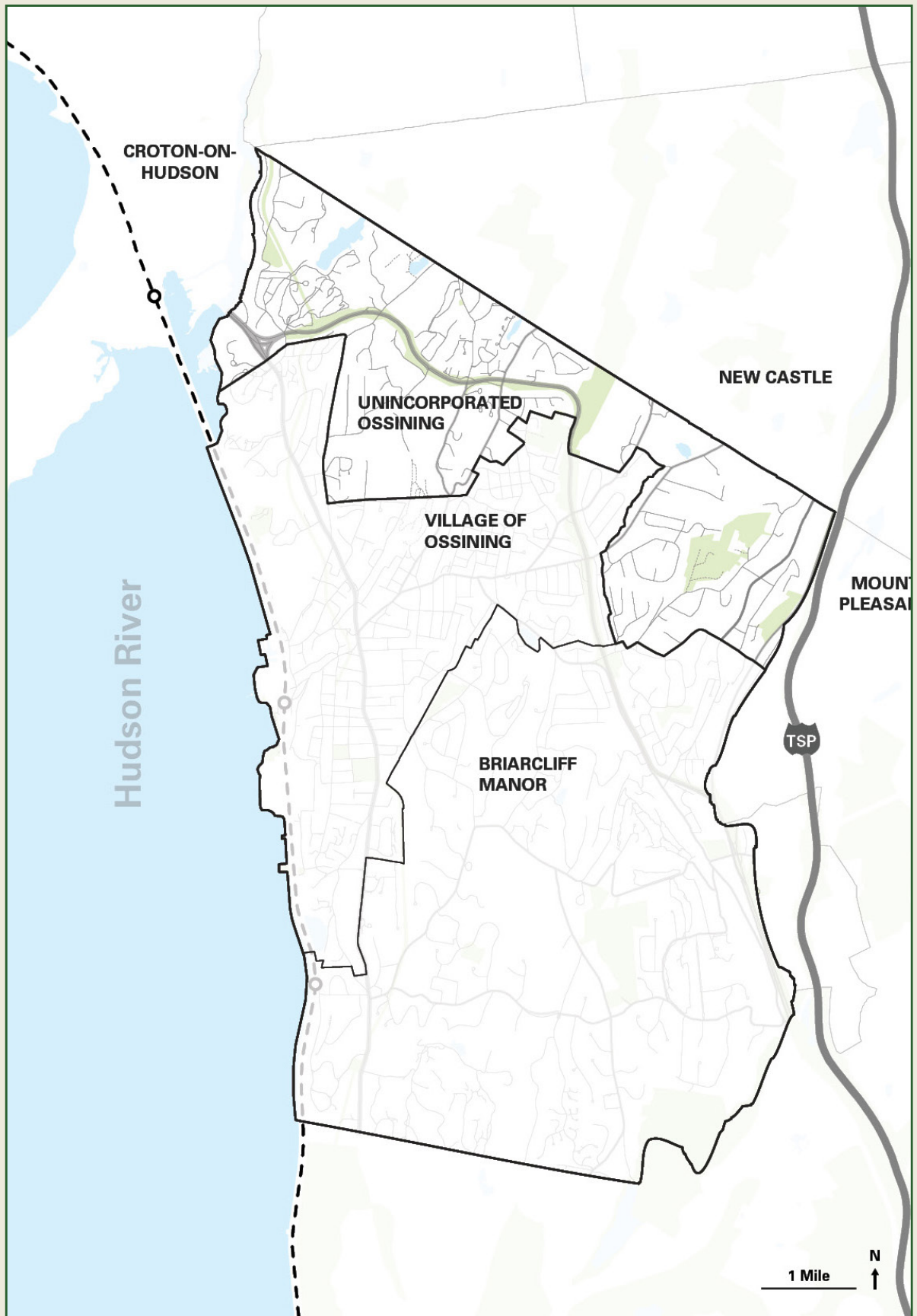


Figure 1 - Map of the Study Area

any development project to occur in Unincorporated Ossining take the community's significant environmental conservation goals into account; collaboration between developers and other stakeholders may encourage investment in amenities benefiting all members of the community, such as the creation of sidewalk connections or garnering support for the community's planting strategy.

While this plan specifically pertains to areas within Unincorporated Ossining, many resources are shared between the Town of Ossining and its two Villages of Ossining and Briarcliff Manor. Some public infrastructure and services are shared through intermunicipal cooperation, including schools, emergency services, and some utilities; other services, such as snow removal, are provided to residents of Unincorporated Ossining by the Town itself. All residents of the Town of Ossining pay into its General Fund, which supports the Town's Department of Recreation & Parks, and therefore all Town residents have access to all Town-owned parks. Some additional parks and facilities have residency requirements and are maintained directly by municipalities within the Town. Additionally, the Town of Ossining:

- assesses all property for tax purposes;
- issues building permits;
- processes marriage, birth, and death certificates;
- issues dog licenses;
- handles the filing of property tax exemptions for qualifying individuals;
- coordinates programs and daily meals for senior citizens;
- operates a town court;
- maintains park facilities;
- and hosts sporting programs, maintains two historic cemeteries, and collects county and school taxes for its residents Town-wide.

A significant point of feedback heard from the community through the development of this plan has been that for all of Unincorporated Ossining's open spaces and environmental assets, these sites remain navigable only by car, and do not form a network of open spaces that feels cohesive. With expanding initiatives around commerce, housing, and land conservation, pedestrian connections are in high demand; by strengthening its pedestrian mobility networks, Unincorporated Ossining has the opportunity to encourage increased accessibility to these local resources. Residents overwhelmingly perceive walking and cycling around both Unincorporated Ossining and the larger Town of Ossining as unsafe, with some residents describing a mere walk around the block as "perilous" or "treacherous," especially near hazardous roadways and for differently-abled individuals.

In light of these concerns, a major component of this plan involves leveraging Unincorporated Ossining's open spaces and roadways to increase pedestrian accessibility and safety via improved street crossings and other, more scenic railway connections between all of the Town's cherished



Town of Ossining.



Louis Engel Waterfront Park. Town of Ossining.

assets, such as the Briarcliff-Peekskill Trailway.. Ultimately, it is the community's goal that a local resident could safely travel anywhere on foot or by bike within Ossining, and even to neighboring communities, enjoyably and in total safety. Although this is a lofty goal, the notion that residents are committed to aspiring towards it has been made abundantly clear throughout the engagement process.

Another central pillar of community concern and debate has been the careful balancing of land conservation and the development of greater opportunities for affordable housing, commerce, culture, and other amenities. Members of the community place great value on the protection of Unincorporated Ossining's extensive environmental resources, acknowledging the need to protect Ossining's sensitive wetlands and parklands. Meanwhile, community members recognize too that Unincorporated Ossining could be more active in promoting diverse and affordable housing options and supporting local businesses, with many individuals advocating for contextual development as a means to achieve these other goals. While these priorities, or values, of development and conservation may at first seem in conflict, they in fact provide Unincorporated Ossining with the unique opportunity to support housing accessibility, businesses, and institutions, while also conserving portions of land all at once.

Unincorporated Ossining has made progress in recent decades in striving towards some of the goals laid out above.

- The Town of Ossining's most recent comprehensive plan was adopted in 2002, and much progress has been made between then and now in expanding opportunities for business and commerce, conserving open spaces, and connecting assets of community value, all of which were key components of previous planning efforts;
- Recent notable plans and initiatives include the 2015 Update to the Town of Ossining's Comprehensive Plan, which established several zoning and implementation amendments to the plan originally produced in 2002;
- the Millwood-Ossining Go Plan of 2018, which advocated for an integrated network of trailways linking regional environmental resources;
- the 2020 Community Resilience Building Workshop, a multi-municipality effort which identified climate-related hazards and opportunities and developed priorities to improve local resilience;
- Pace Land Use Law Center's 2020 Smart Growth & Public Health Audit of Ossining's General Business Districts, which provided insight regarding the compatibility of current zoning with the Town's aspiration to be a Climate Smart Community;
- Cornell University's 2019 Climate-adaptive Design Studio, which envisioned Ossining as a more resilient coastal community; the Town of Ossining's Complete Streets Resolution of 2021, which describes strategies to enhance walkability; and many others;
- Ongoing efforts include the work of the Green Ossining Committee, a body made up of both Town and Village of Ossining residents and which has developed recommendations

on a wide range of environmental issues including energy, transportation, water, and waste resources;

- and that of the Town of Ossining’s Environmental Advisory Committee (EAC), which supports sustainability initiatives in Unincorporated Ossining.

In March 2020, the Town of Ossining formally initiated the process of crafting its new comprehensive plan by issuing a request for proposals (RFP), later retaining WXY Studio for the project, with PACE to lead the community engagement process. Working alongside Pace University Land Use Law Center, Westchester County, the Green Ossining and Environmental Advisory Committees, and other stakeholders, *Sustainable Ossining* has been developed as a holistic roadmap analyzing how Unincorporated Ossining evolved to become what it is today and exploring what goals and values will lead the community into the future. *Sustainable Ossining* has been developed based on an extensive community engagement process led by the team at PACE, and with the guidance of the comprehensive plan Steering Committee, a group of local residents with diverse ideas about a brighter future for Unincorporated Ossining and how it might be achieved. These individuals were selected by the Town Board as representatives to advise on planning efforts and ultimately to commit, as representatives on all of Ossining’s behalf, to advancing the goals and strategies described below.

Despite the ongoing COVID-19 pandemic, residents of Ossining shared their hopes and concerns for the future of the Town. COVID-19 has had a great impact on the development of this comprehensive plan, replacing meetings with virtual discussions, town halls with chatrooms, and workshops with additional online surveys. It must be noted that the pandemic has had unknown and potentially far-reaching effects on the Town itself; public health measures put in place throughout 2020 and 2021 could affect long-term patterns and dynamics, such as Ossining’s commuter culture in which 95% of residents, before COVID-19, commuted elsewhere for work, often to New York City via the Metro North Train’s Hudson Line.

COVID-19 posed great barriers to standard engagement and planning processes; despite these additional challenges, efforts were made to engage as many members of the community as possible, and the public engagement process received a higher volume of community input compared to previous planning processes. The community’s commitment to charting a path towards a more sustainable future for Ossining even amid a public health crisis may serve as a testament to the seriousness with which the community has dedicated itself to the Town’s stewardship and growth.

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Planning Context



What is a comprehensive plan?

A comprehensive plan is a roadmap that gathers information and input to showcase a community's history, where it stands today, and what it intends to move towards in the future. Themes, or overarching values, inform the development of planning goals, objectives, and strategies that will guide the community for years to come.

A comprehensive plan is not so much a regulation itself as it is the basis for potential new and updated regulations reflecting the desires of the community. Representing a direction into the future around which community members have coalesced, a comprehensive plan can serve as a definitive guide for future policymaking and planning decisions. The question a comprehensive plan answers is not, for instance, 'what may be developed here?', but 'what should be developed here?'

Many communities nationwide participate in a comprehensive planning process every ten to twenty years, both because the existing conditions, or local context, will have undoubtedly changed over time and to ensure planning strategies are keeping with the community's own values

and goals. Many states, including some of New York’s neighbors, even stipulate a comprehensive planning process, with frameworks for periodic revision and review. Although updated in 2015, the Town of Ossining’s most recent comprehensive plan was written in 2002.

While the information within *Sustainable Ossining* is derived from many sources, such as the national census or local building records, the real subject matter experts on any given community are members of that community. With this in mind, rigorous community engagement and public outreach processes revealed community members’ hopes for Unincorporated Ossining, as well as their concerns. Community values and priorities that arose from the engagement process have been paired with extensive analyses of maps, demographics, and other metrics to craft a comprehensive plan for the Town of Ossining with recommendations that will guide policymaking for years to come.

Purpose of the Plan

Sustainable Ossining has a critical and complex, ongoing role in shaping Town planning and operations; the plan demonstrates a commitment to active participation in steering the evolution of the community. Its purpose is:

- To create a municipal roadmap that expresses community members’ values and goals to guide future planning, growth, land use, and investment;
- To advance and build on related planning efforts;
- To ensure any potential development is consistent with the Town’s planning policies and the needs and priorities of the community;
- To connect the Town’s planning approach to regional policies, goals, and resources;
- To develop actionable recommendations that reflect community members’ input; and
- To support a dynamic planning framework that will remain current over time through continuous engagement and refinement.

The comprehensive plan serves as a unifying framework to support the decision-making and priorities of Unincorporated Ossining’s numerous Boards, Committees, and Councils, and advance the vision the community has laid out. It identifies key themes for planning as well as the opportunities and challenges that exist in Unincorporated Ossining today as motivations for action. The Town Board shall review the comprehensive plan at least every five years.

Organization of Sustainable Ossining

Although much of the content will have changed between the writing of the Town of Ossining’s 2002 comprehensive plan and today, the structure of *Sustainable Ossining* remains much the same as that employed in the community’s previous plan, which received an update in 2015. Although the 2002 plan did not explicitly recognize them as such, it does contain themes, or broad areas

and values of concern. This plan uses themes to organize ideas around one central topic, such as mobility or the environment, and in total the community has determined six. Within each planning theme, a goal has emerged out of the engagement process, which is an overarching statement of what the community aims to strive towards in the future, specific to each of the plan's six themes.

Similarly, each theme contains issues and opportunities, which describe challenges or community concerns that served as the impetus for the goal. Next, the Plan presents several objectives within each goal, which more specifically call out steps the community has identified as opportunities with regard to the larger, thematic issues of the economy, housing, and so on. Finally, strategies will most specifically guide the trajectory of each objective such that they might be successfully implemented in the Town of Ossining.

Sustainable Ossining is organized into 11 chapters:

1. Introduction
2. Planning Context
3. Plan Structure & Themes
4. Connectivity & Mobility
5. Open Space & Natural Resources
6. Housing, Development & Preservation
7. Sustainable Infrastructure
8. Community & Culture
9. Economy
10. Action Agenda & Implementation
11. Appendix

Planning Process

To carry out the planning and development process, a Steering Committee was assembled by the Town of Ossining in January 2020 to advise on the development of its comprehensive plan and provide feedback on materials as they were prepared. Working alongside and representing key stakeholders, this diverse group of community members was tasked with overseeing the planning process and guiding the framework for *Sustainable Ossining*. In addition, Steering Committee Members served important roles in encouraging public engagement throughout the planning process, which began in August 2020 and concluded in January 2022, lasting 17 months in total.

The planning process involved wide-ranging and detailed input from various community members and stakeholders. The first public workshop, a virtual session on November 19, 2020, focused on identifying Unincorporated Ossining's strengths, weaknesses, and strategies to overcome existing challenges. Participants reviewed key findings from the research phase and

provided feedback on priorities for future planning. Additionally, participants engaged in smaller virtual breakout-room discussions on critical topics including connectivity and mobility, density and land uses for future development, Unincorporated Ossining's network of open spaces, and actions to mitigate climate change.

The second public workshop took place virtually on April 8, 2021 and included approximately 70 members of the Town of Ossining community. Participants were divided into smaller groups in which facilitators led discussions pertaining to connectivity, open space, and land use and development, and asked participants to highlight Unincorporated Ossining's stronger qualities as well as its challenges. After prioritizing locations and elements central to the comprehensive plan, community members collaborated to devise objectives and strategies that would build off of existing momentum and address lingering concerns.

In collaboration with the Land Use Law Center, the Town of Ossining posted community feedback boards throughout the community's public spaces starting in July 2021 through September 2021. Residents provided feedback on critical issues related to each of the comprehensive plan themes. Key questions included: What is your big idea for the future of Ossining? What housing type meets the community character/needs of Ossining? What pedestrian enhancements and connections would you like to see in Ossining? What would you like to see more of in Ossining? Of the permitted uses, what images best reflect your vision for North State Road?

These community feedback boards were posted throughout Unincorporated Ossining including at Club Fit, UMAC, Ossining Public Library, Fred's, Torview Swim & Tennis Club, SBS Print & Ship, Community Center, Polished Spa Nails, Briar Bagel Shop, and Mrs. Greens, and were also available at popular events including the Summer Waterfront Concert Series, the Farmers Market, and other activities tailored towards families.

Community Engagement

Members of the Ossining community are the true subject matter experts on the Town, and thus the extensive community engagement process which took place was critical to the generation of this plan and its recommendations. The Town of Ossining's comprehensive planning process was set to begin when COVID-19 shifted all activities to virtual replications; digital tools of engagement were introduced to encourage increased participation and make the engagement process as accessible as possible. On new terms, project stakeholders contributed input throughout the planning process in other meaningful ways: through their comments via interactive posters stationed around the downtown and community facilities, through emails, and through messages posted online via the *Sustainable Ossining* website. A detailed virtual survey facilitated by PACE provided a great number of insights, some of which have been reproduced in this plan. The *Sustainable Ossining* website further supported the process as a bulletin announcing upcoming workshops and meetings, a repository of input, reports, and progress, and a tool for communication.

The Steering Committee focused mainly on the development of the plan's goals, objectives, and strategies. The larger Town of Ossining community played an equally significant role: over the course of several months, hundreds of stakeholders came together in virtual workshops, meetings, and discussions around priorities and opportunities for future planning. The Steering Committee reviewed public input and advised on the planning progress to ensure this resulting document expresses community members' ideas, priorities, and strategies to inspire future planning and shape the Town of Ossining's operations and policies.

Members of Comprehensive Plan Steering Committee included:

- Marisa Caruso
- Caroline Curvan
- Gareth Hougham
- Dana Levenberg
- Robert Lowenthal
- Gayle Marchica
- Jason Mencher
- David Schofield
- Donna Sharrett
- Jackie Shaw
- Matthew Weiss

Steering Committee Meetings

Steering Committee Meetings were conducted on a regular basis to ensure the development of *Sustainable Ossining* was consistent with the aspirations and concerns of members of the community. Acting as representatives of Unincorporated Ossining amid the development of the comprehensive plan, Steering Committee members advised on its content, tracked progress, coordinated with other initiatives, and encouraged community participation and support.

Project Website

A website (<https://www.sustainableossining.com>) was created as a tool to distribute information, facilitate engagement, and act as a repository for any materials created throughout the planning process, such as public workshop presentations, recordings and summary notes. The *Sustainable Ossining* website was updated regularly and was critical to the engagement process to the extent that it served as a centralized location from which community members could learn about or participate in the development of their new comprehensive plan.

To allow community members to provide feedback at their own convenience, PACE created a digital survey which produced a great amount of qualitative and quantitative data regarding patterns and points of view among the community. The survey responses lent incredibly valuable insights to this plan, some of which have been quoted within, and the project team is grateful to all those who took part in the engagement process.

The survey conducted by PACE produced a large body of information ranging from straightforward statistics to long-form comments outlining a single community member's hopes or concerns around one issue or another. Taken together, the community's feedback served as a basis upon which the critical issues and opportunities at the core of *Sustainable Ossining* were established. Chief among community members' concerns were connectivity and pedestrian safety issues, the protection and expansion of open and green spaces, access to and improvements along the Hudson River waterfront, Unincorporated Ossining's character and the quality of its neighborhoods, and the balance of land conservation with development goals such as increasing housing accessibility and supporting small, diverse, and women- and minority-owned businesses.

The Land Use Law Center conducted an additional online survey between late September and early November to better understand the public's planning priorities; there were nearly ninety participants in total. The survey shared the draft objectives specific to carrying out this plan's theme areas and goals. Previously, the Town had surveyed residents regarding their priority themes; participants were given the opportunity to select their top two. The results were as such: Open Space & Natural Resources (60%), Economy (35%), Community & Culture (29%), Housing, Development and Preservation (28%), Sustainable Infrastructure (25%), and Connectivity & Mobility (22%).

Previous Planning Efforts

Sustainable Ossining was developed amid a landscape of previous and ongoing planning initiatives, some general and others specific to themes such as the environment or the economy. The comprehensive plan serves as a bridge between the Town of Ossining's future and its past, some of the planning documents from which are summarized below.

Update to the Town of Ossining Comprehensive Plan (2015)

The *Comprehensive Plan Update* mainly concerns strategies of implementation, with a predominant focus on Unincorporated Ossining's expansive and sensitive environmental resources. The *Update* significantly expands the duties and responsibilities of Unincorporated Ossining's Architectural Review Board, which would be empowered to create design guidelines and best practices for new development; and calls for Unincorporated Ossining to review and

revise ordinances which are in some cases decades old and no longer suitable, many concerned with density. Westchester County Planning Board Commissioner Edward Burroughs noted in his response to the Plan its tension between seeking to firmly protect environmental resources, with the possibility of a restriction in density, and encouraging development of a wider variety of housing opportunities and likewise a denser, more walkable community.

Town of Ossining Comprehensive Plan (2002)

The *Town of Ossining Comprehensive Plan* of 2002 sets out with a thorough investigation of Existing Conditions before presenting a holistic Vision Statement that makes clear the community's goals: to move towards a more thriving, connected, and diverse Ossining rich with opportunities for housing, commerce, and recreational activity. In particular, the *Plan* seeks to protect and enhance sustainable accessibility to Unincorporated Ossining's numerous environmental resources, including several parks, waterways, and preserves; as well as promoting mobility through non-motorized (pedestrian) transit, including via open space and walking/biking trails.

Town of Ossining Complete Streets Policy Resolution (2021)

The *Complete Streets Policy Resolution* opens with an explanation of Complete Streets Design and its implications for Unincorporated Ossining before moving to its analysis of 117 communities' Complete Streets policies; that of the City of Kingston was chosen as a model due to its "strong emphasis on public health, traffic safety, climate change, equity, and most importantly economic development." The *Resolution's* recommendations include encouraging denser, mixed-use development, increasing walkability, and continuing efforts to protect open space.

Community Resilience Building Workshop: Summary of Findings (2020)

In their *Summary of Findings*, the Towns and Villages of Ossining, New Castle, and Briarcliff Manor articulate climate-related hazards to natural, social, and infrastructural resources and identify opportunities as well as develop priorities to improve local resiliency. Describing the perils of climate change and the Hudson Valley's challenge to plan for a predicted minimum sea-level rise of three to six feet by 2100, the *Summary* identifies key assets and areas of concern including public utilities, transportation infrastructure, and historic architecture. Unincorporated Ossining's extensive environmental resources are framed both as threatened by climate change and as essential resiliency opportunities, and the authors identify the region's integrated network of social resources as critical to promoting a more resilient and sustainable future.



Reprint of New Netherland tribal mapping by Adri  en Block and Cornelius Hendrickson identifying a ‘Sinsing’ settlement along the Hudson River as early as 1614, prepared by Nicol  s Visscher in 1685.



Oil painting on canvas by American landscape painter and a founder of the National Academy of Design, Hugh Reinagle, which predates the Town of Ossining’s establishment by fifteen years.

Parks Review – Recreation Advisory Board (2019-2020)

The *Parks Review* serves as an update on the Town of Ossining’s 17 parks and recreational facilities, and the Board’s analysis suggests that parks and other recreational facilities are “generally in good shape,” with at least 22 uses among them and varying needs for maintenance and repair. The authors note in particular the “huge potential” to expand amenities and programming in Cedar Lane Park in Unincorporated Ossining, which already hosts uses ranging from a dog park and walking trails to recreational facilities and an arts center.

Ossining Union Free School District Demographic and Enrollment Analysis (2019)

The Western Suffolk Board of Cooperative Educational Services (BOCES) Office of School Planning and Research predicts Ossining Union Free School District enrollment may decrease by 2.9% through 2024, having peaked at 4,837 in 2020. As projections show smaller kindergarten enrollment over the next decade, total enrollment may shrink as these cohorts move through the school system, the Analysis explains. Accordingly, as class sizes fluctuate, the District may experience an enrollment decrease of 34-138 students between 2019 and 2024.

Cornell University Climate-Adaptive Design Studio (2019)

The final report of Cornell University’s Climate-Adaptive Design Studio, *Ossining’s Waterfront on the Rise*, presents the Town of Ossining as a thriving but environmentally vulnerable commuter suburb of New York City. Due to flood concerns over the next several decades, the Studio participants present several design strategies that may be employed to foster a community that is more vibrant, environmentally resilient, and sustainable. Recommendations for the Town of Ossining include designing resilient waterfront parks with sustainable shorelines, strategically relocating and/or flood-adapting existing structures, expanding the use of green infrastructure, and developing resiliency plans for critical roadways and other public facilities.

Millwood-Ossining Go (MOGO): Bicycle and Pedestrian Connectivity Plan (2018)

The primary goal of the *MOGO Plan* is to develop connections between environmental, residential, and commercial areas both within the Town of Ossining and in relation to surrounding municipalities and resources. The authors’ rigorous community engagement efforts revealed concerns for access to existing parks, trails, and open spaces, as well as insufficient infrastructure to facilitate safe multimodal transit. Respondents overwhelmingly (73%) felt unsafe as pedestrians, either walking or bicycling, in their own community and all but a few (95%) agreed that increasing safety and access for pedestrians would benefit the community at

large, envisioning environmentally, economically, and socio-culturally significant impacts.

Green Ossining: Ossining Community Climate Action Plan

The *Climate Action Plan* is a highly accessible document that sets out a broad overview of climate change and its implications for Ossining, and makes several recommendations to the community on how various stakeholders may act more sustainably across various problem areas. The authors write as advocates for positive change in Unincorporated Ossining and are quick to draw holistic and optimistic conclusions, for example, such as by cutting down on electricity a family may save on energy costs and reduce environmental impacts all at once.

Regional Context

The Town of Ossining is situated in a highly active area of southern New York on the western edge of Westchester County, approximately 18 miles north of New York City and bordering the Hudson River. Unincorporated Ossining's commuter culture, in which 95% of residents work elsewhere, is partly attributable to the Town's connectedness to Manhattan by an hour-long train ride on the Metro North Railroad. Neighboring communities within Westchester County include the Town of New Castle to the northeast, the Village of Croton-on-Hudson to the west, and the Villages of Ossining and Briarcliff Manor to the south and southeast. Additionally, the Town of Ossining sits at the base of the Hudson River Valley, a significant environmental area roughly defined by the Hudson River and which snakes north through New York State and includes the neighboring Rockland, Orange, and Putnam counties.

Local Context

In the mid-seventeenth century, relations were strained between the colonists, whose Director-General of the Province of New Netherland Willem Kieft was appointed by the Dutch West India Company, and those indigenous to the area; as a token of Kieft's gratitude for helping to negotiate for greater peace between them, he gifted some 24,000 acres around the Town of Ossining to lawyer, ethnographer, and activist Adriaen van der Donck, from whose honorific, 'Jonkheer,' the name Yonkers was derived.

Frederick Philipse purchased van der Donck's land as well as that of the Indigenous Wiechquaeskeck, Sint Sink, and Tappan Tribes between 1672 and 1686, amassing over 81 square miles in total on both sides of the Hudson River. All this became part of the Philipse's expansive domain north of Manhattan, which was built in large part by enslaved individuals of African descent and granted a royal charter in 1693. Found to be a family of British Loyalists in 1779, New York State seized Philipsburg Manor from Frederick III amid the Revolutionary War, much of its farmland subsequently sold to its former population.

An increasingly successful port supplying New York City with agricultural products from upstate, the Village of Sing Sing was incorporated as Westchester's first State-chartered municipality in 1813. Dependent on convict labor in its factories, with products ranging from stoves to shoes to pharmaceuticals, the community prospered throughout the nineteenth century, aided infrastructurally by its prime position on the waterfront and the opening of the Ossining Railroad Station in 1849. The name Sing Sing was officially changed to Ossining in 1901 to distance the Village of Ossining and the goods of its light industrial manufacturing from the notorious Sing Sing Correctional Facility nearby, which produced many similar wares of its own; the prison and its practices had grown notorious, and as boycotts against the facility gained in momentum, merchants in the Village of Sing Sing found that many of their goods, sometimes marked 'Made in Sing Sing,' were being boycotted as well.

In 1845, The New York State Legislature created the Town of Ossinsing as a subsection of Westchester County to be separate from the Village, its name shortened after one year to Ossining. Decades later, the already-settled hamlet of Briarcliff Manor was formally incorporated in 1902 with part of that land.

Ossining Today

Unincorporated Ossining has evolved over the past 155 years, becoming today a vibrant suburb of New York City with significant cultural and environmental resources. Consisting of approximately 3.1 square miles located north of the Village of Ossining, bordering the Hudson River to the west, and 18 miles north of New York City, Unincorporated Ossining's increasingly diverse and highly educated population has grown to 5,626 residents as of 2020, a gain of 14% since 1970. While population growth in Unincorporated Ossining has widely fluctuated, the population of Westchester County has increased by a few percentage points every decade since 1990, indicating that County-level growth is both slower and more stable than that of any one community. An integrated transportation network, particularly railways offering connections both deeper into the metropolitan area and further north into the Hudson Valley, has contributed to a commuter culture in which 95% of residents work elsewhere and vice versa.

The Town of Ossining boasts a multitude of preserved and open spaces, with at least 17 public parks shared between the Town and Villages, and offers a wide variety of opportunities for employment, housing, recreation, and commerce. Through an intermunicipal sharing agreement, all residents of the Town of Ossining have access to Town-owned parks, while some Village-owned parks and facilities remain accessible only to residents of the municipality within which they are located. Made up largely of single-family neighborhoods bordered by a business district on either side and dotted with institutions in between, Unincorporated Ossining's community is tight-knit and takes pride in its reputation as an excellent place to live and do business, vibrant but well-preserved.

Unincorporated Ossining's enviable position on the Hudson River waterfront and judicious stewardship of natural resources has resulted in a diversity of environmental assets, including the Town of Ossining's beautiful parklands, wetlands, and other open spaces. Planning for the mitigation of climate change is, for the Town of Ossining, a two-pronged effort: the community desires to become more environmentally sustainable, doing its part to reduce emissions and adopt greener practices; but at the same time community members recognize that global warming and its effects are already occurring, posing flood risks and heightening the need for resilient design measures which take the planet's shifting climates into account.

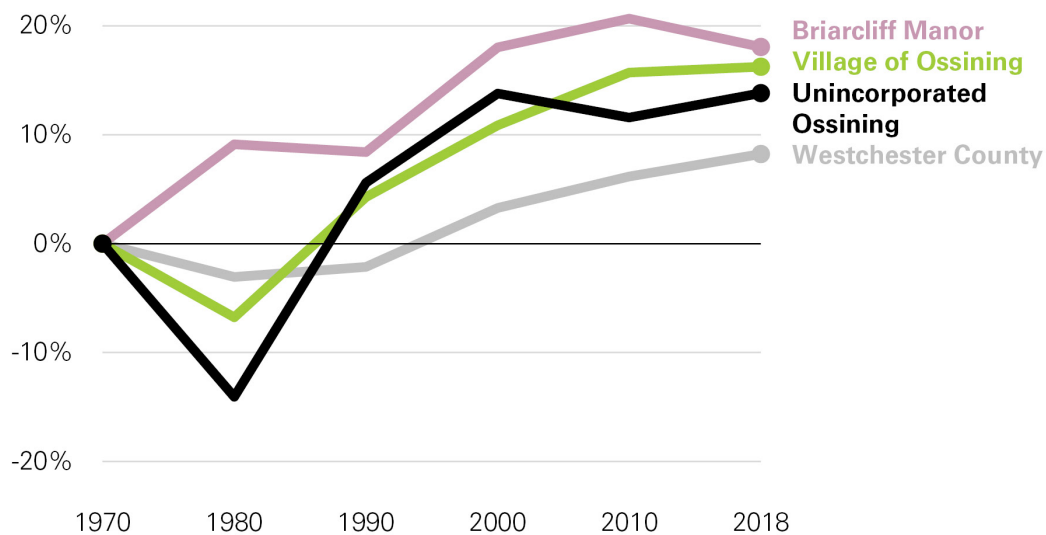
'Sustainability' is often said in the context of aspiring toward a greener, cleaner planet, and while environmental sustainability is a cornerstone of this plan, Unincorporated Ossining has the potential to thrive for decades to come by dedicating itself to sustainability in a more holistic sense. Applying the value of sustainability to each of this plan's six key themes raises a host of questions, many of which members of the community are asking already: how might Unincorporated Ossining develop an active public sphere that is both safe for pedestrians and inviting; what is the right balance between accessing environmental resources and ensuring their availability to future generations? Through the same lens, *Sustainable Ossining's* key themes intersect with each other, raising yet more complex questions and inevitably resulting in priorities: how rigorously should Unincorporated Ossining's character be protected were developmental activity to advance other goals, such as ensuring equitable access to housing and heightening economic growth?

While some of these questions remain unanswered and others spark lively debate, the engagement process has lent critical insights to this plan and confirmed the community's intention to focus on a holistically sustainable future for the Town of Ossining. Likewise, environmental resiliency and pedestrian activation of the public sphere recur as priorities throughout this report and remain among the greatest areas of opportunity to positively influence development in Unincorporated Ossining.

Demographics

Starting in 1980, Unincorporated Ossining's residency steadily expanded to a peak population of 5,626 in 2020, a 14% increase from the year 1970 (U.S. Census American Community Survey, 2020). It should be noted, however, that population growth has plateaued recently, with an increase of only two residents, or less than a tenth of 1%, between 2000 and 2018 (Figure 2). Density in Unincorporated Ossining falls mostly in the range of 1,000-2,000 residents per square mile; an area of higher density houses 2,000-5,000 residents per square mile, and, falls in the middle of Unincorporated Ossining on its east-west axis, and between its two General Business Districts (Figure 3). Altogether, the Town of Ossining, which includes Unincorporated Ossining, the Village of Ossining, and the Village of Briarcliff Manor, is home to a population of 40,061, as estimated by the U.S. Census Bureau in 2020.

Within Unincorporated Ossining, the area of greatest density falls towards the center of the Unincorporated area, with 2,000-5,000 residents per square mile; this denser area is flanked by slightly more spread-out neighborhoods on either side, each with a population density of 1,000-2,000 residents per square mile. The Village of Ossining is the densest area within the Town of Ossining and is the only location with a population density greater than 5,000 residents per square mile. Briarcliff Manor is the least dense municipality within the Town of Ossining, mostly with fewer than 1,000 residents per square mile, and between 2,000 to 5,000 residents per square mile around its northeast corner (Figure 3).



Source: U.S. Census Bureau Decennial Census, American Community Survey 5-Year 2014-2018

Figure 2 - Population Change

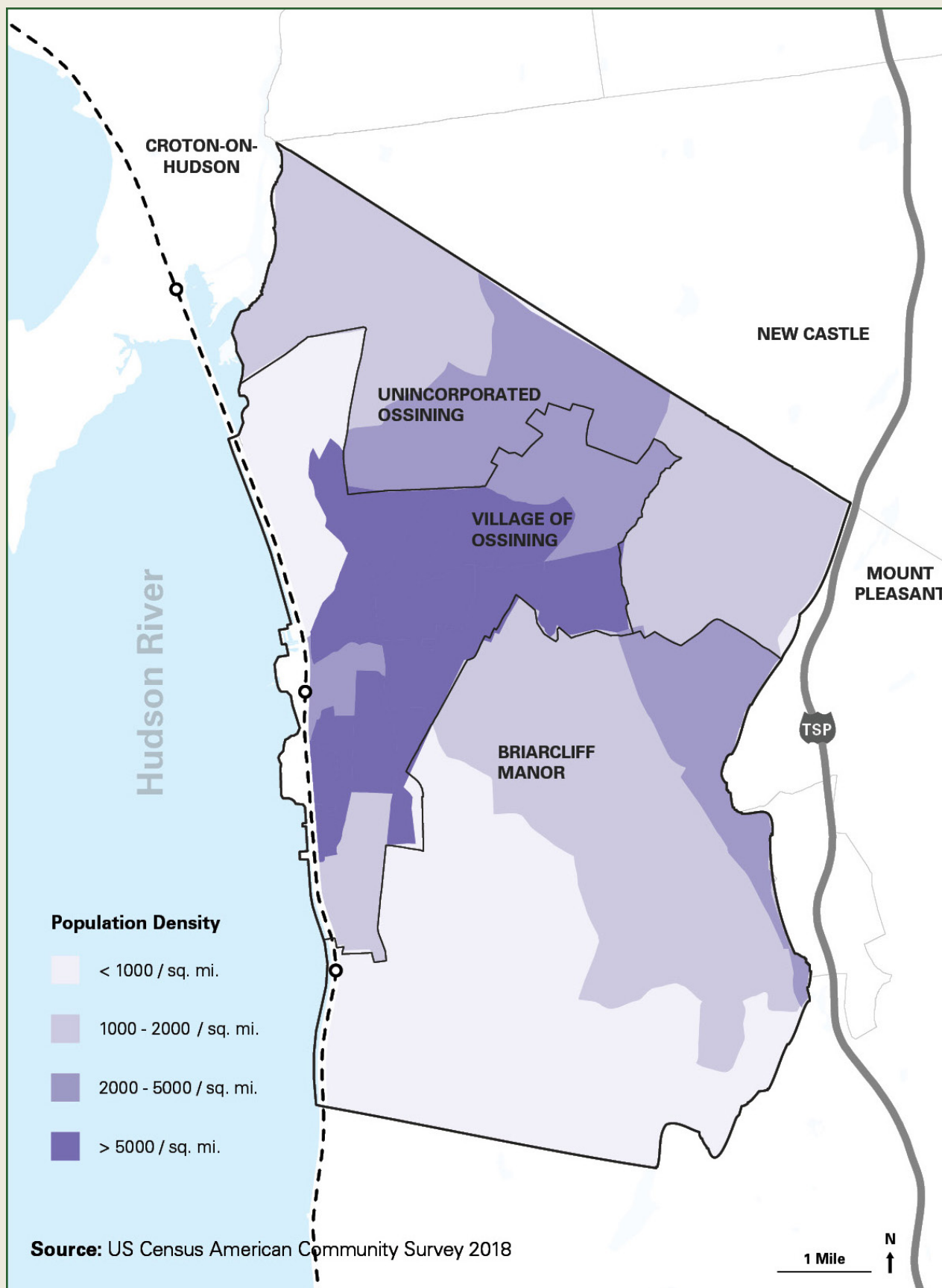


Figure 3 - Population Density

Unincorporated Ossining has a larger share of white residents compared to the Village of Ossining and Westchester County and a smaller share compared to the Village of Briarcliff (Figure 4). The proportion of white residents in Unincorporated Ossining has decreased from 92% in 1990 to 70% in 2018. Unincorporated Ossining's share of Asian, Black, Latinx, and other non-white residents has increased steadily to 30% of the total population in 2018 (Figure 5). The percentage of residents 55 and over in Unincorporated Ossining has increased from 14% in 1970 to 45% in 2018, with residents ages 25-54 wavering around 40% during the same period. Unincorporated Ossining's proportion of residents under age 25 is less than 20%, about 10 percentage points behind the Village of Ossining, Briarcliff Manor, and Westchester County alike, while Unincorporated Ossining's share of residents aged 55+ is roughly double that of the other localities as of 2018 (Figure 6).

Household size in Unincorporated Ossining in 1970 was above national and local levels at nearly five residents per household, before falling dramatically between then and 1990. Today, Unincorporated Ossining has the smallest household size within the Town of Ossining, at 2.63 residents per household (Figure 7). Median household income in Unincorporated Ossining is estimated at \$115,662, while the median household income is \$67,841 in the Village of Ossining and \$163,795 in the Village of Briarcliff Manor (American Community Survey 2018). Within Unincorporated Ossining, median household income is fairly consistent across census blocks between \$100,000 and \$150,000, excluding a small area in the southeasternmost corner of Unincorporated Ossining where earnings exceed this. As one moves west through Unincorporated Ossining towards the Hudson River, median household income decreases from nearly \$150,000 to \$114,018 at center and \$101,373 in the westernmost part of the unincorporated area. Median income in the Village of Ossining has a wider range across its census tracts, with some families earning less than \$26,000 per year and others making as much as \$150,000 in certain areas. Median household income is estimated at \$96,610 for Westchester County overall (Figure 8).

The number of owner-occupied housing units in Unincorporated Ossining has increased from 1,560 in 1990 to 1,848 in 2018, or 18%, while during the same period the number of renter-occupied units increased only marginally from 235 to 248 units, or just under 6%. Between 2010 and 2018, median owner-occupied home values in Unincorporated Ossining decreased from \$500,000 to \$450,000, or 10%, with the whole of Westchester County reporting a 5% reduction in prices. As of 2020, median dwelling unit list and sales prices in Unincorporated Ossining are approximately \$550,000, with homes averaging over 60 days on the market before closing. The large jump in home value in 2020 may be attributable in part to the COVID-19 pandemic and its effects on real estate markets nationwide and in the New York Metropolitan Area in particular. With a newfound need to maintain social distance and abide by other public health protocols, many urbanites left their respective cities at least temporarily in 2020 to seek out locations with superior open spaces and other cultural and recreational resources. The effects of COVID-19 on real estate and other emerging trends should continue to be evaluated.

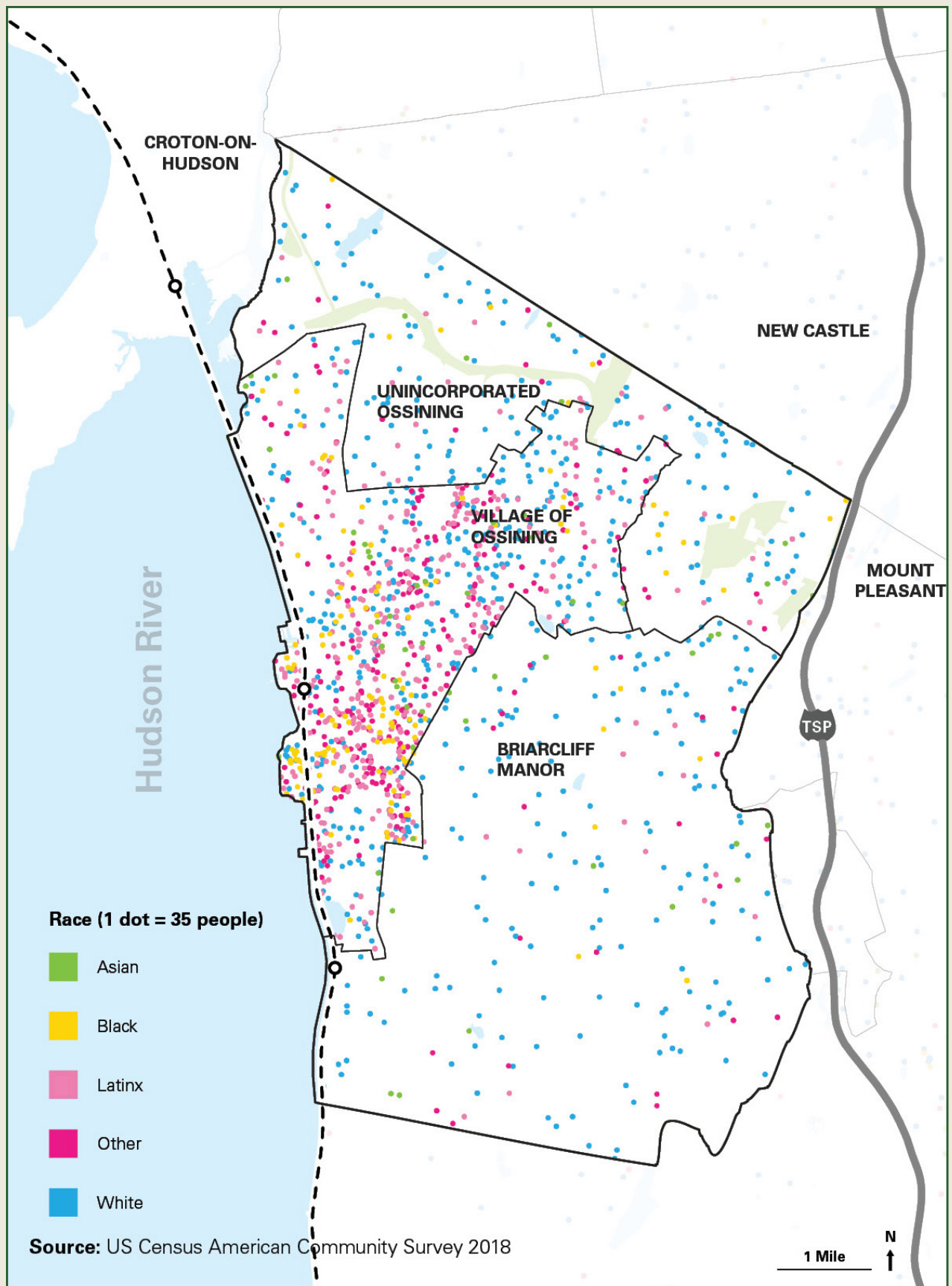


Figure 4 – Race & Ethnicity

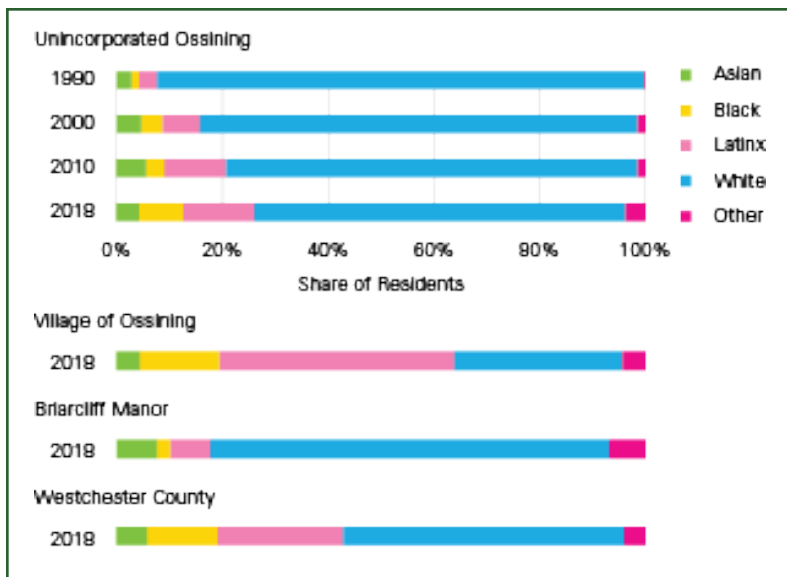


Figure 5 – Demographic Change in Race & Ethnicity

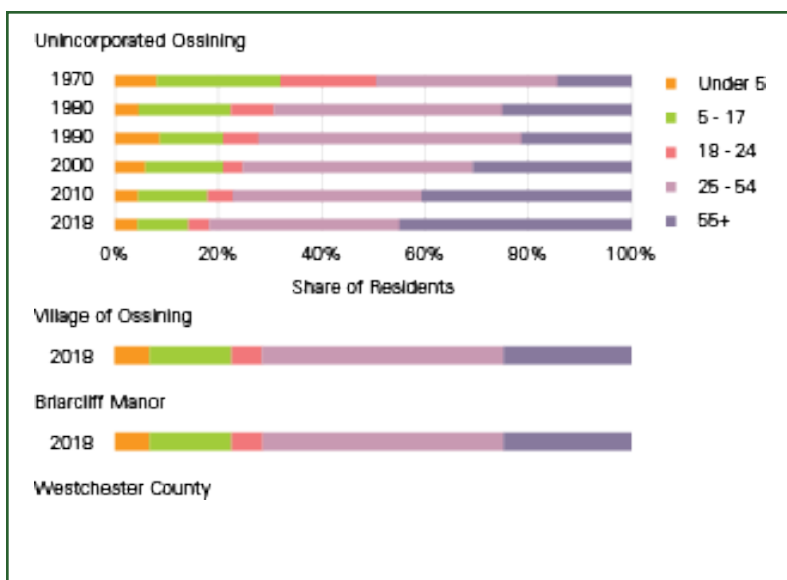


Figure 6 – Demographic Change in Age

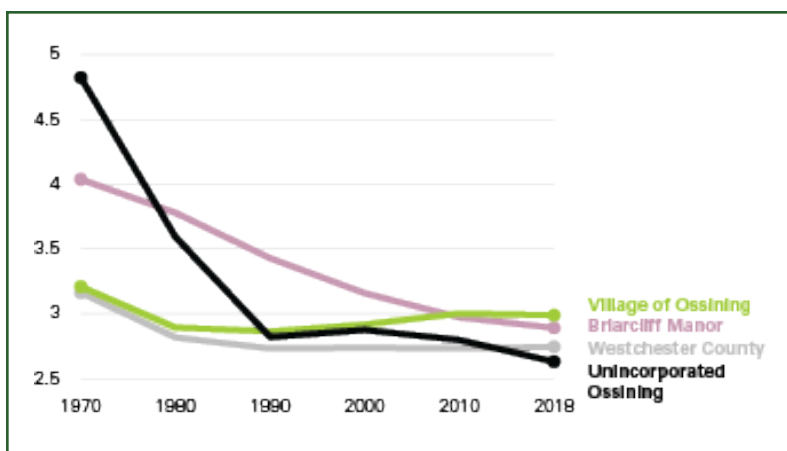


Figure 7 – Change in Household Size

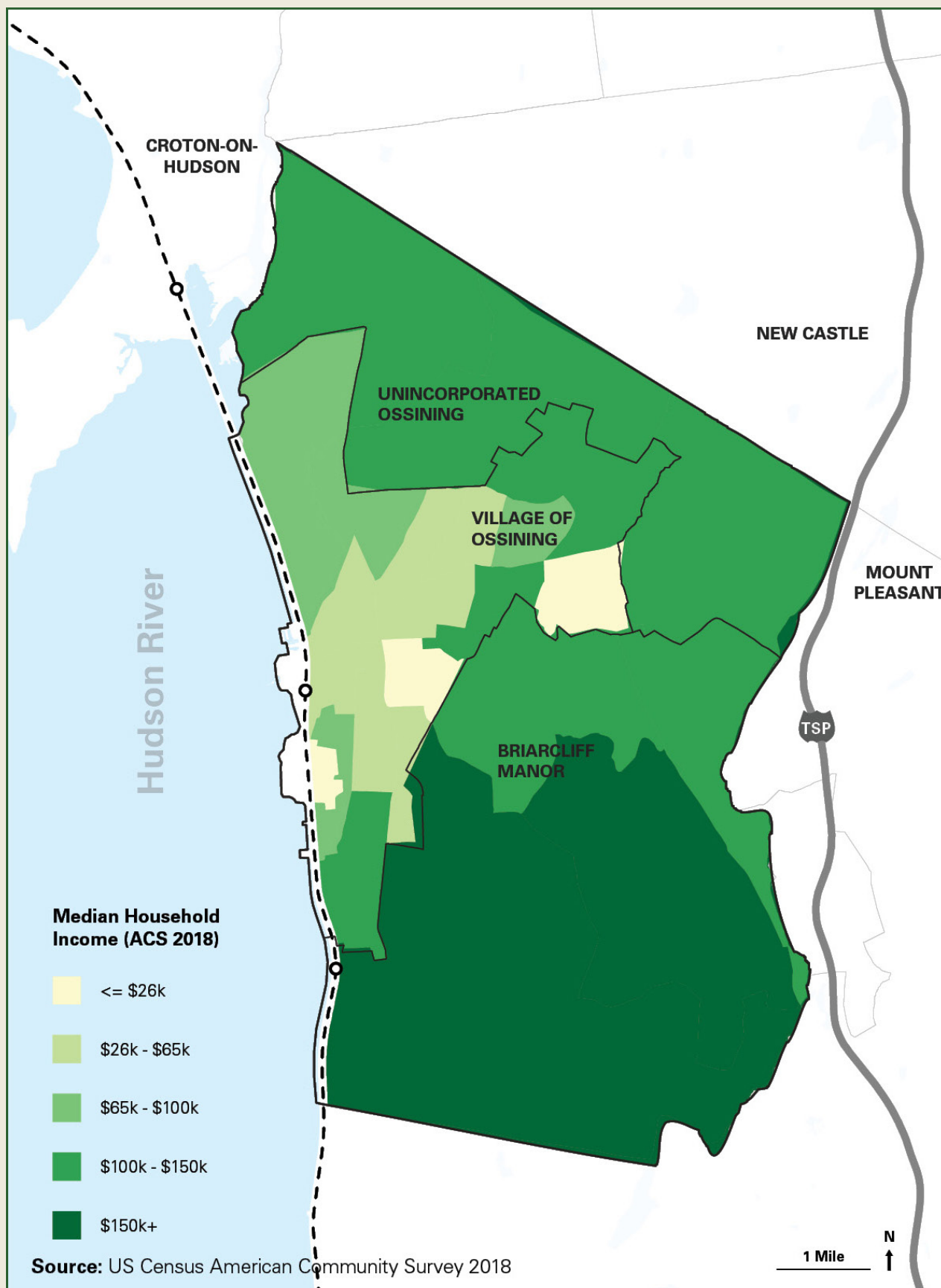


Figure 8 - Median Household Income

3 Plan Structure & Themes

Plan Vision Statement

The Town of Ossining today is a tight-knit commuter suburb with significant opportunities for culture, commerce, and recreation, and the engagement process helped clarify residents' goals as well as their concerns moving forward. Community members envision a Town of Ossining in which environmental sustainability and stewardship are topmost concerns. Within the Town of Ossining are numerous parks and other open spaces, and participants in the planning process felt strongly that the community should continue to safeguard open spaces and ecologically sensitive areas. The Town of Ossining's Louis Engel Park and other waterfront spaces are both treasured by residents and threatened by climate change, and several riverfront and wetland upgrades are recommended. Additional infrastructure upgrades are proposed, such as flood-proofing important structures and ensuring the Town of Ossining's public spaces are equipped with free Internet access. The Town of Ossining has an opportunity to show leadership in sustainability, such as using green infrastructure or replacing gasoline-powered equipment with electrically powered technology.

In addition to improving amenities and facilities within the Town of Ossining's parks, community members strongly support the creation of railway connections between them; several pedestrian and bicycle routes already exist throughout the region and linking into them may encourage greater open space connectivity both within Unincorporated Ossining and between the Town of Ossining and its neighbors. Similarly, community members have highlighted the existing sidewalk network in general as a concern, and all efforts should be made to ensure Unincorporated Ossining is equally navigable by foot, bike, or car, including for differently-abled individuals. The Town of Ossining's ongoing effort to adopt Complete Streets guidelines may be critical to making the area more walkable and inviting, especially along business districts such as North State Road, where increased foot traffic is highly desirable.

As with the community's schools and open spaces, Unincorporated Ossining's residential neighborhoods are held in very high regard, and many residents express a desire that their scale and quality remain protected. Citing in particular a need for greater housing affordability and access in the Town, many residents also feel some higher-density development is needed, and would like to prioritize situating density within areas which have already attained a built-out character. There is widespread agreement that any development project to occur in the Town should avoid straining the natural environment or not mitigating any impacts on municipal infrastructure and services, such as the Town of Ossining's roadways and schools. Should a developer show interest in the Town of Ossining, residents agree that local leadership should seek out partnerships to secure amenities that would benefit all members of the community, such as investment in open spaces or pedestrian connectivity.

Although Unincorporated Ossining is already rich in cultural assets, there is enthusiasm for expanding on existing gathering and collaborative spaces. Community members are seeking out a wide range of programming, which the Town of Ossining has an opportunity to help facilitate, and are highly supportive of public art and other opportunities for education and cultural participation in shared spaces. Community members across the board agree it would be ideal to broaden Unincorporated Ossining's tax base, and encourage greater equity by supporting small and minority- and women-owned businesses. Residents feel strongly that business districts should maintain a cohesive identity, but with diverse offerings which cater to the community's needs as well as those of any guest who visits the Town of Ossining and its many attractions.

Planning Themes

Connectivity & Mobility

- Sub-themes: Complete Streets, Walkability, Multi-modal Mobility, Waterfront Access, Open Space Connectivity, and Safety

Open Space & Natural Resources

- Sub-themes: Conservation, Environmental Protection, Environmental Education, and Resiliency

Housing, Development & Preservation

- Sub-themes: Neighborhood Context, Adaptive Reuse & Preservation, Community Infrastructure, Housing Diversity, Conservation, and Enforcement & Information

Sustainable Infrastructure

- Sub-themes: Municipal Services, Renewable Energy, Sustainable Building Design, Environmental Protection, and Development & Capacity

Community & Culture

- Sub-themes: Community Facilities, Community Services & Programming, Cultural Venues & Programming, and Tourism

Economy

- Sub-themes: Supporting Small Businesses, Public Realm, Business Diversity, Attracting New Businesses, and COVID-19

Sustainability Vision

Community members engaged with several topics related to sustainability throughout the planning process. Residents desire that moving forward, the Town of Ossining should become holistically sustainable across a range of contexts, including environmental sustainability as well as a more sustainable approach to mobility, development, culture, infrastructure, and the economy.

Residents wish to promote a healthy and safe community by maintaining and expanding an extensive network of sidewalks, which would support increased pedestrianism as well as transit by alternative modes such as bicycle or scooter. In addition to expanding sidewalks and other pedestrian infrastructure within and between centers of activity, the community feels it is critical that its streets are safe and easily navigable for differently-abled individuals.

Community members treasure Unincorporated Ossining's open spaces and natural resources, and conserving, expanding, and programming these spaces are central components of this plan. While the community strongly wishes to conserve and protect local natural spaces and their diverse environmental assets, residents also desire greater access to and within the Town of Ossining's open spaces. The Town of Ossining's Louis Engel Park and other shoreline spaces on the Croton and Hudson Riverfronts are particularly valuable among residents, and many encourage additional programming in wetland areas as well as greater connectivity between the Town of Ossining's waterfront spaces and those of its neighbors

In this plan, the *environment* refers to the Town of Ossining's parklands, open spaces, and conserved natural resources, including trailways and wetlands, within which are located a number of sensitive environmental conditions such as steep slopes and an extensive network of drainage brooks and watersheds.

Stakeholders have carefully considered what sustainable development might look like in Unincorporated Ossining, and the community largely has come to a consensus in its desire to promote balanced principles of smart growth in its land use policies and decisions. While the community strongly supports increasing access to affordable housing, it is critical that the Town of Ossining should consider how new development might advance the community's other sustainability aspirations, such as to conserve open spaces and create a more robust network of sidewalk connections.

The community desires that sustainable infrastructure be implemented wherever feasible, incorporating green building practices and infrastructure for both municipal and private purposes. Residents feel the Town should show leadership and otherwise encourage more sustainable practices among the community, such as the decision to install solar panels or to drive an electrically-powered vehicle. Other noteworthy improvements recommended by the

community include upgrading municipal waste, recycling, and composting facilities, as well as strengthening local broadband and Internet networks.

Community members have voiced support for greater sustainability among and equitable access to the Town of Ossining's variety of arts and cultural institutions, community centers, and other public gathering spaces. To become more sustainable moving forward, culture-related actions the community identified include expanding inclusive opportunities for lifelong learning and ensuring there is all the necessary support to encourage cultural participation among differently-abled members of the community.

In this plan, *equity* constitutes the idea that all members of the Town of Ossining community should have full and equal access to cultural, business, and other opportunities to flourish and enrich themselves, regardless of race, gender, age, sexual identity, physical ability, socioeconomic status, political affiliation, or any other personal identity.

Finally, members of the Town of Ossining community have taken their holistic view of Town-wide sustainability to include local economic activity and growth. Residents maintain divergent opinions about what types of businesses they desire to draw into the Town of Ossining, but the idea of boosting economic activity and broadening Unincorporated Ossining's tax base is one shared by all. A central component of economic sustainability in the Town of Ossining will involve promoting greater equity by ensuring there is support available for the success of many small as well as women- and minority-owned businesses. Residents are committed to adopting Complete Streets principles, and making business districts more welcoming to and enjoyable for pedestrians may be key to further activating local businesses, such as those along North State Road.

In this plan, the *economy* captures all commercial activity which takes place throughout the Town of Ossining; the success of local establishments and business-owners; activation and growth in and around business districts; community prosperity; and municipal finances and investment.

Comprehensive Plan Goals, Objective, and Strategies

Connectivity & Mobility

Goal: Develop an interconnected network of Complete Streets (such as implementing accessible sidewalks, protected bicycle lanes, and improved street crossings), to ensure safe and equitable mobility for users of all demographics and abilities whether by car, on foot, or by bike.

Objective 1: Provide safe and convenient travel along and across the street network by all users

- 1.1 Create additional pedestrian improvements such as protected bicycle lanes, street furniture, and increased plantings.
- 1.2 Foster greater walkability by developing pedestrian-friendly connections (including trailways and sidewalks) across and along major corridors.
- 1.3 Work with NYSDOT to improve pedestrian infrastructure and connections along major roadways including New York Routes 9, 9a, 133, 134 and Old Albany Post Road.
- 1.4 Ensure all pedestrian infrastructure, including sidewalks and crossings, are fully compliant with the ADA and accessible to the visually impaired.
- 1.5 Strategize to expand wayfinding and signage within the Town of Ossining

Objective 2: Seek to expand walkability & pedestrian connectivity within the Town of Ossining

- 2.1 Identify areas in most immediate need of sidewalk installation/improvements, and prioritize sidewalk work in those areas.
- 2.2 Ensure there are adequate pedestrian connections within and between neighborhoods, as well as between neighborhoods and Unincorporated Ossining's Business Districts.
- 2.3 Identify undeveloped rights-of-way, known as paper streets, and cul-de-sacs, to determine their suitability to become pedestrian pass-through connections.
- 2.4 Review subdivision and zoning requirements to include design parameters to enhance the pedestrian environment.
- 2.5 Promote walkability along routes to and from schools, parks, and business corridors as well as transportation hubs such as bus stops or the Metro North Railroad Station.
- 2.6 Enhance regional connectivity (such as trailways), including in relation to walkability between Unincorporated Ossining, the Village of Ossining, and Village of Briarcliff Manor, as well as to neighboring communities.

Objective 3: Promote multi-modal mobility in Unincorporated Ossining.

- 3.1 Support public transit and alternative modes of mobility including public bus networks and bike- and scooter-share systems.

- 3.2 Ensure adequate vehicular and bicycle parking is available throughout Unincorporated Ossining and consider consolidating such facilities in higher-trafficked locations.
- 3.3 Consider implementing zoning that would require development projects to contribute resources towards shared, multi-modal parking facilities.
- 3.4 Coordinate with relevant transportation authorities to promote bicycle carrying capability throughout the public bus system.

Objective 4: Promote greater connectedness to the Town of Ossining’s riverfront spaces.

- 4.1 Develop improved pedestrian connections to the Town of Ossining’s riverfront and its surrounding parks and trails, such as linking Cedar Lane Park to the Croton Aqueduct Trail.
- 4.2 Partner with the Village of Ossining, local and state agencies, and other environmental groups to continue developing river walk trails (such as the Croton Riverwalk Trail).
- 4.3 Continue to enhance regional connectivity by installing boardwalks or other such pedestrian infrastructure that would provide links to waterfront spaces of other municipalities.
- 4.4 Utilize Unincorporated Ossining’s border on the Croton River for recreational use, for instance making a kayak launch at the end of River Road.

Objective 5: Enhance connectivity to and between open spaces, trails, and other natural resources.

- 5.1 Install additional signage and wayfinding materials to heighten connectivity within Unincorporated Ossining and regionally.
- 5.2 Develop an open space corridor connecting Ryder Park through the Briarcliff-Peekskill Trail to Teatown Lake Reservation.
- 5.3 Evaluate the feasibility of creating a trailway connection between Ryder and Gerlach parks.

Objective 6: Implement speed slowing infrastructure and alternative street elements to encourage traffic calming.

- 6.1 Ensure there are safe and welcoming pedestrian connections throughout North State Road and where it intersects throughways such as New York Route 100.
- 6.2 Provide better enforcement of traffic codes including vehicular speed and weight limits.

Open Space & Natural Resources

Goal: Promote access to and regional connections between open spaces; protect and promote community stewardship of environmental assets such as parks, trees, streams, and wetlands; improve access to natural resources for recreation and public health benefits; and encourage the creation of new open spaces.

Objective 1: Maintain, expand, and create open spaces in Unincorporated Ossining.

- 1.1 Maintain or upgrade existing public open spaces, trailways, and other park facilities.
- 1.2 Explore the development of a community preservation fund (funded by a real estate transfer tax but structured not to impede the development of affordable housing) to enable the protection of additional open space and natural resources.”
- 1.3 Make efforts to create or expand open spaces and trailway connections between Unincorporated Ossining’s existing open spaces and parklands.
- 1.4 Improve and expand walking and bicycling paths both between and within parks and open spaces.
- 1.5 Diversify programming and infrastructure in Unincorporated Ossining’s parks to support environmental stewardship and a range of active and passive recreational uses such as reading, sports, and community gardening.
- 1.6 Partner with landowners to create conservation easements in ecologically sensitive areas.
- 1.7 Conduct a Town-wide analysis to identify areas well suited for agriculture and community food production.
- 1.8 Further safeguard the Town of Ossining’s Indian Brook and Croton River Watersheds by developing a conservation overlay zone, as have been enacted by neighboring municipalities.

Objective 2: Protect and enhance natural environments and habitats in Unincorporated Ossining.

- 2.1 Develop and implement strategies to improve waterway management practices and the quality of all streams, waterways, and other water bodies to meet or exceed NY State DEC standards for water quality for recreation.
- 2.2 Develop a strategy to map the Unincorporated Ossining’s local wetlands.
- 2.3 Identify strategies to maintain and improve Unincorporated Ossining’s air and soil quality.
- 2.4 Implement vegetative buffers consisting of plant life, open space, or other appropriate infrastructure to separate conflicting uses, such as residences abutting commercial businesses.
- 2.5 Explore strategies to maintain and enhance native plant growth and support Unincorporated Ossining’s maturing population of trees.
- 2.6 Study potential environmental impacts of roadway improvement on waterways and other wetlands along major corridors including New York Routes 9, 9a, 133, and 134.
- 2.7 Explore alternative means of de-icing roadways in the winter, such as road brining, to avoid the use of solid rock salt and the salinization of Unincorporated Ossining’s water bodies.
- 2.8 Enact stronger policy enforcement mechanisms for local environmental codes.
- 2.9 Evaluate and develop passageways for both land-based and aquatic life in accordance with NYS DEC wildlife crossing guidelines.

Objective 3: Support initiatives to heighten environmental education and awareness of Unincorporated Ossining's natural resources.

- 3.1 Engage with the community to educate residents of all ages on the importance and diversity of Unincorporated Ossining's environmental resources and the mutual responsibility to respect and maintain them.
- 3.2 Install better signage at relevant sites to inform residents and tourists alike of Unincorporated Ossining's natural resources.
- 3.3 Support local and regional awareness of Unincorporated Ossining's variety of parks and open spaces, including lesser-known locations such as the Bird Sanctuary and Sally Swope Sitting Park.
- 3.4 Explore creating shared classrooms for education and public engagement on-site, such as along the waterfront and in parks and historic spaces.
- 3.5 Identify opportunities to create shared classroom spaces, such as an ecological learning lab for Town of Ossining students and others, to be located within one or more of Unincorporated Ossining's parks.

Objective 4: Enhance the resiliency of Unincorporated Ossining's open spaces and other environmental resources.

- 4.1 Decrease stormwater runoff from impervious surfaces by implementing Green Infrastructure practices.
- 4.2 Implement appropriate infrastructure to protect against storm surges.
- 4.3 Protect the Town of Ossining's riverfront and waterfront spaces from sea level rise.
- 4.4 Review and incorporate previous adaptation strategies and plans (such as the Cornell Climate-Adaptive Design Studio).

Housing, Development, & Preservation

Goal: Maintain existing neighborhood character (such as look, feel, and scale) and ensure new development aligns with the existing neighborhood context by balancing the expansion of housing types and affordable housing opportunities with the preservation of open space, and mitigation of environmental and infrastructure impacts. Encourage a mix of uses in the business districts to stimulate the local economy.

Objective 1: Maintain existing neighborhood character and scale.

- 1.1 Ensure the existing character and quality of Unincorporated Ossining's neighborhoods is maintained and that new development is not in conflict with the local identity.
- 1.2 Prioritize locating higher-density residential development near existing areas of similar density and scale.
- 1.3 Consider implementing additional requirements for the creation of vegetative buffer zones to separate different uses.
- 1.4 Consider requiring developers to provide 3D visualization tools that would help residents better understand proposed projects and their impacts.

Objective 2: Balance development with the conservation of open spaces.

- 2.1 Due to the community's concerns of conserving its natural resources and its remaining open space, vacant land, and large properties, Unincorporated Ossining should review cluster subdivision regulations and / or create open space conservation development regulations that would promote and expand the use of clustering as a means to conserve open space for new subdivisions.
- 2.2 Make efforts to reach a conscious and sustainable balance between goals around the economy and affordable housing and those relating to the environment and preserving Unincorporated Ossining's open spaces.
- 2.3 Explore models which would allow for greater impartiality in the preparation of Environmental Impact Statements for proposed development projects.

Objective 3: Explore opportunities for historic preservation and adaptive re-use.

- 3.1 Encourage creative adaptive re-use design when developing housing and other structures to honor local history and historic architecture.
- 3.2 Promote the preservation of significant historic buildings to honor Unincorporated Ossining's history and highlight the Town of Ossining's architectural assets.
- 3.3 Continue to protect Unincorporated Ossining's historic areas and assets of cultural value to the community.
- 3.4 Identify New York State and / or non-profit programs and funding which may encourage the proper restoration of historic structures in the Town of Ossining.
- 3.5 Consider re-examining the zoning to allow the redevelopment of areas of the Executive Boulevard Office Park to revitalize the neighborhood with a mix of commercial and residential uses.

Objective 4: Leverage development to ensure projects provide amenities beneficial to all members of the Town of Ossining community.

- 4.1 Limit density bonuses and/or only award said bonuses for projects that install solar energy (or other renewable energy) systems and use green design practices, for both new and adaptive reuse development.
- 4.2 Work with developers to reach agreements benefitting all members of the Town of Ossining community, such as by investing in the network of sidewalks.
- 4.3 Mitigate impacts to municipal infrastructure and resources, including roads, sewage, and schools, were new development to occur.
- 4.4 Work with GE and Maryknoll and other corporate and institutional landowners to secure easements for public access to or conservation of open spaces and natural resources.

Objective 5: Provide a range of housing that is diverse both in type and affordability.

- 5.1 In alignment with the Town's ADU law, implement additional missing middle strategies within residential and mixed-use districts.
- 5.2 In considering new multifamily housing, utilize missing middle housing typologies (such as duplexes, fourplexes, townhomes, etc.) to create new units which provide more housing choice with similar housing characteristics.

- 5.3 Consider conducting a study of housing typologies and explore opportunities to encourage greater housing accessibility and equity while maintaining Unincorporated Ossining's existing character and scale.
- 5.4 Identify barriers which may prevent workers in Unincorporated Ossining from living in Unincorporated Ossining as well.
- 5.5 Re-examine the current accessory apartment regulations in the zoning code to allow landowners to more-easily build accessory dwellings or apartments.
- 5.6 Partner with commercial landlords to create an inventory of available spaces and to develop strategies that would introduce additional resources and support.

Objective 6: Enhance understanding of and enforce zoning.

- 6.1 Ensure zoning regulations and planning terms are clear and accessible.
- 6.2 Provide supplemental resources related to zoning to make this information accessible to all members of the community.
- 6.3 Review the existing bulk regulations, and landscaping and lighting requirements for all zoning districts to ensure best practices are being employed for all development within Unincorporated Ossining.
- 6.4 Ensure development processes are transparent and include appropriate mechanisms of enforcement.
- 6.5 Promote greater transparency in the development process and identify existing barriers, such as considering the benefit of zoning variances.

Sustainable Infrastructure

Goal: Strengthen and modernize the built environment by encouraging the use of renewable energy and green building practices, expanding broadband internet access, and promoting best practices for maintaining the community's built assets.

Objective 1: Modernize community infrastructure & municipal services, such as Internet access and waste facilities.

- 1.1 Ensure high-speed broadband and public Internet access are widespread throughout the Town of Ossining.
- 1.2 Expand and modernize municipal waste facilities, including more widespread access to recycling and refuse bins.
- 1.3 Include curbside service for composting organic waste as part of Unincorporated Ossining's standard recycling strategy.
- 1.4 Continue the Town of Ossining's commitment to electric vehicles with a goal toward 100% electric Town of Ossining Vehicles through attrition.
- 1.5 Upgrade municipal resources, such as replacing gasoline-fueled leaf blowers with landscaping equipment powered by electricity.
- 1.6 Strengthen broadband service in Unincorporated Ossining and create a network of freely accessible Wi-Fi throughout Unincorporated Ossining's public spaces.

- 1.7 Explore strategies to attract and retain emergency service personnel such as Length of Service Awards Programs (LOSAP).

Objective 2: Encourage the use of renewable energy throughout the Town of Ossining.

- 2.1 Consider the development of community solar or wind power installations.
- 2.2 Incorporate renewable electrical generation into new buildings and retrofit existing buildings with such infrastructure where possible.
- 2.3 Encourage the use of Electric Vehicles (EVs) in Unincorporated Ossining, and provide necessary infrastructure such as EV charging stations.

Objective 3: Incentivize the use of green building practices and methods in Unincorporated Ossining.

- 3.1 Incentivize green building practices in new development as well as retrofitting existing structures with newer materials and technology, such as low carbon concrete.
- 3.2 Support an awareness among residents of the Town of Ossining of the financial and environmental benefits of green building practices and infrastructure.
- 3.3 Incentivize LEED approval for new construction as well as green building practices including solar energy, geothermal heating, and permeable pavements.
- 3.4 Encourage environmentally-sustainable building design to the extent these technologies are financially feasible.
- 3.5 Review the zoning code for opportunities to bolster sustainability, such as incentivizing renewable energy and green building practices where applicable and necessary.
- 3.6 Explore county and state programs to promote the retrofitting of homes and existing buildings such as NYSEERDA's Low Carbon Pathway for Multi-family Buildings.
- 3.7 Encourage the use of green infrastructure, including retrofitting existing drainage systems with advanced stormwater filtration capability.
- 3.8 Promote dark sky initiatives such as reducing nighttime lighting and updating infrastructure with 'dark sky approved,' low-pollution nighttime lights.
- 3.9 Continue to implement supportive mechanisms as building projects seek to comply with the Town of Ossining's newly enacted energy stretch code; New York State Stretch Codes are rigorous energy standards which municipalities may adopt voluntarily.

Objective 4: Mitigate the impacts of new development

- 4.1 Identify existing infrastructure needs and prioritize upgrades necessary to mitigate the effects of development projects on Unincorporated Ossining's municipal infrastructure and services, including providing education and maintaining sidewalks.
- 4.2 Ensure new development projects in Unincorporated Ossining address existing needs which have been identified by the community.

- 4.3 Advocate and work with local, state, and federal agencies to reduce noise pollution or sounds that interfere with everyday activities such as sleeping, conversation, or disrupt or diminish one's quality of life.

Community & Culture

Goal: Protect historic resources; support arts and cultural institutions as well as nonprofit and community-based organizations; and expand opportunities for recreation, education, entertainment, cultural engagement, and tourism/eco-tourism for those of all demographics and abilities.

Objective 1: Support and expand community facilities, including community centers and recreational spaces.

- 1.1 Support and continue to develop inclusive community centers and other gathering spaces with a sense of place for Unincorporated Ossining and programming geared towards community members of all ages and abilities.
- 1.2 Continue to support local library facilities as community hubs and gathering spaces.
- 1.3 Continue to pursue the development of a public swimming beach within Louis Engel Park.

Objective 2: Support community-based organizations and identify opportunities to expand services and programming.

- 2.1 Promote organizations which provide childcare, services for students and seniors, and social services, such as workforce development.
- 2.2 Support existing and develop new partnerships between the Town of Ossining and local organizations and institutions to organize recreational activities and other programming for participants of all demographics and abilities.
- 2.3 Pursue strategies to develop stronger partnerships and coordination between Unincorporated Ossining, the Village of Ossining, and the Village of Briarcliff Manor.
- 2.4 Ensure recreational areas are safe, accessible, and include programming for individuals of all demographics and abilities, including physically and developmentally disabled residents.

Objective 3: Support cultural and entertainment venues

- 3.1 Support and create cultural and entertainment venues such as music halls, movie theaters, and museums.
- 3.2 Encourage a diversity of places of worship and other spiritual establishments in Unincorporated Ossining.
- 3.3 Support existing cultural institutions such as the Bethany Arts Community.
- 3.4 Expand on Unincorporated Ossining's existing cultural resources by promoting the development of facilities, events, and public art which would strengthen the local economy and catalyze education around the arts.

- 3.5 Continue to protect the Town of Ossining's historic resources, including Sing Sing Prison; explore opportunities to create a Sing Sing Prison Museum.

Objective 4: Promote tourism and eco-tourism in the Town of Ossining and regionally.

- 4.1 Encourage ecotourism with messaging and information about the Town of Ossining's attractions and environmental assets.
- 4.2 Improve awareness of the Town of Ossining's environmental resources with mapped hikes and other programming.
- 4.3 Explore messaging techniques to improve awareness of the Town of Ossining's historic resources.
- 4.4 Consider allowing for alternative and emerging technologies to boost tourism, such as an electric bike- or scooter-share network.
- 4.5 Consider the feasibility of organizing ride-sharing or other tours of the Town of Ossining's historic and cultural resources.

Objective 5: Promote greater equity in the Town of Ossining.

- 5.1 Promote equity by ensuring all people receive just treatment, and that regardless of one's identity, all community members have access to opportunities to satisfy their essential needs, advance their well-being, and achieve their full potential.
- 5.2 Identify and eliminate barriers which in the past have prevented some groups from fully participating as active members of the Town of Ossining community.

Objective 6: Support and encourage collaboration with the Ossining Union Free School District.

- 6.1 Explore and identify additional community spaces to support youth and youth services.
- 6.2 In collaboration with Ossining Union Free School District, explore the feasibility of establishing a municipally owned school bus yard.
- 6.3 Explore opportunities to share school related data with the broader community and its relationship to development.

- 6.4 Investigate the need for and feasibility of adding additional vehicular routes to Anne M. Dorner Middle School and Claremont Elementary School.

Economy

Goal: Support existing businesses and attract new businesses that meet local needs and the Town of Ossining's financial needs, encourage an appropriate mix of uses in commercial corridors, and activate public spaces in order to support the overall commercial and social environment, including improvement of parks, inclusion of street furniture such as benches and lighting, street tree planting, and the creation of sidewalks.

Objective 1: Support existing and new small businesses in Unincorporated Ossining to encourage a more robust local economy.

- 1.1 Encourage small businesses and entrepreneurship by providing support for business-owners in Unincorporated Ossining, such as local marketing campaigns or educational opportunities.
- 1.2 Foster more integrated partnerships between business-owners in Unincorporated Ossining, members of government, and leadership of the Greater Ossining Chamber of Commerce.
- 1.3 Identify ways to reduce regulatory and decision-making barriers to opening or expanding a business in Unincorporated Ossining, with particular emphasis on small and local as well as minority- and women-owned enterprises.
- 1.4 Review the zoning code to remove unnecessary obstacles that may hinder small or local businesses from expanding or becoming established within Unincorporated Ossining.
- 1.5 Continue to develop partnerships to promote local businesses with campaigns and other events, such as the Town of Ossining's Summer Concert Series.
- 1.6 Develop strategies to incentivize destination businesses to become more active in the Greater Ossining Chamber of Commerce and to participate in its initiatives and planning.
- 1.7 Promote the development of strategies within the Greater Ossining Chamber of Commerce which are intended specifically for businesses located along North State Road and in outlying areas of Unincorporated Ossining.

Objective 2: Work with entrepreneurs and developers to create an attractive built environment that will enhance opportunities for local commerce.

- 2.1 Develop a more inviting pedestrian sphere by introducing street furniture and other public amenities.
- 2.2 Create environmentally sustainable design guidelines to help foster a more cohesive identity and inviting atmosphere for North State Road.
- 2.3 Develop a strategic plan for North State Road to help foster a cohesive identity for the area as a center of Unincorporated Ossining.
- 2.4 Develop cultural events in Unincorporated Ossining to promote businesses and encourage economic activity.

- 2.5 Consider creating areas for permitting temporary commerce such as food trucks, farmers markets, or other pop-up shops and themed events, and include brick-and-mortar businesses in such initiatives as well.
- 2.6 Explore instituting an open streets or car-free zones model to further enhance the pedestrian sphere.

Objective 3: Encourage a diversity of small and local businesses, and support minority- and women-owned enterprises.

- 3.1 Support the creation of businesses and gathering spaces open throughout the day, and consider flexible uses, such as a coffee shop and café converting to a bar in the evening.
- 3.2 Explore the availability of financial, educational, or other support from New York State and Westchester County to promote minority- and women-owned businesses.

Objective 4: Attract new businesses of varying types and sizes to broaden and support Unincorporated Ossining's tax base.

- 4.1 Encourage the creation of new establishments in Unincorporated Ossining that would cater to residents' needs and contribute to greater variety among local commercial offerings.

Objective 5: Evaluate the short- and long-term economic effects of the COVID-19 pandemic on Unincorporated Ossining and its businesses and economic activity.

- 5.1 Consider implementing additional infrastructure and other support to help facilitate an increase in home-based work.



4 Connectivity & Mobility



In this plan, Connectivity and Mobility refer to the ability of community members to travel both within and outside of the Town of Ossining safely and with ease. Walkability and bikeability are highly valued among residents of the Town of Ossining, and it is therefore important that the Town of Ossining's network of sidewalks and trailways should become more robust. Complete Streets refers to a set of design strategies which enable streetscapes to become more walkable and inviting; the Town of Ossining has recently adopted an official Complete Streets policy. Increased access to and between open spaces, including waterfront spaces, is highly desirable to residents; as is the potential for multi-modal mobility, or trips made by linking various modes of transportation, for instance biking to the Village of Ossining's Metro North Railroad Station.

Goal: Develop an interconnected network of Complete Streets (such as implementing accessible sidewalks, protected bicycle lanes, and improved street crossings), to ensure safe and equitable mobility for users of all demographics and abilities whether by car, on foot, or by bike.

Existing Conditions

Unincorporated Ossining is committed to increasing connectivity through and between the Village of Ossining, the Village of Briarcliff Manor, and the Town of New Castle's trails, parks,

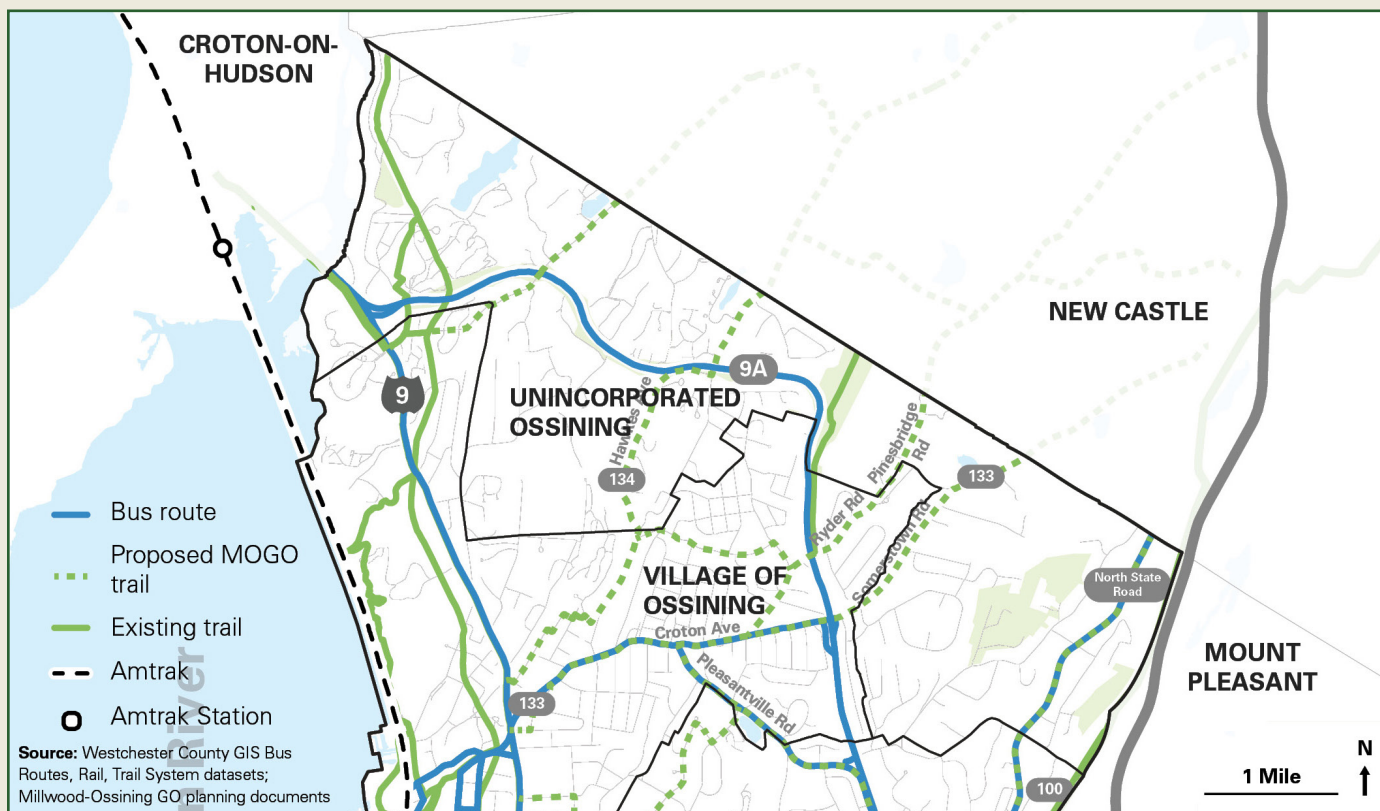


Figure 9 - Connectivity

historic places, and tourist and business destinations. Specifically, the Millwood-Ossining GO Bicycle & Pedestrian Connectivity Plan identified current connectivity challenges and proposed strategies to improve connectivity between parks, commercial areas, public transportation and residential areas.

In terms of connectivity within Unincorporated Ossining and regionally, there are several North-South bicycle and pedestrian connections but limited East-West connections (Figure 9). As identified in the Millwood-Ossining GO Bicycle & Pedestrian Connectivity Plan, the major biking and walking connections include the Briarcliff-Peekskill Trailway, the Old Croton Aqueduct State Trailway, and the North County Trailway.

The Briarcliff-Peekskill Trailway is a 12-mile unpaved path. The trail commences on the northeast corner of New York Route 9A and Ryder Road. Currently, there are no signs at the beginning of Ryder Road and intersections with the road and trail and are not well marked. The trail continues north into the Town of New Castle where it crosses at Grace Lane and New York Route 134. The trail continues north through the Teatown Reservation and connects to Old Croton Trailway at the Croton Dam. The trail continues North terminating at Westchester County's Blue Mountain Reservation in the Town of Cortlandt.

Additionally, the Old Croton Aqueduct Trail is accessible via Gerlach Park, in the northwest corner of Unincorporated Ossining; and North State Road connects into Westchester's North County Trailway. The Old Croton Aqueduct State Historic Park is a linear park which runs from Van Cortlandt Park at the Bronx County/City of Yonkers border to the Croton Dam in Cortlandt. The trail primarily serves walkers and joggers but also provides opportunities for biking, bird watching, snowshoeing, and cross-country skiing. The trail connects Unincorporated Ossining to the Town of Cortlandt to the North and the Village of Ossining and the Town of Mount Pleasant to the South. A section of the trail was first opened to the Town of Ossining in 1987 and in 1992 the trail was awarded National Historic Landmark Status.

The North County Trail runs along Saw Mill River Road and is part of the larger, recently completed, Empire State Trail. The North County Trailway is a paved bicycle and pedestrian path located primarily on right-of-way lands of the former Putnam Division of the New York Central Railroad. The trail spans 36.2 linear miles through Westchester County and is connected the larger Empire State trail, a 750-mile bicycle and pedestrian path connecting New York City to the Canadian border and Buffalo to Albany.

In 2018, the New York State Department of Transportation conducted an evaluation to determine the feasibility of designating New York Route 133 between New York Route 9 in the Village of Ossining and New York Route 100 in the Town of New Castle as a designated bike route, as part of a larger effort to explore opportunities to develop east-west, on-street bicycle connections. Such an east-west connection would provide community members and visitors a connection between important assets such as the Old Croton Aqueduct State Park, Sing Sing Kill Greenway, New York State Bike Route 9, Ossining Metro-North Train Station, the Hudson River Waterfront. The study concluded, based on traffic data and a field review of existing conditions, New York Route 133 as it currently exists, does safely support a state bike route. However, the study presented three conceptual options including paved roadway shoulders, dedicated bike lanes, and a side path which if implemented may support a state bike route.

However, there are currently no viable east-west pedestrian connections within Unincorporated Ossining, even including those trails proposed in the *Millwood–Ossining GO Plan* (Figure 9). Connectivity should be expanded to heighten accessibility to existing trailways and open space resources, such as the Riverwalk (Figure 10).

Currently, the lack of pedestrian connections in Unincorporated Ossining is compounded by its lack of sidewalks; although some clusters of paved walkways are noticeable around institutional and corporate campuses, North State Road is the only thoroughfare within Unincorporated Ossining with dedicated sidewalks, while paved sidewalks in the neighboring Village of Ossining appear with greater abundance (Figure 11). Although some signage and markings exist throughout Unincorporated Ossining related to bicycle traffic, the community engagement process highlighted the importance of strengthening the community's pedestrian facilities both

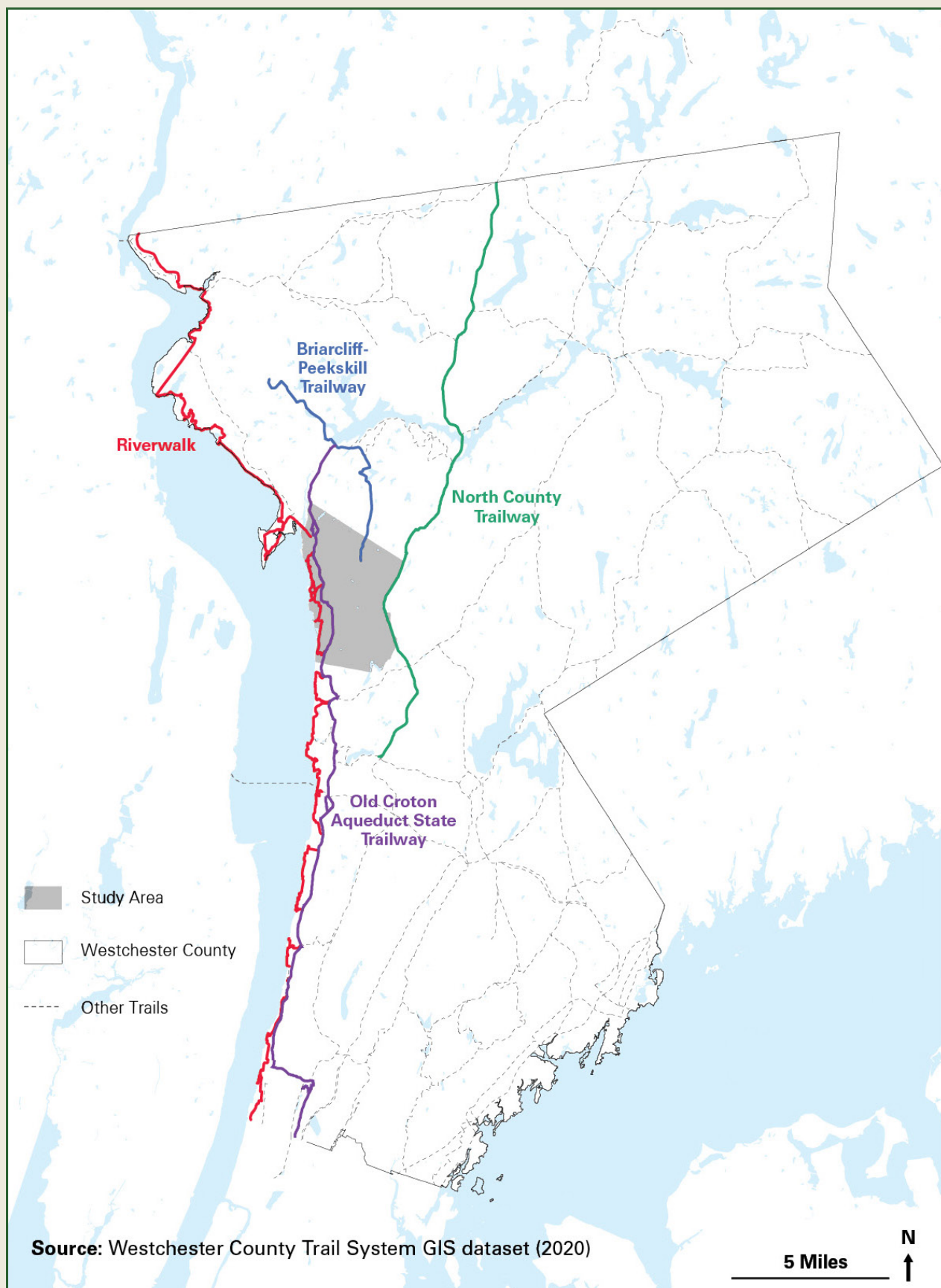


Figure 10 – Regional Trails

for travel on foot and by bike.

Based on Strava data of pedestrian activity, North State Road and Old Albany Post Road are the most heavily trafficked running paths in Unincorporated Ossining. Otherwise, there is a relatively even distribution of pedestrian use of Unincorporated Ossining's trails and roadways (Figure 12).

In addition to walkability, bikeability, and vehicular access, Unincorporated Ossining is serviced by a number of mass transit options; these include the Bee-line bus system (including routes 11, 14, 15, 17, and TLC) for regional travelers and the Amtrak and Metro North Railroad systems, both with stations close-by, which offer transportation both south towards New York City and north, further into the Hudson Valley (Figure 9).

Unincorporated Ossining hosts a number of roadway types ranging from New York Routes and busy thoroughfares to quieter residential streets and cul-de-sacs. Although sharing the same roadway class, New York Routes 9 and 9A differ drastically in character, the former attaining a more local quality and the latter serving as a high-speed thoroughfare with connections to the Taconic State Parkway. New York Route 9A is a high-volume north-south state route which runs through the middle of Unincorporated Ossining. New York Route 9A has fewer access points including from Pleasantville Road and New York Route 133. New York Route 9, also known as Highland Avenue, is a north-south road located in the western portion of Unincorporated Ossining. New York Route 9 intersects New York Route 9A, and New York Route 133.

Other high-volume roadways which traverse Unincorporated Ossining include New York Routes 133 and 134. New York Route 133 is another important arterial connection which provides east-west connection and is located in the eastern portion of Unincorporated Ossining. New York Route 134, also known as Hawkes Avenue, provides north-south connection through the center of Unincorporated Ossining. Secondary streets provide connectivity between Unincorporated Ossining's neighborhoods, although they are not well-suited for pedestrian use, and while tertiary roadways do serve pedestrians, they too are largely dominated by cars (Figure 13).

In terms of traffic volume, as of 2016 New York Route 9A has an annual average daily traffic (AADT) volume of 33,503, while New York Route 9 experiences an AADT volume of 18,441, or 55% as much. Somerstown Road, or New York Route 133, serves as a critical connector between Unincorporated Ossining and the Village of Ossining and has AADT volumes of 8,579 (Figure 14). As for vehicular safety, the New York State Department of Transportation has identified New York Route 9A as a dangerous thoroughway, with over 100 traffic incidents reported annually. The intersection of New York Route 9A and North State Road alone experiences 4-5 vehicular accidents per month, and two of New York Route 9A's intersections which fall within Unincorporated Ossining have been identified as experiencing similarly high traffic incident rates (Figure 15). Community members have indicated anecdotally that Old Albany Post Road

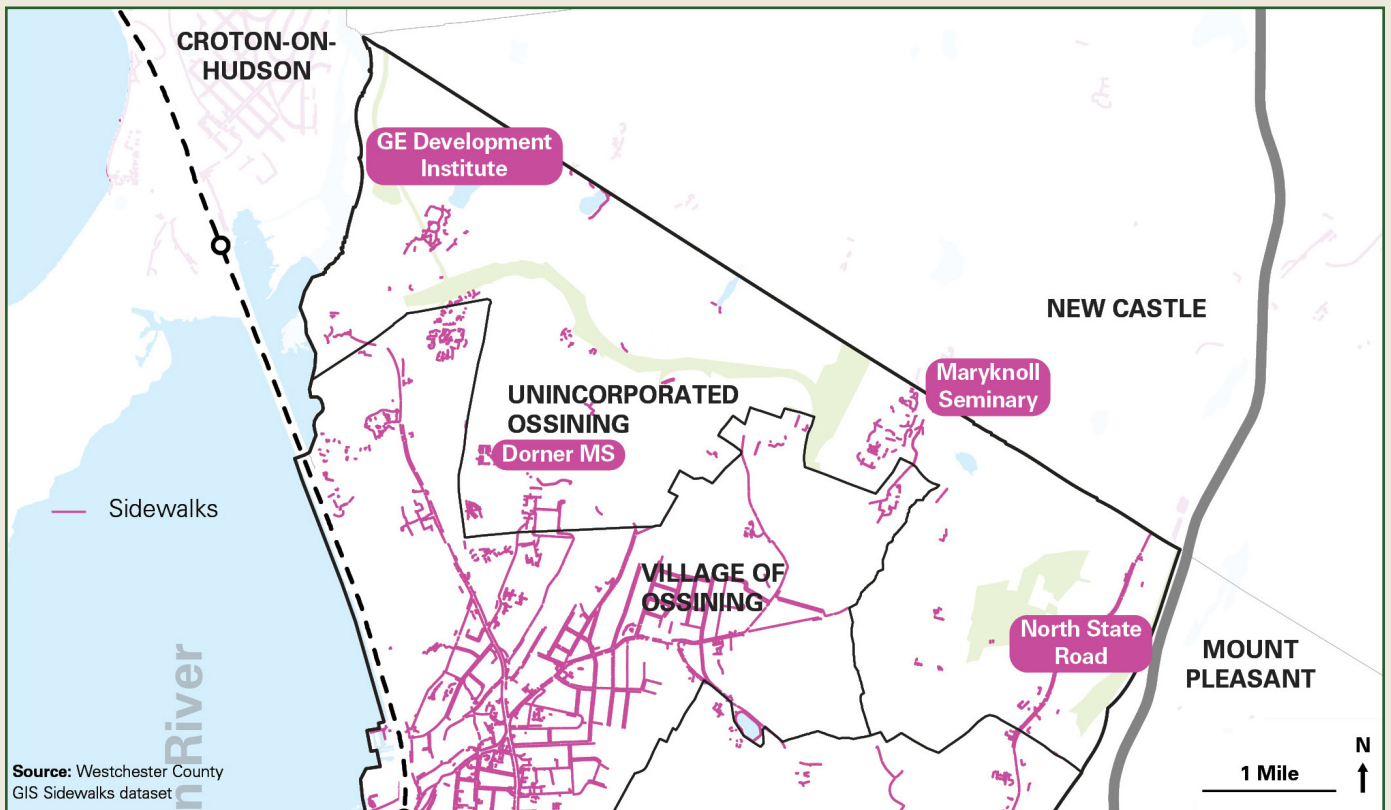


Figure 11 – Sidewalks

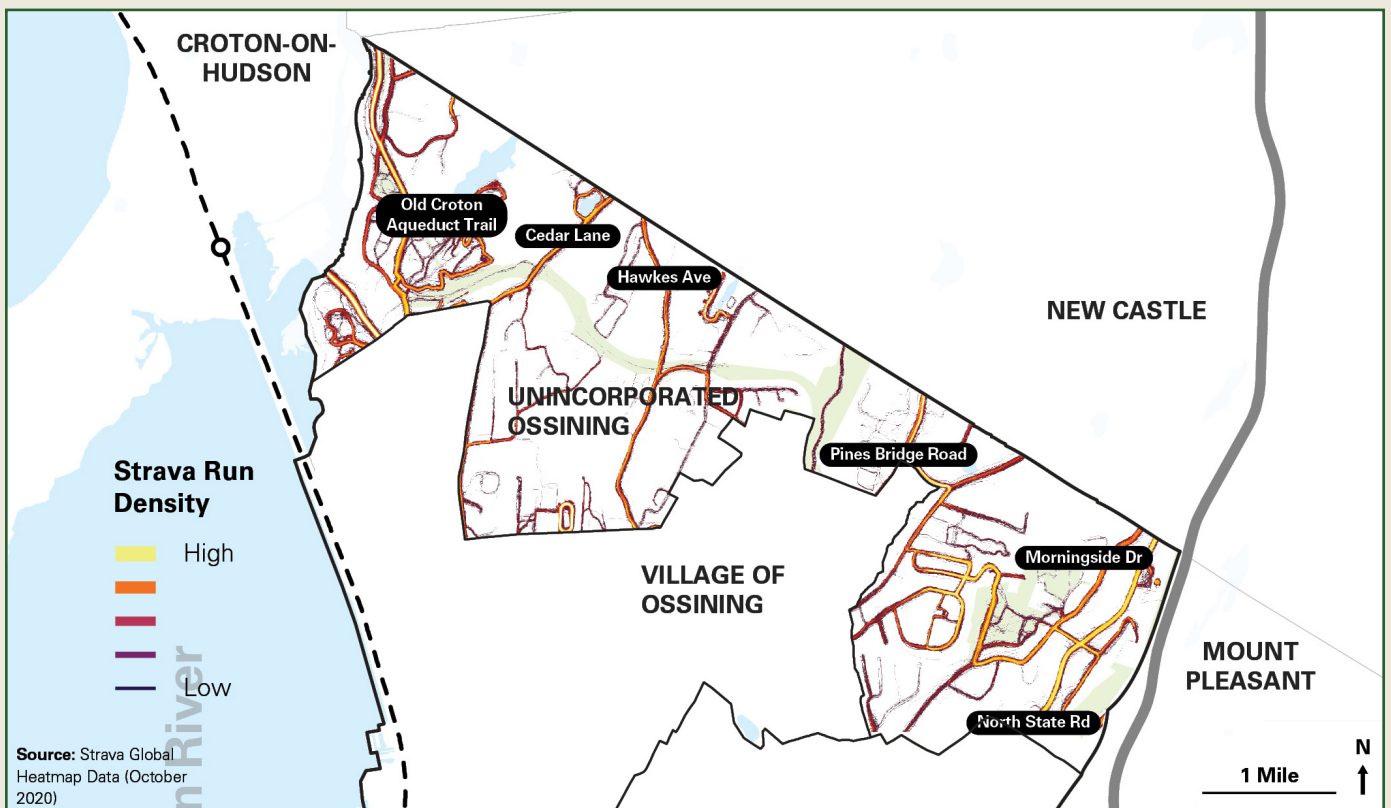


Figure 12 – Pedestrian Activity (Strava)

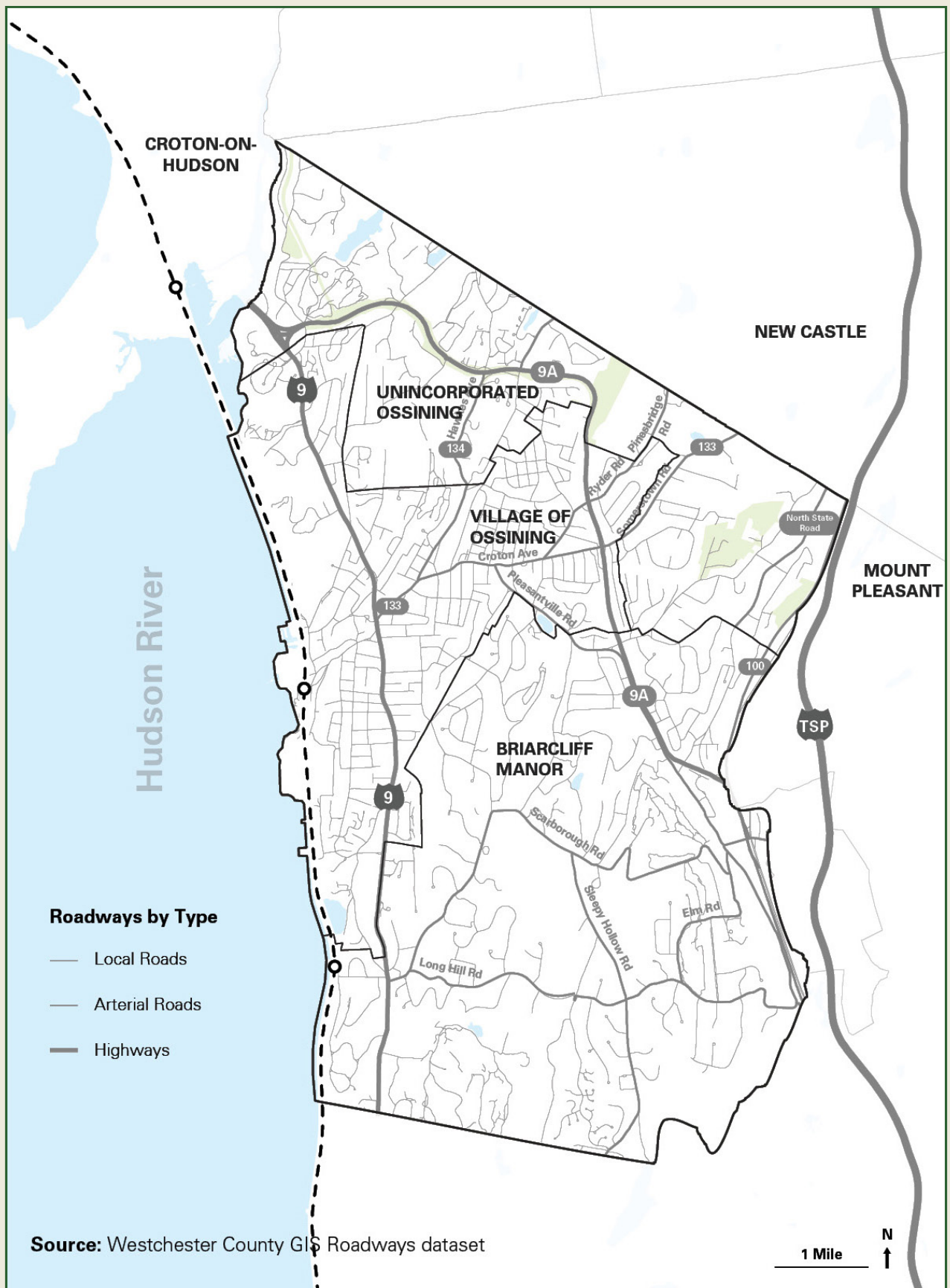


Figure 13 – Road Network (by type)

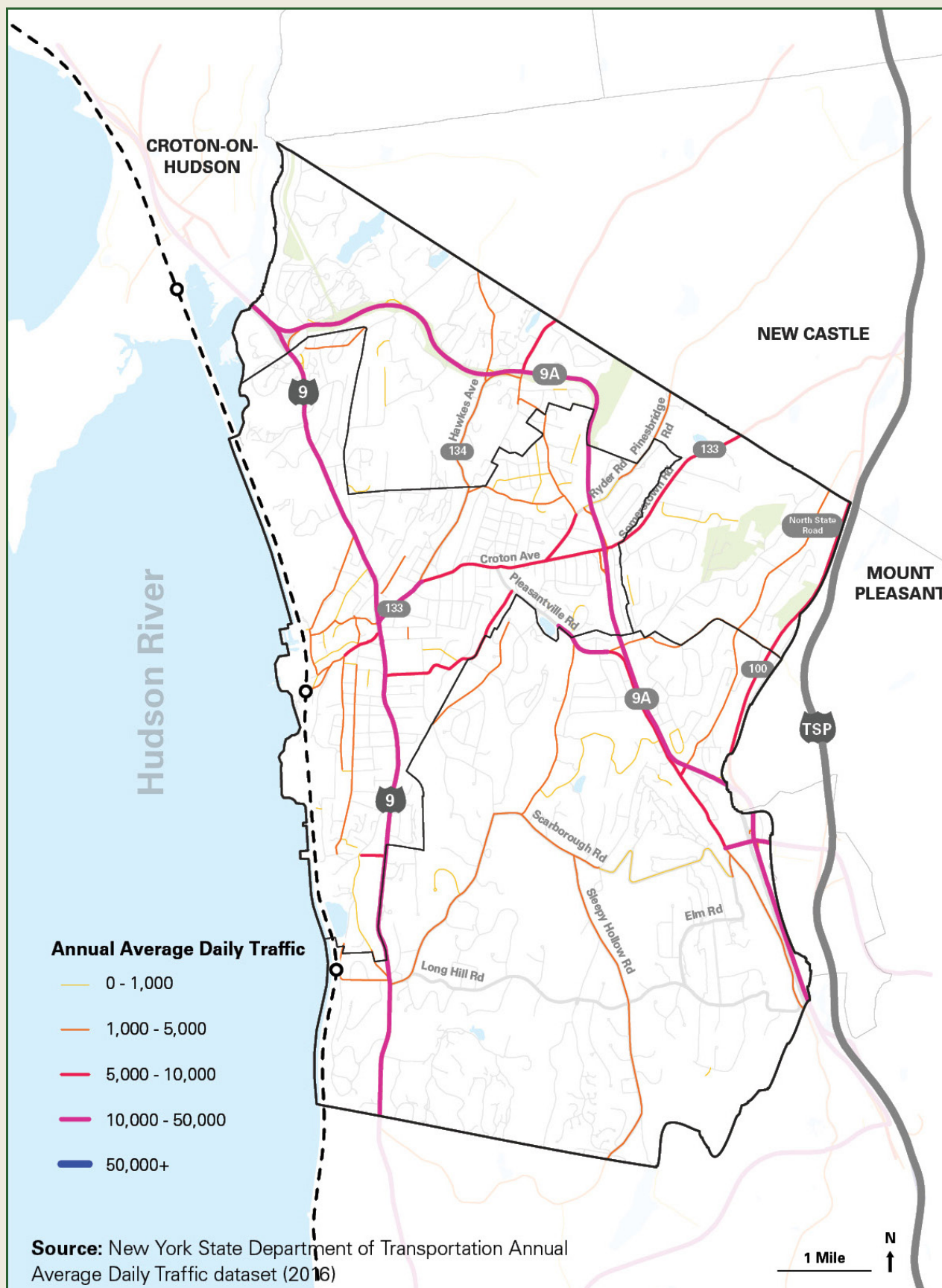
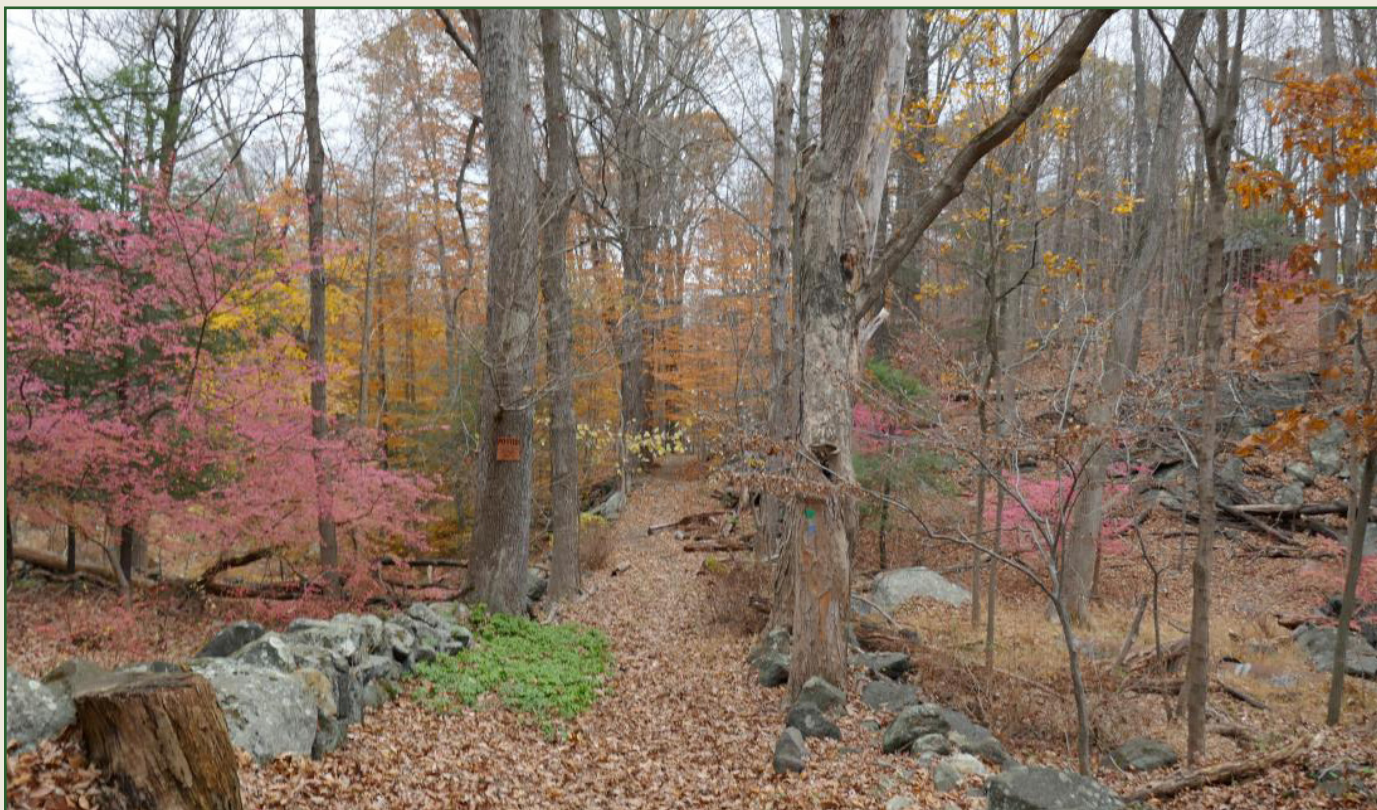


Figure 14 – Annual Average Daily Traffic



The Briarcliff – Peekskill Trailway.



New York Route 9 / North Highland Avenue.



New York Route 133 / Somerstown Road.



North State Road.

and New York Routes 133 and 134 also feel unsafe to walk along or across, and lack adequate pedestrian infrastructure given the volume and type of traffic they experience.

Issues & Opportunities

Traffic and pedestrian safety are critical concerns in the Town of Ossining, as confirmed by detailed survey comments from community members and their vast consensus around a perception that walking around Unincorporated Ossining feels unsafe. Geographic analysis of the Town of Ossining's sidewalks reveals sidewalk infrastructure is clustered in more active areas but unavailable more widely across the landscape (Figure 11); no direct east-west pedestrian connections exist within Unincorporated Ossining, including those trailways proposed in the Millwood-Ossining GO Plan of 2018 (Figure 9). Particularly worrisome to members of the community are the more heavily-trafficked routes along which cars travel through the Town of Ossining, including New York Routes 9, 9A, 133, and 134 (Figure 14), some of which have been identified as having an unusually high number of traffic incidents per year (Figure 15). Generally, residents of Unincorporated Ossining desire more extensive sidewalks and trailway connections, and are committed to repairing and better maintaining those which exist already.

Community members enjoy and take pride in their position on the Hudson Riverfront, but overall desire greater access to the Town of Ossining's shoreline and the spaces adjacent to it, as well as other wetland areas (Figure 21). Community members agree that waterfront and wetland spaces must be made accessible and remain protected, and connectivity to existing waterfront resources, such as the Riverwalk, should be strengthened. While located in the Village of Ossining just south of Unincorporated Ossining, the Town of Ossining maintains and has jurisdiction over Louis Engel Waterfront Park, for which many opportunities are available to expand on existing infrastructure and programming. Some survey respondents were particularly keen on the opportunity to create links between the Town of Ossining's riverfront spaces, such as Louis Engel Park, and to connect waterfront spaces with other areas of Unincorporated Ossining via trailways. Additionally, residents desire a greater variety of programming and uses in wetland areas, such as the installation of kayak launches on public property adjacent to the Croton River in Unincorporated Ossining's southwest corner.

Community members' feedback has confirmed the reality that outside of clusters of business or other activity, sidewalks in general throughout Unincorporated Ossining's neighborhoods remain few and far between. Specific areas of concern include pathways alongside major routes and thoroughfares, as well as roadways spreading out from the area's handful of schools. Broadly, residents of Unincorporated Ossining desire more and better-maintained sidewalks, which may help mitigate the area's present reputation as largely unwalkable. Traffic calming elements may help quell residents' concerns around pedestrian safety in relation to Unincorporated Ossining's high volumes of vehicular traffic.

Unincorporated Ossining's protected and open spaces are both prized and numerous, however, community members have expressed concerns that connections between them remain sparse. Ideally through more scenic trailway connections or using sidewalks when this is not possible, members of the community have great interest in ensuring pedestrian and bicycle connections exist both within and between existing green spaces, lending a greater cohesion to regional natural resources, such as the Teatown Lake Reservation north of the Town of Ossining. The Millwood-Ossining GO Plan of 2018 proposed several additional trailways, although these would not provide greater east-west pedestrian mobility or open space connectivity within Unincorporated Ossining as desired by community members (Figure 9).

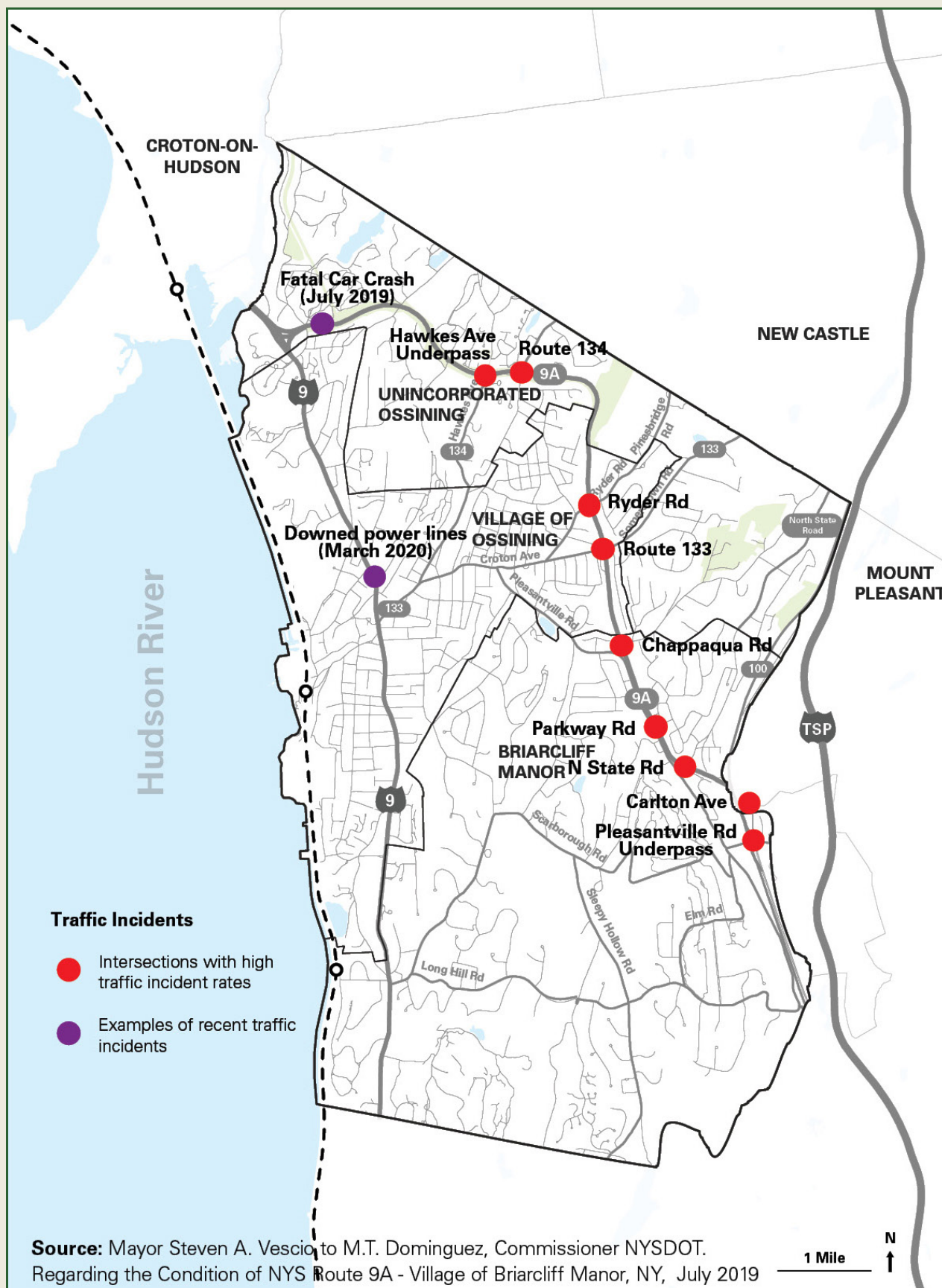


Figure 15 – Traffic Incidents

Community members have indicated that a lack of parking in ideal locations remains a concern and a hindrance to mobility overall. In their feedback, members of the community were optimistic that the creation of adequate collective parking facilities, including bicycle parking, may bolster business activity. Increased infrastructure for multi-modal mobility could also contribute to greater connectedness within the Town of Ossining, such as increased bicycle infrastructure and parking near rail stations or bus stops.

In addition, members of the community in their feedback touched on topics including regional connectivity and mobility, non-motorized and alternative modes of transportation such as bicycling or traveling by local bus routes and rail lines, and making the pedestrian sphere more welcoming and active, both with amenities for pedestrians and elements such as speed bumps which might contribute to traffic calming along Unincorporated Ossining's busier roadways.

Objectives & Strategies

Objective 1: Provide safe and convenient travel along and across the street network by all users

- 1.1 Create additional pedestrian improvements such as protected bicycle lanes, street furniture, and increased plantings.
- 1.2 Foster greater walkability by developing pedestrian-friendly connections (including trailways and sidewalks) across and along major corridors.
- 1.3 Work with NYSDOT to improve pedestrian infrastructure and connections along major roadways including New York Routes 9, 9a, 133, 134 and Old Albany Post Road.
- 1.4 Ensure all pedestrian infrastructure, including sidewalks and crossings, are fully compliant with the ADA and accessible to the visually impaired.
- 1.5 Strategize to expand wayfinding and signage within the Town of Ossining

Objective 2: Seek to expand walkability & pedestrian connectivity within the Town of Ossining

- 2.1 Identify areas in most immediate need of sidewalk installation/improvements, and prioritize sidewalk work in those areas.
- 2.2 Ensure there are adequate pedestrian connections within and between neighborhoods, as well as between neighborhoods and Unincorporated Ossining's Business Districts.
- 2.3 Identify undeveloped rights-of-way, known as paper streets, and cul-de-sacs, to determine their suitability to become pedestrian pass-through connections.
- 2.4 Review subdivision and zoning requirements to include design parameters to enhance the pedestrian environment.
- 2.5 Promote walkability along routes to and from schools, parks, and business corridors as well as transportation hubs such as bus stops or the Metro North Railroad Station.
- 2.6 Enhance regional connectivity (such as trailways), including in relation to walkability between Unincorporated Ossining, the Village of Ossining, and Village of Briarcliff Manor, as well as to neighboring communities.

Objective 3: Promote multi-modal mobility in Unincorporated Ossining.

- 3.1 Support public transit and alternative modes of mobility including public bus networks and bike- and scooter-share systems.
- 3.2 Ensure adequate vehicular and bicycle parking is available throughout Unincorporated Ossining and consider consolidating such facilities in higher-trafficked locations.
- 3.3 Consider implementing zoning that would require development projects to contribute resources towards shared, multi-modal parking facilities.
- 3.4 Coordinate with relevant transportation authorities to promote bicycle carrying capability throughout the public bus system.

Objective 4: Promote greater connectedness to the Town of Ossining's riverfront spaces.

- 4.1 Develop improved pedestrian connections to the Town of Ossining's riverfront and its surrounding parks and trails, such as linking Cedar Lane Park to the Croton Aqueduct Trail.
- 4.2 Partner with the Village of Ossining, local and state agencies, and other environmental groups to continue developing river walk trails (such as the Croton Riverwalk Trail).
- 4.3 Continue to enhance regional connectivity by installing boardwalks or other such pedestrian infrastructure that would provide links to waterfront spaces of other municipalities.
- 4.4 Utilize Unincorporated Ossining's border on the Croton River for recreational use, for instance making a kayak launch at the end of River Road.

Objective 5: Enhance connectivity to and between open spaces, trails, and other natural resources.

- 5.1 Install additional signage and wayfinding materials to heighten connectivity within Unincorporated Ossining and regionally.
- 5.2 Develop an open space corridor connecting Ryder Park through the Briarcliff-Peekskill Trail to Teatown Lake Reservation.
- 5.3 Evaluate the feasibility of creating a trailway connection between Ryder and Gerlach parks.

Objective 6: Implement speed slowing infrastructure and alternative street elements to encourage traffic calming.

- 6.1 Ensure there are safe and welcoming pedestrian connections throughout North State Road and where it intersects throughways such as New York Route 100.
- 6.2 Provide better enforcement of traffic codes including vehicular speed and weight limits.

5 Open Space & Natural Resources



In this plan, open space and natural resources encompass all of the Town of Ossining's environmental assets, including wetlands, streams, and parklands. Residents of the Town of Ossining feel strongly that local open spaces should remain conserved as such, either through ownership or use agreements that preserve the land and its natural features. Environmental protection and education should be rigorous, encouraging residents to better understand the natural environment and how personal decisions make an impact. These efforts will heighten environmental resiliency in the Town of Ossining, and open spaces themselves will encourage sustainability to the extent that they support balanced ecosystems or help mitigate floodwaters, for example.

Goal: Promote access to and regional connections between open spaces; protect and promote community stewardship of environmental assets such as parks, trees, streams, and wetlands; improve access to natural resources for recreation and public health benefits; and encourage the creation of new open spaces.

Existing Conditions

Residents of Unincorporated Ossining have identified its network of parks, open spaces, and natural resources as a key strength and asset. Unincorporated Ossining is home to a number

of sensitive environmental spaces, including wetland areas, and a topmost priority among community members is the conservation of open spaces and the protection of natural ecosystems, including plant and wildlife. The community's natural environments also play an important role in heightening local resilience; for instance, amid storm events, local wetlands and other green spaces help mitigate floodwaters which might otherwise reach residences, businesses, or municipal infrastructure.

While the community is committed to expanding and protecting open spaces, developing greater connectivity within and between green spaces has been identified as an opportunity to better activate and create stronger links between local and regional assets, for instance with pedestrian infrastructure along trailways. There is great potential for eco-tourism in Unincorporated Ossining, discussed later, were the community's natural resources better connected and more cohesively marketed, including with signage and wayfinding infrastructure throughout the unincorporated area to aid in navigation and promote greater awareness among the public around the Town of Ossining's rich history and diverse natural resources.

Open spaces located within Unincorporated Ossining include six parks that are publicly-accessible to any resident of the Town of Ossining: Ryder Park, Gerlach Park, Louis Engel Waterfront Park, Buck Johnson Park, Sally Swope Sitting Park, and Cedar Lane Park. Residents of all municipalities within the Town of Ossining may use any Town-owned parks, and through inter-municipal sharing agreements, residents of Unincorporated Ossining are free to make use of the dozen or more additional parks which are located throughout the Town of Ossining's incorporated areas and managed by either the Village of Ossining or the Village of Briarcliff Manor.

Ryder Park is the primary publicly-accessible park serving the eastern portion of Unincorporated Ossining, with programming such as ballfields and a dog park, while Cedar Lane Park is located in the western portion of Unincorporated Ossining, and hosts multiple uses such as an Arts Center and Unincorporated Ossining's food scrap recycling program. The Town of Ossining maintains over 130 acres of parkland in total, including additional open spaces such as Sally Swope Sitting Park, Gerlach Park, Buck Johnson Park, Louis Engel Waterfront Park in the Village of Ossining, and the community's Bird Sanctuary. Additionally, the Town of Ossining acquired Dale Cemetery, spread across nearly 40 acres, in 2004 (Figure 16). Just over 9% of land, or nearly 168 acres within Unincorporated Ossining, remains vacant as undeveloped open space which potentially could be conserved (Figure 26). For more information on public parks in the Town of Ossining and their amenities, see Appendix A.

There is significant variation in topography and elevation across the Town of Ossining, ranging from sea level up to 580 feet above sea level and resulting in an array of steep slope conditions throughout the study area (Figure 17). The highest point of elevation in Unincorporated Ossining falls on its eastern side, just west of Ryder Park. Diffuse topological variation throughout Unincorporated Ossining is one factor that poses barriers to connecting local open spaces as a cohesive pedestrian network. Peaks and crests may also be environmentally significant to the extent they limit development opportunities or direct the flow of floodwaters.

Spring Pond, as well as Unincorporated Ossining's creek system connecting out to the Hudson River, are both categorized within the 100-year flood zone. Oliver Pond has been similarly identified as a location within the 500-year flood zone (Figure 18). Inland flooding is a challenge for Unincorporated Ossining, particularly along the Pocantico River and within the Pocantico River Basin. Should the intensity of flooding continue at current levels, most infrastructure in Unincorporated Ossining would remain well-protected from flooding and related damage; however, it is in Unincorporated Ossining's interest to prepare for more severe flood events which may occur as sea levels globally continue to rise.

[FEMA designates flood zones based on the statistical probability of water overflow. A 100-year flood would occur once-per-century, or has a 1% chance of occurring in any given year; while the 500-year flood zone has a 0.2% chance of flooding in any given year, with such an event predicted to occur once every 500 years.]

New York State projects local sea-level rise could increase as much as 58 inches by the 2080s, potentially leaving areas in both the Village of Ossining and Unincorporated Ossining inundated, and affecting the Town of Ossining's Louis Engel Park on the Hudson Riverfront in particular as well as the adjacent Ossining's Railroad Station in the Village of Ossining. Also at risk of coastal flooding is Sing Sing Correctional Facility, located just south of Louis Engel Park, and the potential site of the future Sing Sing Prison Museum which is being pursued by the Town of Ossining. Additionally, some of the community's critical shared infrastructure and resources are potentially at risk of increased and more disruptive inland flooding by the 2050s, such as the Ossining Water Treatment Plant in Unincorporated Ossining (*Climate-Adaptive Design Studio*).

In terms of its watersheds, the northwest corner of Unincorporated Ossining drains into the Croton River Basin, and Unincorporated Ossining falls primarily within the Hudson and Pocantico River Basins, with the Saw Mill River Basin to the east and the Hudson River itself to the west (Figure 19).

[A watershed is a land area that serves as an initial connector in the cycle of precipitation; watersheds channel rainfall and snowmelt towards drainage areas such as creeks and streams. In some cases, larger watersheds consist of smaller drainage areas; these are called sub-basins.]

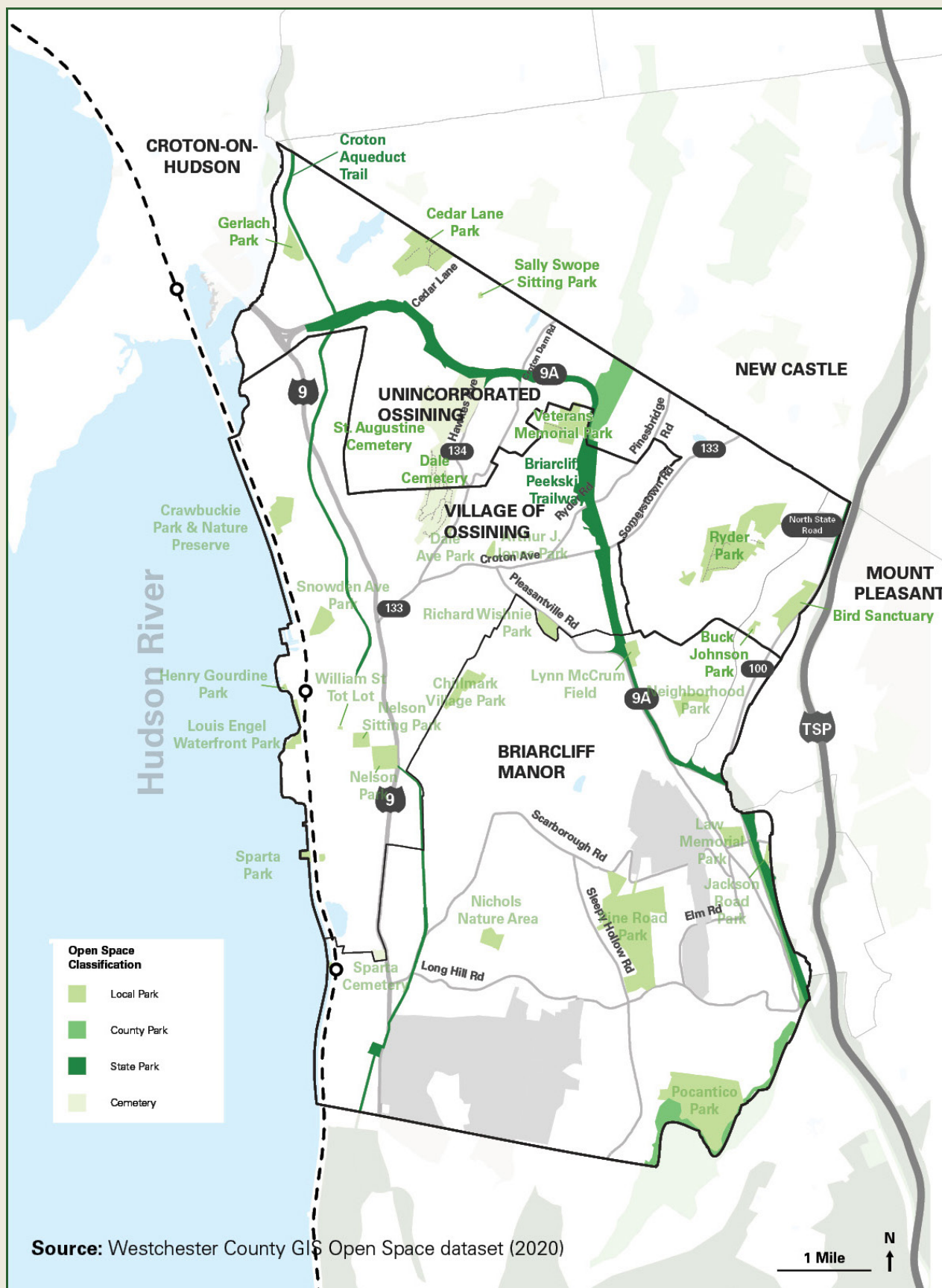


Figure 16 – Open Space

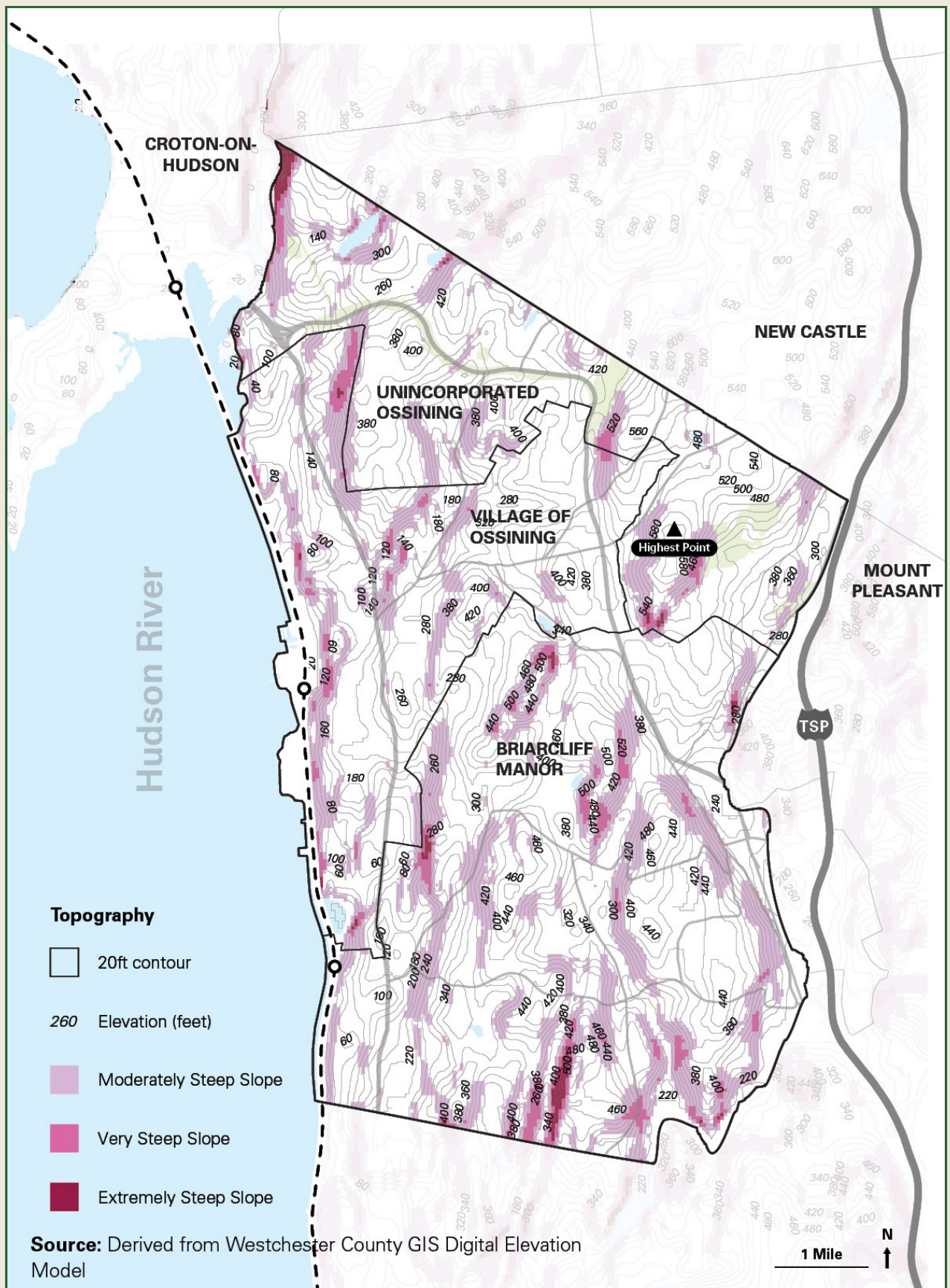


Figure 17 – Topography & Slope

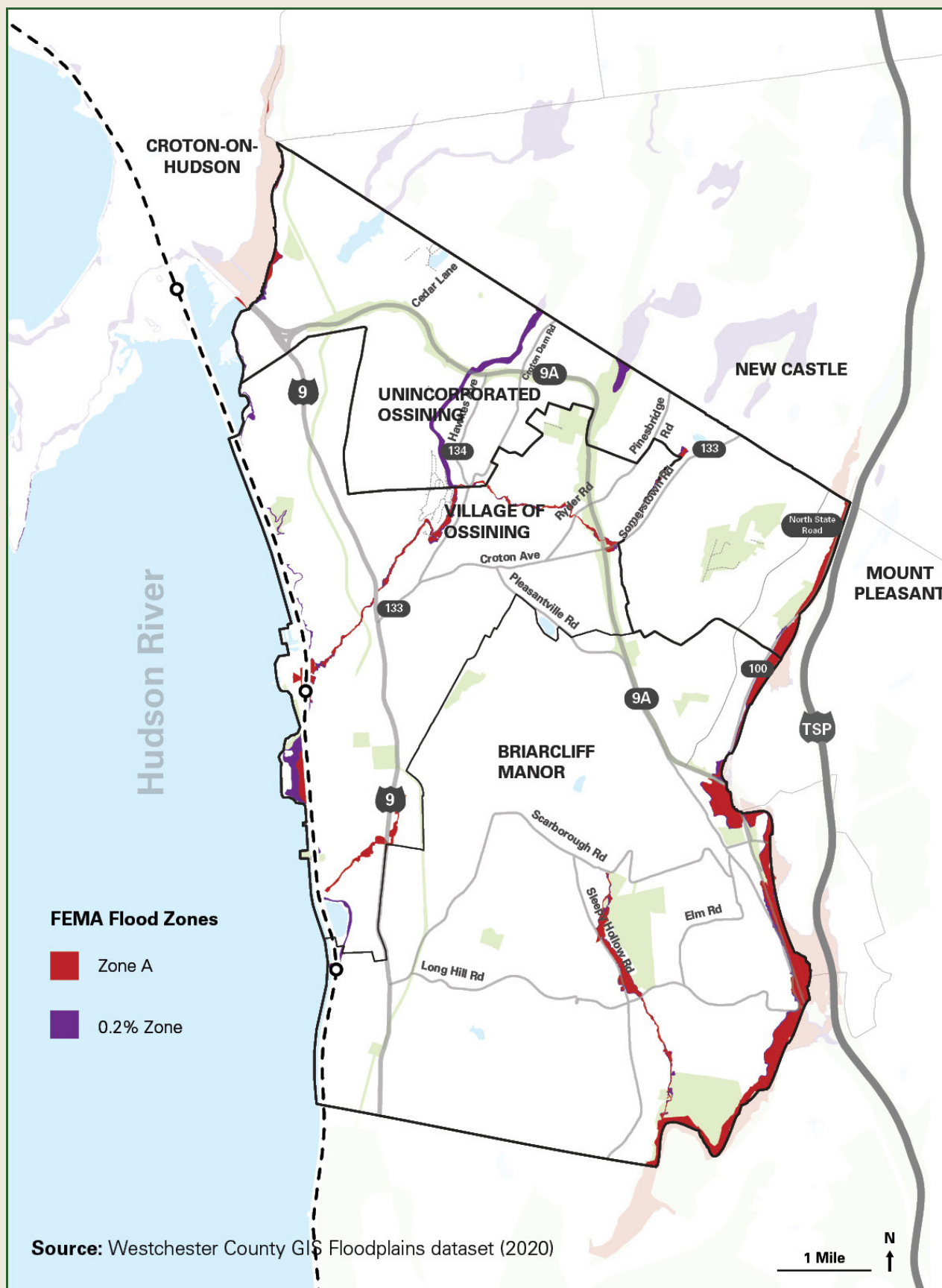


Figure 18 – Flood Zones

Eight sub-basins were found in the study area, four of which are located within Unincorporated Ossining (Figure 20). Combined with roughly 75 acres of streams, rivers, ponds, and other wetlands, the Sparta Brook / Hudson River Basin facilitates drainage from the Croton River Basin to the north as water flows south and west through Unincorporated Ossining, towards the Hudson River itself.

Large portions of Indian Brook as well as Potter Brook are located within Unincorporated Ossining, and are fed primarily by the Indian Brook Reservoir, which supplies approximately 4 million gallons of drinking water per day to users across the Town of Ossining, including in Unincorporated Ossining, and the Villages of Ossining and Briarcliff Manor (Figure 21). In addition, part of the Caney Brook system runs through Unincorporated Ossining, and is bordered in some sections by forested freshwater wetlands. Emergent freshwater wetlands abut Rockhill Pond in Unincorporated Ossining's Cedar Lane Park (Figure 22).

In all, Unincorporated Ossining contains just over 75 acres of wetlands defined as lakes or ponds; the streams which feed into these ponds flow mostly from the north and continue south and west through Unincorporated Ossining towards the Croton Bay and eventually, out to the Hudson River. Unincorporated Ossining's wetland areas are generally concentrated in the middle of the unincorporated area on its east-west axis, extending from the Town of New Castle border to the north to Unincorporated Ossining's border along the Village of Ossining to the south and running through various residential and commercial neighborhoods. Wetlands also are present in the southeast corner of Unincorporated Ossining, along its border with the Village of Briarcliff Manor.

Sustainability and resilience are key values informing the development of *Sustainable Ossining*, and in an environmental context, primarily relate to the conservation of open spaces, wetlands, and other natural resources through easements, donations, or other binding use agreements. As a coastal community positioned atop the Croton River and Bay and proximate to the Hudson River, some of Unincorporated Ossining's open spaces are characterized as flood-prone, and in the event of severe flooding activity, may serve as barriers to mitigate floodwaters that otherwise might reach assets further away from these wetland areas.

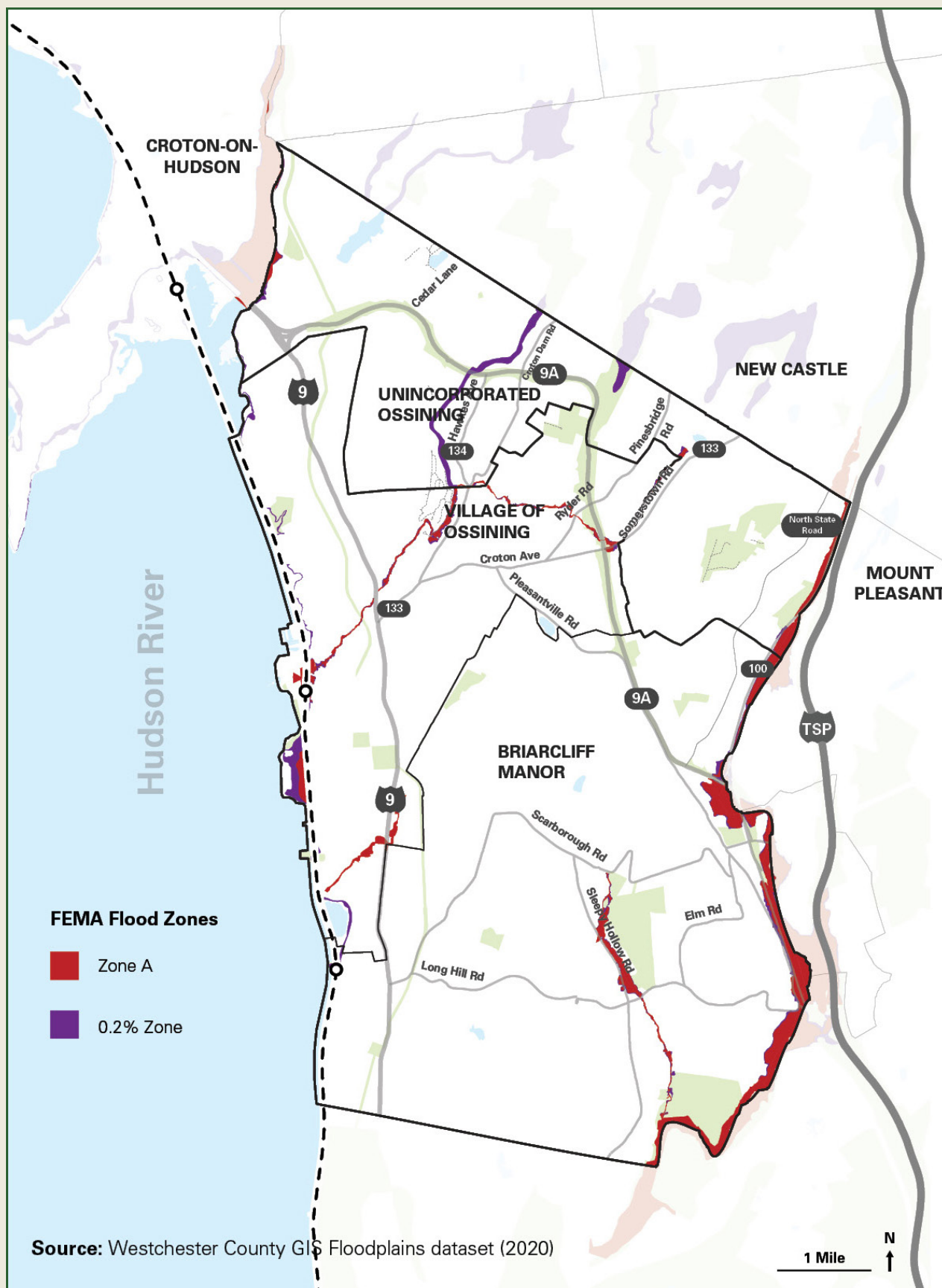


Figure 18 – Flood Zones

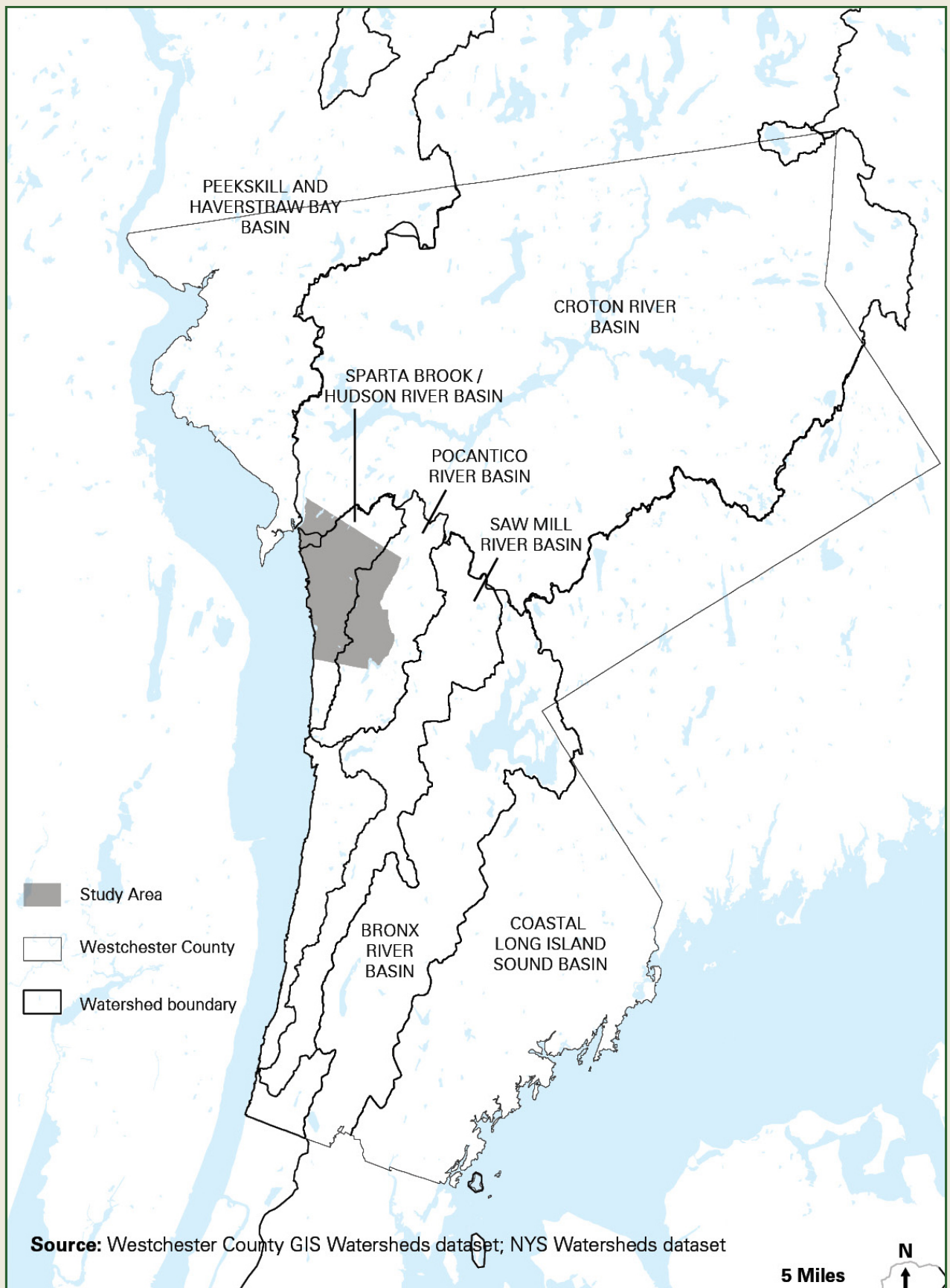


Figure 19 – Watersheds

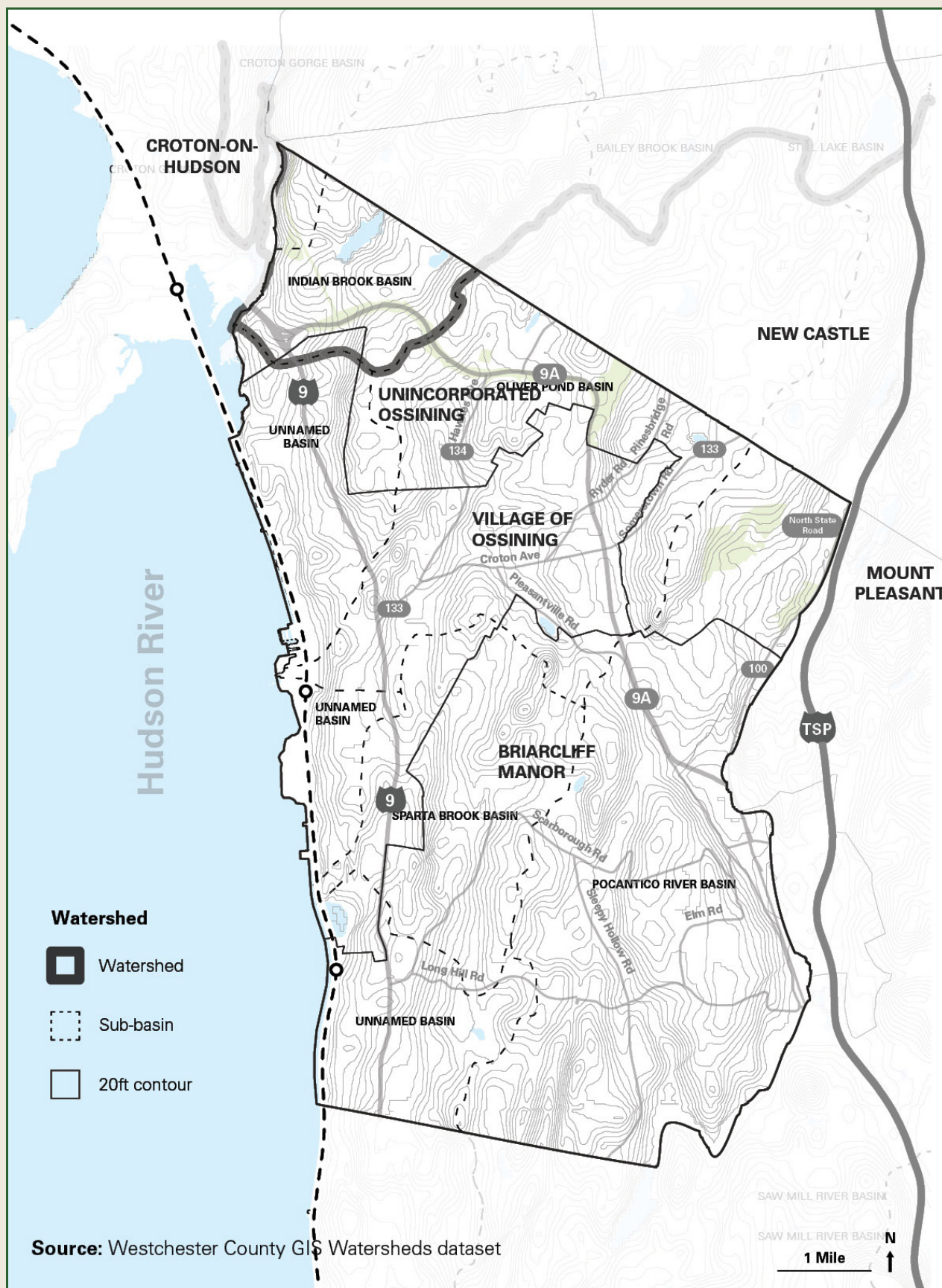


Figure 20 – Watersheds & Sub-basins



Louis Engel Waterfront Park.



Indian Brook Reservoir.



Cedar Lane Town Park.



Ryder Park.

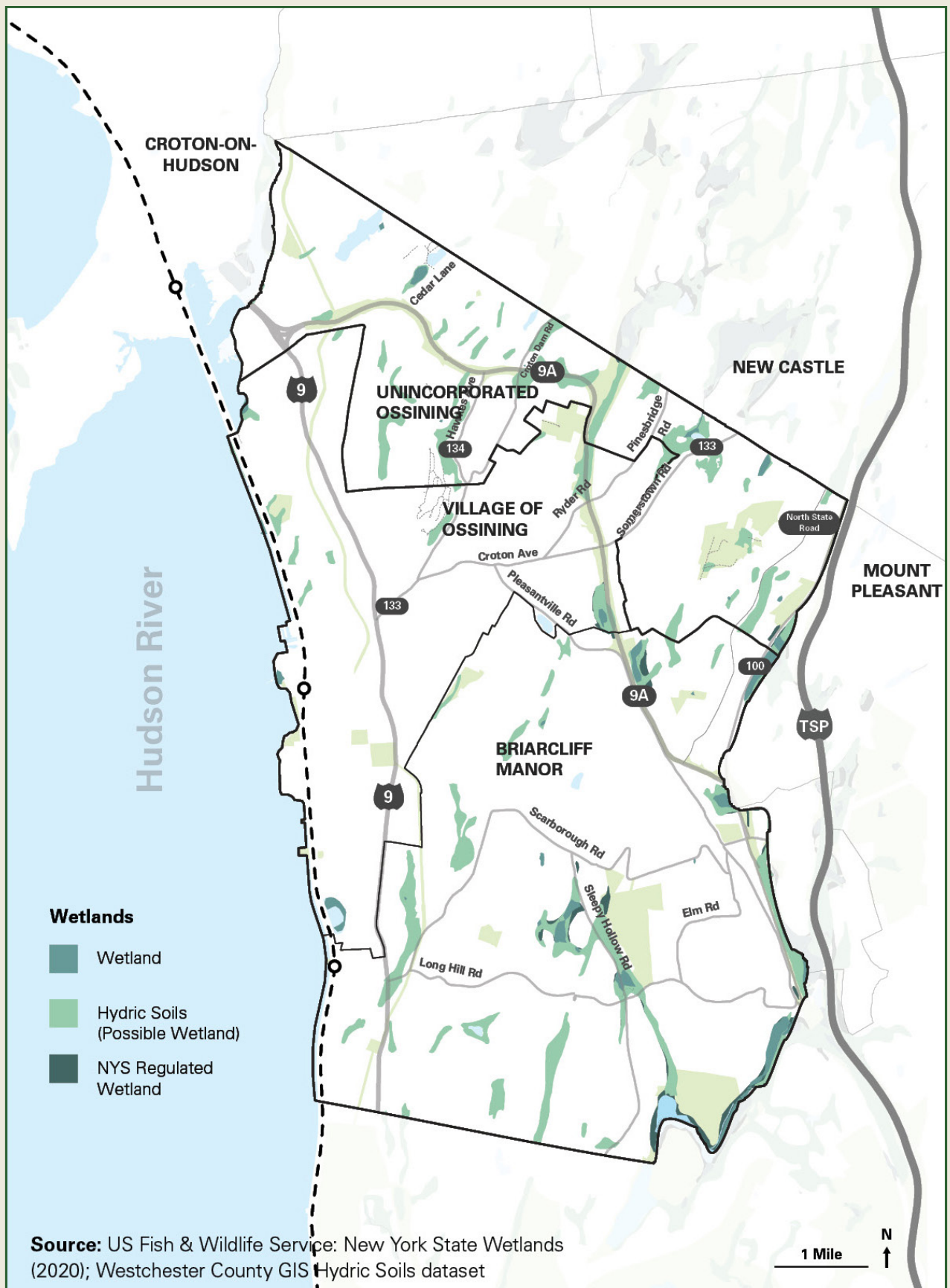


Figure 21 – Wetlands & Hydric Soils

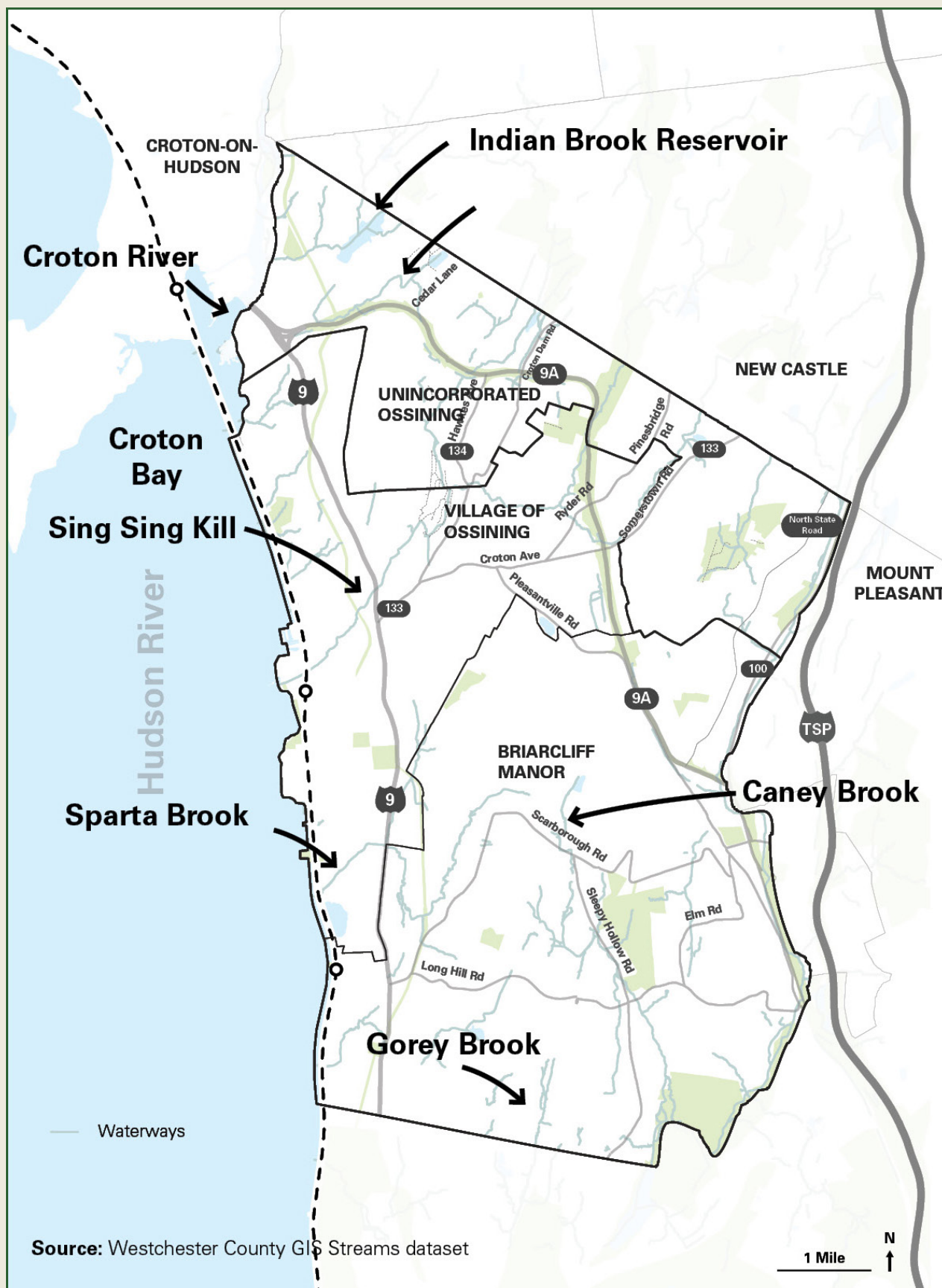


Figure 22 – Waterways

Issues & Opportunities

By maintaining its conserved areas and acquiring new open spaces, Unincorporated Ossining has the potential to enhance its network of green spaces which might further solidify the local identity as a destination for exploring some of the region's finest natural resources. Residents of Unincorporated Ossining are highly supportive of increasing the number and variety of green spaces, including along waterfronts and wetlands, as well as maintaining and creating better connections between these spaces and between Unincorporated Ossining's open spaces and those of its neighbors. Additionally, residents strongly support further programming of local open spaces with infrastructure that would support meaningful activities, such as community gardening, or kayaking along the Croton River and Bay.

Connectivity within and between Unincorporated Ossining's green and open spaces is highly desired among community members; existing trailways that would link the Town of Ossining's open spaces together are currently somewhat limited (Figure 10), and proposed trailways are limited in their ability to connect the Unincorporated Ossining's open spaces as well (Figure 9). Community members have indicated a desire for greater pedestrian accessibility across the board and especially with regard to waterfront and wetland areas, ideally linking the region's green spaces via trailway connections for foot and bicycle traffic.

Open spaces hold great opportunities for additional programming, especially were Unincorporated Ossining to create better pedestrian connections within and between them. In addition to making open spaces more accessible and strengthening their programming, green spaces in Unincorporated Ossining should be rigorously maintained, and additional spaces conserved. Unincorporated Ossining should explore means of protecting additional open spaces and their wildlife, such as working with landowners to secure conservation easements, or developing a community conservation fund, perhaps funded through a real estate transfer tax. As with conserving parklands, Unincorporated Ossining's wetlands and waterways should be protected robustly, both to support aquatic life and allow for potential water-based recreation. Local wetland spaces are particularly sensitive because Unincorporated Ossining is home to the Ossining Water Treatment Plant, which provides drinking water to users across the Town of Ossining at a rate of approximately four million gallons per day.

Resiliency has come up amid discussions of local open spaces, both in the context of ensuring natural resources are protected, especially waterfront assets, and to the extent these resources might more broadly heighten resiliency in the Town of Ossining. Some areas within the Town of Ossining have been designated by FEMA as flood-prone (Figure 18), and open spaces should be promoted for their critical role in conveying precipitation and otherwise absorbing or mitigating floodwaters, which could potentially disrupt the local Indian Brook and Croton River Watersheds were a major weather event to occur (Figures 19 & 20).

Expanded infrastructure and initiatives may contribute to a fuller and broader understanding among community members of the availability of open spaces and natural resources, as well as their critical importance to the local environment. Learning about the environment and sustainability should be encouraged outside the classroom; opportunities should be created to better inform community members of local natural resources and the roles they play, including signage within parklands to expand on the community's understanding of each space's unique history and purpose.

A major point among community members' open space and environmental priorities is the careful balancing of conservation and goals for sustainable development, such as increasing housing accessibility to those of diverse backgrounds or lesser means. Community feedback indicates that support for development projects may hinge on their ability to afford Unincorporated Ossining other advancements of its goals such as the creation of conservation easements or public trailway connections. Additional conserved spaces could increase the variety and proximity of the Town of Ossining's already robust collection of public parks (Figure 16).

Unincorporated Ossining is home to a number of wetland areas (Figures 19-21), waterways (Figure 22), and other sensitive environmental resources, and it is critical these community assets should be conserved. By partnering with developers on sustainable projects, Unincorporated Ossining may be able to conserve great amounts of open space by clustering uses into areas of existing density; furthermore, existing natural features such as steep slopes and other conditions may limit development possibilities to the extent that addressing them would be financially prohibitive or harmful to natural habitats. Close collaboration between Unincorporated Ossining and developers investing in Unincorporated Ossining is needed to ensure any new project would provide benefits to the environment and the community as a whole.

Objectives & Strategies

Objective 1: Maintain, expand, and create open spaces in Unincorporated Ossining.

- 1.1 Maintain or upgrade existing public open spaces, trailways, and other park facilities.
- 1.2 Explore the development of a community preservation fund (funded by a real estate transfer tax but structured not to impede the development of affordable housing) to enable the protection of additional open space and natural resources.
- 1.3 Make efforts to create or expand open spaces and trailway connections between Unincorporated Ossining's existing open spaces and parklands.
- 1.4 Improve and expand walking and bicycling paths both between and within parks and open spaces.
- 1.5 Diversify programming and infrastructure in Unincorporated Ossining's parks to support environmental stewardship and a range of active and passive recreational uses such as reading, sports, and community gardening.
- 1.6 Partner with landowners to create conservation easements in ecologically sensitive areas.
- 1.7 Conduct a Town-wide analysis to identify areas well suited for agriculture and community food production.
- 1.8 Further safeguard the Town of Ossining's Indian Brook and Croton River Watersheds by developing a conservation overlay zone, as have been enacted by neighboring municipalities.

Objective 2: Protect and enhance natural environments and habitats in Unincorporated Ossining.

- 2.1 Develop and implement strategies to improve waterway management practices and the quality of all streams, waterways, and other water bodies to meet or exceed NY State DEC standards for water quality for recreation.
- 2.2 Develop a strategy to map the Unincorporated Ossining's local wetlands.
- 2.3 Identify strategies to maintain and improve Unincorporated Ossining's air and soil quality.
- 2.4 Implement vegetative buffers consisting of plant life, open space, or other appropriate infrastructure to separate conflicting uses, such as residences abutting commercial businesses.
- 2.5 Explore strategies to maintain and enhance native plant growth and support Unincorporated Ossining's maturing population of trees.
- 2.6 Study potential environmental impacts of roadway improvement on waterways and other wetlands along major corridors including New York Routes 9, 9a, 133, and 134.
- 2.7 Explore alternative means of de-icing roadways in the winter, such as road brining, to avoid the use of solid rock salt and the salinization of Unincorporated Ossining's water bodies.
- 2.8 Enact stronger policy enforcement mechanisms for local environmental codes.
- 2.9 Evaluate and develop passageways for both land-based and aquatic life in accordance with NYS DEC wildlife crossing guidelines.

Objective 3: Support initiatives to heighten environmental education and awareness of Unincorporated Ossining's natural resources.

- 3.1 Engage with the community to educate residents of all ages on the importance and diversity of Unincorporated Ossining's environmental resources and the mutual responsibility to respect and maintain them.
- 3.2 Install better signage at relevant sites to inform residents and tourists alike of Unincorporated Ossining's natural resources.
- 3.3 Support local and regional awareness of Unincorporated Ossining's variety of parks and open spaces, including lesser-known locations such as the Bird Sanctuary and Sally Swope Sitting Park.
- 3.4 Explore creating shared classrooms for education and public engagement on-site, such as along the waterfront and in parks and historic spaces.
- 3.5 Identify opportunities to create shared classroom spaces, such as an ecological learning lab for Town of Ossining students and others, to be located within one or more of Unincorporated Ossining's parks.

Objective 4: Enhance the resiliency of Unincorporated Ossining's open spaces and other environmental resources.

- 4.1 Decrease stormwater runoff from impervious surfaces by implementing Green Infrastructure practices.
- 4.2 Implement appropriate infrastructure to protect against storm surges.
- 4.3 Protect the Town of Ossining's riverfront and waterfront spaces from sea level rise.
- 4.4 Review and incorporate previous adaptation strategies and plans (such as the Cornell Climate-Adaptive Design Studio).

6 Housing, Development & Preservation



The theme of housing, development, and preservation speaks to the Town of Ossining's physical qualities and how they might be expanded on or maintained in the future. The Town of Ossining is home to a number of historic buildings which contribute to the community's character, and this architecture should continue to be preserved or adaptively reused where possible. Similarly, the Town of Ossining contains several neighborhoods of varying contexts--from commercial districts to quieter residential communities--and residents feel it is important that any new development should compliment the existing look, feel, and scale of these areas. Housing, development, and preservation also speaks to community spaces and infrastructure, housing diversity and affordability, and broadening an understanding of the Town of Ossining's zoning and enforcement procedures related to land development.

Goal: Maintain existing neighborhood character (such as look, feel, and scale) and ensure new development aligns with the existing neighborhood context by balancing the expansion of housing types and affordable housing opportunities with the preservation of open space, and mitigation of environmental and infrastructure impacts. Encourage a mix of uses in the business districts to stimulate the local economy.

Existing Conditions

Within Unincorporated Ossining, 52% of land area is programmed with low- to medium-density residential uses, and only 0.04% of land contains high-density residential development. Higher-density residential developments are clustered around the middle of Unincorporated Ossining on its east-west axis (Figure 23). In all, Unincorporated Ossining has a total land area of 1,925 acres, or just over three-square miles. The varied topography, numerous waterways, and New York Route 9a provide the spatial logic for Unincorporated Ossining. While more recent development has yielded higher-density development on large parcels, the vast majority of housing stock comprises 20th century single-family neighborhoods.

Unincorporated Ossining contains nearly 1,500 tax parcels, 84% of which are classified as residential. 95% of these residential parcels currently contain a single housing unit. 45 parcels contain between two and five units, the majority of which contain Two Family Residential. Only 11 lots contain more than five units, although these 11 lots contribute a total of 859 housing units, the majority of which are condominiums. Over 90% of all housing units in Ossining were constructed before 2003. Low-density residential parcels have an average parcel size of 1.1 acres, and account for 508 units. Medium-density residential parcels make up the largest share of total units, accounting for 1,629 in total. Excluding the larger condominium parcels, these medium-density parcels have an average lot size of 0.4 acres and account for 975 total units. High-density residential parcels have an average parcel size of 0.07 acres, but only account for 24 units.

Zoning classes have been adopted by the Town of Ossining to determine the location of allowable land and building uses throughout the unincorporated area. As of 2021, 84% of Unincorporated Ossining is zoned for some form of single-family residential development, which is diffuse throughout the Unincorporated area. Six percent of land area is zoned for multifamily uses, all of which is located on the western side of Unincorporated Ossining. The remaining 10% of land is dedicated to a mix of commercial zoning classes, clustered mainly around Unincorporated Ossining's two General Business Districts on its eastern and westernmost sides, respectively the North State Road and Crotonville areas.

Of the sixteen zoning classes in Unincorporated Ossining, ten focus on residential uses. The zoning classes that begin with 'R' are single-family residential areas, with the exception of R-5, R-7.5, and R-10, which allows for the conversion of an existing single-family home to a two-family home as well. The numbers following the 'R' signify the minimum lot size for each zoning class; for example, the R-40 zoning district requires a minimum of 40,000 square feet per lot. The remaining six non-residential zoning classes define commercial, open space, and right-of-way uses; among these zones, some support a mix of uses, such as Neighborhood Commercial areas, within which both homes and businesses exist. Unincorporated Ossining's zoning districts and the percent of total land area of each zoning class are listed in the table below (Figure 24).

North State Road is a higher-trafficked business corridor on the eastern side of Unincorporated Ossining which extends from Chappaqua Road along the unincorporated area's southern border with the Village of Briarcliff Manor to the intersection of Stone Creek Lane, where Unincorporated Ossining borders New Castle to the north. Principal uses along the North State Road corridor include restaurants such as The Briar's, Maya Riviera, Terra Rustica, and North State Pizza, health- and wellness-oriented businesses such as Look of Success, Downstate CrossFit, Club Fit, Green Day Spa, Artis Senior Living, Animal Health Center, and SPCA Westchester and Veterinary Clinic, professional services such as access to banking and attorneys, and home improvement businesses such as Terra Tile and Marble, Sunrise Solar Solutions, Coral Sea Pools, and Henry Allen Garage Door Company.

The Crotonville commercial district is located in the western portion of Unincorporated Ossining, and is generally bounded by New York Route 9a to the south and the Croton River to the west, composed of both General Business and Neighborhood Commercial zoning classes. The area is more residential in character than is North State Road, interspersed with housing, and contains many businesses which are more industrial in their offerings, with auto repair establishments such as Corvettes of Westchester and Powers Auto Care, and home improvement contracting companies including Westal Contracting Corporation, Henderson Electrical Company, Foremost Electric, Demolition Services, Rocco Construction Corporation, Luis Zhinin Masonry Work Incorporated, and PJJ Landscaping and Masonry Incorporated.

Many uses are permitted in General Business District zones, including retail shops, personal services, professional offices, food and beverage establishments, recreational facilities, cultural institutions, private childcare and early education businesses, and organizations supporting health and wellness including spas as well as veterinary and elder-care facilities. Neighborhood Commercial districts accommodate a mix of uses and explicitly permit live/work space for artists, subject to density provisions and other standards. Some industrial uses are allowed just to the west of the center of Unincorporated Ossining; the Office-Research Business District permits many commercial uses including health clubs, restaurants, and elder-care, as well as conditional uses such as conference centers, solar arrays, and battery energy storage systems. The Office-Research Education District allows for similar office-based uses, with additions including bed-and-breakfasts, cultural education facilities such as music or dance schools, and single-family homes. Further to the west, Unincorporated Ossining has created a special Business Education commercial zoning district for the Executive Boulevard Office Park, near GE's Management Development Institute, in which the only permitted use is professional training, with conditional uses allowing for solar energy systems, and accessory uses allowing for dormitory residences, garages, and other ancillary structures (Figure 25).

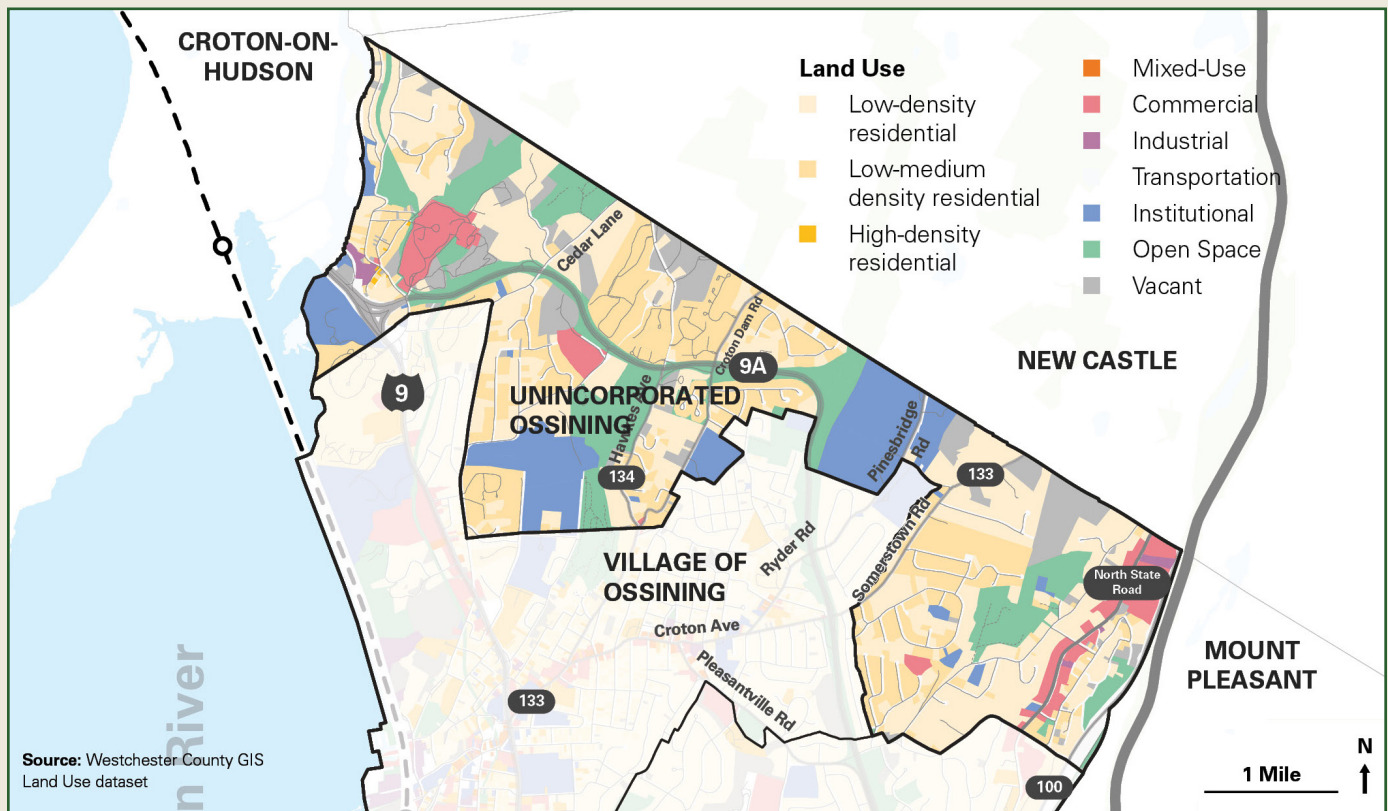


Figure 23 – Land Use

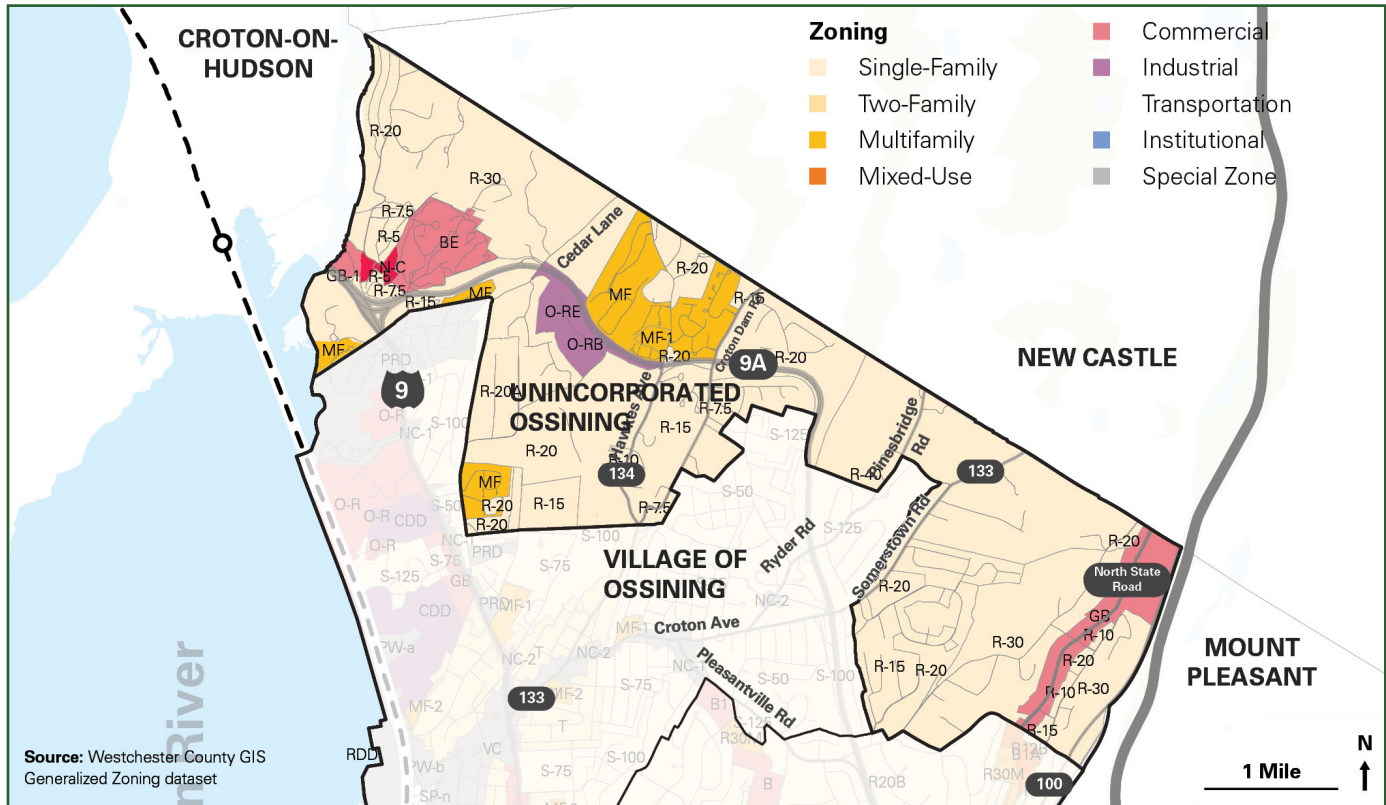
Zoning Class	Abbreviation	Total Acreage	Percent of Land Area	Category
Single-family Residence	R-5	15.2	0.8	Residential
	R-7.5	24.3	1.3	
	R-10	9.6	0.5	
	R-15	257.1	13.4	
	R-20	516.7	26.8	
	R-20A	39	2	
	R-30	474.8	24.7	
Multi-family Residence	R-40	260.9	13.6	Residential
	MF	132.1	6.9	
	MF-1	5.8	0.3	
General Business	GB	69.5	3.6	Commercial
General Business 1	GB-1	6.8	0.4	
Business Education	BE	65	3.4	
Neighborhood Commercial	NC	4.2	0.2	
Office – Research Business	O-RB	30.9	1.6	

Figure 24 – Zoning Classes in Unincorporated Ossining

Low density residential uses make up the majority of the total land area in Unincorporated Ossining. Across the 1,496 tax lots within Unincorporated Ossining, Low Density and Medium-Low Density residential land uses comprise 52% of the total land area. Institutional uses and public gathering spaces make up 13% of local land use, 6% of local land is used for commercial purposes, and 11% of local land is dedicated as conserved parklands. Just over 9% of land, or nearly 168 acres within Unincorporated Ossining, remains vacant as undeveloped open space (Figure 26).

Single-family housing accounts for 86% of residential development in Unincorporated Ossining, with other, denser residential typologies comprising only 14% of housing in the unincorporated area, mostly in the range of three to nineteen units per development (Figure 27). Altogether, Unincorporated Ossining currently has approximately 2,175 housing units in total.

The Westchester County Housing Needs Assessment noted that Unincorporated Ossining has one of the most significant affordability gaps for renters living in Westchester’s towns. In addition, 31.9% of Unincorporated Ossining’s rental households and 44.9% of its homeowner households are cost burdened. Unincorporated Ossining has passed several ordinances to increase housing choice and affordability. These include a 10% set aside for below-market units for developments of 10 units or more and the recent accessory dwelling unit law, which permits the construction of an accessory apartment within an existing single-family home or within a detached accessory building on a single-family lot.



<i>Land Use</i>	<i>Total Acres</i>	<i>Percent of Total</i>
Low Density Residential	556.4	30.8%
Medium Low Density Residential	374.1	20.7%
Institutional and Public Assembly	235.9	13.0%
Public Parks, Parkway Lands	197.3	10.9%
Vacant/Undeveloped	167.7	9.3%
Office and Research	48.5	2.7%
Cemeteries	46.8	2.6%
Medium High Density Residential	46.8	2.6%
Commercial-Retail	46	2.5%
Transportation, Communication, Utilities (excludes roadways)	31.9	1.8%
Water Supply Lands	26.9	1.5%
Private Recreation	16.9	0.9%
Manufacturing, Industrial, Warehouse	8.1	0.4%
Common Land Homeowners Association	2.6	0.1%
Nature Preserves	1.3	0.1%
High Density Residential	0.9	0.1%

Figure 26 – Land Use by Acreage & Percent

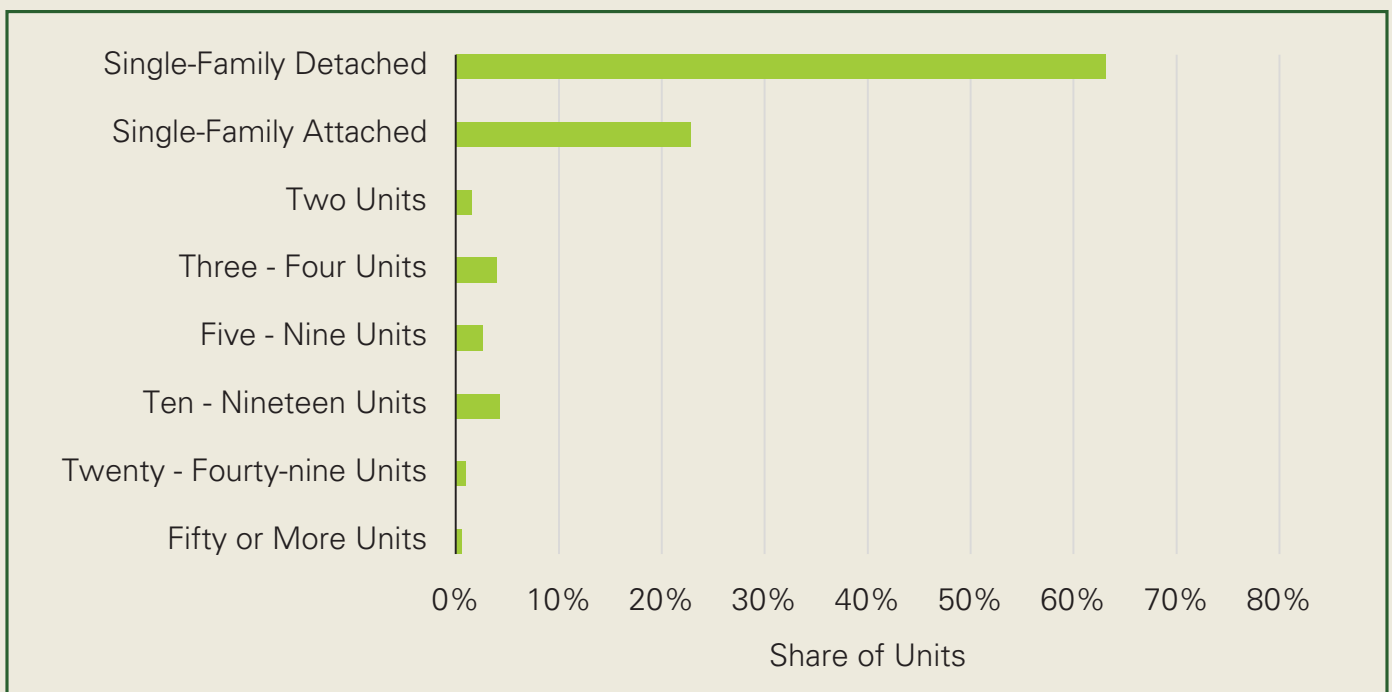


Figure 27 – Share of Housing Units by Type



Housing in Ossining.



Housing in Ossining.



Housing in Ossining.



Housing in Ossining.

Waves of developmental activity have peppered Unincorporated Ossining with an array of historic architecture ranging from unassuming buildings to well-known properties, such as the historic Maryknoll Seminary, with its recognizable stonework. Community members' feedback has indicated an intent to preserve sites of cultural or historic value whenever possible, with many encouraging the adaptive reuse of structures such that they might serve the community with renewed purpose. Culturally significant historic assets in Unincorporated Ossining or under the Town of Ossining control include Cheever House "Afterwhiles" (1795), Maryknoll Seminary (1956), Sparta Cemetery (1764), and Dale Cemetery (1851).

Issues & Opportunities

While many community members place value on sustainable development and a more equitable future for the Town of Ossining, with greater housing accessibility, for instance, community members also strongly support the conservation of open spaces, and feel any development must be tied to their protection or the creation of other amenities such as walking trails, were development to occur at all. Through a careful balancing of these values of conservation and development, community members have the opportunity to realize several goals at once. Through a real estate transfer tax or by promoting the use of conservation easements among developers and landowners, Unincorporated Ossining might find itself able to protect significant land areas that might otherwise be purchased someday for different uses.

Revitalizing neighborhoods and redevelopment should be prioritized over developing housing on undeveloped land; the Executive Boulevard Office Park is an example of a neighborhood that could benefit from being reconfigured with a vibrant mix of commercial and residential uses. Missing middle housing describes a range of housing types in which units are clustered to promote greater walkability and affordability while maintaining neighborhoods' existing character and scale. Currently, 6% of land in Unincorporated Ossining is zoned to allow multifamily housing (Figure 24); higher-density residences comprise only 0.04% of existing land use in Unincorporated Ossining (Figure 23). Commercial activity takes place within Unincorporated Ossining's two General Business Districts, as well as within the Business Education, Neighborhood Commercial, and Office zoning districts.

Especially among members of the Green Ossining and Environmental Advisory Committees, community members feel Unincorporated Ossining's zoning and other ordinances should be understood more widely and often could be more rigorously enforced. Unincorporated Ossining should develop specific and more actionable mechanisms for implementing zoning ordinances and enforcing local codes. Additionally, community members' feedback indicates a need for greater transparency into Unincorporated Ossining's decision-making process for development projects and other matters of zoning; informational materials and more streamlined processes

might help remedy the perceptions of some respondents who described a need for greater community input and broader understanding of Unincorporated Ossining's development-related decisions and processes.

Community members report strong feelings around supporting not only small and women- and minority-owned businesses, but a diversity of business types and sizes; overall, feedback is suggestive of perceptions that Ossining's commercial offerings are somewhat circumscribed, resulting in a narrow tax base and often in the need for residents to run errands or seek out services in neighboring municipalities with friendlier and more expansive commercial corridors. Through zoning or other initiatives, Unincorporated Ossining should support a greater variety of business offerings, from "mom and pop" gift shops and boutiques to national retailers, restaurants, and supermarkets. Neighborhood Commercial zoning districts might support a network of small businesses outside of already-defined commercial areas such as North State Road.

The Town of Ossining, and Westchester County as a whole, have made great strides in recent years towards achieving greater housing affordability and choice, and Unincorporated Ossining should continue welcoming residents of lesser means with an array of housing opportunities at every level of affordability. Paired with this goal are concerns that increasing housing facilities could put undue pressure on municipal services and infrastructure such as roads, schools, and the sewer system, as well as Unincorporated Ossining's natural resources. To ensure the community's full support, it is important that any new housing or development project take these concerns and the community's strong intent to conserve land into account.

Over centuries, the community has cultivated a rich stock of historic architecture, and such buildings should be preserved whenever possible; adaptive reuse projects have the potential to lend Unincorporated Ossining's aging architecture new purposes which might better meet the needs of community members today. A collection of well-preserved historic architecture has helped maintain the community's character and charm over decades if not centuries; the Town of Ossining should support the maintenance of historic assets and make efforts to cultivate a wider awareness of their existence and significance to local history.

Objectives & Strategies

Objective 1: Maintain existing neighborhood character and scale.

- 1.1 Ensure the existing character and quality of Unincorporated Ossining's neighborhoods is maintained and that new development is not in conflict with the local identity.
- 1.2 Prioritize locating higher-density residential development near existing areas of similar density and scale.
- 1.3 Consider implementing additional requirements for the creation of vegetative buffer zones to separate different uses.
- 1.4 Consider requiring developers to provide 3D visualization tools that would help residents better understand proposed projects and their impacts.

Objective 2: Balance development with the conservation of open spaces.

- 2.1 Due to the community's concerns of conserving its natural resources and its remaining open space, vacant land, and large properties, Unincorporated Ossining should review cluster subdivision regulations and / or create open space conservation development regulations that would promote and expand the use of clustering as a means to conserve open space for new subdivisions.
- 2.2 Make efforts to reach a conscious and sustainable balance between goals around the economy and affordable housing and those relating to the environment and preserving Unincorporated Ossining's open spaces.
- 2.3 Explore models which would allow for greater impartiality in the preparation of Environmental Impact Statements for proposed development projects.

Objective 3: Explore opportunities for historic preservation and adaptive re-use.

- 3.1 Encourage creative adaptive re-use design when developing housing and other structures to honor local history and historic architecture.
- 3.2 Promote the preservation of significant historic buildings to honor Unincorporated Ossining's history and highlight the Town of Ossining's architectural assets.
- 3.3 Continue to protect Unincorporated Ossining's historic areas and assets of cultural value to the community.
- 3.4 Identify New York State and / or non-profit programs and funding which may encourage the proper restoration of historic structures in the Town of Ossining.
- 3.5 Consider re-examining the zoning to allow the redevelopment of areas of the Executive Boulevard Office Park to revitalize the neighborhood with a mix of commercial and residential uses.

Objective 4: Leverage development to ensure projects provide amenities beneficial to all members of the Town of Ossining community.

- 4.1 Limit density bonuses and/or only award said bonuses for projects that install solar energy (or other renewable energy) systems and use green design practices, for both new and adaptive reuse development.

- 4.2 Work with developers to reach agreements benefitting all members of the Town of Ossining community, such as by investing in the network of sidewalks.
- 4.3 Mitigate impacts to municipal infrastructure and resources, including roads, sewage, and schools, were new development to occur.
- 4.4 Work with GE and Maryknoll and other corporate and institutional landowners to secure easements for public access to or conservation of open spaces and natural resources.

Objective 5: Provide a range of housing that is diverse both in type and affordability.

- 5.1 In alignment with the Town's ADU law, implement additional missing middle strategies within residential and mixed-use districts.
- 5.2 In considering new multifamily housing, utilize missing middle housing typologies (such as duplexes, fourplexes, townhomes, etc.) to create new units which provide more housing choice with similar housing characteristics.
- 5.3 Consider conducting a study of housing typologies and explore opportunities to encourage greater housing accessibility and equity while maintaining Unincorporated Ossining's existing character and scale.
- 5.4 Identify barriers which may prevent workers in Unincorporated Ossining from living in Unincorporated Ossining as well.
- 5.5 Re-examine the current accessory apartment regulations in the zoning code to allow landowners to more-easily build accessory dwellings or apartments.
- 5.6 Partner with commercial landlords to create an inventory of available spaces and to develop strategies that would introduce additional resources and support.

Objective 6: Enhance understanding of and enforce zoning.

- 6.1 Ensure zoning regulations and planning terms are clear and accessible.
- 6.2 Provide supplemental resources related to zoning to make this information accessible to all members of the community.
- 6.3 Review the existing bulk regulations, and landscaping and lighting requirements for all zoning districts to ensure best practices are being employed for all development within Unincorporated Ossining.
- 6.4 Ensure development processes are transparent and include appropriate mechanisms of enforcement.
- 6.5 Promote greater transparency in the development process and identify existing barriers, such as considering the benefit of zoning variances.

7 Sustainable Infrastructure



Sustainable infrastructure speaks to strengthening and modernizing the Town of Ossining's infrastructure and municipal services and assets. Sustainable infrastructure includes a wide range of community services, with recommendations from expanding waste facilities to upgrading local Internet speeds. Green infrastructure along or near the Town of Ossining's waterfront and wetland areas could be particularly impactful in terms of both activating spaces and conserving sensitive environmental resources. Sustainable infrastructure also encompasses all of the Town of Ossining's roads, sewers, and other infrastructure and their maintenance; as well as green and sustainable building design, both in the case of new construction as well as renovations, retrofits, or adaptive reuse projects to preserve local historic architecture.

Goal: Strengthen and modernize the built environment by encouraging the use of renewable energy and green building practices, expanding broadband internet access, and promoting best practices for maintaining the community's built assets.

Existing Conditions

This plan's sustainability vision (page 32) is founded on principles of continuity and equitable access: while all community members should benefit from Unincorporated Ossining's many assets, they must be safeguarded for the benefit of future generations as well. As a community

positioned atop the Hudson and Croton Rivers, many local residents are already sensitive to issues of climate change, which may lead to sea-level rise and more severe flood events over coming decades. Through a variety of sustainability initiatives, the Town of Ossining is making progress in fostering greater understanding among the community of measures which would lessen their impacts on the environment: for instance, using an electric vehicle is a cleaner alternative to a machine typically powered by gas. The use of fossil fuels for activities such as driving and heating one's home emits pollutants, or 'greenhouse gasses,' which contribute to global warming; the Green Ossining Committee found that 61% of Unincorporated Ossining's greenhouse gas emissions, an estimated 59,848 tons of CO₂ in 2005, may be attributed to transportation which is powered by fossil fuels. Switching to sustainable alternatives may lessen the climate-related impacts of the community, helping to secure local resources and assets for generations to come. Achieving a truly environmentally sustainable community will involve strong commitments and partnerships on the part of residents, businesses, and the municipality alike.

Several initiatives contribute to the current context of sustainable infrastructure in Unincorporated Ossining. Recently adopted sustainability efforts related to energy include a new solar code to allow for local generation of electricity, a battery energy storage allowance to provide for the storage of such energy, and provisions related to encouraging the electrification of vehicles as well as equipment such as leaf blowers, both municipally and among private individuals and businesses. The Town of Ossining plans to expand its electric vehicle charging infrastructure, and has already installed public charging stations in three parks in Unincorporated Ossining. As part of their Climate Action Plan, the Green Ossining Committee has developed guidance pertaining to both household and commercial use of energy, hosting workshops and providing targeted educational materials on energy efficiency as it pertains to various residential and business activities. The Town of Ossining recently adopted a New York State Stretch Code for energy, which is an energy efficiency standard municipalities may choose to adopt voluntarily which go beyond those energy standards required by the New York State Department of State; the Stretch Code is instead developed by the New York State Energy Research and Development Authority (NYSERDA). Additionally, the Town of Ossining has introduced electric vehicles into the town fleet and recently participated in Westchester County program, EnergySmart Homes, which encourages green heating and cooling technologies for homeowners and businesses.

As an increasing number of local resources such as cars and leaf blowers are powered by electricity rather than gas. It may be in Unincorporated Ossining's best interests to explore means of local generation of electricity, such as additional photovoltaic arrays, wind turbines, or hydroelectric technology. These interests are supported by the Town of Ossining's recent zoning amendment which allows for complex solar electrical generation projects as well as battery facilities to store locally-generated electricity. These systems of local generation of electricity also provide the benefit of redundancy, such that Unincorporated Ossining's electrical grid might become more resilient, relying less on the power grid that is shared regionally should there be any interruption due to storm events or otherwise. Westchester County's largest solar canopy to

date was recently constructed atop parking facilities at Unincorporated Ossining's campus of the Maryknoll Fathers and Brothers and serves as a Community Solar project.

There have been several recent initiatives in Unincorporated Ossining to upgrade or otherwise make more sustainable the community's system of waste disposal, recycling, and compost. As part of their *Climate Action Plan*, the Green Ossining Committee has developed guidance on best practices for household and commercial waste handling, as well as best practices for cleanup related to construction projects and public events. All residents of the Town of Ossining, including those living in the Village of Ossining and the Village of Briarcliff Manor, are eligible for participation in the community's shared composting program free of charge, which accepts drop-offs at Cedar Lane Park in Unincorporated Ossining every day, as well as at the Ossining Farmers Market, which occurs seasonally on Saturday mornings in the Village of Ossining's downtown.

Broadband (or Internet) speed varies throughout the Town of Ossining, dropping off significantly in small pockets and slowing down slightly in larger areas (Figure 28). Anecdotally, residents describe Internet access as at times intermittent, and desire stronger and more consistent cellular service in the area. In addition, several community members feel it is important that free Wi-Fi for public use should be made available in and around areas of heightened activity and where greater activity is desirable. As of this writing, the Town of Ossining has been approved for public Wi-Fi access at Louis Engel Waterfront Park, which is located in the Village of Ossining and managed through a partnership between the two municipalities.

Issues & Opportunities

In order for Unincorporated Ossining to be truly sustainable, community education and engagement around sustainability issues is of critical importance. For instance, the Green Ossining Committee hosts an annual Earth Day celebration, which has been successful in years past, with as many as 4,000 attendees. Were the Town of Ossining community to have a greater understanding of what sustainability is, why climate change is occurring, what risks it may pose, and how individual contributions add up, the community might be more inclined to take both individual and collective measures towards achieving greater sustainability.

Primarily, in their knowledge of resiliency, community members are concerned with the ability of the Town of Ossining to strongly withstand climate-related hazards such as flooding or extreme storm events. The work of Cornell's Climate-Adaptive Design Studio offers several solutions which might bolster local resilience, particularly from storm events; these include additional green infrastructure, as well as designing for floodable areas, especially around key local resources such as the Town of Ossining's Louis Engel Park and the adjacent Metro North Railroad Station, both located in the Village of Ossining.

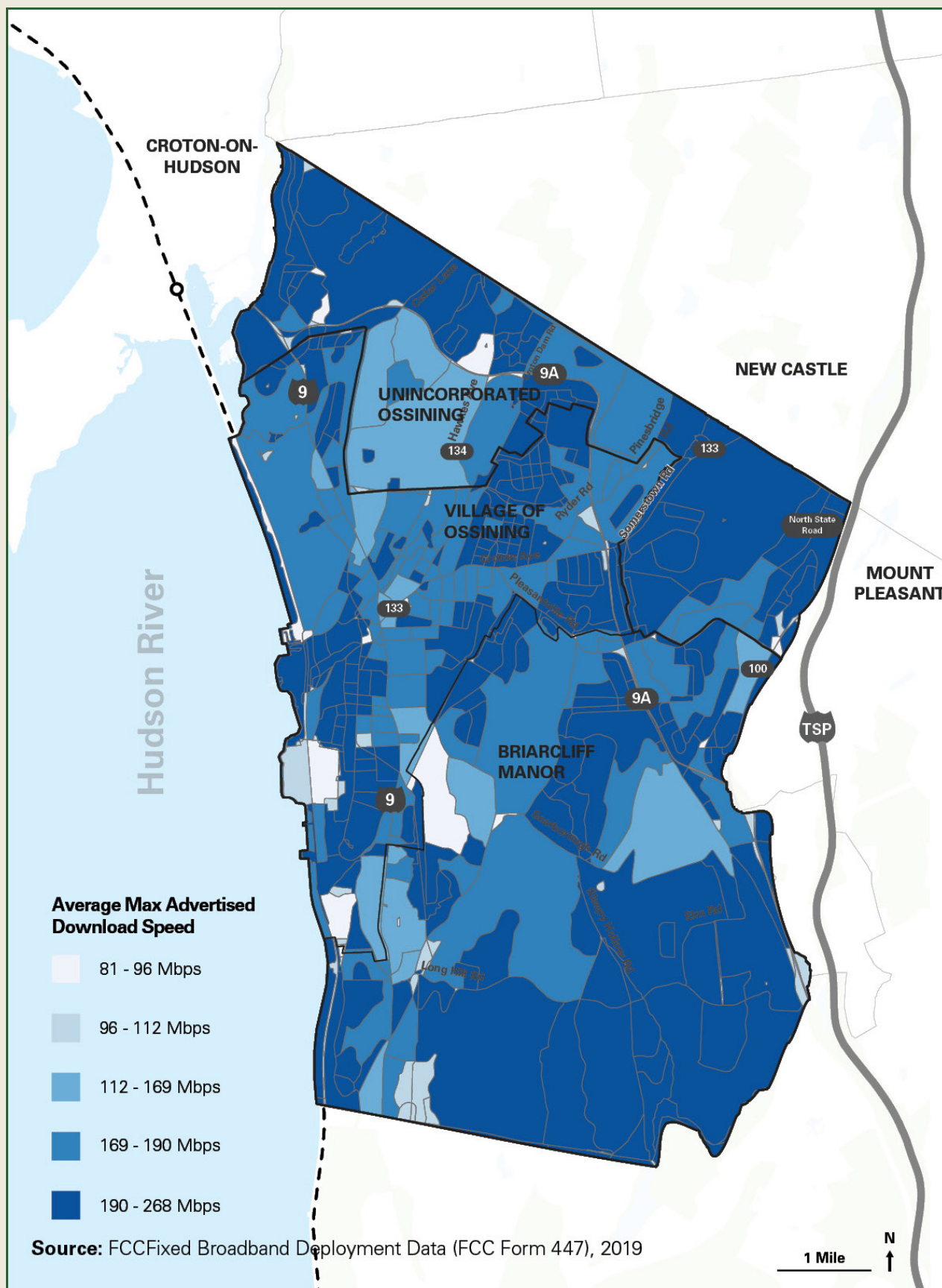


Figure 28 – Consumer Broadband Speed

Unincorporated Ossining has additional opportunities to support resilience in contexts such as the power grid and local electrical generation, redundancies or fail-safes in municipal infrastructure, and protecting the Town of Ossining's coastal spaces along the Croton and Hudson Rivers (Figures 18 & 22). Unincorporated Ossining should continue to show leadership in sustainability, such as requiring all municipal fleet purchases to be electric vehicles; Unincorporated Ossining also has opportunities to support community members' own efforts to live more sustainably, such as installing plentiful electric vehicle charging facilities, or improving the community's infrastructure for composting and separating recycling and waste.

Green building practices should be included in Unincorporated Ossining's standard procedures for development, both concerning new construction as well as updates and renovations to existing structures. These strategies might take the form of using improved winter insulation to minimize household heat loss, constructing photovoltaic arrays or wind turbines, or greater intentionality around the recycling or disposal of building material that cannot be reused. The Town of Ossining could continue to show leadership in sustainability by adding to current local sources of electrical generation, for instance, with a greater number of solar arrays, wind turbines, or hydroelectric technologies in Unincorporated Ossining.

Residents made several additional proposals concerning steps Unincorporated Ossining could take to improve various types of local infrastructure. Unincorporated Ossining should identify opportunities to modernize or electrify municipal equipment, infrastructure, and services, such as municipal fleets or waste management facilities and composting practices. Ensuring there is consistent Internet and broadband access across Unincorporated Ossining is both a challenge and an opportunity; geographic analysis of broadband cellular speeds shows that connectivity can vary widely across the Town of Ossining (Figure 28). All public spaces in Unincorporated Ossining should offer free Wi-Fi access, with a priority on areas that would benefit from increased pedestrian activity, such as along North State Road.



Maryknoll Fathers and Brothers' new solar installation, completed in 2021, is the largest solar canopy in Westchester County.



One among Barcelona's network of Green Point (or Punt Verd) neighborhood waste facilities for disposal of less-frequent streams, such as e-waste, textiles, and food scraps.

Objectives & Strategies

Objective 1: Modernize community infrastructure & municipal services, such as Internet access and waste facilities.

- 1.1 Ensure high-speed broadband and public Internet access are widespread throughout the Town of Ossining.
- 1.2 Expand and modernize municipal waste facilities, including more widespread access to recycling and refuse bins.
- 1.3 Include curbside service for composting organic waste as part of Unincorporated Ossining's standard recycling strategy.
- 1.4 Continue the Town of Ossining's commitment to electric vehicles with a goal toward 100% electric Town of Ossining Vehicles through attrition.
- 1.5 Upgrade municipal resources, such as replacing gasoline-fueled leaf blowers with landscaping equipment powered by electricity.
- 1.6 Strengthen broadband service in Unincorporated Ossining and create a network of freely accessible Wi-Fi throughout Unincorporated Ossining's public spaces.
- 1.7 Explore strategies to attract and retain emergency service personnel such as Length of Service Awards Programs (LOSAP).

Objective 2: Encourage the use of renewable energy throughout the Town of Ossining.

- 2.1 Consider the development of community solar or wind power installations.
- 2.2 Incorporate renewable electrical generation into new buildings and retrofit existing buildings with such infrastructure where possible.
- 2.3 Encourage the use of Electric Vehicles (EVs) in Unincorporated Ossining, and provide necessary infrastructure such as EV charging stations.

Objective 3: Incentivize the use of green building practices and methods in Unincorporated Ossining.

- 3.1 Incentivize green building practices in new development as well as retrofitting existing structures with newer materials and technology, such as low carbon concrete.
- 3.2 Support an awareness among residents of the Town of Ossining of the financial and environmental benefits of green building practices and infrastructure.
- 3.3 Incentivize LEED approval for new construction as well as green building practices including solar energy, geothermal heating, and permeable pavements.
- 3.4 Encourage environmentally-sustainable building design to the extent these technologies are financially feasible.

- 3.5 Review the zoning code for opportunities to bolster sustainability, such as incentivizing renewable energy and green building practices where applicable and necessary.
- 3.6 Explore county and state programs to promote the retrofitting of homes and existing buildings such as NYSERDA's Low Carbon Pathway for Multi-family Buildings.
- 3.7 Encourage the use of green infrastructure, including retrofitting existing drainage systems with advanced stormwater filtration capability.
- 3.8 Promote dark sky initiatives such as reducing nighttime lighting and updating infrastructure with 'dark sky approved,' low-pollution nighttime lights.
- 3.9 Continue to implement supportive mechanisms as building projects seek to comply with the Town of Ossining's newly enacted energy stretch code; New York State Stretch Codes are rigorous energy standards which municipalities may adopt voluntarily.

Objective 4: Mitigate the impacts of new development

- 4.1 Identify existing infrastructure needs and prioritize upgrades necessary to mitigate the effects of development projects on Unincorporated Ossining's municipal infrastructure and services, including providing education and maintaining sidewalks.
- 4.2 Ensure new development projects in Unincorporated Ossining address existing needs which have been identified by the community.
- 4.3 Advocate and work with local, state, and federal agencies to reduce noise pollution or sounds that interfere with everyday activities such as sleeping, conversation, or disrupt or diminish one's quality of life.

8 Community & Culture



Community and culture speaks to resources shared among residents as well as those characteristics that make the Town of Ossining unique. Several community spaces and facilities already exist in the Town of Ossining, and these spaces should be supported with greater accessibility and a wider variety of programming. In addition to gathering spaces such as Unincorporated Ossining's Cedar Lane Arts Center, recreational spaces and parklands should be maintained, and their infrastructure expanded. The theme of community and culture also incorporates strategies to boost local tourism, as well as a means of introducing greater equity into the Town of Ossining, such as affordable housing or support for women- or minority-owned businesses.

Goal: Protect historic resources; support arts and cultural institutions as well as nonprofit and community-based organizations; and expand opportunities for recreation, education, entertainment, cultural engagement, and tourism/eco-tourism for those of all demographics and abilities.

Existing Conditions

Residents of Unincorporated Ossining already have access to a range of institutions, organizations, and programs which build community and offer diverse opportunities for cultural

Ossining has an important role in promoting cohesive community and cultural development in the unincorporated area. By strengthening local and regional awareness of resources and better connecting the public with opportunities of interest, the Town of Ossining might encourage more meaningful and widespread participation in local cultural activities.

The majority of cultural institutions within the study area are located in the Village of Ossining, clustered along Main Street, Somerstown Road (New York Route 133), and South Highland Avenue, with the notable exceptions of the Cedar Lane Arts Center and the Bethany Arts Community, both of which are located in Unincorporated Ossining (Figure 29). Residents of Unincorporated Ossining have heavily discounted access to the Joseph Caputo Community Center located in the Village of Ossining, with extensive programming managed by the Village of Ossining's Department of Parks and Recreation, and resources including a public-use swimming pool and the Ossining Urban Park Visitors Center, a New York State-funded exhibit which details several of the community's resources and the history behind them.

Arts resources within Unincorporated Ossining include the Bethany Arts Community, an artists-in-residence initiative founded in 2015 which hosts events, exhibitions, and other arts-based programming; as well as the Cedar Lane Arts Center within Unincorporated Ossining's Cedar Lane Park, a facility owned by the Town of Ossining which hosts extensive arts-based programming for both young students and adults (Figure 29). Hudson Valley Arts and Science is a nonprofit organization in the westernmost part of Unincorporated Ossining which leverages the arts to engage and educate the public around opportunities to explore, document, and safeguard the Hudson River Valley's sensitive environmental resources.

Other nonprofits and community organizations with an active presence in Unincorporated Ossining include American Legion Parker Bale Post 1597, an association of local veterans; Fraternal Order of Eagles Ossining, Aerie 1545, part of a national philanthropy; Hudson River Toastmasters, an international nonprofit educational organization dedicated to communication, leadership, and public speaking; and SPCA of Westchester, both an animal shelter and a veterinary clinic. The Interfaith Council for Action (IFCA) works as a nonprofit supporter of local and regional affordable housing, both assisting potential tenants and operating units of its own, although the organization is headquartered in the Village of Ossining.

A range of religious institutions serve various denominations and communities across the Town of Ossining, although they are clustered in the Village, with two exceptions, including the historic Maryknoll Seminary. Public and private schools serve students up to Grade 9, while Ossining High School serves students in Grades 9 through 12. The Anne M. Dorner Middle School is located in the southwestern portion of Unincorporated Ossining, while Brookside Elementary School is located in the Village of Ossining along the southern border of Unincorporated Ossining (Figure 30). Both Claremont Elementary School and Anne M. Dorner Middle School have only one route of vehicular access. The School District and community members have expressed interest that additional routes of entry/exit should be created.

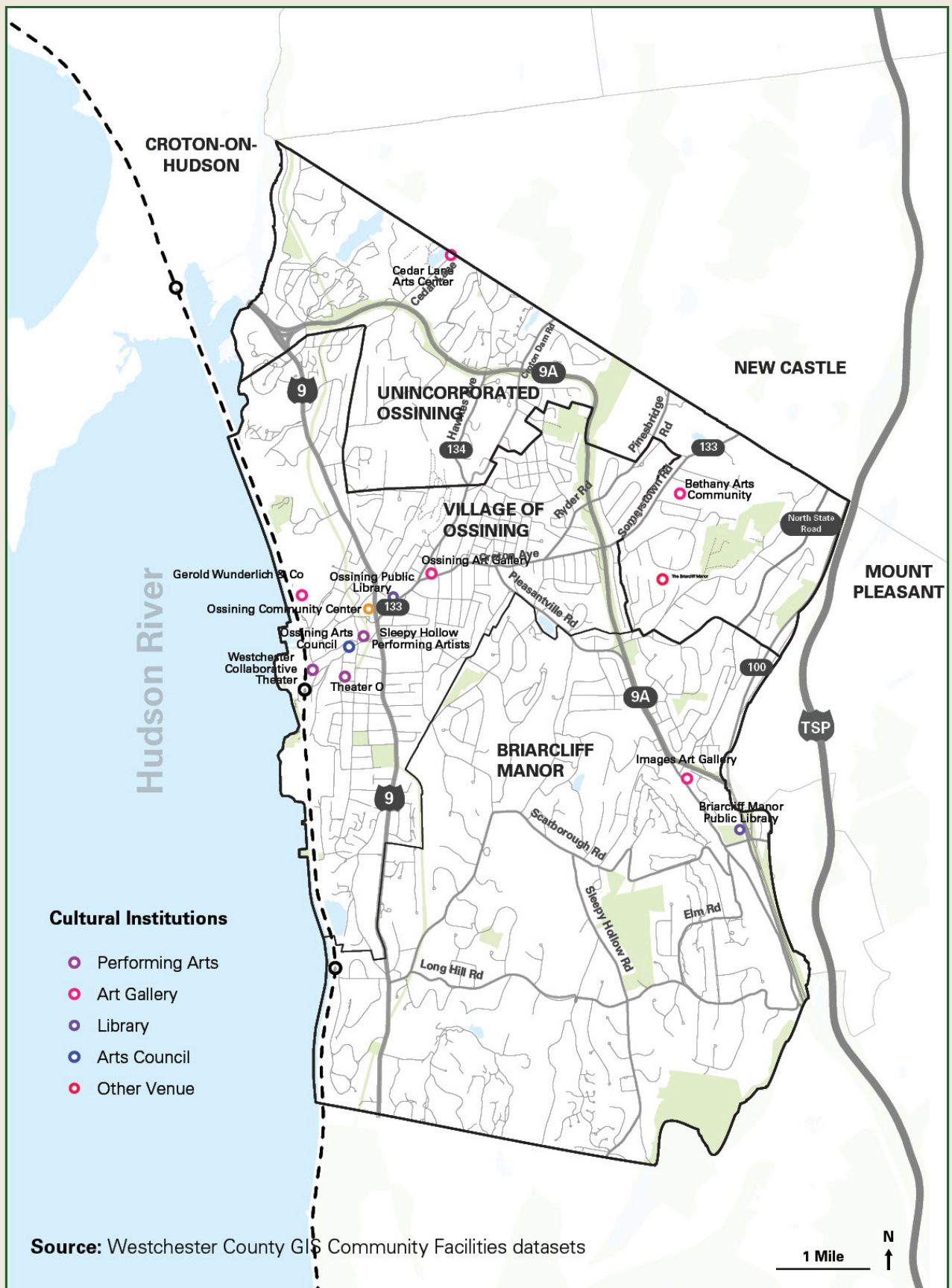


Figure 29 – Major Cultural Institutions – Art

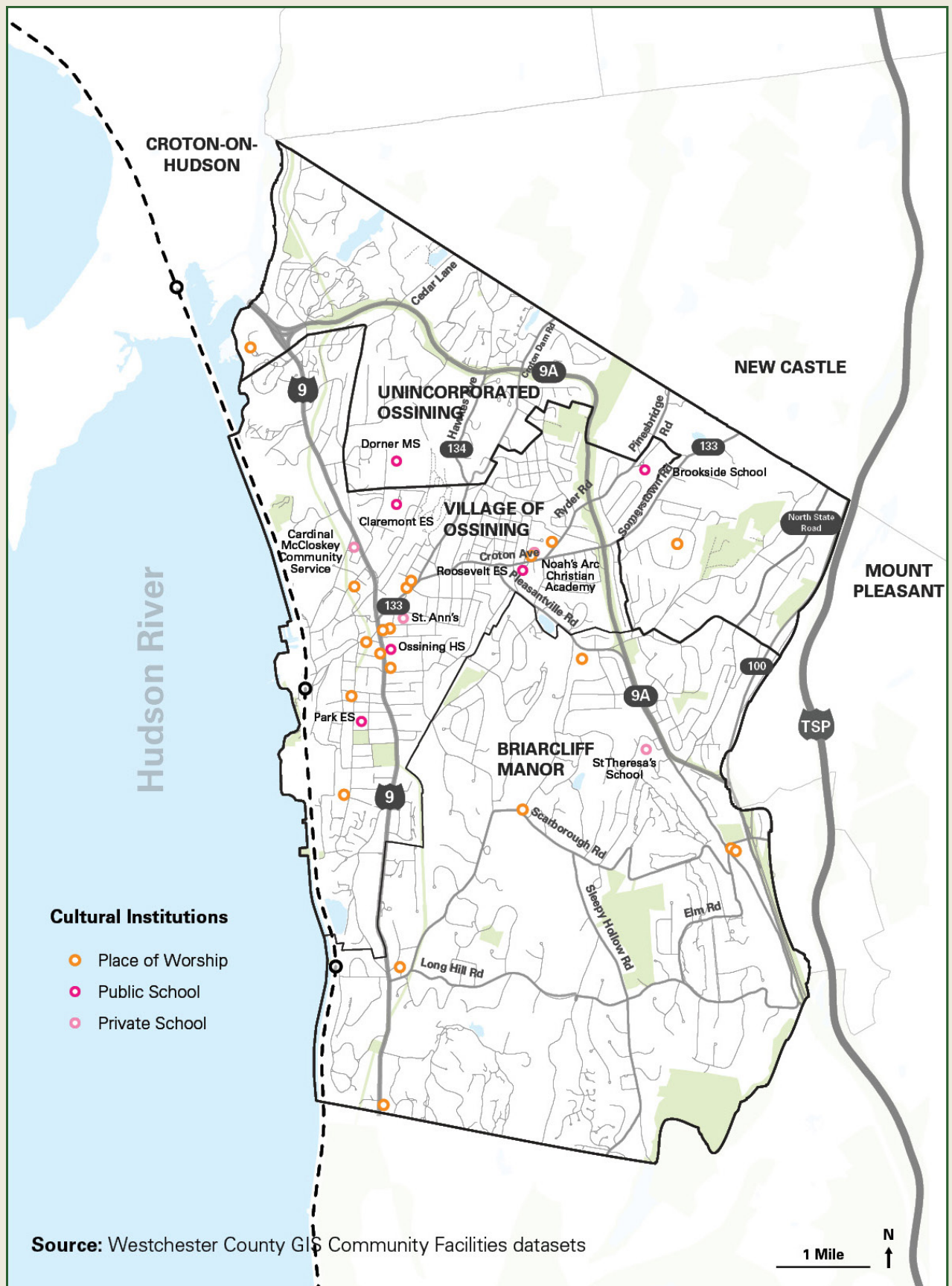


Figure 30 – Major Cultural Institutions – Schools & Places of Worship

Ossining Union Free School District (OUFSD) enrollment is projected to have peaked in 2020 at 4,837 students, with a forecasted loss of up to 138 students, or 2.9%, occurring between 2019 and 2024. The OUFSD gained 591 enrollees in the period from 2009 to 2018 (Figure 31).

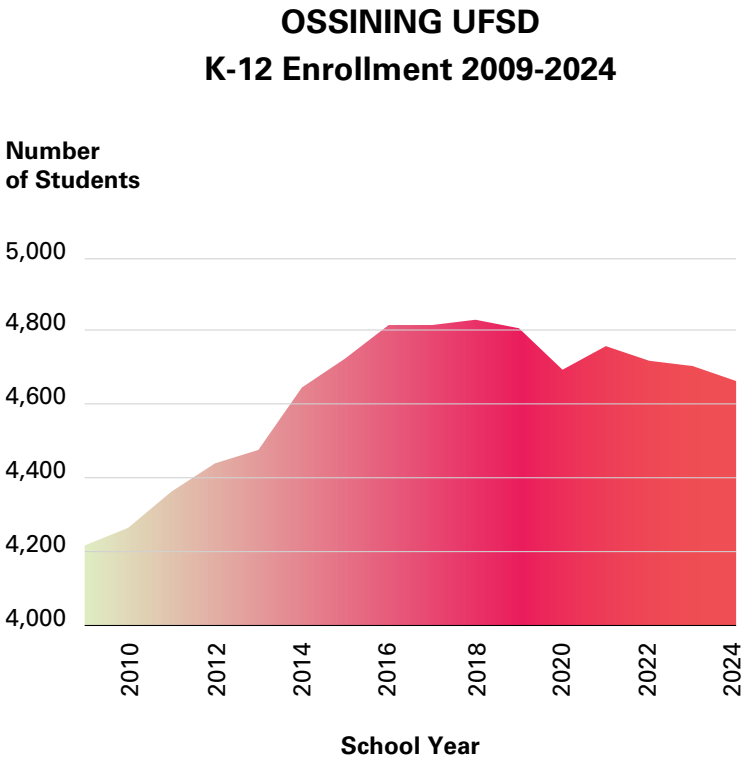


Figure 31 – OUFSD Enrollment Projections 2009-2024

The Town of Ossining supports several events throughout the year to help build community, boost commerce, celebrate traditions, and advance various other priorities. Successful annual events hosted or supported by the Town of Ossining include: the summer concert series, a season-long performing arts program which takes place in partnership with the Village of Ossining in Louis Engel Waterfront Park; Food Truck Fridays, a culinary program catering to patrons of the concert series; an Earth Day celebration, hosted collaboratively with the Green Ossining Committee; a July 4th fireworks display; and international Car Free Day, an initiative hosted through a partnership between the Town of Ossining, the Green Ossining Committee, and 511NYRideshare encouraging the use of alternative modes of transit that are more sustainable than gasoline-powered vehicles, such as walking, biking, micro-mobility such as e-scooters, electric vehicles, and mass transit including busses and trains.

In addition, the Town of Ossining maintains several of the community’s parks and recreational facilities, and manages programming including after-school programs, sports and art lessons, and community gardening. The Villages of Ossining and Briarcliff Manor host much programming and have many community and open spaces of their own, most of which are accessible to all residents of the Town of Ossining via intermunicipal agreements.



Cedar Lane Arts Center.



Bethany Arts Community.

Objectives & Strategies

Objective 1: Support and expand community facilities, including community centers and recreational spaces.

- 1.1 Support and continue to develop inclusive community centers and other gathering spaces with a sense of place for Unincorporated Ossining and programming geared towards community members of all ages and abilities.
- 1.2 Continue to support local library facilities as community hubs and gathering spaces.
- 1.3 Continue to pursue the development of a public swimming beach within Louis Engel Park.

Objective 2: Support community-based organizations and identify opportunities to expand services and programming.

- 2.1 Promote organizations which provide childcare, services for students and seniors, and social services, such as workforce development.
- 2.2 Support existing and develop new partnerships between the Town of Ossining and local organizations and institutions to organize recreational activities and other programming for participants of all demographics and abilities.
- 2.3 Pursue strategies to develop stronger partnerships and coordination between Unincorporated Ossining, the Village of Ossining, and the Village of Briarcliff Manor.
- 2.4 Ensure recreational areas are safe, accessible, and include programming for individuals of all demographics and abilities, including physically and developmentally disabled residents.

Objective 3: Support cultural and entertainment venues

- 3.1 Support and create cultural and entertainment venues such as music halls, movie theaters, and museums.
- 3.2 Encourage a diversity of places of worship and other spiritual establishments in Unincorporated Ossining.
- 3.3 Support existing cultural institutions such as the Bethany Arts Community.
- 3.4 Expand on Unincorporated Ossining's existing cultural resources by promoting the development of facilities, events, and public art which would strengthen the local economy and catalyze education around the arts.
- 3.5 Continue to protect the Town of Ossining's historic resources, including Sing Sing Prison; explore opportunities to create a Sing Sing Prison Museum.

Objective 4: Promote tourism and eco-tourism in the Town of Ossining and regionally.

- 4.1 Encourage ecotourism with messaging and information about the Town of Ossining's attractions and environmental assets.
- 4.2 Improve awareness of the Town of Ossining's environmental resources with mapped hikes and other programming.

- 4.3 Explore messaging techniques to improve awareness of the Town of Ossining's historic resources.
- 4.4 Consider allowing for alternative and emerging technologies to boost tourism, such as an electric bike- or scooter-share network.
- 4.5 Consider the feasibility of organizing ride-sharing or other tours of the Town of Ossining's historic and cultural resources.

Objective 5: Promote greater equity in the Town of Ossining.

- 5.1 Promote equity by ensuring all people receive just treatment, and that regardless of one's identity, all community members have access to opportunities to satisfy their essential needs, advance their well-being, and achieve their full potential.
- 5.2 Identify and eliminate barriers which in the past have prevented some groups from fully participating as active members of the Town of Ossining community.

Objective 6: Support and encourage collaboration with the Ossining Union Free School District.

- 6.1 Explore and identify additional community spaces to support youth and youth services.
- 6.2 In collaboration with Ossining Union Free School District, explore the feasibility of establishing a municipally owned school bus yard.
- 6.3 Explore opportunities to share school related data with the broader community and its relationship to development.
- 6.4 Investigate the need for and feasibility of adding additional vehicular routes to Anne M. Dorner Middle School and Claremont Elementary School.



The theme of economy speaks to economic activity in the Town of Ossining and the prosperity of all community members, including residents, workers, and local businesses. The Town of Ossining should make efforts to support small businesses, particularly those owned by women and minorities, with cohesive marketing or professional development opportunities, for instance. The Town of Ossining should encourage a range of diverse businesses by supporting existing establishments as well as new enterprises which cater to community members' needs and which would contribute to a more active and vibrant public realm. COVID-19 has greatly impacted both the local and regional economies, and the Town of Ossining should prepare for possible sustained impacts from the pandemic, such as an increase in residents working from their homes.

Goal: Support existing businesses and attract new businesses that meet local needs and the Town of Ossining's financial needs, encourage an appropriate mix of uses in commercial corridors, and activate public spaces in order to support the overall commercial and social environment, including improvement of parks, inclusion of street furniture such as benches and lighting, street tree planting, and the creation of sidewalks.

Existing Conditions

By category, employment opportunities within Unincorporated Ossining and neighboring communities are quite diversified, with 17% of workers employed in the sphere of retail, hospitality, and entertainment work, the largest proportion in any one sector. Among workers in the study area, 16% are employed in healthcare or social assistance, including at elder-care facilities such as Artis Senior Living; 15% of jobs are in public administration, which includes employment at the historic Sing Sing Correctional Facility in the Village of Ossining; and 14% work in wholesale, manufacturing, or construction, with many of such jobs clustered around the Crotonville area on the western side of Unincorporated Ossining. All other sectors of employment each hover around a 10% share of the total, including administrative support and waste management, educational services such as with the Ossining Union Free School District and other private schools and early education facilities, professional services such as attorneys and physicians, and other services (Figure 32, US Census Longitudinal Employer-Household Dynamics, 2017).

A handful of employers exist within the Town of Ossining which each provide significant job opportunities within their sector. The Ossining Union Free School District provides many stable jobs for teachers, administrators, janitorial staff, and others, alongside private educational facilities. The historic Sing Sing Correctional Facility has been a stable source of employment in the area since the early nineteenth century, and is located in the Village of Ossining on the Hudson Riverfront. Maryknoll Fathers and Brothers is the headquarters of an international religious public service-oriented organization, and is located on a historic campus in Unincorporated Ossining. General Electric (GE) is a key commercial employer in the community, and while its levels of employment may have fluctuated over previous decades, it maintains a Management Development Institute on the western side of the unincorporated area, which provides critical professional development and training to GE's employees worldwide.

Unincorporated Ossining is largely consistent with Briarcliff Manor in the flow of workers and residents, each with approximately 95% of workers residing elsewhere and residents working elsewhere. This ratio is slightly more balanced in the Village of Ossining, in which approximately 18% of residents also work within the Village, whereas that figure is 5% for Unincorporated Ossining and 6% in Briarcliff Manor (US Census Longitudinal Employer-Household Dynamics, Origin-Destination Employment Statistics, 2017).

Worker educational attainment in Unincorporated Ossining compared to outlying areas is relatively even, and Unincorporated Ossining is home to the second-best educated cohort within the study area, with 37% of workers holding a college or advanced degree, whereas this figure is 35% in the Village of Ossining and 39% in Briarcliff Manor. 30% of workers have completed some college across the study area, with Unincorporated Ossining's workers being further educated than those in the Village only by a percentage point or two (US Census American Community Survey, 2018).

Residents of Unincorporated Ossining are highly educated, with approximately 60% holding a college or advanced degree, whereas just over 30% of Village of Ossining residents hold a Bachelor's or post-graduate degree. 70% of residents of Briarcliff Manor and nearly half of Westchester County residents hold the same (Figure 33, US Census American Community Survey, 2018).

Most commerce takes place within Unincorporated Ossining's two business districts, which are located on opposite sides of the Town, with North State Road to the east and the Crotonville area to the west, near the Hudson River waterfront and just north of the Village of Ossining (Figure 25). North State Road, near the eastern edge of Unincorporated Ossining, is the more walkable among the community's two business districts, and is home to any number of businesses and establishments including gyms, medical practices and facilities providing healthcare, veterinary practices, daycare and academic institutions, restaurants, and grocers. The business district on the western side of Unincorporated Ossining is characterized by a greater number of industrial uses than are present along North State Road, such as an iron works shop and auto repair facilities.

The Town of Ossining has an active Chamber of Commerce, though there are relatively few affiliated businesses in Unincorporated Ossining, as most of the businesses along North State Road are not members. Many businesses along North State Road are involved in Briarcliff Manor's Chamber of Commerce, while Greater Ossining Chamber of Commerce member businesses are mostly clustered in the Village of Ossining, particularly around Main Street and Somerstown Road.

Quarterly sales tax revenue in Unincorporated Ossining was relatively stable around \$200,000 from 2015 to 2019, then increased nearly 50% between May 2019 and May 2020, with a sharp fluctuation downward, then back up to approximately \$300,000 quarterly as of today (Town of Ossining, 2020). These intense fluctuations are likely attributable in large part to the COVID-19 pandemic, with many residents travelling and commuting less and spending more time at home. While recent increases in sales tax revenue are beneficial for Unincorporated Ossining's finances, it remains unclear as to what extent this shift is reflective of long-term economic trends.

Efforts have been made recently to foster a more vibrant local economy, in part by encouraging the development of a more inviting, pedestrian-oriented public realm with a mix of commercial and residential uses. Although Unincorporated Ossining has made progress in recent years towards achieving a network of Complete Streets, protected walking and cycling routes at present do not typically extend far beyond centralized areas of business or institutional activity. Community members also see tourism as a potential opportunity to strengthen the local economy; building on its rich natural resources and a variety of businesses with missions relating to health and wellness, it may in Unincorporated Ossining's interest to form strategies which would promote greater awareness regionally and beyond of the community's diverse

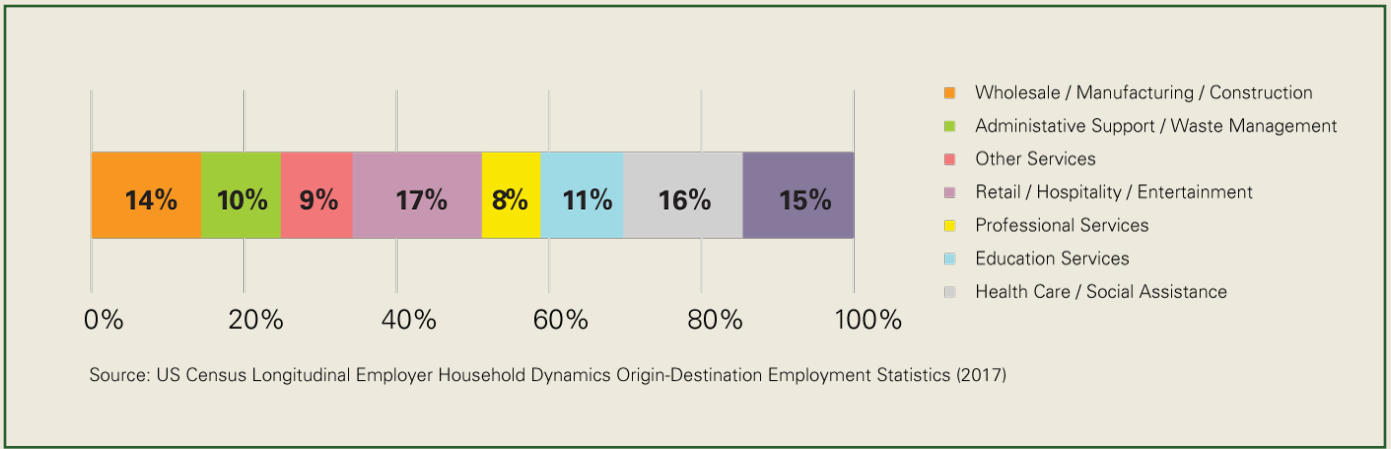


Figure 32 – Share of Employment by Major Category

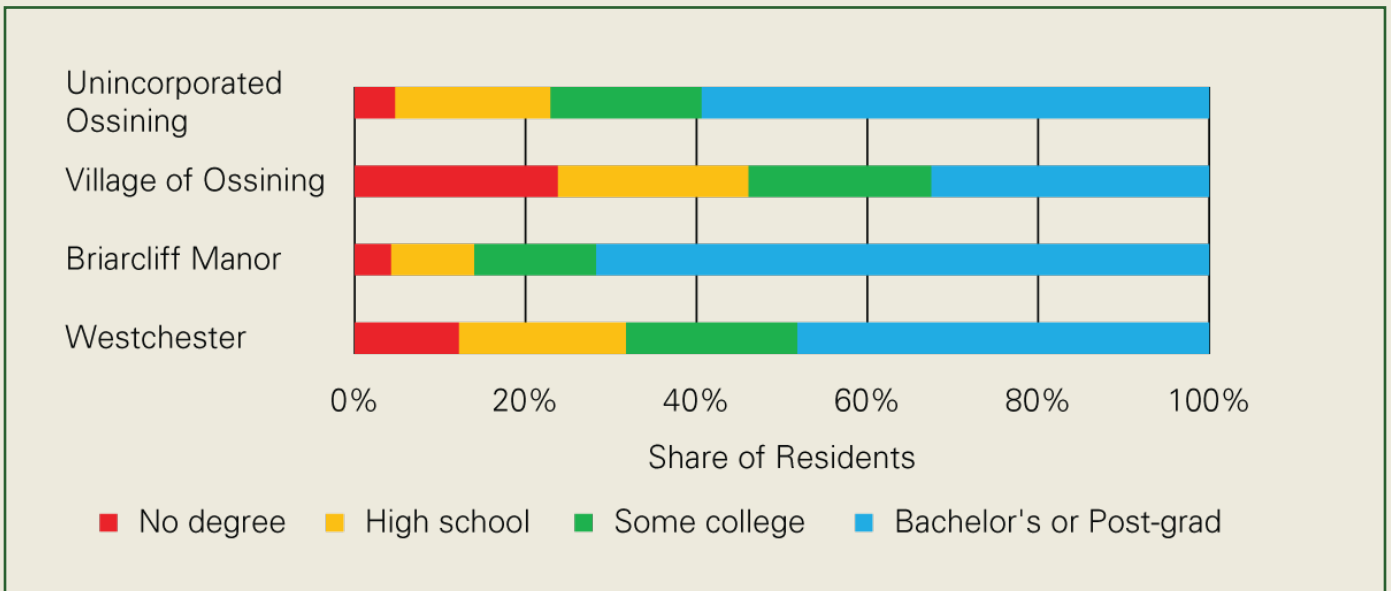


Figure 33 – Local Residents' Educational Attainment

opportunities for eco-tourism. Eco-tourism is a sustainable model of travel which focuses on exploring and protecting natural environments, often via trailway connections.

Issues & Opportunities

Unincorporated Ossining has opportunities to support a greater diversity of commercial offerings than are currently available. Participants in the community engagement process often reported travelling to neighboring communities to seek out services or accomplish simple errands, finding the variety of businesses in Unincorporated Ossining too limited and describing the search for parking as, at times, strenuous. There are opportunities for Unincorporated Ossining to be a more business-friendly environment, such as supporting small businesses and women- or minority-owned enterprises and welcoming new establishments, particularly those which might cater to residents' evolving priorities and needs.

With this in mind, *Sustainable Ossining* encourages the consideration of zoning amendments and other efforts to promote a wide variety of sizes and types of businesses in Unincorporated Ossining, from national retailers and markets to small and women- or minority-owned local businesses. Doing so may help to broaden the community's tax base, which is currently perceived as overly-narrow; some feel there is an undue tax burden on seniors in particular due to their significant financial support for the Ossining Union Free School District. As contributors to the local tax base, new businesses should be welcomed into the community, and existing local businesses should be supported as well, particularly well-established locations including Club Fit, Maryknoll, the Bethany Arts Community, General Electric, and others such as the Ossining Union Free School District, which provide significant economic activity and stable employment opportunities within Unincorporated Ossining.

Tourism has been identified by community members as a major potential sector in which strategies and partnerships could lead to an expansion in economic activity. The Town of Ossining offers diverse opportunities for recreation and physical activity, learning, engagement with arts, culture, and history, exploring nature, and many other activities; were these opportunities more cohesively connected and marketed, the community may experience an increase in the volume of tourists visiting the area, generating revenue in the local hospitality sector and contributing to Unincorporated Ossining's tax base.

Community members are particularly optimistic about the potential for eco-tourism in Unincorporated Ossining; eco-tourism is a type of sustainably-oriented travel in which visitors are particularly interested in exploring and protecting natural environments, of which the community boasts a rich variety. Several strategies in this plan speak to connectivity and mobility in Unincorporated Ossining more broadly, in conjunction with the more targeted development of a network of pedestrian routes which would better connect local natural resources, such as parks



North State Road.



Elements of Complete Streets Design are visible along the quieter commercial areas of Atlanta, Georgia.

and wetlands, and other amenities such as regional trailways. As eco-tourism is closely related to physical activity, Unincorporated Ossining might seek to partner with businesses related to wellness, such as Club Fit, to craft an eco-tourism strategy that is cohesive.

There are many opportunities for Unincorporated Ossining to activate the public realm and in turn to stimulate the local economy, with greater foot traffic translating into greater success for Unincorporated Ossining's businesses. Studies are supportive of the connection between an inviting public realm, a strong culture of pedestrianism, and the success of ground-floor retail businesses in particular, and from this economic standpoint the community seeks to implement a more extensive and integrated network of Complete Streets with expanded pedestrian infrastructure. It is with this in mind that Unincorporated Ossining recently adopted a Complete Streets Resolution aimed towards forming a network of pedestrian infrastructure that is safer and more inviting than the community's current sidewalks, which are in varying states of repair. While residents are highly supportive of the Town of Ossining-sponsored Summer Concert Series and other such planned programming, cultural engagement could also occur along Unincorporated Ossining's streets informally were street furniture available which could support more casual performances, for example.

COVID-19 has likely impacted the behavior of local residents, workers, and businesses in myriad ways. Whereas 95% of residents of Unincorporated Ossining travelled elsewhere to work in advance of the pandemic, it is possible remote or hybrid work environments may decrease the rate at which residents of Unincorporated Ossining commute elsewhere, at least in the short term. With transmission of the virus occurring vastly by air, Unincorporated Ossining's public realm may benefit from a possible need to conduct more activity, including economic activity, outdoors. Finally, COVID-19 has contributed to large fluctuations in real estate prices which saw home values in Unincorporated Ossining and regionally increase dramatically in 2020. While COVID-19 has widely impacted the Town of Ossining community, the above patterns may not be indicative of longer-term economic trends and should continue to be studied as the public health situation evolves.



General Electric's corporate campus in Ossining, near Crotonville.

Objectives & Strategies

Objective 1: Support existing and new small businesses in Unincorporated Ossining to encourage a more robust local economy.

- 1.1 Encourage small businesses and entrepreneurship by providing support for business-owners in Unincorporated Ossining, such as local marketing campaigns or educational opportunities.
- 1.2 Foster more integrated partnerships between business-owners in Unincorporated Ossining, members of government, and leadership of the Greater Ossining Chamber of Commerce.
- 1.3 Identify ways to reduce regulatory and decision-making barriers to opening or expanding a business in Unincorporated Ossining, with particular emphasis on small and local as well as minority- and women-owned enterprises.
- 1.4 Review the zoning code to remove unnecessary obstacles that may hinder small or local businesses from expanding or becoming established within Unincorporated Ossining.
- 1.5 Continue to develop partnerships to promote local businesses with campaigns and other events, such as the Town of Ossining's Summer Concert Series.
- 1.6 Develop strategies to incentivize destination businesses to become more active in the Greater Ossining Chamber of Commerce and to participate in its initiatives and planning.
- 1.7 Promote the development of strategies within the Greater Ossining Chamber of Commerce which are intended specifically for businesses located along North State Road and in outlying areas of Unincorporated Ossining.

Objective 2: Work with entrepreneurs and developers to create an attractive built environment that will enhance opportunities for local commerce.

- 2.1 Develop a more inviting pedestrian sphere by introducing street furniture and other public amenities.
- 2.2 Create environmentally sustainable design guidelines to help foster a more cohesive identity and inviting atmosphere for North State Road.
- 2.3 Develop a strategic plan for North State Road to help foster a cohesive identity for the area as a center of Unincorporated Ossining.
- 2.4 Develop cultural events in Unincorporated Ossining to promote businesses and encourage economic activity.
- 2.5 Consider creating areas for permitting temporary commerce such as food trucks, farmers markets, or other pop-up shops and themed events, and include brick-and-mortar businesses in such initiatives as well.
- 2.6 Explore instituting an open streets or car-free zones model to further enhance the pedestrian sphere.

Objective 3: Encourage a diversity of small and local businesses, and support minority- and women-owned enterprises.

- 3.1 Support the creation of businesses and gathering spaces open throughout the day, and consider flexible uses, such as a coffee shop and café converting to a bar in the evening.
- 3.2 Explore the availability of financial, educational, or other support from New York State and Westchester County to promote minority- and women-owned businesses.

Objective 4: Attract new businesses of varying types and sizes to broaden and support Unincorporated Ossining's tax base.

- 4.1 Encourage the creation of new establishments in Unincorporated Ossining that would cater to residents' needs and contribute to greater variety among local commercial offerings.

Objective 5: Evaluate the short- and long-term economic effects of the COVID-19 pandemic on Unincorporated Ossining and its businesses and economic activity.

- 5.1 Consider implementing additional infrastructure and other support to help facilitate an increase in home-based work.

Action Agenda & Implementation

This comprehensive plan will serve as a policy tool for the Town of Ossining; the preceding chapters have analyzed existing conditions and outlined issues and opportunities across several key themes, and to the extent it reflects the priorities of the community, this document may guide municipal decision-making for many years to come.

While this comprehensive plan should help refine the Town of Ossining's approach to any challenge or opportunity which might arise, strategies have been developed within each objective this plan puts forth and represent actionable mechanisms the community is exploring to address priorities it has already identified. These priorities were expressed by various community members and stakeholders throughout the engagement process, and the strategies below were developed using existing conditions analyses and alongside the comprehensive plan Steering Committee to ensure their consistency with the community's needs. While some recommended strategies may be implemented in as few as six months, others may be realized over the course of many years, requiring concerted effort on the part of the Town of Ossining and its partners.

The strategies in the following Implementation Table are categorized into six types:

- **Capital Projects:** efforts to physically improve the Town of Ossining's infrastructure, facilities, and other resources spread across the built environment.
- **Funding:** resources are needed to advance the strategy, and could come in the form of grants, Town expenditure, taxes, fees, and other fundraising schemes.
- **Further Study:** additional exploration and analysis are needed to better understand the underlying issue and identify strategies to best address it in the Town of Ossining's context.
- **Partnerships & Coordination:** strong collaboration is needed to maximize the potential of this strategy, either within the Town of Ossining or between the community and partners at the regional and state level.
- **Policy:** opportunities should be identified to evaluate, amend, enforce, clarify, or promote more widespread understanding of the Town of Ossining's policies, codes, and procedures.
- **Programming & Outreach:** additional programming and more robust outreach efforts may facilitate enhanced opportunities for recreation, cultural engagement, education, wellness, and more.

It is understood that several of the strategies may require a combination of the of the implementation types outlined including funding and partnerships and coordination. For the purposes of this table, the three most significant implementation types have been identified.

Connectivity & Mobility					
#	Objective	Priority	#	Strategy	Type
1	Provide safe and convenient travel along and across the street network by all users	Primary	1.1	Create additional pedestrian improvements such as protected bicycle lanes, street furniture, and increased plantings.	Capital projects
			1.2	Foster greater walkability by developing pedestrian-friendly connections (including trailways and sidewalks) across and along major corridors.	Capital projects
			1.3	Work with NYSDOT to improve pedestrian infrastructure and connections along major roadways including New York Routes 9, 9a, 133, 134 and Old Albany Post Road.	Capital projects, partnerships & coordination
			1.4	Ensure all pedestrian infrastructure, including sidewalks and crossings, are fully compliant with the ADA and accessible to the visually impaired.	Capital projects, policy
			1.5	Strategize to expand wayfinding and signage within the Town of Ossining	Capital projects, further study
2	Seek to expand walkability & pedestrian connectivity within the Town of Ossining	Primary	2.1	Identify areas in most immediate need of sidewalk installation/improvements, and prioritize sidewalk work in those areas.	Capital projects, further study
			2.2	Ensure there are adequate pedestrian connections within and between neighborhoods, as well as between neighborhoods and Unincorporated Ossining's Business Districts.	Capital projects
			2.3	Identify undeveloped rights-of-way, known as paper streets, and cul-de-sacs, to determine their suitability to become pedestrian pass-through connections.	Capital projects, further study
			2.4	Review subdivision and zoning requirements to include design parameters to enhance the pedestrian environment.	Policy, further study
			2.5	Promote walkability along routes to and from schools, parks and business corridors as well as transportation hubs such as bus stops or the Metro North Railroad Station.	Capital projects
			2.6	Enhance regional connectivity (such as trailways), including in relation to walkability between Unincorporated Ossining, the Village of Ossining, and Village of Briarcliff Manor, as well as to neighboring communities.	Capital projects, partnerships & coordination
3	Promote multi-modal mobility in Unincorporated Ossining.	Tertiary	3.1	Support public transit and alternative modes of mobility including public bus networks and bike- and scooter-share systems.	Funding, further study
			3.2	Ensure adequate vehicular and bicycle parking is available throughout Unincorporated Ossining and consider consolidating such facilities in higher-trafficked locations.	Capital projects, further study
			3.3	Consider implementing zoning that would require development projects to contribute resources towards shared, multi-modal parking facilities.	Policy, further study
			3.4	Coordinate with relevant transportation authorities to promote bicycle carrying capability throughout the public bus system.	Partnerships & coordination
			4.1	Develop improved pedestrian connections to the Town of Ossining's riverfront and its surrounding parks and trails, such as linking Cedar Lane Park to the Croton Aqueduct Trail.	Capital projects

4	Promote greater connectedness to the Town of Ossining's riverfront spaces.	Secondary	4.2	Partner with the Village of Ossining, local and state agencies, and other environmental groups to continue developing river walk trails (such as the Croton Riverwalk Trail).	Capital projects, partnerships & coordination
			4.3	Continue to enhance regional connectivity by installing boardwalks or other such pedestrian infrastructure that would provide links to waterfront spaces of other municipalities.	Capital projects, partnerships & coordination
			4.4	Utilize Unincorporated Ossining's border on the Croton River for recreational use, for instance making a kayak launch at the end of River Road.	Capital projects, further study
5	Enhance connectivity to and between open spaces, trails, and other natural resources.	Secondary	5.1	Install additional signage and wayfinding materials to heighten connectivity within Unincorporated Ossining and regionally.	Capital projects, partnerships & coordination
			5.2	Develop an open space corridor connecting Ryder Park through the Briarcliff-Peekskill Trail to Teatown Lake Reservation.	Capital projects, further study
			5.3	Evaluate the feasibility of creating a trailway connection between Ryder and Gerlach parks.	Capital projects, further study
6	Implement speed slowing infrastructure and alternative street elements to encourage traffic calming.	Tertiary	6.1	Ensure there are safe and welcoming pedestrian connections throughout North State Road and where it intersects thoroughways such as New York Route 100.	Capital projects, further study
			6.2	Provide better enforcement of traffic codes including vehicular speed and weight limits.	Policy, partnerships & coordination
Open Space & Natural Resources					
#	Objective	Priority	#	Strategy	Type
1	Maintain, expand, and create open spaces in Unincorporated Ossining.	Primary	1.1	Maintain or upgrade existing public open spaces, trailways, and other park facilities.	Capital projects
			1.2	Explore the development of a community preservation fund (funded by a real estate transfer tax but structured not to impede the development of affordable housing) to enable the protection of additional open space and natural resources.	Policy, partnerships & coordination, further study
			1.3	Make efforts to create or expand open spaces and trailway connections between Unincorporated Ossining's existing open spaces and parklands.	Capital projects
			1.4	Improve and expand walking and bicycling paths both between and within parks and open spaces.	Capital projects
			1.5	Diversify programming and infrastructure in Unincorporated Ossining's parks to support environmental stewardship and a range of active and passive recreational uses such as reading, sports, and community gardening.	Programming & outreach, partnerships & coordination
			1.6	Partner with landowners to create conservation easements in ecologically sensitive areas.	Partnerships & coordination
			1.7	Conduct a Town-wide analysis to identify areas well suited for agriculture and community food production.	Further study
			1.8	Further safeguard the Town of Ossining's Indian Brook and Croton River Watersheds by developing a conservation overlay zone, as have been enacted by neighboring municipalities.	Policy

2	Protect and enhance natural environments and habitats in Unincorporated Ossining.	Primary	2.1	Develop and implement strategies to improve waterway management practices and the quality of all streams, waterways, and other water bodies to meet or exceed NY State DEC standards for water quality for recreation.	Capital projects, further study
			2.2	Develop a strategy to map Unincorporated Ossining's local wetlands.	Further study
			2.3	Identify strategies to maintain and improve Unincorporated Ossining's air and soil quality.	Further study
			2.4	Implement vegetative buffers consisting of plant life, open space, or other appropriate infrastructure to separate conflicting uses, such as residences abutting commercial businesses.	Capital projects, policy
			2.5	Explore strategies to maintain and enhance native plant growth and support Unincorporated Ossining's maturing population of trees.	Capital projects, further study
			2.6	Study potential environmental impacts of roadway improvement on waterways and other wetlands along major corridors including New York Routes 9, 9A, 133, and 134.	Further study
			2.7	Explore alternative means of de-icing roadways in the winter, such as road brining, to avoid the use of solid rock salt and the salinization of Unincorporated Ossining's water bodies.	Capital projects, further study
			2.8	Enact stronger policy enforcement mechanisms for local environmental codes.	Partnerships & coordination
			2.9	Evaluate and develop passageways for both land-based and aquatic life in accordance with NYS DEC wildlife crossing guidelines.	Capital projects
3	Support initiatives to heighten environmental education and awareness of Unincorporated Ossining's natural resources.	Tertiary	3.1	Engage with the community to educate residents of all ages on the importance and diversity of Unincorporated Ossining's environmental resources and the mutual responsibility to respect and maintain them.	Programming & outreach, partnerships & coordination
			3.2	Install better signage at relevant sites to inform residents and tourists alike of Unincorporated Ossining's natural resources.	Programming & outreach, capital projects
			3.3	Support local and regional awareness of Unincorporated Ossining's variety of parks and open spaces, including lesser-known locations such as the Bird Sanctuary and Sally Swope Sitting Park.	Programming & outreach
			3.4	Explore creating shared classrooms for education and public engagement on-site, such as along the waterfront and in parks and historic spaces.	Programming and outreach, further study
			3.5	Identify opportunities to create shared classroom spaces, such as an ecological learning lab for Town of Ossining students and others, to be located within one or more of Unincorporated Ossining's parks.	Capital projects, further study
4	Enhance the resiliency of Unincorporated Ossining's open spaces and other environmental resources.	Secondary	4.1	Decrease stormwater runoff from impervious surfaces by implementing Green Infrastructure practices.	Policy, further study
			4.2	Implement appropriate infrastructure to protect against storm surges.	Capital projects
			4.3	Protect the Town of Ossining's riverfront and waterfront spaces from sea level rise.	Capital projects
			4.4	Review and incorporate previous adaptation strategies and plans (such as the Cornell Climate-Adaptive Design Studio).	Partnerships & coordination
Housing, Development, & Preservation					

#	Objective	Priority	#	Strategy	Type
1	Maintain existing neighborhood character and scale.	Primary	1.1	Ensure the existing character and quality of Unincorporated Ossining's neighborhoods is maintained and that new development is not in conflict with the local identity.	Policy, partnerships & coordination
			1.2	Prioritize locating higher-density residential development near existing areas of similar density and scale.	Policy, further study
			1.3	Consider implementing additional requirements for the creation of vegetative buffer zones to separate different uses.	Policy, further study
			1.4	Consider requiring developers to provide 3D visualization tools that would help residents better understand proposed projects and their impacts.	Policy, further study
2	Balance development with the conservation of open spaces.	Primary	2.1	Due to the community's concerns of conserving its natural resources and its remaining open space, vacant land, and large properties, Unincorporated Ossining should review cluster subdivision regulations and / or create open space conservation development regulations that would promote and expand the use of clustering as a means to conserve open space for new subdivisions.	Policy, further study, partnerships & coordination
			2.2	Make efforts to reach a conscious and sustainable balance between goals around the economy and affordable housing and those relating to the environment and preserving Unincorporated Ossining's open spaces.	Partnerships & coordination, further study
			2.3	Explore models which would allow for greater impartiality in the preparation of Environmental Impact Statements for proposed development projects.	Policy, further study
3	Explore opportunities for historic preservation and adaptive re-use.	Secondary	3.1	Encourage creative adaptive re-use design when developing housing and other structures to honor local history and historic architecture.	Partnerships & coordination, capital projects
			3.2	Promote the preservation of significant historic buildings to honor Unincorporated Ossining's history and highlight the Town of Ossining's architectural assets.	Partnerships & coordination, capital projects
			3.3	Continue to protect Unincorporated Ossining's historic areas and assets of cultural value to the community.	Partnerships & coordination
			3.4	Identify New York State and / or non-profit programs and funding which may encourage the proper restoration of historic structures in the Town of Ossining.	Funding, partnerships & coordination
			3.5	Consider re-examining the zoning to allow the redevelopment of areas of the Executive Boulevard Office Park to revitalize the neighborhood with a mix of commercial and residential uses.	Policy, further study
4	Leverage development to ensure projects provide amenities beneficial to all	Tertiary	4.1	Limit density bonuses and/or only award said bonuses for projects that install solar energy (or other renewable energy) systems and use green design practices, for both new and adaptive reuse development.	Capital projects, partnerships & coordination
			4.2	Work with developers to reach agreements benefitting all members of the Town of Ossining community, such as by investing in the network of sidewalks.	Capital projects, further study

	members of the Town of Ossining community.		4.3	Mitigate impacts to municipal infrastructure and resources, including roads, sewage, and schools, were new development to occur.	Capital projects, further study
			4.4	Work with GE and Maryknoll and other corporate and institutional landowners to secure easements for public access to or conservation of open spaces and natural resources.	Partnerships & coordination
5	Provide a range of housing that is diverse both in type and affordability.	Primary	5.1	In alignment with the Town's ADU law, implement additional missing middle strategies within residential and mixed-use districts.	Policy, further study
			5.2	In considering new multifamily housing, utilize missing middle housing typologies (such as duplexes, fourplexes, townhomes, etc.) to create new units which provide more housing choice with similar housing characteristics.	Policy, further study
			5.3	Consider conducting a study of housing typologies and explore opportunities to encourage greater housing accessibility and equity while maintaining Unincorporated Ossining's existing character and scale.	Further study
			5.4	Identify barriers which may prevent workers in Unincorporated Ossining from living in Unincorporated Ossining as well.	Further study
			5.5	Re-examine the current accessory apartment regulations in the zoning code to allow landowners to more-easily build accessory dwellings or apartments.	Policy, further study
			5.6	Partner with commercial landlords to create an inventory of available spaces and to develop strategies that would introduce additional resources and support.	Partnerships & coordination, further study
6	Enhance understanding of and enforce zoning.	Secondary	6.1	Ensure zoning regulations and planning terms are clear and accessible.	Policy
			6.2	Provide supplemental resources related to zoning to make this information accessible to all members of the community.	Policy, programming & outreach
			6.3	Review the existing bulk regulations, and landscaping and lighting requirements for all zoning districts to ensure best practices are being employed for all development within Unincorporated Ossining.	Policy, further study, partnerships & coordination
			6.4	Ensure development processes are transparent and include appropriate mechanisms of enforcement.	Partnerships & coordination
			6.5	Promote greater transparency in the development process and identify existing barriers, such as considering the benefit of zoning variances.	Policy, further study, programming & outreach
Sustainable Infrastructure					
#	Objective	Priority	#	Strategy	Type
			1.1	Ensure high-speed broadband and public Internet access are widespread throughout the Town of Ossining.	Capital projects
			1.2	Expand and modernize municipal waste facilities, including more widespread access to recycling and refuse bins.	Capital projects
			1.3	Include curbside service for composting organic waste as part of Unincorporated Ossining's standard recycling strategy.	Programming & outreach

1	Modernize community infrastructure & municipal services, such as Internet access and waste facilities.	Primary	1.4	Continue the Town of Ossining's commitment to electric vehicles with a goal toward 100% electric Town of Ossining Vehicles through attrition.	Policy, further study
			1.5	Upgrade municipal resources, such as replacing gasoline-fueled leaf blowers with landscaping equipment powered by electricity.	Policy, further study
			1.6	Strengthen broadband service in Unincorporated Ossining and create a network of freely accessible Wi-Fi throughout Unincorporated Ossining's public spaces.	Capital projects
			1.7	Explore strategies to attract and retain emergency service personnel such as Length of Service Awards Programs (LOSAP).	Partnerships & coordination, programming & outreach
2	Encourage the use of renewable energy throughout the Town of Ossining.	Secondary	2.1	Consider the development of community solar or wind power installations.	Capital projects, further study
			2.2	Incorporate renewable electrical generation into new buildings and retrofit existing buildings with such infrastructure where possible.	Capital projects
			2.3	Encourage the use of Electric Vehicles (EVs) in Unincorporated Ossining, and provide necessary infrastructure such as EV charging stations.	Capital projects, programming & outreach
3	Incentivize the use of green building practices and methods in Unincorporated Ossining.	Tertiary	3.1	Incentivize green building practices in new development as well as retrofitting existing structures with newer materials and technology, such as low carbon concrete.	Capital projects, partnerships & coordination
			3.2	Support an awareness among residents of the Town of Ossining of the financial and environmental benefits of green building practices and infrastructure.	Programming & outreach
			3.3	Incentivize LEED approval for new construction as well as green building practices including solar energy, geothermal heating, and permeable pavements.	Capital projects, partnerships & coordination
			3.4	Encourage environmentally-sustainable building design to the extent these technologies are financially feasible.	Capital projects, funding
			3.5	Review the zoning code for opportunities to bolster sustainability, such as incentivizing renewable energy and green building practices where applicable and necessary.	Policy, further study
			3.6	Explore county and state programs to promote the retrofitting of homes and existing buildings such as NYSEDA's Low Carbon Pathway for Multi-family Buildings.	Funding, further study, capital projects
			3.7	Encourage the use of green infrastructure, including retrofitting existing drainage systems with advanced stormwater filtration capability.	Capital projects, partnerships & coordination
			3.8	Promote dark sky initiatives such as reducing nighttime lighting and updating infrastructure with 'dark sky approved,' low-pollution nighttime lights.	Policy, programming & outreach
			3.9	Continue to implement supportive mechanisms as building projects seek to comply with the Town of Ossining's newly enacted energy stretch code; New York State Stretch Codes are rigorous energy standards which municipalities may adopt voluntarily.	Partnerships & coordination, programming & outreach

4	Mitigate the impacts of new development.	Primary	4.1	Identify existing infrastructure needs and prioritize upgrades necessary to mitigate the effects of development projects on Unincorporated Ossining's municipal infrastructure and services, including providing education and maintaining sidewalks.	Capital projects, partnerships & coordination
			4.2	Ensure new development projects in Unincorporated Ossining address existing needs which have been identified by the community.	Partnerships & coordination
			4.3	Advocate and work with local, state, and federal agencies to reduce noise pollution or sounds that interfere with everyday activities such as sleeping, conversation, or disrupt or diminish one's quality of life.	Partnerships & coordination
Community & Culture					
#	Objective	Priority	#	Strategy	Type
1	Support and expand community facilities, including community centers and recreational spaces.	Primary	1.1	Support and continue to develop inclusive community centers and other gathering spaces with a sense of place for Unincorporated Ossining and programming geared towards community members of all ages and abilities.	Capital projects, programming & outreach
			1.2	Continue to support local library facilities as community hubs and gathering spaces.	Partnerships & coordination
			1.3	Continue to pursue the development of a public swimming beach within Louis Engel Park.	Partnerships & coordination, capital projects
2	Support community-based organizations and identify opportunities to expand services and programming.	Secondary	2.1	Promote organizations which provide childcare, services for students and seniors, and social services, such as workforce development.	Programming & outreach, partnerships & coordination
			2.2	Support existing and develop new partnerships between the Town of Ossining and local organizations and institutions to organize recreational activities and other programming for participants of all demographics and abilities.	Partnerships & coordination, programming & outreach
			2.3	Pursue strategies to develop stronger partnerships and coordination between Unincorporated Ossining, the Village of Ossining, and the Village of Briarcliff Manor.	Partnerships & coordination, further study
			2.4	Ensure recreational areas are safe, accessible, and include programming for individuals of all demographics and abilities, including physically and developmentally disabled residents.	Capital projects, programming & outreach
3	Support cultural and entertainment venues.	Primary	3.1	Support and create cultural and entertainment venues such as music halls, movie theaters, and museums.	Capital projects, partnerships & coordination
			3.2	Encourage a diversity of places of worship and other spiritual establishments in Unincorporated Ossining.	Programming & outreach
			3.3	Support existing cultural institutions such as the Bethany Arts Community.	Partnerships & coordination
			3.4	Expand on Unincorporated Ossining's existing cultural resources by promoting the development of facilities, events, and public art which would strengthen the local economy and catalyze education around the arts.	Capital projects, programming & outreach
			3.5	Continue to protect the Town of Ossining's historic resources, including Sing Sing Prison; explore opportunities to create a Sing Sing Prison Museum.	Capital projects, further study

4	Promote tourism and eco-tourism in the Town of Ossining and regionally.	Secondary	4.1	Encourage ecotourism with messaging and information about the Town of Ossining's attractions and environmental assets.	Partnerships & coordination, programming & outreach
			4.2	Improve awareness of the Town of Ossining's environmental resources with mapped hikes and other programming.	Programming & outreach
			4.3	Explore messaging techniques to improve awareness of the Town of Ossining's historic resources.	Programming & outreach, further study
			4.4	Consider allowing for alternative and emerging technologies to boost tourism, such as an electric bike- or scooter-share network.	Capital projects, policy, further study
			4.5	Consider the feasibility of organizing ride-sharing or other tours of the Town of Ossining's historic and cultural resources.	Programming & outreach, further study
5	Promote greater equity in the Town of Ossining.	Tertiary	5.1	Promote equity by ensuring all people receive just treatment, and that regardless of one's identity, all community members have access to opportunities to satisfy their essential needs, advance their well-being, and achieve their full potential.	Programming & outreach, further study
			5.2	Identify and eliminate barriers which in the past have prevented some groups from fully participating as active members of the Town of Ossining community.	Programming & outreach, further study
6	Support and encourage collaboration with the Ossining Union Free School District.	Secondary	6.1	Explore and identify additional community spaces to support youth and youth services.	Partnerships & coordination, Funding
			6.2	In collaboration with Ossining Union Free School District, explore the feasibility of establishing a municipally owned school bus yard.	Further Study, Funding
			6.3	Explore opportunities to share school related data with the broader community and its relationship to development.	Partnerships & coordination, programming & outreach
			6.4	Investigate the need for and feasibility of adding additional vehicular routes to Anne M. Dörner Middle School and Claremont Elementary School.	Capital projects, further study
Economy					
#	Objective	Priority	#	Strategy	Type
1	Support existing and new small businesses in Unincorporated Ossining to encourage a more robust local economy.	Primary	1.1	Encourage small businesses and entrepreneurship by providing support for business-owners in Unincorporated Ossining, such as local marketing campaigns or educational opportunities.	Partnerships & coordination, programming & outreach
			1.2	Foster more integrated partnerships between business-owners in Unincorporated Ossining, members of government, and leadership of the Greater Ossining Chamber of Commerce.	Partnerships & coordination
			1.3	Identify ways to reduce regulatory and decision-making barriers to opening or expanding a business in Unincorporated Ossining, with particular emphasis on small and local as well as minority- and women-owned enterprises.	Policy, further study
			1.4	Review the zoning code to remove unnecessary obstacles that may hinder small or local businesses from expanding or becoming established within Unincorporated Ossining.	Policy, further study

			1.5	Continue to develop partnerships to promote local businesses with campaigns and other events, such as the Town of Ossining's Summer Concert Series.	Partnerships & coordination, programming & outreach
			1.6	Develop strategies to incentivize destination businesses to become more active in the Greater Ossining Chamber of Commerce and to participate in its initiatives and planning.	Partnerships & coordination, further study
			1.7	Promote the development of strategies within the Greater Ossining Chamber of Commerce which are intended specifically for businesses located along North State Road and in outlying areas of Unincorporated Ossining.	Policy, further study
2	Work with entrepreneurs and developers to create an attractive built environment that will enhance opportunities for local commerce.	Secondary	2.1	Develop a more inviting pedestrian sphere by introducing street furniture and other public amenities.	Capital projects
			2.2	Create environmentally sustainable design guidelines to help foster a more cohesive identity and inviting atmosphere for North State Road.	Policy, further study
			2.3	Develop a strategic plan for North State Road to help foster a cohesive identity for the area as a center of Unincorporated Ossining.	Policy, further study
			2.4	Develop cultural events in Unincorporated Ossining to promote businesses and encourage economic activity.	Programming & outreach
			2.5	Consider creating areas for permitting temporary commerce such as food trucks, farmers markets, or other pop-up shops and themed events, and include brick-and-mortar businesses in such initiatives as well.	Policy, partnerships & coordination, further study
			2.6	Explore instituting an open streets or car-free zones model to further enhance the pedestrian sphere.	Policy, further study
3	Encourage a diversity of small and local businesses, and support minority- and women-owned enterprises.	Secondary	3.1	Support the creation of businesses and gathering spaces open throughout the day, and consider flexible uses, such as a coffee shop and café converting to a bar in the evening.	Programming & outreach, further study
			3.2	Explore the availability of financial, educational, or other support from New York State and Westchester County to promote minority- and women-owned businesses.	Funding, partnerships & coordination
4	Attract new businesses of varying types and sizes to broaden and support Unincorporated Ossining's tax base.	Primary	4.1	Encourage the creation of new establishments in Unincorporated Ossining that would cater to residents' needs and contribute to greater variety among local commercial offerings.	Partnerships & coordination, programming & outreach
5	Evaluate the short- and long-term economic effects of the COVID-19 pandemic on Unincorporated Ossining and its businesses and economic activity.	Tertiary	5.1	Consider implementing additional infrastructure and other support to help facilitate an increase in home-based work.	Capital projects, further study

Appendix A - Open Space Inventory

Buck Johnson Park

Ownership: Town of Ossining

Use & Amenities

- Active
- Playground with adult fitness equipment

Physical Description

- 0.41 acres
- Mixed lawn, trees, and paving.
- No wetlands are located on park grounds.
- A small watercourse runs along the west side of the park.
- The entire park sits on hydric soils.

Access

- 1 entrance
- 215 acres are within a 10-minute walk.
- 727 residents are within a 10-minute walk.
- 1,816 acres are within a 10-minute bicycle ride.
- 5,785 residents are within a 10-minute bicycle ride.
- 15,753 acres are within a 10-minute drive.
- 38,115 residents are within a 10-minute drive.

Notes

- The entrance to Buck Johnson Park is located at 41.162620, -73.822759.

Cedar Lane Park

Ownership: Town of Ossining

Use & Amenities

- Active
- Paths and / or trails
- Football field
- Dog Park
- Organic Community Garden
- Pavilion
- Parking
- Volleyball
- Food scrap collection site
- 1 Arts Center

- 1 Level 2 EV charging station with two ports

Physical Description

- 24.75 acres
- Principally forest. Includes one large pond, lawn, trails, paving, and built structures.
- Wetland southwest of Rockland Pond outside park.
- Small watercourse flows from Rockland Pond.
- Large wetland southwest of Rockland Pond outside the park.
- Access
- 1 entrance
- 149 acres are within a 10-minute walk.
- 265 residents are within a 10-minute walk.
- 1,418 acres are within a 10-minute bicycle ride.
- 4,532 residents are within a 10-minute bicycle ride.
- 8,790 acres are within a 10-minute drive.
- 32,181 residents are within a 10-minute drive.

Notes

- The Cedar Lane Arts Center is located on park grounds and hosts a variety of programming.
- The entrance to Cedar Lane Park is located at 41.189797, -73.855238.

Gerlach Park

Ownership: Town of Ossining

Use & Amenities

- Active
- Picnic and / or pavilion area
- 1 ballfield with lights
- Playground
- Parking
- Restroom
- Access to the Old Croton Aqueduct

Physical Description

- 8.76 acres
- Lawn with small groves, paving, and built structures.
- No wetlands are located on park grounds.
- Drains to Indian Brook to the south.
- Drains to hydric soils along Indian Brook and the Croton River bank.

Access

- 1 entrance
- 158 acres are within a 10-minute walk.
- 342 residents are within a 10-minute walk.
- 820 acres are within a 10-minute bicycle ride.
- 2,167 residents are within a 10-minute bicycle ride.
- 7,375 acres are within a 10-minute drive.
- 31,687 residents are within a 10-minute drive.

Notes

- The entrance to Gerlach Park is located at 41.192363, -73.870647.

Louis Engel Park

Ownership: Town of Ossining

Use & Amenities

- Active
- Picnic areas
- Playground
- Parking
- 1 Level 2 EV charging station with 2 ports
- Waterfront dock
- Kayak racks
- Spray Park
- Restroom
- Fishing docks
- Stage

Physical Description

- 8.67 acres
- Mixed lawn, trees, beach, paving, wrap, and built structures.
- No wetlands, streams, or hydric soils are located on park grounds.

Access

- 2 entrances
- 145 acres are within a 10-minute walk.
- 1,995 residents are within a 10-minute walk.
- 897 acres are within a 10-minute bicycle ride.
- 14,296 residents are within a 10-minute bicycle ride.
- 4,160 acres are within a 10-minute drive.
- 29,765 residents are within a 10-minute drive.

Notes

- The entrances to Louis Engel Park are located at 41.156560, -73.86954 and 41.154262, -73.869471.

Ossining Nature Preserve

Ownership: Town of Ossining

Use & Amenities

- Passive

Physical Description

- 9.74 acres
- Dense forest.
- Pocantico River runs along east side of the reserve.
- No wetlands or hydric soils are located on park grounds.

Access

- Data unavailable

Notes

- None

Ryder Park

Ownership: Town of Ossining

Use & Amenities

- Active
- Picnic and / or pavilion area
- 2 mixed use tennis/ pickle ball courts
- 1 basketball court
- 2 batting cages
- 3 ballfields
- Parking
- Restroom
- Hiking trails
- Playground
- Gaga pit
- Dog run

Physical Description

- 50.19 acres
- Principally lawn and forest. Includes one pond, paving, and built structures.
- Ryder Park has an abundance of wetlands, behind the ball fields in the vicinity of the pond and in the area of the walking trails.
- Numerous small watercourses connected to pond cross park.

- Hydric soils near entrance on Dynamite Rd and surrounding pond in park.
- Pocantico River tributaries are located in Ryder Park with one coming from the wetlands located at Bethany and one from the wetland located on the High View Farms property, then passing through the Ryder Park pond.

Access

- 1 car entrance by the Town Parks department office, and 5 walking entrances which are located: between 69 and 73 Morningside Drive, between 91 and 97 Morningside Drive, at the end of the Skerratt Lane cul de sac, and 2 entrances on 75A-E Morningside Drive: one into the walking trails and one to Ryder Park pond.
- 138 acres are within a 10-minute walk.
- 450 residents are within a 10-minute walk.
- 1,823 acres are within a 10-minute bicycle ride.
- 8,343 residents are within a 10-minute bicycle ride.
- 11,567 acres are within a 10-minute drive.
- 30,712 residents are within a 10-minute drive.

Notes

- The entrance to Ryder Park is located at 41.165691, -73.828291.

Sally Swope Sitting Park

Ownership: Town of Ossining

Use & Amenities

- Passive
- Parking
- ADA accessible walking paths

Physical Description

- 2.36 acres
- Principally forest and lawn.
- No wetlands are located on park grounds.
- Small watercourses run through park.
- Hydric soils west of park.

Access

- 1 entrance
- 162 acres are within a 10-minute walk.
- 336 residents are within a 10-minute walk.
- 1,758 acres are within a 10-minute bicycle ride.
- 7,786 residents are within a 10-minute bicycle ride.
- 9,496 acres are within a 10-minute drive.

- 34,568 residents are within a 10-minute drive.

Notes

- The entrance to Sally Swope Sitting Park is located at 41.188106, -73.850710.

State Parklands

Ownership: Town of Ossining

(Per Westchester County GIS, the area surrounding New York Route 9a is classified as State Park Lands)

Use & Amenities

- Passive

Physical Description

- 96.76 acres
- Principally forest and paving.
- Small wetlands interspersed.
- Numerous streams interspersed.
- Hydric soils interspersed.

Access

- Data unavailable

Notes

- None

Appendix B - Public Workshop 1 Summary

The Town of Ossining held its first virtual public workshop on the Town's Comprehensive Plan on November 19, 2020 at 7:00 pm. Close to 100 people joined the workshop. The Land Use Law Center (Center), along with WXY Architecture + Urban Design (WXY) facilitated these meetings. The meeting opened with a welcome by the Town Supervisor, Dana Levenberg. Valerie Monastra, the Town Planner, presented an overview of the importance of a comprehensive plan and presented the planning process and framework. Staff from WXY presented an overview and summary of the existing conditions of the Town of Ossining. The Land Use Law Center staff then explained the breakout room discussion questions, process, and the ground rules for participation. Participants divided into small groups to enhance effective conversation with facilitators. A trained facilitator led each small group of approximately 12-15 participants, asking the same questions in each breakout room. The small groups discussed each topic for 10-

15 minutes. For each discussion topic, a recorder recorded all responses using a shared Word document. The small groups discussed the following questions:

- Why do you love living in Ossining? What makes our community so great?
- How do we become a more sustainable community? What does that mean to you?
- What types of development do we want to encourage and how can this development enhance Ossining?
- How do we promote walkability and access to services to enhance the well-being of Ossining residents?
- Where can we maintain and extend spaces for physical activity and healthy lifestyles within the Town?
- How do we connect to our neighboring municipalities?
- How did COVID change the way we live in our community?

After the breakout room discussions, the public meeting concluded, and participants were provided the Comprehensive Plan website address and email address for any further input and for a copy of the evening's presentation. Participants were thanked and attendees were encouraged to visit the website for future meeting dates.

After collecting the notes from every breakout room, the Land Use Law Center staff compiled the notes into one document. Below, presents the combined comments. Staff grouped similar comments together under topic areas under each discussion question.

Why do you love living in Ossining? What makes our community so great?

Sense of Place

- Mix of large town, get anything, open spaces, on river. Lovely place to live
- Feel like country, near everything needed. Breath of fresh air.
- Size of the place, not too small but not a city
- Mix of ages, diversity of backgrounds
- Not over developed/overpopulated
- Great neighbors
- Low-key and comfortable
- Enjoys the current balance between neighborhood types
- Diverse community – mix of people
 - Socioeconomic, racial, religious backgrounds that come together in a small-town setting.
- Adequate level of density exists at the current moment
- The government and community are really run by citizens, a lot of public engagement and involvement in volunteer departments (Fire, Elk, school system)
 - Communication at the town planning meetings is very fluid, and it's great to have the opportunity to effect change

- Affordable townhome communities with a wooden aesthetic, concerned about Homestead impacting affordability
- It is a community! Here, we know our neighbors, and the sense of community and friendliness throughout the town
- Young people in the town are proud to live here, with a healthy culture of enthusiasm in the schools.

Commute/Connections

- Great commute to NYC
- Proximity to NYC
- Ossining is close to everything.
- Walkable
- Flow from downtown area to less developed neighborhoods
- Transportation links are important during more “normal” times.

Open Space/Nature

- Open space, parks, trails, Teatown
- Proximity to river and waterways
- Wildlife that calls Ossining home – birds, owls, deer
- Croton Point Park
- Environmentally great place to live
- Encourages sustainability and green practices

Things to Do

- Restaurants
- Dynamic town, know shops/shop owners
- School system
- Ossining Public Library for its programs, staff, community services, sustainability
- Great music scene – Jazz, cafes, Risko music school
- Blossoming arts community
- Opportunity to ride bikes around the area
- Farms/farmers markets are nearby.
- Hiking opportunities are close.
- Business is largely word of mouth. Longstanding business relationships. Customers are like family and we patronize each other’s businesses.
- Community events like food trucks, craft fairs are appealing.
- The riverfront is used well for events like fireworks, concerts which increase quality of life.

How do we become a more sustainable community? What does that mean to you?

Transportation

- Less traffic in areas (9, 9A, 133, Croton Ave all heavy at times)
- Alternative transportation (bicycles)
- Traffic – caused in part by development, cluster residents

Infrastructure

- Are solar panel a viable alternative
- Entergy offline soon – possible rise in electric – solar panels on gov’t bldg., stores, places with few/no trees
- Community solar projects (currently being proposed – over parking lot)
 - Addition of solar energy on existing buildings, not in open spaces or where tree removal is required.
- Club Fit added solar panels
- Underground power lines v. above ground lines
 - Visually appealing
 - Power outages
- Water supply and availability of electricity are sustainability issues that need to be looked at for climate change and population increase resiliency
- Not increasing infrastructure - with development
- On infrastructure, town maintenance on the roads and light poles as an example (worried for safety).
- Waterfront area needs to be looked at for flood prevention (especially after hurricane Sandy).

Open Spaces/Natural Environment

- Preserve environment
 - Rules to preserve natural features (steep slopes, wetlands, etc.) are adhered to
- Too many bright lights outside homes
- Preserve open spaces and an adequate density level
- Open space does not only mean parkland, but the space allotted for individual lots under current zoning (goes to concern about putting higher density developments into current low-density zones)

Waste/Recycling

- Reduce trash pickup, less garbage trucks in town

Food

- Need more readily available food source
- Food forest – not so dependent on CA and overseas
- More community gardens

Demographic Factors

- Unsustainable factor – young people in the population are diminishing, and curious about whether young people are leaving the town? Also agree with the point that there are not too many social venues/opportunities, and this could be an unsustainable factor
- Age of the population graph was interesting. Young people may not stay here because it is expensive and cannot afford to pay taxes. Ossining needs more affordable housing options, to encourage a more demographically diverse population. Take care of the existing green space.
- Care for the Town population 65+ and Over. Establishment of a Senior Advisory Board that will provide the senior population a direct channel of communication with the Town and focus on necessary services that will allow the population to thrive.
- Need a nice balance of demographic to be sustainable, does school population reflect this growth?

Housing

- Affordability, especially a degree of affordable housing across the board. Tax burden as a result, and potentially being priced out of the area. Worried about the sustainability of staying in the town
- Renting – people who want to be here should be able to remain
- Whether your kids can afford to leave here when they move out, or if they have to look elsewhere.
- Zone specifically so that high density housing isn't sporadic.
- Make sure it remains affordable, housing developments on river and in open lots
- Need more density – more people to keep local economy to keep going

Tax Base

- We need to bring more businesses into the area to help the tax base.
- Need a liaison for small businesses, small funding for businesses here
- Local economy dependent
- Open more businesses
- Local workforce that feeds community
- Happiness - a good mix of income and fun. Employment opportunities are important, what are the companies in Ossining? Maybe work to facilitate new business and new opportunities. Social life is incredibly important as well, as mentioned above in previous comment.

Education/Community Services/Government

- School is very important. Loss of school programs, art, extracurriculars etc., but worried about the increase in school population. Also worried about taxes, and not sure what the sustainability opportunities/incentives there are to stay here
- Town youth programs – need more organization and potentially funding

- More power for citizens to approve/disapprove of development, particularly high-density projects
 - Concern over recent developments that ended up with different dimension and density than those originally approved; felt the end product was very different than what the community believed was agreed upon. Multiple community members expressed concern that plans are not upheld.
- Services – we need volunteer fire/ambulance

Other

- Lower carbon footprint
- Big complexes = more pressure on infrastructure, school, businesses, food supply
- Balance between development and community
 - Local ecosystem
 - Preserve enviro and economy that works for all
- Kemey's Cove, in early 2000s Briarcliff wanted to build a parking garage for Scarborough on a part of Kemey's Cove, believes the land was designated as parkland
- Equity, environment, economic, add education – environment on point, employ Westchester county people, including paid students
- What types of development do we want to encourage and how can this development enhance Ossining?
- Single Family Residential
- Single family home is less environmentally friendly, must be a middle ground
- Single-family houses = less open space, less trees
- Move back to single-family homes – fits town character

Mixed Use/Proximity to Services

- Connected dwellings – don't have to drive everywhere
- High density development in last 30 years – not near services
 - High density development should be near services – will reduce traffic
 - Put dwellings near services or build together
- Currently no place to put buildings near service

Commercial

- Increased density draws retail (Gap)
- Year-round indoor market
- Boutique hotels/B&Bs for easy access to the area's natural sites; possibly renovate older, historical homes with a lot of character
- Attract mom & pop, boutique businesses – the Town should bring in someone with a strong background in local economic development, need for local shops and businesses that are able to serve broader segments of the population; the Town could create programs to attract young entrepreneurs
- Development of "big draw" event spaces that can help support local business by bringing

in crowds (when crowds are allowed)

- Add additional restaurants, entertainment, create that draw to Ossining. Keeping people in Ossining is important, and drawing people to the town is very important
- Keep and/or expand commercial businesses for tax base and attract young people and keeping all people here
- Watch downtown redevelopment working video, reimagining downtown Ossining – good ideas in there
- Would love to see different types of businesses enter the town (corporation business, e.g. Trader Joes, larger corporations etc.).
- More job opportunities in the area, and also additional businesses moving to Ossining.
- Condos/Townhomes
- Regardless of the type of development, not supportive of homestead taxation programs for condominium and townhome style residential units
- Condos have been a burden

Affordability

- Much development for upper income/high end – needs more of a mix
- Transportation and Connectivity
- Everyone needs a car in Westchester
- Electrical vehicles charging infrastructure
- Greater emphasis on pedestrian mobility, alternative forms of transport, tough with the topography, but more walkability!
- There should be connectivity between the schools and the town. For example, fields are utilized at the schools, but the infrastructure doesn't support easy access to the schools from the town center.

Design Standards and Locational Considerations

- Focus development on lots that are vacant or suffer from blight instead of on undeveloped land
- Making sure that high-density development is appropriate for the area's character, locations in already higher-density areas considered prior to low-density areas where a rezoning would be required
- Green building standards implemented in single family homes – energy usage, net zero by a date certain. Also, would like to see a substantial buffer between residential zoning and commercial zoning, as possible
- Actually take an effort to preserve/enjoy the older buildings in the town
- Also incentives for the preservation of historical buildings, so its viewed as a benefit and not a burden

Challenges/Impacts

- More residents = more strain on resources, also more customers for businesses

- Development – no longer about single-family homes
 - Less single-family homes
 - Condo complex
 - Apartment building
- More people mean more services – school, police, etc.
- Parth Knoll multi-family development came about due to rezoning to MF for an anticipated B&B, and the developer built a residential complex instead – goes to concern with the process, desire clear rules about what is actually allowed to be built in certain zones
- Expansion of infrastructure, as infrastructure has not necessarily grown to support the expansion of development over the years
- Other
- Town could partner with local organizations (Scenic Hudson, land trusts) to purchase properties that should be protected from development
- Does the Town allow for Airbnb rentals?
- Disinterested in any new development, spoke specifically about proposed development at prior mental health hospital that went from single-family to now a possible multi-family development
- Distinction between municipalities – Ossining unincorporated town comp plan
- Hard to look at unincorporated town development without looking at village, interacting now as one entity, including shared school system

How do we promote walkability and access to services to enhance the well-being of Ossining residents?

Mass Transit

- A trolley from train to town, loop
- Bus routes along 134

Bicycles

- Need bike racks
- Electric bikes will be better than cars
- Biking is difficult in a hilly town
- Bike-ability ends at Albany Post Road/Rt. 9, could be extended into the Aqueduct/Village past Mariondale; general need for extension of pedestrian and bikeways, whether between neighboring municipalities and within the Town itself
 - Not in favor of proposed bikeway along Rt. 9, heavily trafficked, safety issues
 - Safety/Walkability
- Sidewalks needed – dangerous walking around now
- Create safe ways to get around
- Specific places to improve for walkability

- Chappaqua Rd
- Morningside
- North State Rd
- Hawks Ave/Route 134
- Fox Hill
- Need for extended walking access from this area to the Village – possible walking space through the Cemetery, along Sing Sing Brook
- Speed bumps on certain streets where speeding is frequent
- Crosswalks can be safer and pedestrian-centered, seems to not be physical protection for pedestrians
- All about safety. Reduction of speed limits, or additional enforcement of speed limits. Expansion of roadways and sidewalks/crosswalks
- Parents and students – kids must walk to school within 1 mile of campus – no sidewalks in Indian Village, consider walking along with bussing
- Briarcliff Peekskill Trailway, we live in a rural community so hard to be walkable

Connectivity

- Connecting individual neighborhoods to an area that has a park, a center, a business/ restaurants/bar area makes more sense.
- It would be nice if there was a bridge that went over route 9a like they do in Croton. Something that connects these disjointed areas.
- More destinations to walk to is important, provide an incentive to drive less. Coffee shops etc.
- Community Garden? There is one, but hard to get to aside from driving. Pose the idea of implementing a new garden with accessibility, or add some way to access the existing one without driving.
- Greenway/riverway in greater Ossining area could connect village, Engle Park, Croton River

Where can we maintain and extend spaces for physical activity and healthy lifestyles within the Town?

Open Spaces/Parks

- Ryder Park trails need to improve trail space (trees, vines)
- Connect trails at Ryder Park
- Parking at trail needed
- Preserve land – enhance environment
- Buy up open spaces if possible (grants, redevelopment)
- Open space v. developed space – what is a healthy balance
- 16 acres on Hawks – what to do- develop or open space
- Macy Park could be better utilized

- A lot of garbage in town areas, parking lots, destroys some of the aesthetic nature of the town, can't exercise as well with trash everywhere.

Recreation/Outdoor Gyms

- The town is missing a good outdoor gym for adults
- Need better maintenance of the outdoor recreation courts (tennis, basketball, etc.).
- Outdoor public pool

Biking/Walkability

- Extend bike racks at stores (Mrs. Greens)
- Approach walkability from a neighborhood-to-neighborhood perspective. Curious about the Millwood trail system, whether motivated by walkability or connectivity or recreational outdoor space
- Sidewalks to get to parks would be healthier for everyone.

Dog Parks

- Cedar Lane dog park needs to be maintained

Waterbodies

- Ryder Park pond needs clean out/dredging (someone looking into this)
- More improvement along the river. Kayaking program was great, and expanding upon that would be exciting. Would love to see access to and improve connectivity to AMD.
- Work on connectivity and the River Walk!
- Access to river for fishing, kayaking, boating, and swimming but not in exclusive way, connectivity
- Sing Sing Kill not used due to water quality – clean up!

How do we connect to our neighboring municipalities?

Local Government Planning, Decision-making, and Schools

- Town/Village become one municipality
- School district in Village of Ossining
- Gov't of surrounding communities meet?
 - Legal regulations restrict municipalities meeting
 - Areas of the Town closer to either Village should coordinate more closely with that Village
 - Coordination in terms of zoning to increase compatibility
- Committees to meet like-minded people (ex. EAC)
- Duplicate committees could work together (Parks
 - Coordination between municipalities about development of new/clean energy infrastructure for community energy development
- So inter-connected, where do I live?

- Inter-municipal boundaries can be clear, expressed desire that they work through the planning and development processes together, a number of development projects happening at the same time in neighboring communities give the appearance that there is need for better communication and collaboration between and among the neighboring communities
- Cooperative discussions when it is determined a proposal will have impacts on neighboring communities (school taxes/enrollment, public services, access to train stations [parking availability])

Mobility

- Bike trails/sidewalks to connect communities
- Walkway that connects Ossining to Croton at Croton Park area to be extended to go farther north
- Walks along river to Croton, Sleepy Hollow Tarrytown
- Need for a trolley between towns

Commercial Needs

- Connected through shopping in surrounding communities
- Food shopping and restaurants in Croton, Ossining Village, New Castle
- Banking lacking in our town
- Target in Mount Kisco, Trader Joe's in Hartsdale – want convenience, but keep small town feel
- Gas stations in Sleepy Hollow, Croton, less expensive
- Library – Briarcliff, walkable, rideable
- Farmers markets

How did COVID change the way we live in our community?

Open Space and Parks

- Usage of public parks, trails has increased (great part of community)

Economy

- More people working from home
- Brick and mortar shopping down
- Businesses has failed
- Repurpose office space after Covid
- Needs of business owners changed
- Not reliant so heavily on retail and office space
- Fortunate that lifestyle in Ossining has preserved way of life in some ways

Infrastructure and Services

- Many more delivery trucks
- More cognizant of working on utilities as more people working from home
- Present public services have changes tremendously, traffic into public bldgs. down
- Socialization
- Senior population is more evident now – walking, deliveries
- Not seeing the same people on a regular basis, not eating indoors, wearing masks everywhere we go.
- Children are attending school remotely, so working from home, economic changes, health issues. Dramatic changes.
- Drastic change in socializing. Can't see family as often, and people are rearing to get out of the city, housing boom, hopefully driving people to Ossining
- Attached to a computer screen all day, isolated.
- Community dynamics may be changing, and this needs to be addressed. Not trusting the people in your community is a big issue.

Appendix C - Public Workshop 2 Summary

The Town of Ossining held its second virtual public workshop on the Town's Comprehensive Plan on April 8, 2021 at 7:30 pm. Close to seventy people joined the workshop. The Land Use Law Center (Center), along with WXY Architecture + Urban Design (WXY) facilitated these meetings. The meeting opened with a welcome by the Town Supervisor, Dana Levenberg. Staff from WXY presented an overview and summary of the draft goals for the Comprehensive Plan and a timeline for completion of the project.

The Land Use Law Center staff explained the engagement exercise for the evening and the ground rules for participation. Participants divided into small groups to enhance effective conversation with facilitators. A trained facilitator led each small group in an exercise. The small groups reviewed maps specific to open space and connectivity and then land use/development. Participants used the Zoom annotate feature to “stamp” the map noting three places of strength and three challenged areas. Facilitators asked participants why these areas were stamped as places of strengths and why others were noted as challenged. Participants then brainstormed ideas and strategies for these prioritized areas. For each discussion topic/map, a recorder recorded all responses using a Word document. The maps associated with each breakout group can be found at the end of the notes. Each comment reflected below was stated by an individual person and was not reflective of the full group.

After the breakout room discussions, the public meeting concluded, and participants were provided the Comprehensive Plan website address and direct link to the draft goal's survey. Participants were thanked and attendees were encouraged to visit the website for future meeting dates. All materials for the exercise were posted online for future engagement by citizens. A

survey pertaining to the draft goals was also posted online.

After collecting the notes from every breakout room, the Land Use Law Center staff compiled the notes into one document. Below, presents the combined comments.

Open Space/Connectivity

Participants were asked to identify three specific areas in the Town that they associated as a “strength” or a positive place regarding open space and connectivity. Positive places are places that people enjoy or are attractive places to visit. The following places were noted by the various breakout groups.

Places of Strength

Briarcliff Peekskill Trail

- Wonderful to have accessible outdoor space which is safe and engaging
- Drove down the roads and in the area as a kid, nostalgic attachment to this area
- Connectivity from Ryder park is very updated, marked

Cedar Lane Park

- Only community garden in the town or village.
- A lot of residents working on it.
- There is a dog park and a park.
- It has the Kress estate, so has historical significance.
- Arts center is wonderful. This is a wonderful area of opportunity with community garden
- Good for walking, the trail is not too long
- Nice nature in the area
- Good arts area
- Dog Park, her children take classes at the art center, enjoys Ice Skating and playing hockey —wants a safe bike path
- Gorgeous driving area by the water around Cedar Lane

Croton Aqueduct Trail, Gerlach Park

- Fond Memories
- Softball
- Trail is a nice walk
- Pretty place
- Bike trail
- Less populated than park by dam

- Enjoy nature
- Volleyball
- Within walking distance of houses.
- Extremely useful during the pandemic to get fresh air.
- It's peaceful and beautiful.
- An opportunity within walking distance to make you feel like you're away.
- There's no vehicle traffic.
- You get to see other people enjoying – people riding bikes, walking dogs, etc. Makes you feel part of the community.
- It is also historically significant.
- Great for hiking, biking and close by
- Unique resources

Dale Cemetery

- Peaceful
- Good place to walk dogs
- Short cut to the middle school

North State Road

- Important for commerce, draw to the area

Ryder Park

- Open space area
- Ballfields
- Trails
- Nice place to walk
- Nicer green space in town
- Kids starting with baseball and those have been key
- 2 different parts separated by housing. Top part is trail system which is beautiful but could use some work. Lower part is the pond, baseball fields, tennis courts which is nice to have in the community
- Good place to walk dogs and be outside with kids
- Great way to get outside to use trails.
- Gorgeous trailway, would love to connect Ryder park to trails that go up through MaryKnoll to Briar Peaks Trailway and Blue Mountain, Crosswalk would be nice to Riding Trail

St. Augustine Cemetery, Maryknoll

- Like darker areas of trail
- Hiking
- Open space at Maryknoll

- Walk on conservation easement
- Pleasant and easy walk
- Grandfather did work at Maryknoll in 20/30s (memories)
- Great post office
- Views are beautiful

Architecture

- Historical parks are an important draw to the area

Open Space/Connectivity

Participants were asked to identify three specific areas in the Town that they associated as a “challenge” regarding open space and connectivity. Challenged places are places that people don’t enjoy, are undesirable or that people believe need to be fixed. The following places were noted by the various breakout groups.

Challenged Places

Bird Sanctuary

- Protected, but no way into it. Eventually maintenance has to take place. Nature areas aren’t maintained too well in this town.
- No idea this place existed. Not well advertised. Very few people in the town know about it.
- Very little access to it.

Cedar Lane Park

- Up hill is undeveloped DOT site
- No hangout space in the park
- Not conducive to walking
- Profile of the park and area, underutilized because people don’t know about it.

Gerlach Park

- Seems more like an afterthought of a park
- Hard to access and leave
- There used to be nothing there in terms of playground equipment
- Very messy. Plenty of litter and garbage
- Located near very dangerous curve
- Very underutilized
- A playground would be nice
- Crossing to 9, it is not well marked
- Not enough signage in the area

Highview Farms

- Not geologically suited for development
- Should be part of open space
- Not doing any good except tax revenue

North State Road

- Needs clear planning, was part of new learning center development
- Building is close to the road and added a lot of impervious surfaces to the area
- Bike path was inserted and goes over sewers and seems to go too much into the road.
- More thought needed toward improvements, detailed oriented final product would be nice
- River Knoll (located at 40 Croton Dam Road, Ossining), a big development that could impact traffic, view, population, etc. Keep the vision of the town in mind.
- There is a large amount of traffic and not enough pedestrian walkable areas
- Unappealing for commerce and should include a more walkable and natural zone
- Epicenter of business district of unincorporated
- Great restaurants and businesses, very good mix.
- N. State Road should be classified as a Hamlet

Northern Section (GE Area)

- GE in area of corporate training center is world class. Unknown what it will become

Ryder Park

- It's a big muddy field
- Never sensed there was a place to cross to Bethany arts area

Riverfront

- Hard to get to from town
- Not a lot of parking
- Not a lot of anything

Route 9A

- Bisects town – impossible to walk or bike
- Obstacle to connect 2 sides of town
- A bit of a scary road
- Identity crisis – what is the downtown?
- Development will cause a higher density
- Green Space should be preserved

Route 133

- Terrible traffic here, vehicle intensive town and would like to see improvement
- Would like more sidewalks in these high traffic area
- Wants a more walkable area, especially in the main commerce zones

Sally Swope Sitting Park

- Not inviting. Used to be place where drug dealers met. Also underutilized and its purpose is uncertain.
- Not recognized as being available, why it's there, or who Sally Swope was. Dishonor to Sally Swope because of how it is currently utilized for drug dealing.
- Never heard of it
- N Country Trail way connect needs to connect the parks

Stony Lodge Property

- High density in the area is not what the people in the area want
- Should be zoned for business or some other purpose
- Increased density means more traffic that could be a problem

Open Space/Connectivity Ideas and Strategies

Participants spent time brainstorming and generating ideas regarding what they would like to see in these prioritized areas that will make Ossining better. Some discussed particular strategies that could help overcome some of the challenges.

- Bike trails needed
- Hike Area off 134 – connection needed from Hawkes Avenue (properties are in New Castle)
- Connect Briarcliff/Peekskill Trail to Ryder Park
- More desirable hook up Ryder Park to State Road/Empire State Trail
- More desirable trails would generate business from tourists using trail
- EAC has been working on connecting Ryder park to Briarcliff Peekskill trail
- North State Road is a corridor of mostly wetlands, there are other natural areas that are not noticed and deserve to be written into/encapsulated the future planning as well
- Highview Farm was up for development roughly 8 years ago, was going to be 30+ homes, it is a gorgeous piece of property connected to Ryder Park, start something with the town to start an open space fund that the town can support
- Wants more public awareness and to get people involved
- Many organizations and municipalities that have implemented active plans, would like an initiative to meet some of these ambitions and lists out guidelines and possibilities to achieve them (i.e wetlands). Would like to see a roadmap of sciences and best practices to educate and get the community involved

- Environmental beneficial and visually appealing to bring in native plants to create sanctuaries, planters could be used along North State Road and other major roadways
- Sidewalks are not contiguous, cannot walk the whole of North State Road, does not connect the trailways, adding width to these sidewalks allow for more pedestrians and safer walkways

Development/Land Use

Participants were asked to identify three specific areas in the Town that they associated as a “strength” or a positive place regarding development/land use. Positive places are places that people enjoy or are attractive places to visit. The following places were noted by the various breakout groups.

Places of Strength

Albany Post Road

- Crotonville has a very rural feel there. Old growth trees create sense of place here.
- Croton Dam Road
- Great to walk around during quarantine. Community interaction here is great.

Executive Blvd. Office Park (abuts 9A)

- Opportunity to redevelop
- Pocket development – live, work, play
- Breathe life back into Ossining
- 20 or so acres are designated for offices+
- Bring in retail/economic engine

Natural Space on Hawkes Avenue

- Serene and beautiful area
- Undeveloped
- Preserve land
- Only remaining natural area from condo development
- Lots of watercourses
- Low/medium Density residential areas
- Hilly, so great for exercise.

Maryknoll

- Mailing center is in a good location

North State Road

- Only area with commercial now
- Services available here (Mechanic, restaurant, childcare)
- Useful for the town, income, economic engine
- Potential for more
- Club Fit is great
- North state pizza has really good pizza

Development/Land Use

Participants were asked to identify three specific areas in the Town that they associated as a “challenged” regarding open space and connectivity. Challenged places are places that people don’t enjoy, are undesirable or that people believe need to be fixed. The following places were noted by the various breakout groups.

Challenged Places

Above Cedar Lane

- Challenged open space
- Albany Post Road
- When getting off the exit, there is a risk of accidents here. There should be signage to denote speed reduction
- Crotonville could use some attention

Executive Blvd.

- Connecting that with the rest of the town
- Make it more walkable/bikeable
- Challenging Area
- It should remain open, it provides an open space

GE Campus

- GE using their helipad day and night to fly people in, including in low visibility conditions, which created a threat and uneasiness in the community.
- They have so much land that it would be nice if they made it accessible to the public.
- If GE goes out of business, will this open area become apartment buildings?

Industrial area by the river

- Very rundown and industrial

North State Road

- Development is not rational
- Development is ugly

- Do better providing more/better business
- Make is more uniform/integrated looking (aesthetically pleasing)
- Make better use of existing land
- It's a pass-through road – no reason to be there
- Needs to be more of a destination
- It's always been an infill – hard to get uniform architectural standards because of businesses, etc. there – blend new with old
- No uniformity or enforcement for new buildings
- Big unplanned strip mall
- Businesses and eateries could be more exciting
- Needs a vision and better planning, a lot of car dealerships, there was a magnificent boulder that got cleared to be blasted and is now a pile of rubble, room for so much improvement
- Intersections could use some plantings, seems like a missed opportunity
- Too much traffic,
- There are open areas to take advantage
- There are spots with a business and then a pile of rubble or dumping that is left on the wayside

Route 9A

- A little “death-trappy”
- Industrial traffic with small roads

Development/Land Use Ideas and Strategies

Participants spent time brainstorming and generating ideas regarding what they would like to see in the prioritized areas that will make Ossining better. Some discussed particular strategies that could help overcome some of the challenges.

- Housing
- Revitalize existing office stock
- More lab/tech space
- Restaurants
- Make it more walkable
- Shops for destination – sandwich shop, restaurant
- Need businesses to keep Ossining residents in Ossining and not going to neighboring towns
- Bike/walking trail from train to village (aid economy)
- 9A/9 merge area – not a great use of space, development
- Have conversation with GE to see if their land can be accessible by the public.
- Need to understand GE's level of commitment to the property

- Create a central place that creates a sense of place for the community.
- Incentivize business owners to plant greenery and use sustainable materials.
- Would like 3D rendering of projects and developments, should make this a requirement so that people can have a better idea of the vision
- Enforce environmental codes to protect/create open space
- Clearer zoning maps, contractors are scared off because everything needs a variance
- Really high residential tax rate, wants to know the revenue of the tax created by businesses
- Better signage
- Available literature for how the connections work for the trails
- Better utilization of cemeteries.
- Signage
- Condos trim trees in a particularly ugly way. Crime against nature.

North State Road

- Renewables company that is concerned about being green is a benefit.
- Garbage truck area is a bad choice to have where it is.
- Alzheimer unit at center of commercial district.
- Diversity of businesses is a good thing
- Parking on North State Road would be great addition and would bring revenue
- There are open areas to take advantage of by North State Road
- Ryder park: Open Space

Appendix D - Public Engagement 3 Summary

In collaboration with the Land Use Law Center, the Town of Ossining posted community feedback boards throughout the Town from July 2021 through September 2021. Residents provided feedback on critical issues related to each of the Comprehensive Plan themes. Key questions included:

- What is your big idea for the future of Ossining?
- What housing type meets the community character/needs of Ossining?
- What pedestrian enhancements and connections would you like to see in Ossining?
- What would you like to see more of in Ossining? (Sustainable Infrastructure)
- Of the permitted uses, what images best reflect your vision for North State Road?

Summer poster board locations:

- Club Fit
- UMAC
- Ossining Public Library
- Fred's
- Torview
- SBS Print & Ship
- Community Center
- Polished Spa Nails
- Briar Bagel Shop
- Mrs. Greens

Responses to each board are summarized on the following pages.

What is your big idea for the future of Ossining?

- No pot lounges
- Chick fil a
- Waffle House
- Solar panel
- Bike shop
- Food stores
- Electrify the Fleets
- More art shows
- Solar panels over parking lots
- Shopping center
- More parks
- Five tax incentives to taxi companies that use 20% EVs in 2022, 40% EVs in 2024, 60% EVs in 2026 and 100% EVs2028

- Work on having one EV charger everywhere where over 50 people gather (e.g. churches, club fit, parking for bike trail)
- Renewable energy – solar, wind
- Greenhouse farm for needy
- Escalator from Ossining Metro-North to Ossining Post Office (it would only run for 10 min after a train arrived)
- Tax credit for building owners who offer rooftop for sustainable farms
- Bring Zipcar to Ossining (not just at train station)
- I don't want to pay for parking on my street
- Trader Joes
- Target
- Home Goods
- Bike day
- Winter activities
- Require that all new construction have a green roof
- Sidewalk from 9A along St. Augustine's Cemetery to Sassi Deli
- Clean the greenway events
- More food joints!
- More trash and recycling receptacles around town, especially on main street, and investing the money into keeping the cans cleared out and orderly
- Clothing mini mall
- No more building by the beautiful Hudson!!
- Better public transportation
- Restorative justice programs
- Better pedestrian crossings for 9A
- Electric scooter/bike share!
- More public recycling bins in parks! Please
- Parks for family
- Family friendly activities, fun venue
- Remove invasive species along 9A
- More Zumba in more parks
- Bike share (e bikes would be amazing!)
- More activities for kids my age (4 years old)
- No more tents
- Bike trails
- Cleaner parks
- Single family housing only
- Support commercial development through incentives
- More family fun events
- Bile, walking trails
- Connect Hudson River walkways to neighboring municipalities

- Clean up beach for family use
- Pickup trash along the roads and make more walkable and bikeable roads to come across 9A
- Preserve historic spaces and buildings
- More trees
- Safe crossing for pedestrians on Halstead Avenue
- Mall: strip to buy toys, clothes, office supplies, with entertaining venues
- A walkable town with restaurants and shops (ex. Yonkers waterfront)
- Bench at Buck Johnson park
- Safe, wide bike lanes
- Walkable downtown
- A big mall with clothing shops and restaurants and others
- More green space (trees, flowers)
- More open parks/spaces
- Student parking at the high school
- A real Dollar Store and Walmart
- Protected bike lanes
- Housing
- Walking paths
- More sidewalks
- A trail will benefit animals and nature
- Art shops, trails, ice cream shops, parks
- Artsy shops on Main Street
- Boat rides on the waterfront, sightseeing tours
- Electric scooter/bike share
- Lower taxes for homeowners
- Meaningful jobs or businesses that employ
- Restorative justice programs
- Better pedestrian crossing for 9A
- Supervise which children from other villages come to our district, school taxes are high highest
- More commercial businesses to lower tax burden to homeowners
- Affordable housing and please no more new condos development on green space
- Repair roads and sidewalks
- Lower taxes for seniors
- Lower taxes for homeowners
- Lower taxes!!! SERIOUSLY!!! Ossining has become too expensive for a family!!!

What housing type meets the community character/needs of Ossining?

Single-family or single-family cluster	21
Townhomes/Duplex/Triplex	29
Mixed use	16
Adaptive reuse of underutilized buildings	25

What pedestrian enhancements and connections would you like to see in Ossining?

Sidewalks	32
Planters & Furniture	10
Wayfinding & Signage	5
Multi-modal Mobility	11
Connectivity to the waterfront	27
Connectivity to open spaces, trails, etc.	25
Traffic calming	16

Something else? Let us know!

- Allow right on red on 9 northbound at 133 to avoid backups on 9 and Church Street.
Exemptions when 9 southbound has left turn arrow for ped crossing
- More thoroughfare pedestrian safety and information
- Economic assessment of Comp Plan recommendations
- More parking

What would you like to see more of in Ossining?

Broadband Internet	15
Recycling Containers	18
Electric Vehicle Charging Stations	12
Solar	17
Cultural and Entertainment Venues	21
Tourism	4
Pop-up Commerce	23
Something else? Let us know!	4

- Electric Go-Carts! App order Get “points” from buying locally, catch a ride
- Restorative justice programs
- Trees! Ossining needs more trees!

Of the permitted uses, what images best reflect your vision for North State Road?

Offices	8
Housing	26
Restaurants	66
Retail	45
Community facilities (i.e. Health Club)	30
Streetscape Improvements	41
Design Standards	34
Something else? Let us know!	6
<ul style="list-style-type: none">• Electric Go-Carts! App order Get “points” from buying locally, catch a ride	

Appendix E - Priority Survey

Close to ninety people participated in the *Sustainable Ossining Comprehensive Plan* survey to understand the public’s planning priorities. The survey shared the draft objectives specific to carrying out the theme areas and goals. Previously the Town had surveyed residents regarding their priority themes. Participants were able to select their top two.

The results were as such:

Open Space & Natural Resources	60%
Economy	35%
Community & Culture	29%
Housing, Development and Preservation	28%
Sustainable Infrastructure	25%
Connectivity & Mobility	22%

Given this information, residents were asked to prioritize the objectives that they would like to see the Town focus on accomplishing in the near-term to accomplish these priority themes. Fifty-one percent of participants who took the survey are from the Town Ossining; thirty-nine percent are from the Village of Ossining; and nine percent are from the Village of Briarcliff Manor or wrote in the name of their address.

Below is an overview of the rankings from 1-6 with 1 being the most important for each objective that falls under the themes above. The exact score follows it.

Open Space & Natural Resources

1. Protect and enhance natural environments and habitats in Ossining (3.14)
2. Maintain, expand, and create open spaces in Ossining (3.12)
3. Enhance the resiliency of Ossining’s open spaces & other environmental resources (1.96)

4. Support initiatives to heighten environmental education and awareness of Ossining's natural resources (1.75)

Economy

1. Support existing and new small businesses in Ossining to encourage a more robust local economy (4.12)
2. Attract new businesses of varying types and sizes to broaden and support Ossining's tax base (3.57)
3. Work with entrepreneurs and developers to create an attractive built environment that will enhance opportunities for local commerce (3.02)
4. Encourage a diversity of small and local businesses, and support minority- and women-owned enterprises (2.71)
5. Evaluate the short- and long-term economic effects of the COVID-19 pandemic on Ossining and its businesses and economic activity (1.64)

Community & Culture

1. Support cultural and entertainment venues (3.67)
2. 2Support and expand community facilities, including community centers and recreational spaces (3.66)
3. Support community-based organizations and identify opportunities to expand services and programming (3.10)
4. Promote tourism and eco-tourism in Ossining and regionally (2.61)
5. 5Promote greater equity in the Town of Ossining (2.04)

Housing, Development & Preservation

1. Maintain existing neighborhood character and scale (4.73)
2. Balance development with the conservation of open spaces (4.15)
3. Explore opportunities for historic preservation and adaptive re-use (3.64)
4. Enhance understanding of and enforce zoning (3.55)
5. Leverage development to ensure projects provide amenities beneficial to all members of the Ossining community (2.83)
6. Provide a range of housing that is diverse both in type and affordability (2.27)

Sustainable Infrastructure

1. Mitigate the impacts of new development (2.93)
2. Modernize community infrastructure & municipal services, such as Internet access and waste facilities (2.64)
3. Encourage the use of renewable energy throughout Ossining (2.43)
4. Incentivize the use of green building practices and methods in Ossining (1.95)

Connectivity & Mobility

1. Provide safe and convenient travel along and across the street network by all users (4.69)
2. Seek to expand walkability & pedestrian connectivity within the Town of Ossining (4.05)
3. Promote greater connectedness to Ossining's riverfront spaces (3.66)
4. Enhance connectivity to & between open spaces, trails, & other natural resources (3.56)
5. Implement speed bumps & alternative street elements to encourage traffic calming (2.88)
6. Promote multi-modal mobility in Ossining (2.33)

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