

Downtown Ossining VISION PLAN

At the start of 1997, the Village of Ossining launched an ambitious process for the revitalization of the downtown area. The residents of the Village were invited to participate in this process to produce a 'plan of action' called *THE VISION PLAN*. In coordination with the Village Planning Office and an appointed Task Force, approximately 40 people volunteered to help identify issues and develop short, medium and long term recommendations.

The Vision Plan is a composite of all these recommendations and is aimed at making the downtown area more attractive and viable for both residents and merchants. The Village is greatfull to these volunteers who have given generously of their time and energy to help recreate for Ossining a viable new community focus and heart in our historic downtown.

Task Force Members

Tom Cambariere, Mayor, O. Paul Shew, Village Manager, Raymond Curran, Village Planner, Peter Gendrun, Exe.Dir. Chamber of Commerce, Rocco Circosta, Director of Operations, Jeff Stern, ADO Representative, Joseph Burton, Chief of Police, Penny Markowitz-Moses, Village Trustee, John Chervokas, Town Supervisor:

Advisory Committee Representatives: Rachel Ginsburg, Maureen Morgan, Gus Bahrenburg, Maureen Redman, Jaqueline Weir

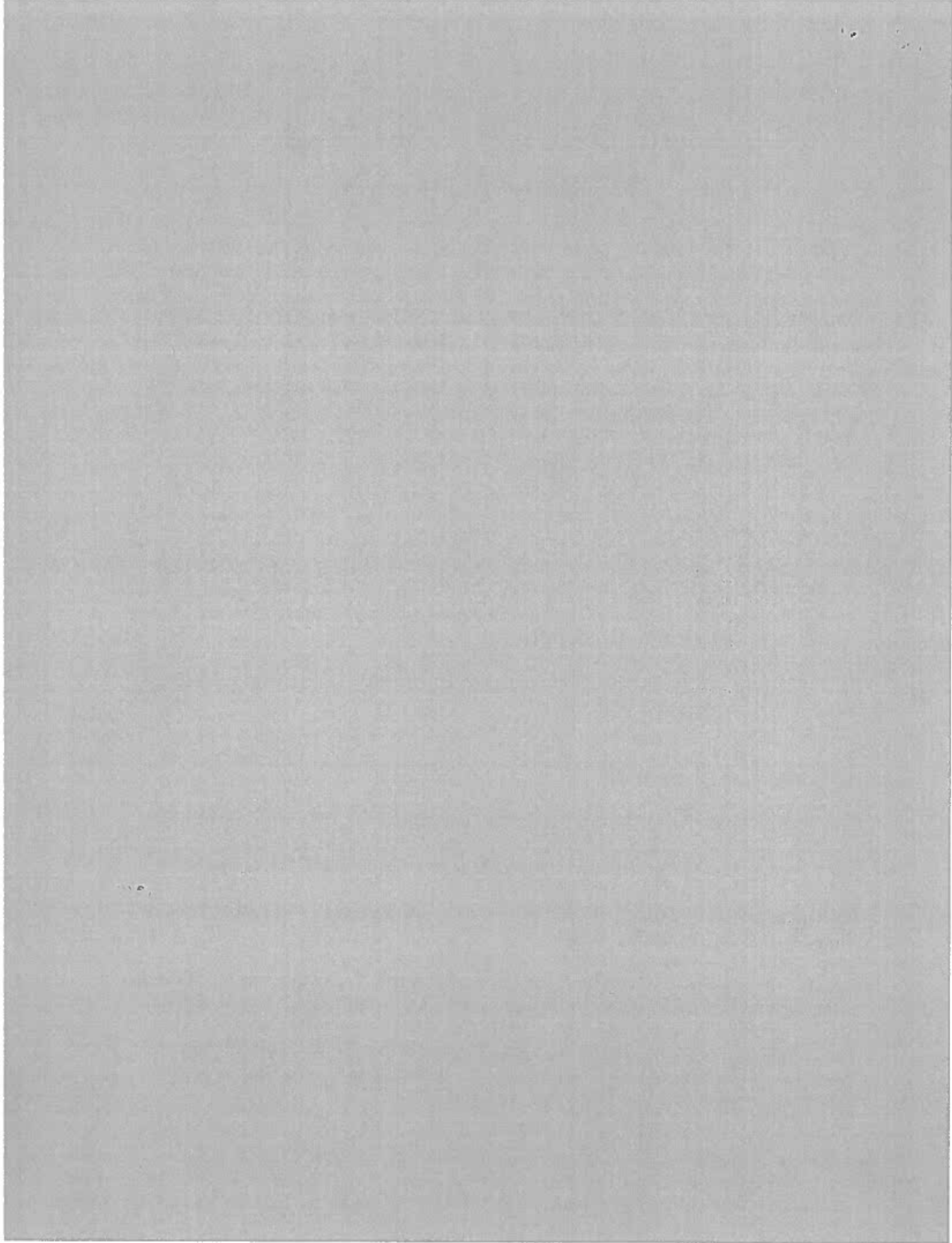
Advisory Committee Members

Market Square and Special Events Committee: Louise Belevich, Arminda Carreira, Rachel Ginsburg - Chair, Miriam Haas, Rosalind Kennedy, Nancy Kohler, Leslie Mantrone, Mary Murphy, Marilyn Occhiogrosso, Sherrie Sheridan, Brian Sheridan, Shandi Speller

Parking and Security Committee: Bob Wolf -Chair, Audrey Perlman, Maureen Morgan, Neil Woolf, Helen Grayson, Lindsay Farrell

Facades and Streetscape Committee: Gus Bahrenburg -Chair, Louise Belevich, Rod Feldman, Peter Gendron, Edward Imapa, Roger Pellaton, Bruna Picco, Mary Sawyer, Jean Schweizer

Public Relations and Business Development Committee: Joan Doyle -Chair, Kendall Buchanan, Peter Gallagher, John Gallagher, David Glazier, Brian Larcom, Barbara Levine, Maureen Redman, Ronnen and Sinaly Roy, Jacqueline Weir



Downtown is Up

Through much of its long history, the story of Ossining has been a story closely focused on downtown. Stretching from the Hudson River, where the story began, to the old Post Road, today's Highland Avenue, Main Street has been the spine, the backbone, the heart and the soul of this community.

As with many towns all across the country in the last few decades, Ossining's downtown declined as the private car proliferated and new shopping centers geared to accomodate it began to take over its commercial function. The purpose of the Vision Plan process initiated by the Village a year ago has been to determine what the role of our downtown could become and how this could be facilitated. Could it or should it become, once again, what it once was?

Almost one year to the day, Ossining's first Downtown Vision Plan Forum launched this unique and ambitious effort. During the process over 100 concerned Ossining residents have attended three public 'Forums' and have volunteered countless hours on four action committees to fashion a Downtown Vision Plan that will guide us into the new millennium. This process has led to the conclusion that there clearly exists a need, a desire, and a role for downtown Ossining but, while additional shops will come, it will not be the commercial center it once was. There is however a need and desire for a downtown to serve as a community, social, and cultural center. This role has not been recreated anywhere else, people are once again seeking it and we stake out for our downtown!

Expanding on current tendencies downtown, not unlike what is happening across the country in the historic centers, the Vision for downtown is for it to become once again the 'central place' of our community. Downtown will not be identical to what it once was, but it will be equally important in the life of Ossining. Downtown Ossining will be a vital and inviting place for those who seek diverse social and cultural experiences, (including a variety of events at our new Market Square), meals at downtown's existing and new restaurants, or just a stroll along attractive, clean and safe streets. Downtown Ossining will be a new business and civic hub, attracting people to do business at our new Post Office or our new Police/Court Facility. People will come to shop at long established and new shops, or come to transact business at Ossining's burgeoning communications and technology firms. Downtown will also be a vital conduit to and from a reborn riverfront.

In addition to being a vision for the future, the Vision Plan is also a working process, and a 'work-in-progress'. It consists of a series of specific short term, medium term and long term actions which are all intended to facilitate and accelerate the emergence of the new role for downtown. Implementation has already begun! The long story of Ossining's downtown has started a new and vital chapter.

Section One: Expansion and Upgrading of Pedestrian Areas

A. Creation of a New Market Square

1. Proposed Site Plan

- Paving and landscaping of 7200s.f. of existing 18,000s.f. parking lot
- Retain parking for 26 cars
- New square designed for daily use and special events
- Farmer's Market to occur in parking area

2. Additional elements which could be added to the square

- Utility building for support and storage
- Decorative and drinking fountains
- Information kiosk
- Flag poles
- Stage canopy
- Events Tent
- Stage lighting and sound system

3. Events Management

- Appoint a Market Square 'management board'
- Existing events (Village Fair, etc.) can occur in the new square
- New events to be created by the Village and community organizations and private groups

4. Site Maintenance

- Regular maintenance of the new square will be done by the Village forces and local volunteer groups
- Maintenance at special events will be the responsibility of sponsors

B. Sidewalk Improvements

1. Curb Alignment Changes and Pedestrian Crossings

- Widen sidewalks at five Main and Spring Street locations to shorten pedestrian crossings

- Create new pedestrian crossings at Spring and Brandredth Streets

2. Surface Treatments

- Replace 50 brick bands with smooth brick colored concrete
- Repair all damaged sidewalk areas
- Rebuild sidewalk around new Market Square as part of project

3. Tree Openings

- Provide grates over ground openings around trees at new Market Square
- Provide granite block surface over openings for all other trees on Main, Spring, Church Streets
- Maintain flower barrels as a sponsor program. Introduce permanent planters and provide planted areas in new sidewalk extension areas - maintain through sponsorship

4. Street Furniture: Standards

- Match all furnishing with selections made for the new Market Square including:
 - decorative street lamps
 - steel garbage receptacles
 - steel benches

5. Street Lighting

- Add decorative lamps along new Post Office and Municipal Parking Lot
- Add lamps in new Market Square (4)
- Retain overhead (Cobra) street lamps and light where/when needed

6. Holiday Street Decorations

- Designate decorations committee to plan annual displays

C. Pedestrian Links with Parking Lots

1. Upgrading of Existing Links

- Remove shrubs and fence at Aqueduct link to Lots B7 on Leonard Street
- Create new service ramp for service carts from Lots B7 to the Aqueduct to facilitate back delivery for Main Street establishments
- Rebuild ramp from Aqueduct to Lot B7

2. New Pedestrian Link

- Include a new pedestrian link from Main Street to Lots B8 across fire site as part of future redevelopment of site

D. Maintenance of Sidewalks

1. Sidewalk Cleaning

- Schedule a weekly cleaning of sidewalks by the Village forces

2. Trash Collection

- Change trash collection schedule from Mondays and Thursdays to Tuesdays and Fridays
- Develop standards for trash receptacles to reduce likelihood of spillage

Section Two: Traffic Circulation, Parking and Security

A. Traffic Circulation

1. Conversion of Spring Street to Two-Way Traffic

- Convert Spring Street to two-way and permit left turns from Main Street during non-rush hours only
- Conversion will require new turning lane from Main Street and removal of 17 parking spaces along lower Main Street and West side of Spring Street from Main to St. Paul's

2. Modification of Route 9 Traffic Lanes

- Request study by State DOT to consider reducing number of lanes, facilitate pedestrian crossing and permit parking

B. Upgrading of Existing Municipal Parking Lots

1. Parking Delineation

- Repaint all parking lines in municipal parking lots

2. Lighting in Parking Lots

- Increase level of illumination in two B8 Lots on Leonard Street

3. Modification of Lots, Parking Allocation and Fees

- Changes to Lot 5 due to new Post Office and expansion to adjoining Village lot will increase parking from 46 to 80 (including 18 for P.O. - 15 min.). Of 62 public spaces make 34 two-hour and 28 tag parking
- Changes to Lot 6 due to Market Square: retain 26 spaces. Make 21 two-hour and 5 tag parking
- Change parking allocation in Lot D3 from 15 two-hour and 16 tags, to 21 two-hour and 10 tag parking
- Create new parking lot fee structure including reduced parking fees in Lots B8, D2, D3, D13, D14 from \$160 annual to \$120 to encourage day users in underutilized lots (over 100 spaces never used); increase fees in Lots B5, B6 to \$200 to discourage day parkers

4. Changes in Parking Permits

- Create new day tags for guest day parking

5. Screening of Village Parking Lots

- Provide shrub screening (including trees) of all municipal parking lots to soften image as recommended in Village Zoning Law

6. Signage for Village Parking Lots and New Tag Parking

- Create new signs leading to all Village parking lots
- Develop new color-coded tag parking signs designating price-differentiated lots

C. Proposed Future Parking Expansion

1. On-Street on Route 9

- As part of DOT study, consider reintroduction of parking along Route 9 through center of the Village
- Develop a long-range plan for a multi-level parking structure over the Leonard Street lots to meet future parking requirements

D. Security Improvements

- Increase foot and bike patrol in the downtown area
- Improve cleanliness and illumination in Village parking lots

Section Three: Building Facades and Surface Guidelines and Procedures

A. Designation of Historic Review Commission for Historic District

- Designate the Historic Review Commission as responsible body for review and approval of applications in the Downtown Historic District (including all sign and awning applications) and appoint members to fill current vacancies

B. Development of Design Guidelines

- Direct Historic Review Commission to develop with the Village Planning Office general guidelines for facades and all building surfaces including:
 - historic facade elements
 - color options
 - awning and window design
 - signage for all buildings
 - building alignment
 - rear of buildings
 - rear entrances
 - facilities for rear garbage collection
- Provide illustrated guide book for general public use and for basis of review by HRC
- Enforce existing ordinance requirements for facade maintenance

C. Facade Improvement Incentives

- Propose a new tax incentive program for all improvements to existing historic facades and for new construction

Section Four: Public Relations and Business Development

A. Information and Communication Elements

- Provide Village signs on Route 9 signs at North and South ends and at other entry points including the railroad station
- Adopt a district name for the downtown area
- Provide a Historic Landmark District sign at head of Main Street
- Adopt Village motto
- Locate events bulletin boards at various locations in Village
- Include an information kiosk in new Market Square plan
- Create web site for Ossining
- Develop seasonal events banners

B. Business Development

- Support relocation of the Police Department to the downtown area
- Create data base of real estate availability in downtown Ossining
- Develop Ossining Guide publication
- Promote coordination between Village government and community through regular public information meetings
- Create public relations committee for marketing and to enhance public awareness
- Develop guideline handbook for zoning and planning regulations and procedures
- Develop guidelines for the redevelopment of the 'We-Can-Do-It' site and other vacant sites
- Make area more pedestrian friendly
- Recommend that a permanent economic development committee be created as a partnership between the Village, the Chamber of Commerce and the Association for Downtown Ossining with a mission to; investigate tax abatement and incentives programs, develop educational opportunities, assist in small business development,

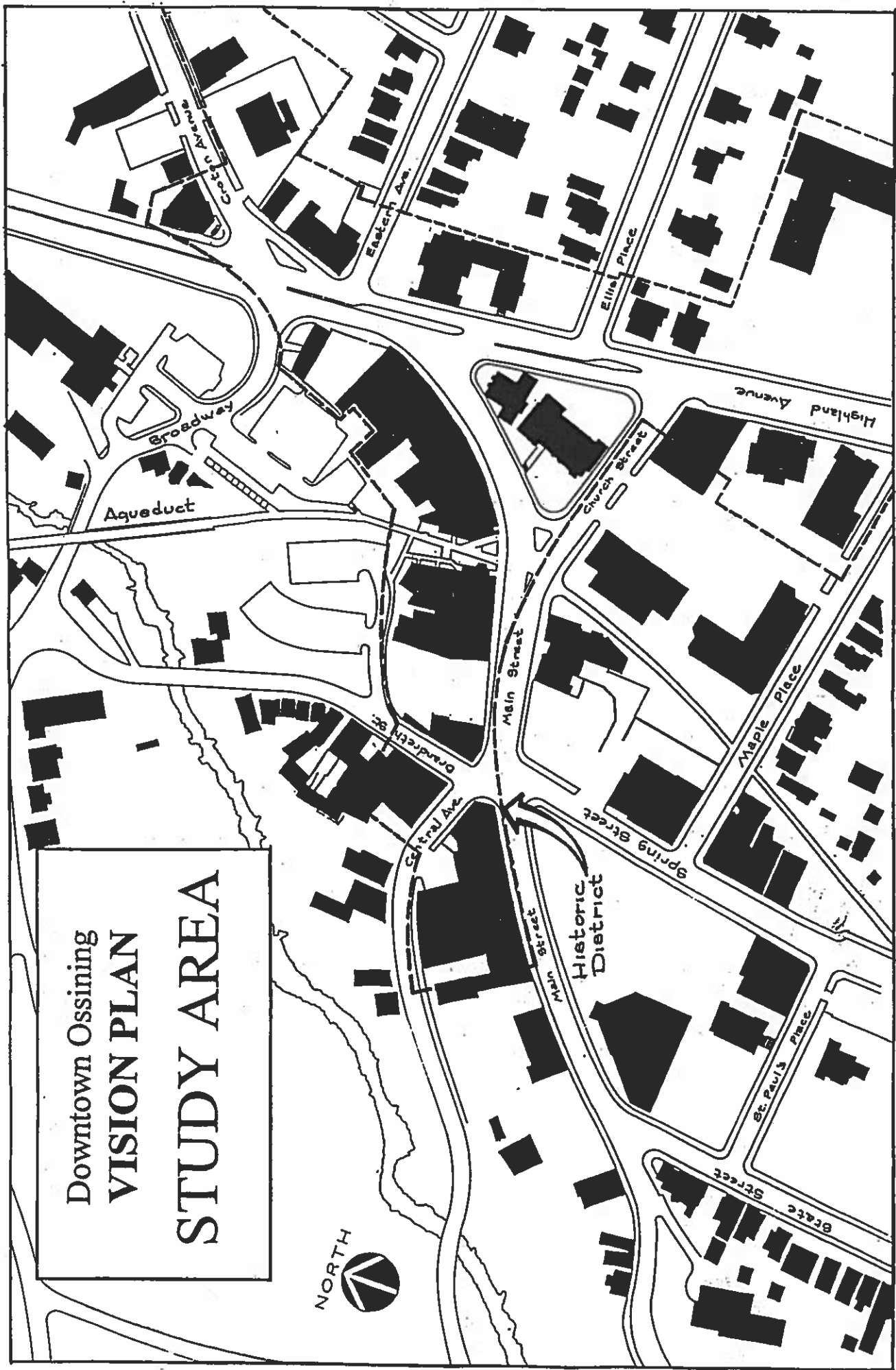
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Downtown Ossining

VISION PLAN

Downtown Ossining
VISION PLAN
STUDY AREA



Downtown Ossining

VISION PLAN

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The Vision Plan is a composite of all these recommendations, aimed at making the downtown area more attractive and viable for both residents and merchants. The Village is grateful to these volunteers who have given generously of their time and energy to help recreate a viable community focus and heart in Ossining's Downtown Historic District.

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INTRODUCTION

The Vision

Through much of its long history, the story of Ossining has been closely focused on downtown. Stretching from the Hudson River, where the story began, to the old Post Road, today's Highland Avenue, Main Street has been the backbone, the heart, and the soul of this community.

As with many towns all across the country in the last few decades, Ossining's downtown declined as private cars proliferated and new shopping centers, geared to accommodate them, began to take over its commercial function. The purpose of the Vision Plan process has been to determine what the role of our downtown should become and how this could be facilitated. Should it, and could it, become again what it once was?

Just over a year ago, this unique and ambitious effort was launched with the first Vision Plan *Public Forum*. During the process, hundreds of concerned Ossining residents attended three of these forums and many volunteered countless hours on four advisory committees to fashion a Downtown Vision Plan that will guide us into the new millennium. This process led to the conclusion that there clearly exists a need, a desire, and a role for downtown Ossining. But, while additional shops will come, it will not again be the commercial center it once was. There is, however, a need and desire for a downtown to serve as a community, social, and cultural center. This role has not been recreated anywhere else, people are once again seeking it, and we stake it out for downtown!

Expanding on the current tendency, and not unlike what is happening across the country in the historic centers, the Vision for downtown is that it becomes once again the *central place* of our community. Downtown will not be identical to what it once was, but it will be equally important in the life of Ossining. Downtown Ossining will be a vital and inviting place for people seeking diverse social and cultural experiences, (including a variety of events at our new Market Square), dining at downtown's existing and new restaurants, or just strolling along attractive, clean, and safe streets. Downtown Ossining will be a new business and civic hub, attracting people to do business at our new Post Office or new Police/Court Facility and at Ossining's burgeoning communications and technology firms. And people will come to shop at long established and new shops. Downtown will become again a vital conduit to and from Ossining's riverfront, which is also in the process of revitalization.

In addition to being a vision for the future, the Vision Plan is a working process, and a *work-in-progress*. It consists of a series of specific short-term, medium-term, and long-term actions, all intended to facilitate and accelerate the emergence of the new role for downtown. Implementation has already begun! The long story of Ossining's downtown has started a new and vital chapter.

The Process

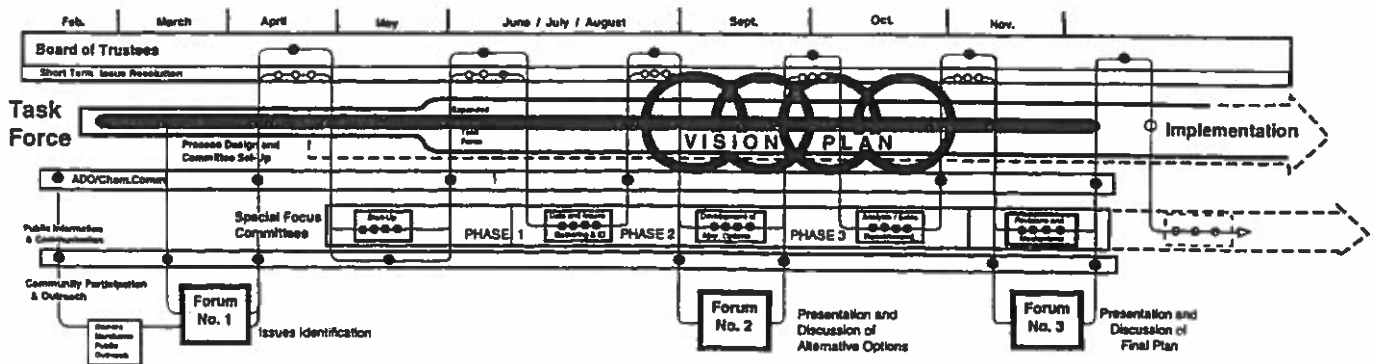
The Vision Plan process has included a series of public reviews, which have allowed all of the important stakeholders as well as the general public to be informed and involved at every step of the way. The diagram at the bottom of this page was developed at the start of the process as a guide for all the participants. The actual schedule extended somewhat beyond the original projection, but the process remained intact.

Starting with a Public Forum, during which all opinions and ideas were heard, the principal issues and areas of focus were identified. Advisory committees, focused on four major issue areas, were then organized. A First Phase consisted of a detailed examination of the issues to be dealt with in the plan. In a Second Phase, the committees considered all possible solutions to the issues. This was followed by a second Public Forum. During the Third Phase, the committees developed a selected series of recommendations, which were then turned over to the Task Force.

Selection of Recommendations

The Task Force reviewed and synthesized the recommendations of the advisory committees at a series of meetings. All of the recommendations were examined and the end product, the **Vision Plan**, was created. This plan includes most of the recommendations developed by the advisory committees. However, because the principal emphasis was on the development of a plan that could realistically be achieved, not all recommendations of the advisory committees were included, some were modified, and others were referred to new committees.

Downtown Vision Plan



SECTION ONE

EXPANSION AND UPGRADING OF PEDESTRIAN AREAS

A. Creation of a New Market Square

1. Proposed Site Plan and Use Areas

(See Illustration No. 1)

The creation of a new square in downtown Ossining is intended to provide a focal space in the center of the Village to act as both an attraction for people and as a catalyst for new commercial activities. Suggested by the success of the Farmers' Market, which has been operating in a parking lot in the summer time for the past seven years, the new square is, in effect, an adaptation of the concept of the market into a permanent public feature. This newly paved and landscaped space will occupy 7,200 of the 18,000-square-foot parking lot. The Farmers' Market will continue to function on Saturdays in the portion of the lot that will remain for parking after the new square is developed.

Use Areas

The design of the square, which will be at the most strategic location in the downtown area (the corner of Main and Spring Streets), has been conceived to support a variety of uses, both on a daily basis and for special events. The plan includes the following areas.

- a. A 1,200-square-foot shaded area for leisure activities at the corner of the square at Main and Spring Street, where there will be fixed seats, tables, an information kiosk, a drinking fountain, and a decorative fountain. Here, people can gather, sit, have lunch, etc.
- b. The largest portion of the square will be a 3,000-square-foot area where special events will occur. Defined on three sides by trees, shrubs, and perennial flowers, this is where most of the special events will take place. Here, there will be also a clear 1,200-square-foot area where a portable tent could be erected if an event requires it.
- c. Between this events area and the Telephone Building wall, there will be another small area of about 700-square-feet, which can serve as a stage. A seasonal canopy has been conceived to cover this area if it becomes apparent, at some future time, that this is needed.
- d. For very large events, the remaining parking area can also be used in conjunction with the square. It is in this area that the Farmers' Market will continue to occur.

Market Square Site Plan

The Site Plan for Market Square was produced in a joint process by the Westchester County Planning Departments' Division of Housing and Community Development, involving the Village of Ossinings' Planning Office, the Market Square and Special Events Committee, and the Vision Plan Task Force.

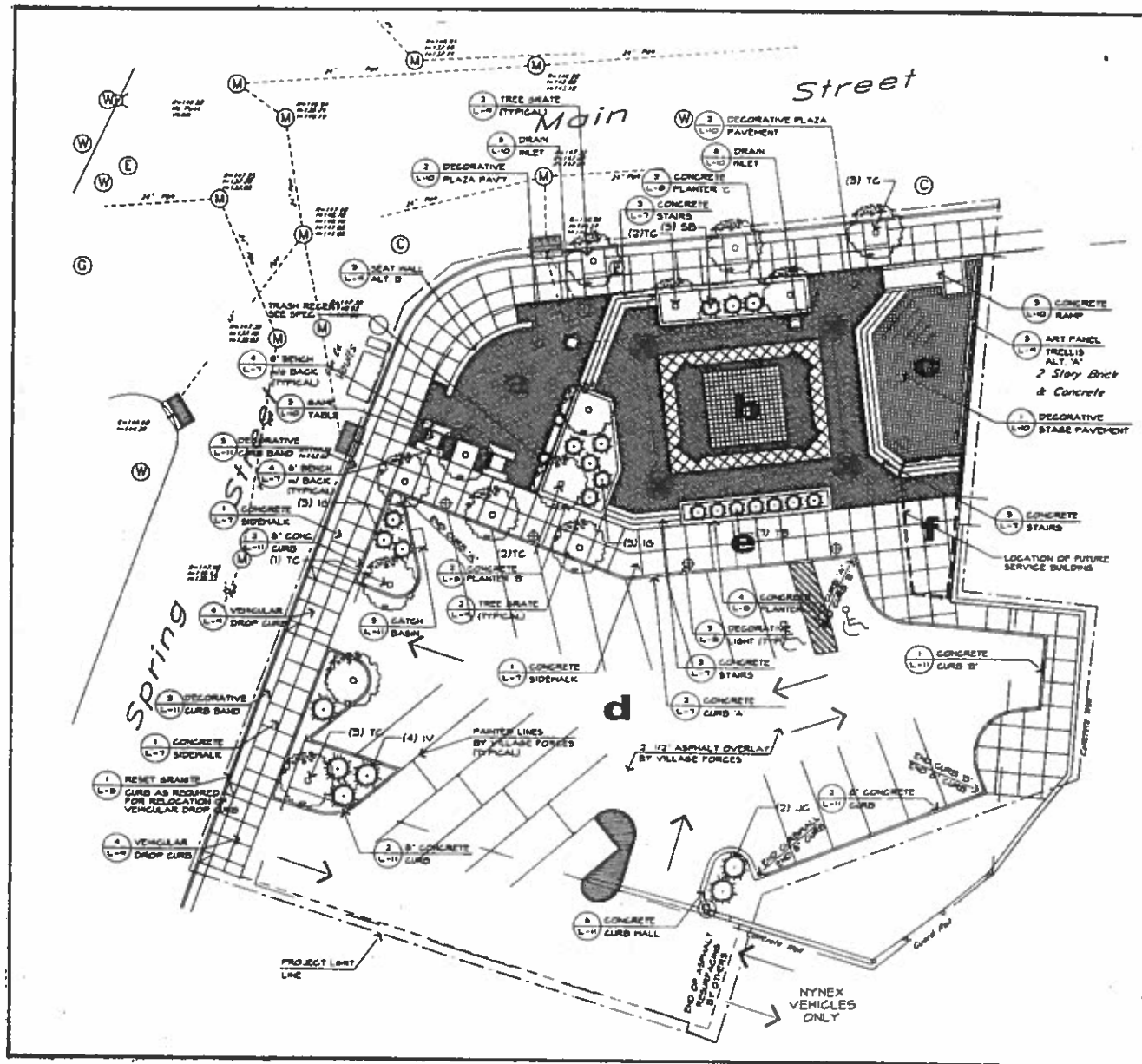


Illustration No.1: Site Plan

- e. Between the square and the parking area, there will be a 10-foot-wide sidewalk, which will divide the two areas and also could serve as a *vendors' row*, should both the square and the parking area be used together.
- f. Adjoining the stage, there will be an area where a support structure could be built in the future, should this prove to be needed. See the description below under Fixed Items: Utility Building.

Funding for the construction of the square is provided through a Community Development Block Grant (CDBG), which the Village applied for and was awarded last year. The Village will also be providing some additional funds and some in-kind labor for the construction and operation of the square. It is anticipated that construction of the square will begin in early Spring and be ready for use by June 1998.

2. Additional Elements for the Square

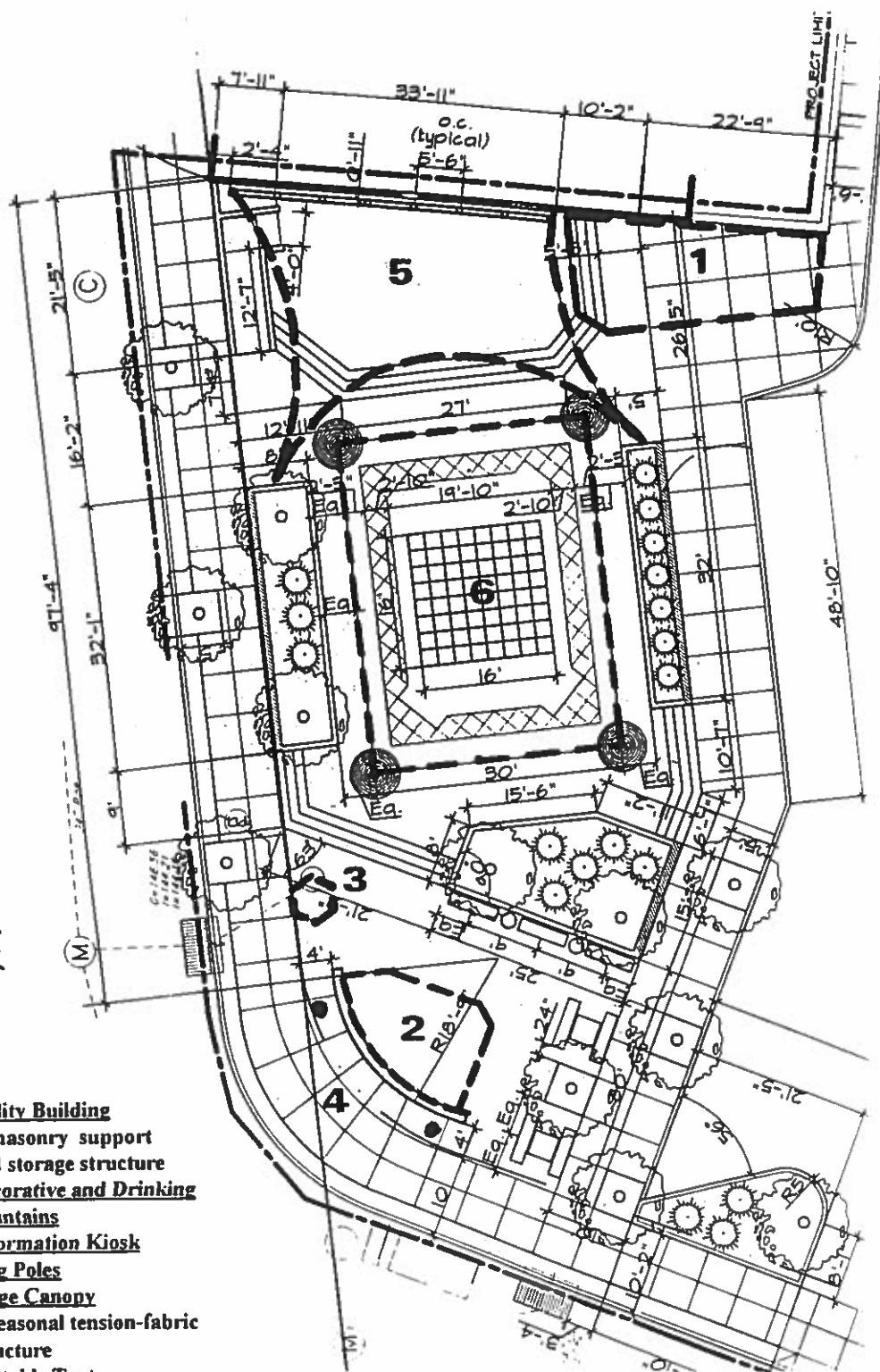
(See Illustration 1A)

The plan for the Market Square includes a number of elements that may be desirable and perhaps necessary in the longer term operation, but are not included in the initial construction contract. These elements, both fixed and portable, may not be essential for the initial operation or attraction of the space. Some could be rented if they are needed. Additional funding for these elements will be sought as the need arises.

a. Fixed Items

Utility Building (1): A small permanent support / storage structure is a feature that could be a great asset in the operation of the square. It could be used to store the movable furniture discussed below as well as Farmers' Market equipment. It could also be used in support of special events, as a dressing room for stage events, and possibly to service a sidewalk cafe during the Farmers' Market days. Located just to the right of the stage area, this approximately 300-square-foot building could be masonry and have a brick veneer to match the adjoining Telephone Building just behind it. Eventually, the art panel trellis structure behind the stage could be extended to wrap around this structure, incorporating additional mosaic murals.

Water Fountains (2): As a focal feature and element of enjoyment, it is felt that a decorative fountain at the Spring and Main Street corner of the square would be highly desirable. This could also be an ideal location for a drinking fountain, an element that always proves to be an enhancement of any public space. The utilities (water, electric and drainage) have therefore been included in the plan for inclusion in a future phase. A seat wall defining the edge of the future fountain is included as an add-on in the BID contract.



- ### Illustration No. 1A: Additional Elements to be Added to the Square

Information Kiosk (3): Important to the functioning of the square as a central place in the Village, it is considered desirable that an information kiosk be included in the square. It could contain a map of the downtown area, a directory of businesses, a schedule of events for the square, and announcements of activities in the whole Village.

Flag Poles (4): In front of the above-mentioned seat wall and the future fountain, it may be appropriate to have one or more flag poles. These are also items that could be added at some later time.

b. Portable Items

Stage canopy (5): It is likely that a seasonal canopy for weather protection over the stage will be desirable and necessary. This could be a tension-fabric structure tied to the Telephone Building and to a few poles added in the square adjoining the planters. In the interim, a portable tent structure or canvas could be rented for this purpose, if deemed necessary for the use of the stage.

Portable furnishings: While it may in time be determined that additional permanent fixed seating will be needed, it is very likely that portable seating and tables will be required in the short term for special events. These can be transported from the Community Center or rented. In the long term, however, it may be desirable to have such furniture permanently available and stored at the square. Storage space for this furniture could be in the utility building discussed above.

Portable tent (6): To ensure that special events can occur in spite of weather conditions, or simply to provide shade and enclosure, the square is designed to allow for the setting up of a 30-by-40-foot tent. This could shelter up to 250 people, depending on the nature of the event. As with the other items discussed above, this tent could also be rented until such time that it is deemed an essential item for the functioning of the square.

Stage lighting and sound system: Stage lighting for special events may become necessary if evening events become an important part of the schedule. A sound system may also become an important item. In the interim, both can be either borrowed or rented.

3. Events Management

As part of the planning for the square, the Market Square and Special Events Committee also initiated an outreach to community groups and organizations to develop a number of special events for the square. While existing events, such as the Farmers' Market, the annual Village Fair, the newly created Portuguese Day Fair and the Annual Tree Lighting Ceremony, can all utilize the new square, other events, now occurring at other locations, like concerts, movie-nights, etc., could also be relocated to the space. Equally important will be the new events that will be created by Ossining groups and organizations for the new square. These will possibly

include events such as theatrical and musical performances, various ethnic celebrations, dances, sales events, etc.

The work of the Market Square and Special Events Committee, reaching out to community groups and organizations to create and organize events for the square, will be an ongoing activity. For this reason, it will be desirable to have the Board of Trustees officially designate an entity to carry on this work. The Committee recommends that the Board appoint a permanent body (a Market Square or Special Events Commission) for this purpose. Many members of the current committee have indicated interest in continuing the work within such a body. It would also be invaluable to include a representative from the ADO, the Chamber of Commerce, and the Village on the committee.

Mechanisms to apply for and schedule events in the parks of the Village already exist within the Department of Parks and Recreation. These mechanisms can be utilized for the events in the new square. It is recommended that a fee structure be developed for the use of the square. It would be the role of the above-mentioned Commission to develop, review, and select the events that are eligible for use of the square, as well as to provide assistance and guidance to the organizations involved. The Committee is developing a short packet describing the application and review procedure, as well as proposed rules and regulations for the square.

4. Site Maintenance

Regular maintenance of the new square will be done by the Village forces and possibly *adopt-a-square* groups. Maintenance of the three planters in particular, including the planting of flowers, could be done by a local group.

Maintenance and clean-up of the square after special events will be the responsibility of the sponsoring groups as is the case now with the use of parks. A refundable deposit will be required to assure this. It is also recommended that a fee structure be developed to cover any extra services (such as security, sanitation, etc.) that might be required at an event. This is also described in the application packet mentioned above which will be available to any group interested in holding an event in the square.

B. Sidewalk Improvements

1. Curb Extensions and Pedestrian Crossings

(See Illustrations No. 2, No. 3)

The ease and safety of pedestrian movement across Main Street must be improved in order to make our downtown more 'user-friendly'. To achieve this, a 'traffic calming' modification that we propose is to reduce the width of the street at crucial pedestrian crossing points by extending the sidewalk as far as parking areas now extend. This can be done without the loss of any parking spaces and/or interfering with existing traffic lanes. These sidewalk extensions are proposed at the Main Street crossing at North Highland Avenue, Main Street at the Aqueduct crossing, the Main Street crossings on both sides of Spring/Brandredth Streets, and at the Main Street crossing at State Street. Currently, the areas that would be absorbed by these sidewalk extensions are frequently used illegally by taxis and delivery trucks, which further adds to the problem of pedestrian safety at those locations. The issue of parking for delivery trucks is addressed below under Proposed Service Link.

Additional pedestrian crossings will be needed at Spring and Main Streets as part of the two-way conversion proposed for Spring Street discussed in Section 2. Another new pedestrian crossing is also proposed at the Central Avenue / Brandredth Street intersection to improve pedestrian movement to lower Main Street.

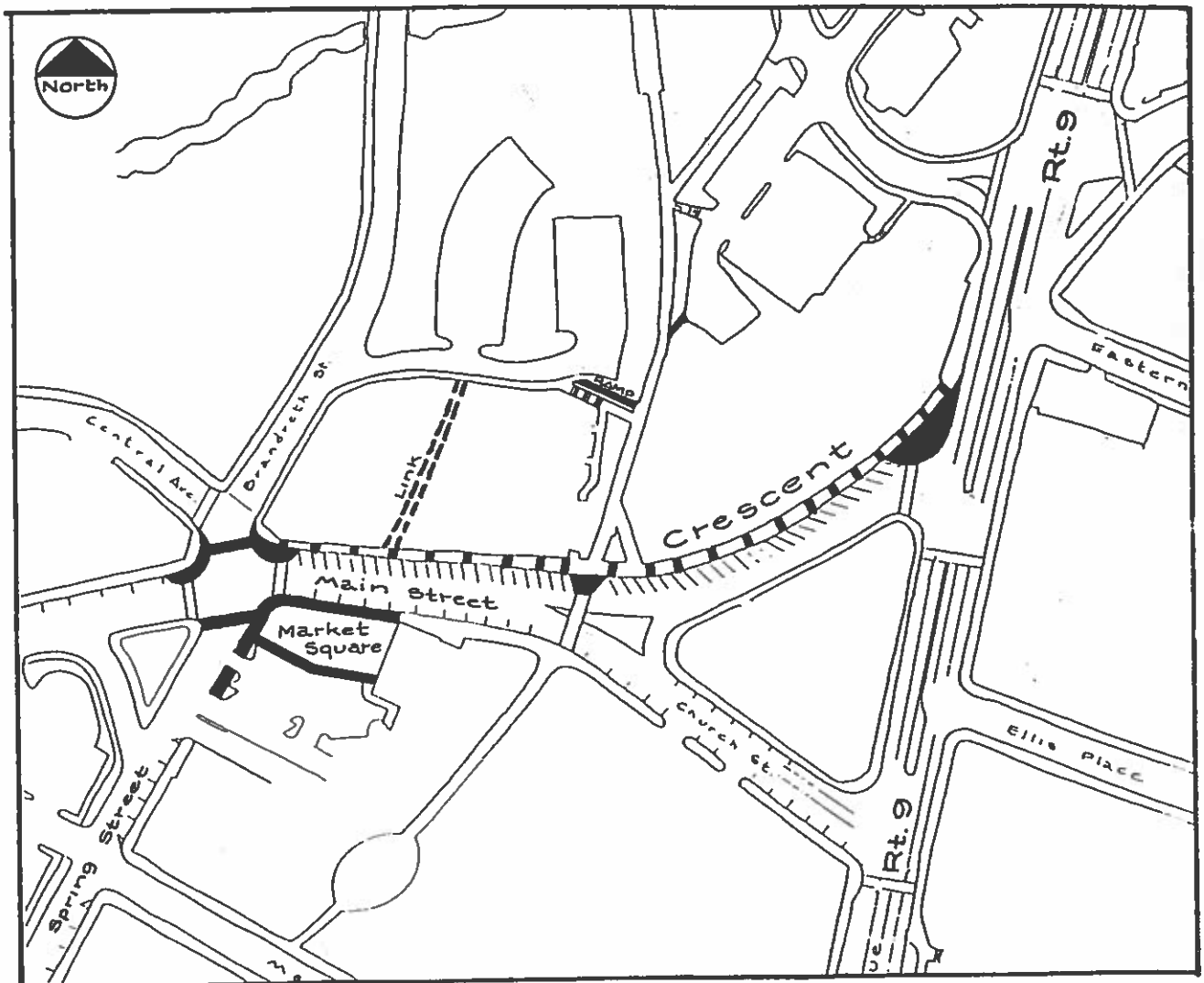
2. Surface Treatments

(See Illustration No. 2)

Upgrading of the sidewalk surface along the North side of Main Street is needed. Approximately 50 brick bands of varying width across the sidewalk are breaking up and creating a hazard for pedestrian movement. It is proposed that the brick be removed and replaced with a smooth concrete surface in a brick color, to match a similar treatment currently in some of the Main Street crosswalks. All damaged areas in the concrete sidewalks will be repaired and the sidewalks around the new Market Square will be totally rebuilt as part of that project.

3. Tree Openings

The openings at the base of the trees created when the raised planters were removed require a treatment that does not create a hazard for pedestrians. While the tree openings at the new Market Square, where heavy pedestrian activity can be expected, will have steel grates, it is recommended that the remaining openings on Main, Spring, and Church streets be provided with granite blocks set flush with the sidewalk. These can be easily adjusted with any growth of the roots or trunk that might occur and could be replaced with steel grates in the future, should it be considered desirable and should funding be available.



**New Sidewalks and
Pedestrian Crossings**



Sidewalk Curb Extensions



New Sidewalk Surface Treatment



Illustration No. 2: New Sidewalks and Pedestrian Crossings, Curb Extensions, and Sidewalk Surface Treatment



Existing Conditions



**Illustration No. 3: Proposed Sidewalk Extension and Historic Marker
at Main Street and South Highland Avenue**

4. Street Furniture Standards

To achieve a cohesive image in the downtown area, the coordination of street furniture in the coming years will be important. The Streetscape and Facades Committee has recommended that, if possible, all furniture for the downtown area be similar to the choices made for the new Market Square. Our current decorative street lamp model has been selected for the additional lamps in the square. Also, a new all-steel version of our current benches and a new, more efficient, garbage receptacle have been selected for the square. These choices should become the new standard for downtown as the current items are replaced or new ones are added.

5. Street Lighting

Lighting on Main Street and Spring Street is currently provided by a combination of the above-mentioned decorative lamps, overhead 'cobra' lights, and ambient store light. The degree of luminosity currently provided by these sources of light has been evaluated. It is considered that the amount of light provided is generally sufficient but that changes could be warranted in the future. It is proposed that, to accommodate any eventual changes, all existing cobra lights be retained for possible use in the future although, because of sufficient light from the decorative lamps, they have not been used in the past few years. Lighting for parking lots is discussed in Section 2.

Changes anticipated in the existing lighting conditions include the introduction of four additional decorative lamps at the new Market Square, which will greatly enhance the degree of luminosity at the Main and Spring Street intersection. Additional decorative lamps will also be added on the south side of Main Street along the new Post Office building as well at the edge of the Village parking lot, both along Main Street and Spring Street. Other new lighting will be provided by the Post Office and within the extended Village parking lot B5 described in Section 2, Part C. It is also expected that ambient light provided by the street-level shops will increase as new uses develop.

6. Holiday Street Decorations

The need for new and improved holiday decorations, which are visible during daytime hours as well as at night, has been recognized. A new committee representing the Municipality, the Chamber of Commerce, and the Association for Downtown Ossining has been created to address the issue.

C. Linkages With Crescent Parking Lots

(See Illustration No. 2)

1. Upgrading of Existing Links

Links between the 'Crescent' buildings on Main Street and the rear parking lots behind them are not considered sufficiently visible or adequate in number. The double Leonard Street lot B8, is not clearly visible from the Aqueduct due to the presence of a row of overgrown shrubs and a battered fence. We recommend that these be removed. It is also recommended that the short ramp leading to the lot east of the Aqueduct pathway (B7) be repaved.

2. Proposed New Service Link

In addition to the access stair leading from the Aqueduct to the double parking lot B7, mentioned above, a new ramp parallel to it, in the area currently occupied by the shrubs and fence, is also recommended. While this link can be used by pedestrians, it is intended to serve as a new service link to accommodate push carts to be used by delivery trucks from that back area to Main Street shops. Currently, since delivery is not possible from the back, due to the lack of such a link, it occurs on street areas, as described in Section B-1 above.

3. Potential Future Pedestrian Link

It is widely felt that the existing connection between Main Street and the rear Crescent Parking Lots (B7, B8) which occurs along the Aqueduct trail, mentioned above, is not sufficient. The site of the Main Street fire is a location where a new pedestrian link could potentially be created. At this point the land parcels are privately owned. There may be an opportunity to incorporate such a new link as an element in a future redevelopment of this site (See Section 5, Land Use & Future Development Sites).

D. Maintenance of Sidewalks

1. Sidewalk Cleaning

Cleanliness of downtown sidewalks is an ongoing problem and challenge. Here, as in all parts of the Village, it is the responsibility of building owners to maintain the sidewalk fronting their buildings. Contributing to the problem are combinations of inadequate public garbage receptacles, inappropriate private trash receptacles, ineffective collection schedule, and a naturally windy exposure that spreads garbage. The Task Force recommends that the following short-term measure be implemented in addition to the new trash receptacles recommended in

Section 1 - B 4 above: that a monthly sidewalk cleaning be done by Village forces. Additional longer-term measures include having the Department of Public Works explore various options for introducing an additional street cleaning service.

2. Trash Collection

A major component of the problem of cleanliness in the downtown area concerns the trash that is left for pickup by the Village forces. Currently pickups occur on Mondays and Thursdays. A shortcoming of this schedule is that trash for Monday's collection is commonly left out on Fridays or Saturdays. This regularly leads to spilling of trash on the sidewalks over the weekend. The Task Force recommends that the schedule of collection be changed to Tuesdays and Fridays, to eliminate the likelihood of weekend accumulation and spillage.

Longer-term recommendations concern the use of Village trash receptacles by residents for domestic purposes and the inadequacy of the private receptacles used, which are prone to spilling. Ideally, domestic trash should be deposited behind Crescent buildings rather than on Main Street. However, not all Crescent buildings have back access, particularly to the upper floors. The Task Force recommends that the Village explore the implication of this alternative. An additional measure recommended is that the Village develop standard specifications for trash receptacles that would be less likely to spill. This could consist of containers with covers. Alternatively, the Village could select a standard receptacle, which all merchants and tenants would be required to obtain.

SECTION TWO

TRAFFIC CIRCULATION, PARKING, AND SECURITY

A. Traffic Circulation

(See Illustration No. 4)

1. Conversion of Spring Street to Two-Way Traffic

The conversion of Spring Street to two-way circulation, from Main Street south, is considered vital to achieve the connection of the Spring Street corridor and neighborhood to the downtown area. Currently, access to both Spring Street parking areas (B6 at Market Square and D3 at St. Paul's Place) and other uses along Spring Street is circuitous, requiring a long detour via State Street.

A study of the impact of a two-way conversion, which the Village commissioned in 1995, indicated that the conversion could occur without negative impacts on the downtown area. Various design alternatives for the intersection of Spring and Main Streets were studied to assess the traffic impact. Changes recommended, which are common to each alternative, include the creation of a turning lane from Main Street to Spring Street just west of the large spruce tree, and the removal of parking on Main Street to accommodate it, and the removal of parking on one or both sides of Spring Street between St. Paul's Place and Main Street. Nine spaces would be lost on the west side of Spring Street, while 14 would be lost on the east side.

Because the street is sufficiently wide, the Task Force recommends that parking be removed only on the west side of the street, where shops are well served with the two adjoining Municipal Parking Lots B5, D3 and the loss of on-street parking spaces is less. The total parking assessment is discussed in Part B5 of this section.

Alternative Intersection Designs

Alternative designs for the Spring and Main Street intersection include one that introduces left turning lanes in both east and west directions on Main Street. Providing for left turns at all times of the day, this alternative would require removal of parking on the south side of Main Street along the proposed Market Square and a potentially expensive new traffic signal. A second alternative permits left turns from Main Street from existing lanes. This requires no removal of parking and no new traffic signal. A third alternative, like the second, uses existing lanes but restricts left turns during morning and evening rush hours.

In terms of traffic flow, the first alternative has the least impact, the second has the greatest impact, and the third leaves traffic flow essentially as existing, since no additional turn would

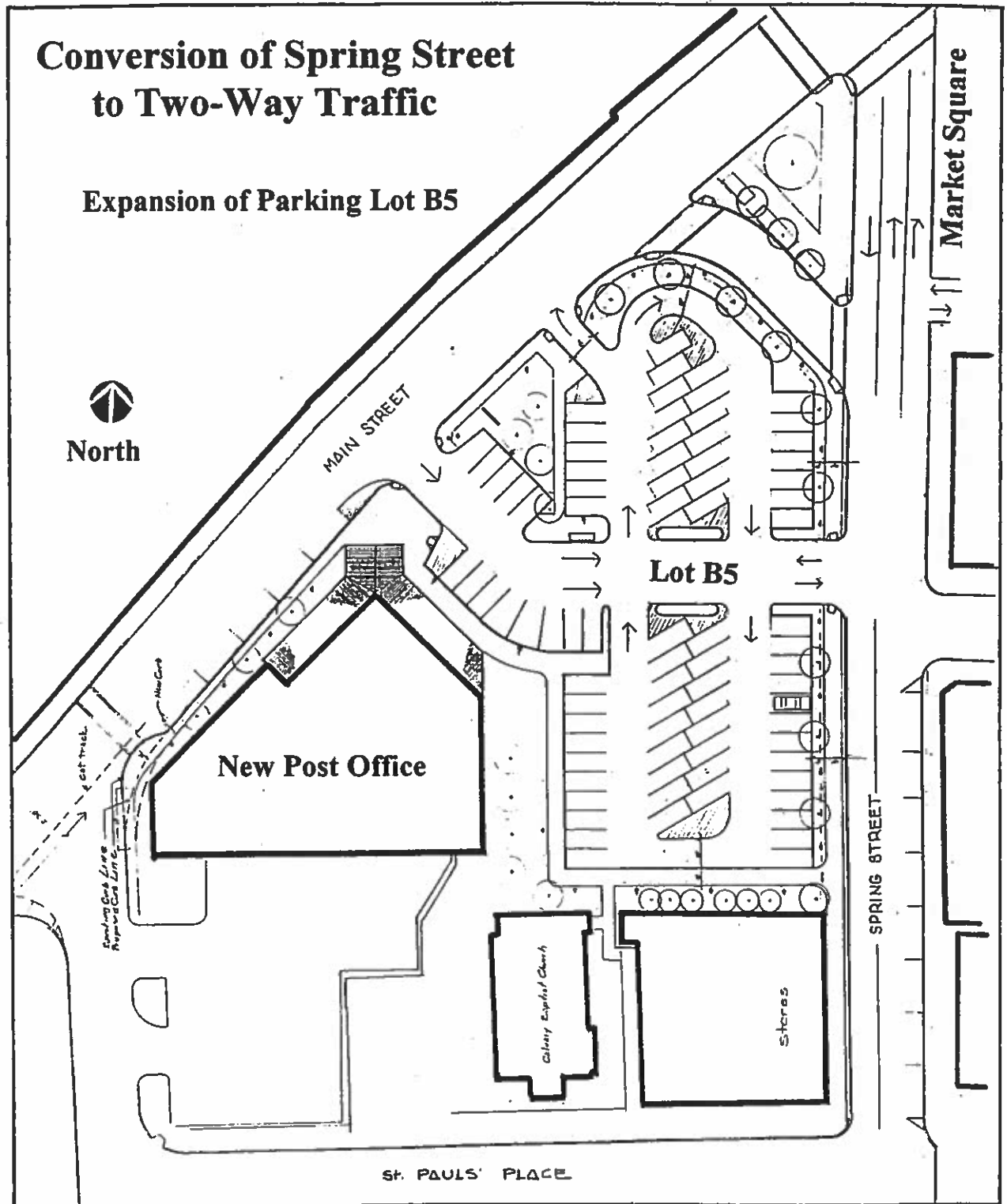


Illustration No. 4: Spring St. Two-Way Conversion and Parking Lot B5

occur during rush hours, and turns during normal hours would have minimal impact on traffic flows.

The Task Force recommends that the third alternative be implemented on a trial basis with a time delay in the light signal to allow for left turns at all times except during morning and evening rush hours. The more elaborate Alternative One could be adopted at some later date, if the need is determined.

2. Modification of Route 9 Traffic Lanes

(See Illustration No. 5)

The widening of Route 9, Highland Avenue, through the downtown area in the mid-70's by the State was part of a larger scheme that has never been completed and is now less likely than ever to be completed. It is widely felt that the impact of the widening to four lanes (plus turning lanes), from Cedar Lane in the north to Cedar Place in the south, has had major negative effects on the downtown area. While some turning lanes may be justified, it is not clear that the volume of traffic during rush hours justifies the additional width of this road, given that it remains at two lanes north and south of this stretch. The impact has been to reduce parking opportunities in a business area while also creating a substantial barrier, both physical and psychological, between two sides of the Village. Pedestrian movement between the two sides has always been highly affected by this canyon of asphalt, which for most hours of the day is totally underutilized.

In our effort to revitalize the downtown area as a vital center for the entire Village, the Task Force believes that the divisive character of Route 9 needs to be scaled back. This could take the form of converting one or more lanes back to parking. At vital intersections, the sidewalk extensions, similar to those earlier proposed for Main Street in Section 1, might be possible. Some combination of these two measures would greatly facilitate pedestrian movement across this road and, at the same time, provide much needed parking for current and future merchants as well as churches in this area. The New York Metropolitan Transportation Council, appointed by the Federal DOT, is currently undertaking studies for a Transportation Improvement Plan update. The Task Force recommends that the Village request that the above-mentioned modifications to Route 9 be studied as part of the TIP update.

B. Upgrading of Existing Village Parking Lots

Improved parking has been identified as a critical factor in the revitalization of downtown. The findings in the first phase of this study indicated that, while there is almost no excess capacity in the most accessible lots (B5-6-7-8) along Main Street and behind the Crescent, there are up to 100 spaces in other less convenient lots which are never used (Lots D2-3-13-14, and portions of B8 behind the Crescent). A number of short-term measures could be taken to get more efficient use of these existing lots as well as to make them more 'user friendly'. It was also determined

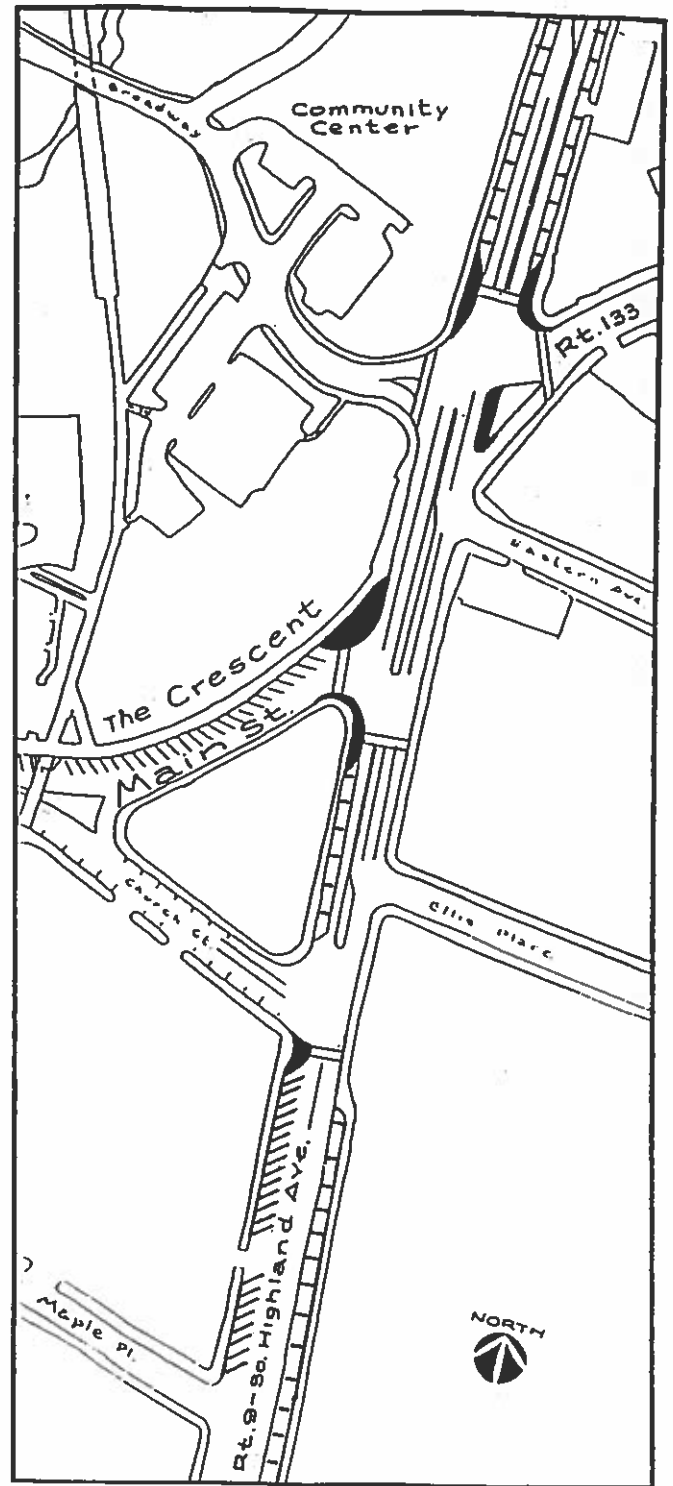
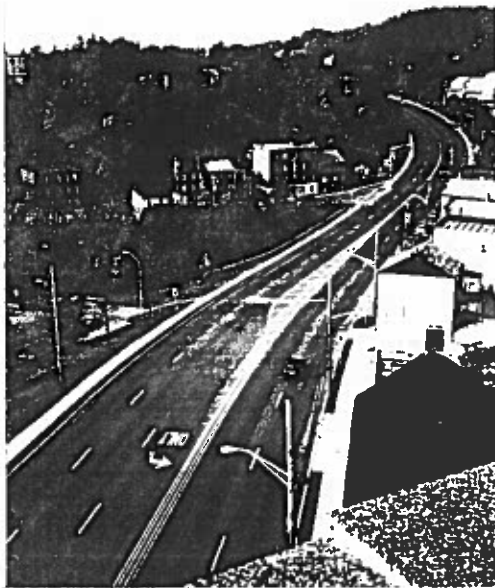


Illustration No. 5: Proposed Route 9 Study Elements

that more short term parking (2-hour) is needed to serve downtown shoppers. Beyond these measures, as activity increases in the downtown area in the medium and long term, more ambitious measures will be needed to create additional parking

1. Parking Delineation

A percentage of downtown parking is lost due to the faded lines delineating parking spaces, leading to the frequent use of more than one space. The Task Force recommends that all parking lines in each of the downtown Village parking lots be repainted.

2. Lighting in Parking Lots

A principal reason why the double Leonard Street parking lot (B8) is not fully utilized, in spite of its proximity to Main Street, is the poor lighting. The Task Force recommends that the level of illumination be substantially increased, either by upgrading the existing fixtures or adding new fixtures. Additionally, it is recommended that the overgrown trees be trimmed back to allow maximum light to reach the lots.

3. Modification of Lots and Parking Allocation

(See Illustration No. 6
and Appendix I and II)

Parking Lot B5 (See Illustration No.4)

As part of the plans for the new Post Office, the adjoining Municipal Parking Lot at the corner of Main and Spring (Lot B5) will be reconfigured to include 18 spaces for that facility, while also being expanded onto the adjoining Village-owned lot, creating a total of 80 spaces. Currently the lot has 46 spaces, 18 of which are 2-hour parking and 28 of which are tag parking. We recommend that the 16 public parking spaces, which will be added, be 2-hour spaces.

Parking Lot B6

With the creation of the new Market Square on a portion to the public parking lot adjoining the Telephone Building (Lot 6) the existing 40 spaces (12 of which are 2-hour and 28 tag) will be reduced to 26 spaces. Because of the high visibility and centrality of this lot, we believe that it should be mostly reserved for short-term visitors to the downtown. As such we recommend that the spaces be mostly 2-hour: specifically, 21 spaces be 2-hour and 5 tag.

Parking Lot B8

The current short and long-term parking spaces should be reallocated so as to concentrate most of the short-term in the eastern lot to better serve downtown visitors.

Parking Lot D3

Another lot with the potential of being valuable for short term users is Lot D3 at the corner of Spring Street and St Paul's Place with 31 spaces. Currently 15 spaces are for 2-hour use and 16 are for tag use. Neither are used very much. We recommend that the allocation be changed to 21 spaces for 2-hour use and 10 spaces for tag use.

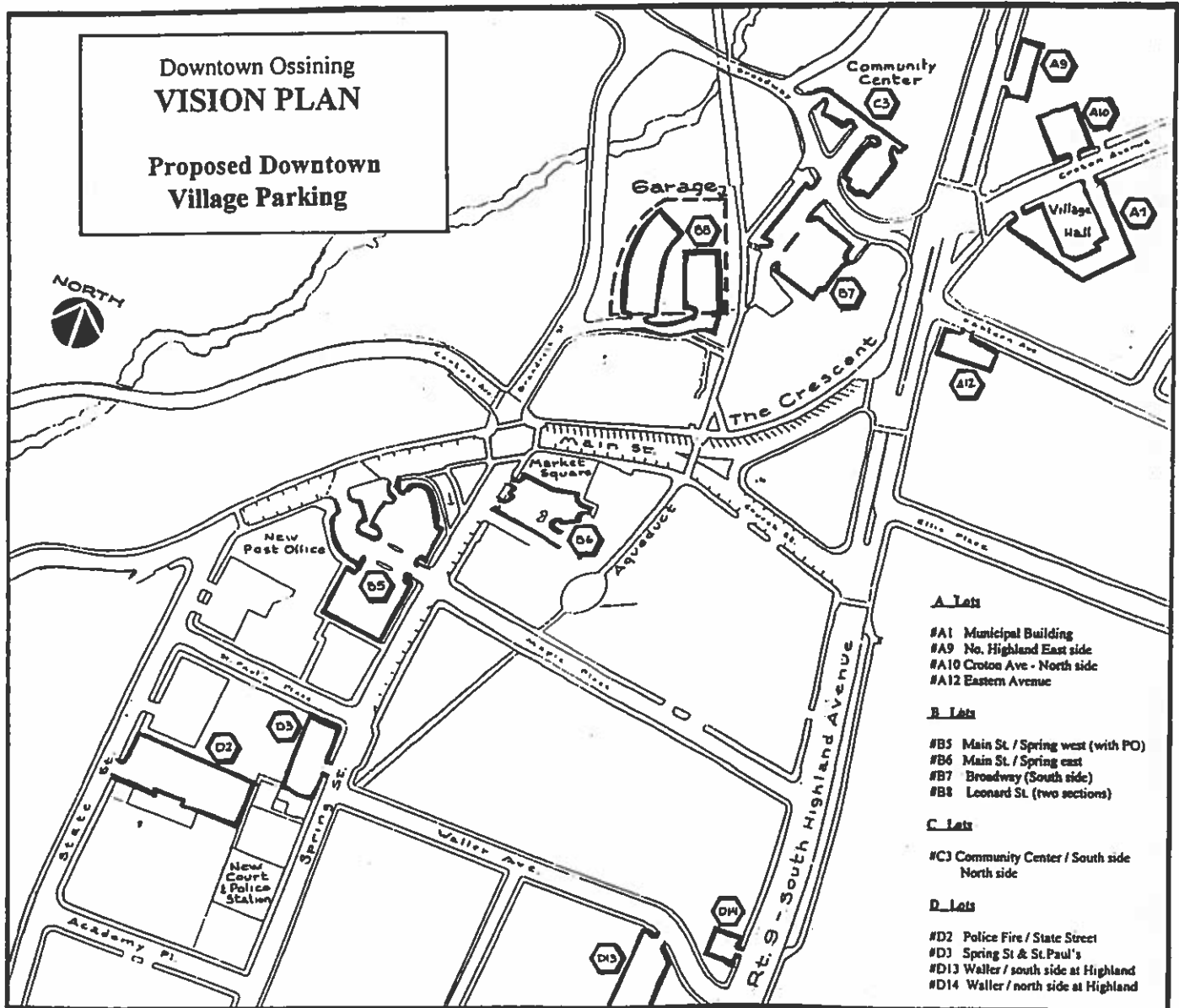


Illustration No.6: Proposed Downtown Parking

4. Changes in Parking Lot Fees and Permits

Variable Fees

In order to use more efficiently the parking spaces that we have, it will be necessary to encourage day-long parking in the lots beyond Main Street, which are presently little used, to provide more short-term parking opportunities for visitors. Their reallocation reduces the number of day-long tag spaces in the most accessible lots on Main Street. To encourage day-long parking beyond Main Street, we recommend that a variable fee structure be introduced, making less accessible and currently unused lots less expensive, while making central lots more expensive than the current annual charge of \$160. The new lowered fee of \$120 would be for Lots B8, D2, D3, D13, and D14. The higher fee of \$200 will be for Lots B5, B6, and B7. Other lots will remain at the current fee.

New Parking Permit

To better serve occasional visitors who need to park for more than two hours, a new Parking Permit is recommended. This would be a book of tags which businesses can buy and use on any day needed. These could be for day-time only or for 24-hour use.

5. Screening of Village Parking Lots

Screening of parking lots from the view of adjacent streets, with shrubs and trees, is a condition which the Planning Board can require in granting *site plan approvals*. The purpose of this is to reduce the harsh visual impact of large areas of asphalt as people move through the Village and to reduce the glare of head lights on adjoining properties at night. The Task Force recommends that every effort be made to comply with this screening requirement, particularly in Village parking lots.

Consistent with the above-mentioned policy, the modified Lot B-6 adjoining the new Market Square, will be provided with screening consisting of both shrubs and trees, as for the expanded Municipal Parking lot B-5 adjoining the new Post Office site (see Illustrations No. 1 and No. 4). The Task Force recommends that the other Village Parking lots adjoining and across the street from the Municipal Building (Lots A1, A10), and perhaps Lots A9 and A12 on Route 9, also be provided with screening to reduce their visual impact. In all cases the combination of rugged low-maintenance shrubs and trees would be appropriate.

6. Signage for Municipal Parking Lots and Tag Parking

Existing signs for the Municipal Parking Lots are not sufficiently visible to be affective for the downtown visitor. It is recommended that all existing signs be replaced with upgraded signs and that additional ones be installed where needed. For the new fee-differentiated parking areas described above, the committee recommends a new system of tag parking signs, including color coding.

C. Proposed Future Parking Expansion

1. On-Street / Route 9

In Paragraph A.1 above, we have indicated that the present configuration of Route 9, as it traverses the downtown area, may very well exceed the actual traffic circulation needs, while also creating a major physical barrier between two sides of the Village. We have recommended that the State Department of Transportation examine the Route 9 corridor with a focus on this issue. If it is determined that indeed Route 9 is wider than is required, then one or more lanes could potentially be converted from circulation to parking use.

2. Future Parking Structure

As part of the analysis of parking needs in the downtown area that was done in the first phase of this study, it was determined that current parking facilities would not be sufficient to accommodate the needs that would arise with any significant expansion of commercial uses in the future. For this purpose, only a multi-level parking structure would satisfy the new need. Unless such structures are managed by on-site personnel however, they can often create security problems. This is an issue that would have to be addressed as part of any plan to create such a structure.

The Task Force identified a potential location for a decked parking structure, if and when the need arises. While an earlier study had proposed the Village-owned site on Spring Street (where the expanded parking lot mentioned in Section 2, B3 will occur), it is the recommendation of the Task Force that a more appropriate location would be at the site of the double Leonard Street Parking Lot B8. A parking structure could occur on either or both lots and be affectively integrated into the site (See Illustration No.6 on Page 13A).

D. Security Improvements

1. Police Patrol

In the earlier phases of this study, it was determined that the issue of security in the downtown target area was more a problem of perception than fact. Actual crime statistics do not support the perception. In the last few years the Police Department has increased the presence of policing in the downtown area primarily with the addition of officers on foot and, last summer, with the addition of a new bike patrol. These measures have been effective in reducing the kind of activities which had led to the perception of insecurity in the area. The Police Department intends to maintain the increased level of policing in the downtown area, and to consider further increases if the need becomes apparent. The proposed relocation of the Police Department on Spring Street will bring an additional police presence to the downtown area as well.

2. Cleanliness and Illumination in Village Parking Lots

One factor frequently associated with the sense of perceived insecurity in the downtown area is the lack of cleanliness and proper illumination in the public parking lots. To address these issues, the committee recommends that the lower branches of the trees in the double Leonard Street Lot B8, particularly those directly under the lighting fixtures, be removed. Additionally, the committee recommends that the lighting in the area be substantially increased. It is also suggested that the Village institute a regular schedule of cleaning of all public parking lots in the downtown area.

SECTION THREE BUILDING FACADES AND SURFACES

A. Designation and Appointment of Historic Review Commission

Several years ago the Village's Zoning Code was modified to include an Historic Review Commission to review and provide approval of applications for changes to local landmark buildings and local historic districts. Subsequently, the downtown area was designated as National Historic Landmark District, although it has never been designated as a 'local' historic landmark district nor officially included under the jurisdiction of the Historic Review Commission. As a result, applications for work in the Downtown National Historic District, are not reviewed by the Historic Review Commission but by the Village Planning Board which is not ideally qualified to deal with landmark issues.

The Streetscape and Facades Committee and the Task Force have both recognized the great importance of the historic nature of the downtown, and that its maintenance and improvement as an historic district is critical to revitalization. To this end, it is recommended that the Historic Review Commission be officially designated to review applications in the Downtown National Historic District.

B. Development of Historic District Design Guidelines

As part of the work of the Streetscape and Facades Committee, it was determined that a set of general guidelines is needed to help both the Historic Review Commission in evaluating applications, and to help applicants develop their proposals. The majority of the buildings in the Downtown Landmark District are from the 19th century and have facades in the Victorian style. To preserve the character of the district, it is therefore important that the essential characteristics

of that style be included in any changes that might be proposed, either for existing buildings or for new buildings. Towards this end, the committee has suggested that an important study done for the Ossining Urban Renewal Agency in the late 1970s, entitled Rehabilitation Feasibility and Historic Preservation Study of the Crescent-Main Street Area, be used as a basic reference in the development of guidelines. This study provided specific recommendations as to how existing downtown buildings could be modified to achieve greater consistency with the Victorian style. An additional reference which also addresses issues of style and restoration, is entitled Architectural Lifelines: Working with Historic Buildings in Ossining, N.Y., done in 1978. It too could be incorporated into the set of guidelines recommended by the committee.

Specific elements that should be addressed in the development of historic guidelines for facades include the following; architectural details, materials, surface textures, colors, windows, roof form and pitch, sign design, awnings, and building alignment. In the rear of buildings, elements that should be addressed include the treatment of back walls, the use of fences, the maintenance of back yards, the potential for creating rear access to stores and to residential units above, and facilities for the location of garbage bins.

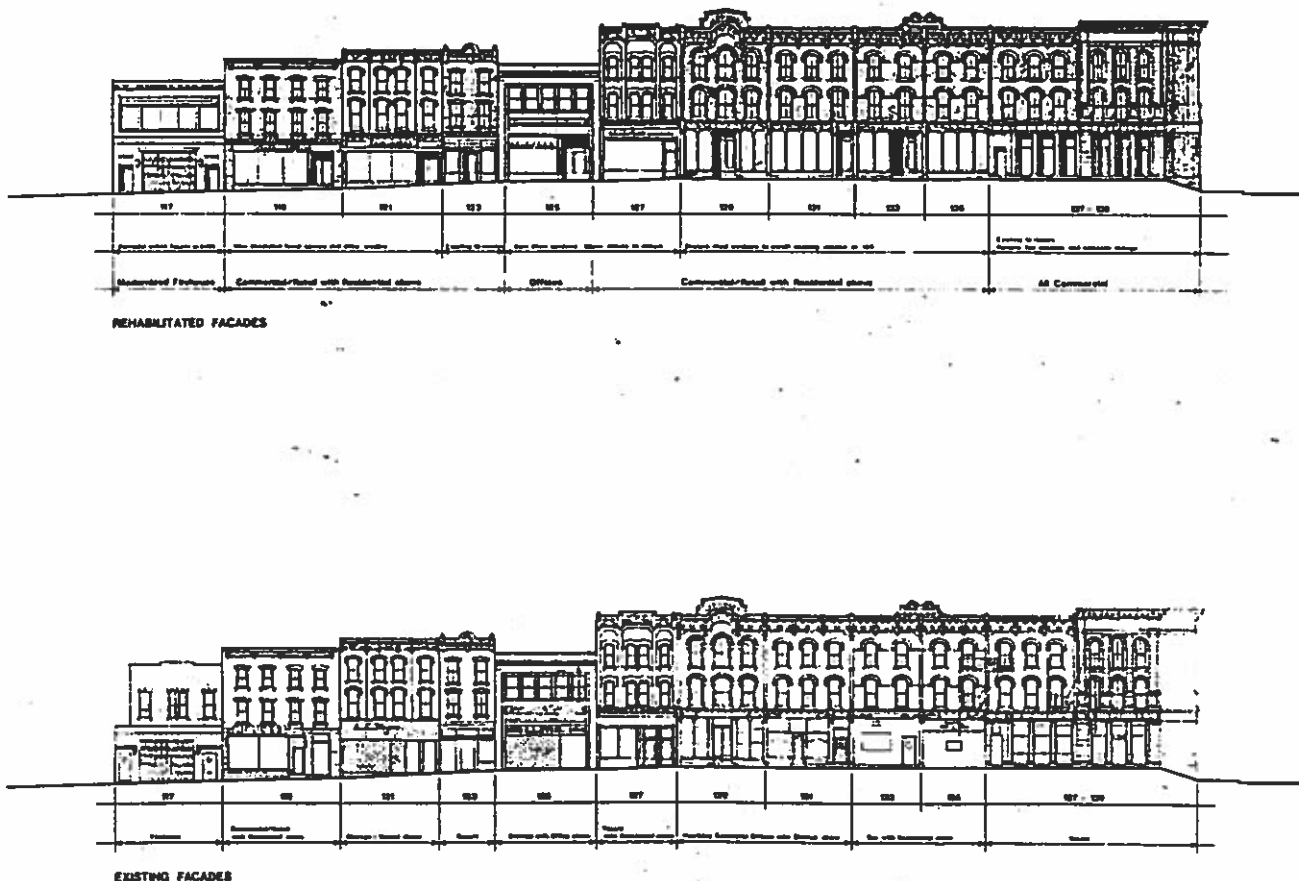


Illustration No. 8 Historic Facade Guidelines

C. Facade Improvement Incentive Program

As a way of accelerating the process of upgrading the facades in the Downtown Historic District in general and on Main Street in particular, it was suggested by the Streetscape and Facades Committee that a tax incentive program could be developed. This would be a program that would provide a reduction in the normal tax increases that typically occur when improvements are made.

Two potential programs are available to the Village that can provide a legal basis for these abatements; one is General Municipal Law 485B and the other is General Municipal Law 96-A or 119-DD.

SECTION FOUR PUBLIC RELATIONS AND BUSINESS DEVELOPMENT

A number of issues identified by the Public Relations and Business Development Committee were closely related to issues addressed by the other committees. Because of the overlap, a number of the recommendations were incorporated into the preceeding sections of this report. Other recommendations that were focussed on Village-wide issues will be referred to a proposed Public Relations Committee discussed below.

A. Information and Communication Elements

1. Village Sign on Route 9

At the northern approach to the Village on Route 9, where a turn-off to Route 9A occurs, there is a highway sign which refers to Briarcliff Manor and Tarrytown. The continuation of Route 9 at that point however, gives no indication of the Village of Ossining just ahead. Nevertheless, in terms of simple route information, for anyone coming to the Village, and its center in particular, the absence of a sign at that point has been a source of confusion for years. The Public Relations and Business Development Committee believes that the introduction of a proper sign in that location is essential.

2. District Name

It was felt by the Public Relations and Business Development Committee that, given the current practice of giving names to commercial centers for public relations purposes, a memorable name should be selected for the downtown area. This could then be used on signs and advertising materials that the downtown merchants might wish to develop in the future. Main Street has traditionally been called 'the Crescent' because of its particular shape and that seems like a potential answer to this question.

3. Historic Landmark Sign

While the downtown area has been declared a National Landmark District since 1989, this important fact seems to be little known and rarely acknowledged. The committee feels that this is an important public relations item that should be much more widely acknowledged and publicized.

One simple way of making the national designation better known would be to install a sign at the start of Main Street along Route 9 where a significant movement of traffic occurs every day. A marker could be incorporated into the sidewalk expansion recommended in Section 2 of this report.

4. Village Motto

For many years, the Chamber of Commerce used the motto "Old in history, young in spirit". The committee feels that the use of a motto is another helpful public relations device and that the Village should adopt one. It could either be this one, or a new one could be developed.

5. Bulletin Boards in Various Village Locations

The need to make Village events and timing more widely known to residents of Ossining and beyond is something the committee feels is very important. In this connection, the introduction of bulletin boards, located both in the downtown area and other strategic places in the Village, seems highly desirable.

6. Kiosk in Market Square

Consistent with the idea of bulletin boards, the committee believes that including a kiosk in the new Market Square would be important. A traditional kiosk with a historic character could include bulletin boards, space for a listing of the events in the square, a map of downtown (including the location of shops), and other community announcements.

7. A Web Site

With the coming of the electronic age, it is felt that the Village will benefit in the creation of a Web site. Such a site could serve both the Village and the Town.

8. Seasonal Events Banners

The use of banners is an effective means of communicating events. They also create visual interest and add color. The committee recommends that a series of such banners be developed to achieve these objectives.

B. Business Development

1. Real Estate Availability Data Base

As part of an effort to facilitate growth in the commercial base of the downtown area, it is felt that a convenient listing or data base of all existing available commercial space would be very helpful.

2. An Ossining Guide

Another valuable item for promoting downtown Ossining would be the development of a guide. Such a publication could include information on retail uses as well as historic attractions. It could serve as a general introduction to the Village for visitors.

3. Communication Between the Municipal Government and Residents

The committee feels that improving communication between the community and the Village is an important ingredient for the revitalization of the downtown area. It is felt that the Village is involved with many things, such as the relocation of the Post Office, but that relevant information is not sufficiently communicated to merchants and others. Regular public information meetings, at which Village officials would provide information about the current activities, would be helpful.

4. Public Relations Committee

To assist further in disseminating information and enhancing public awareness, it is felt that a Public Relations Committee should be created. Its role would be to develop different techniques to promote the downtown area and the Village in general.

5. A Guide to Planning and Zoning Application Procedures

It is often felt that the Village's zoning requirements and procedures for obtaining permits to start retail uses, make modifications, and other changes, are obscure and onerous. To make the requirements and procedures more user-friendly for new businesses and anyone wanting to make changes, it is felt that a guide book would be valuable. This could summarize the requirements of the Zoning Code and explain in simple terms the application procedures.

6. Guidelines for Vacant Site Redevelopment

(See Illustration 9)

The site of the fire which occurred on Main Street three years ago (a in Illustration 9), as well as other vacant sites in the downtown area (b,c,d,e in Illustration 9), are all zoned for commercial development. In Section 3 - B above, it is suggested that guidelines be provided for any development that might occur in the historic district. It is recommended by the Public Relations and Business Development Committee that, in addition to these guidelines, studies be done

for these sites to determine the potential alternative redevelopment approaches that might occur. In each of the potential redevelopment areas, the issue of parking requirements will have to be considered. Most likely the satisfaction of parking needs created by new development will have to be linked with the new parking facility discussed in Section 2, C.

7. Pedestrian Friendly Area

For a major change in the commercial viability of the downtown area, an increase in the presence of pedestrians will be necessary. To this end, all measures to make the downtown more user-friendly should be taken. Many of the recommendations in this report are aimed at this objective. Ultimately, it is the presence of a variety of commercial uses that will attract more people. Trying to attract a greater diversity of shops will therefore continue to be a goal in the revitalization efforts.

8. Economic Development Committee

To assist further in the process of making Ossining a more attractive location for commercial activity, it is recommended that a permanent Economic Development Committee be created. This Committee should be a partnership between the Village, the Chamber of Commerce, and the Alliance for Downtown Ossining. The mission of this body would include the investigation of tax abatements and incentive programs, the development of educational opportunities, and the provision of assistance in small business development.



Illustration No. 9: Potential Downtown Redevelopment Sites

APPENDIX I: EXISTING DOWNTOWN MUNICIPAL PARKING

<u>A Lots</u>	<u>2 Hour</u>	<u>Tag</u>	<u>Total Spaces</u>
#A1 Municipal Building	5	24 P.D.14*	29 (+14)
#A9 No. Highland- East side	4	5	9
#A10 Croton Ave - North side	-	17	17
#A12 Eastern Avenue	-	10	10
	9	56	65 (+14)

B Lots *Police Dept. parking spaces become available with new station

#B5 Main St. / Spring west (pre-PO constr.)	18	28	46*
#B6 Main St. / Spring east	12	28	40
#B7 Broadway / South side	14	33	47
#B8 Leonard St. (two sections)	27	37	64
	71	126	197

C Lots * Same number in existing reconfigured (interim) layout

#C3 Community Center / South side	25	-	
North side		14	39

D Lots

#D2 Police Fire / State Street	12	26	38
#D3 Spring St & St.Paul's	15	16	31
#D13 Waller / South side at Highland	6	15	21
#D14 Waller / North side at Highland	7	-	7
	40	57	97

Total Parking Lot Spaces 398 (+14)

On-Street Parking (Main, Spring and Church Streets)

1 Hour

Main Street from Route 9 to Brandreth St. (North side)	45
Main Street from Brandreth to State St. (North side)	15
Main Street from State St. to Spring St. (South side)	11
Main and Church Streets from Spring St. to Route 9 (North and South side)	18
Spring Street from Main St. to St. Paul's (West side)	13
Spring Street from Main St. to Waller Ave. (East side)	14

Total On-Street Spaces 116

GRAND TOTAL 514(+14)

APPENDIX II: PROPOSED DOWNTOWN MUNICIPAL PARKING

<u>A Lots</u>	<u>2 Hour</u>	<u>Tag</u>		<u>Total Spaces</u>
#A1 Municipal Building	5	24	P.D. 14*	29 (+14)
#A9 No. Highland East side	4	5		9
#A10 Croton Ave - North side	-	17		17
#A12 Eastern Avenue	-	10		10
	9	56		65 (+14)

B Lots * Police Dept. parking spaces become available with new station

#B5 Main St. / Spring west (with PO)	34	28	P.O. 18*	80
#B6 Main St. / Spring east	21	5		26
#B7 Broadway (South side)	14	33		47
#B8 Leonard St. (two sections)	27	37		64
	96	103	18	217

C Lots * Post Office spaces to be included in current project

#C3 Community Center / South side	25	-		
North side		14		39

D Lots

#D2 Police Fire / State Street	12	26		38
#D3 Spring St & St. Paul's	21	10		31
#D13 Waller / south side at Highland	6	15		21
#D14 Waller / north side at Highland	7	-		7
	46	51		97

Total Parking Lot Spaces 418 (+14)

On-Street Parking (Main, Spring and Church Streets) 1 Hour

Main Street from Route 9 to Brandreth St. (North side)	45
Main Street from Brandreth to State St. (North side)	15
Main Street from State St. to Spring St. (South side)	8
Main and Church Streets from Spring to Route 9 (North and South side)	18
Spring Street from Main to St. Paul's (West side)	0
Spring Street from Main to Waller (East side)	14

Total On-Street Spaces 100

GRAND TOTAL 518(+14)

APPENDIX III : SUMMARY OF RECOMMENDATIONS

SECTION ONE

EXPANSION AND UPGRADING OF PEDESTRIAN AREAS

A. Creation of a New Market Square

Principal Features

- Paving and landscaping of 7200s.f. of existing 18,000s.f. parking lot
- Retain parking for 26 cars
- New square designed for daily use and special events
- Farmers' Market to occur in parking area

Additional Elements to be Added to the Square

- Utility building for support and storage
- A decorative and a drinking fountain
- Information kiosk
- Flag poles
- Stage canopy
- Events tent
- Stage lighting and sound system

Events Management

- Designate a Market Square Management Advisory Council (MSMAC)
- Develop Rules and Guidelines for use of the new square
- Creation of new events by the Village, community organizations and private groups

Site Maintenance

- Regular maintenance of the new square will be done by the Village forces and local volunteer groups
- Maintenance at special events will be the responsibility of sponsors

B. Sidewalk Improvements

- Create sidewalks 'bulb-outs' at five Main Street and Spring Street locations to shorten pedestrian crossings
- Create new pedestrian street crossings at Spring and Brandreth Streets surface Treatments
- Replace 50 brick bands with smooth brick colored concrete
- Repair all damaged sidewalk areas
- Rebuild sidewalk around new Market Square as part of project

3. Tree Openings

- Provide grates over ground openings around trees at new Market Square
- Provide granite block surface over openings for all other trees on Main, Spring, Church Streets

4. Street Furniture: Standards

- Match all furnishing with selections made for the new Market Square including: decorative street lamps; steel benches; garbage receptacles

5. Street Lighting

- Add decorative lamps along new Post Office and Village Parking Lot
- Add lamps in new Market Square (4)
- Retain overhead (Cobra) street lamps and use when needed

6. Holiday Street Decorations

- Designate a Decorations Committee to plan recurring annual displays

C. Pedestrian Links with Crescent Parking Lots

- Remove shrubs and fence at Aqueduct link to Lot B8 on Leonard Street
- Rebuild ramp from Aqueduct to Lot B7
- Create new service ramp for service carts from Lot B8 to the Aqueduct to facilitate back delivery for Main Street establishments
- Include a new pedestrian link from Main Street to Lot B8 across fire site as part of future redevelopment of site

D. Maintenance of Sidewalks

- Schedule a weekly cleaning of sidewalks by the Village forces
- Change trash collection schedule from Mondays and Thursdays to Tuesdays and Fridays
- Develop standards for trash receptacles to reduce likelihood of spillage

SECTION TWO

TRAFFIC CIRCULATION, PARKING AND SECURITY

A. Traffic Circulation

- Convert Spring Street to two-way and permit left turns from Main Street during non-rush hours only

- Conversion will require new turning lane from Main Street and removal of 17 parking spaces along lower Main Street and West side of Spring Street from Main to St. Paul's
- Modifications of Route 9 Traffic Lanes
- Request study by State DOT to consider reducing number of lanes, facilitate pedestrian crossing and permit parking

B. Upgrading of Existing Village Parking Lots

- Repaint all parking lines in municipal parking lots
- Increase level of illumination in double B8 Lot on Leonard Street

Modification of Lots, Parking Allocation and Fees

- Changes to Lot B5 due to new Post Office and expansion to adjoining Village lot will increase parking from 46 to 80 (including 18 for P.O. - 15 min.). Of 62 public spaces, make 34 two-hour and 28 tag parking
- Changes to Lot B6 due to Market Square: retain 26 spaces. Make 21 two-hour and 5 tag parking
- Change parking allocation in Lot D3 from 15 two-hour and 16 tags, to 21 two-hour and 10 tag parking
- Create new parking lot fee structure including reduced parking fees in Lots B8, D2, D3, D13, D14 from \$160 annual to \$120 to encourage day users in underutilized lots (over 100 spaces never used); increase fees in Lots B5, B6 to \$200 to discourage day Users
- In Lot B8, concentrate short-term parking in eastern lot near Aqueduct
- Create new day tags for guest day parking
- Provide shrub screening (including trees) of all Village parking lots to soften image as mandated in Village Zoning Law
- Create new signs leading to all Village parking lots
- Develop new color-coded tag parking signs designating price-differentiated lots

C. Proposed Future Parking Expansion

On-Street on Route 9

- As part of DOT study, consider reintroduction of parking along Route 9 through center of the Village

Future Parking Structure

- Develop a long-range plan for a multi-level parking structure over the double Leonard Street lot to meet future parking requirements

D. Security Improvements

- Increase foot and bike patrol in the downtown area
- Improve cleanliness and illumination in Village parking lots

SECTION THREE

BUILDING FACADES AND SURFACES

A. Designation and Appointment of Historic Review Commission for Historic District

- Designate the Historic Review Commission as responsible body for review and approval of applications in the Downtown Historic District (including all sign and awning applications) and appoint members to fill current vacancies

B. Development of Historic District Design Guidelines

- Direct Historic Review Commission to develop with the Village Planning Office general guidelines for facades and all building surfaces including:
 - architectural details
 - materials
 - surface textures
 - colors
 - windows
 - roof form and pitch
 - sign design and awnings
 - building alignment
 - wall in rear and side of buildings
 - rear access to stores and residential units
 - fences and backyard maintenance
 - facilities for rear garbage collection
- Provide illustrated guide book for general public use and for basis of review by HRC
- Enforce existing ordinance requirements for facade maintenance

C. Facade Improvement Incentive Program

- Propose a new tax incentive program for all improvements to existing historic facades and for new construction

SECTION FOUR

PUBLIC RELATIONS AND BUSINESS DEVELOPMENT

A. Information and Communication Elements

- Provide Village signs on Route 9 at north and south ends and at other entry points
- Adopt a district name for the downtown area
- Provide a Historic Landmark District sign at head of Main Street
- Adopt Village motto
- Locate events bulletin boards at various locations in Village
- Include an information kiosk in new Market Square plan
- Create web site for Ossining
- Develop seasonal events banners

B. Business Development

- Create data base of real estate availability in downtown Ossining
- Develop Ossining Guide publication
- Promote coordination between Village government and community through regular public information meetings
- Create public relations committee for marketing and to enhance public awareness
- Develop guideline handbook for zoning and planning regulations and procedures
- Develop guidelines for the redevelopment of the burnt site and other vacant sites
- Make area more pedestrian friendly
- Recommend that a permanent economic development committee be created as a partnership between the Village, the Chamber of Commerce and the Association for Downtown Ossining with a mission to: investigate tax abatement and incentives programs, to develop educational opportunities, to assist in small business development

