

Chapter 10.0

FUTURE LAND USE PLAN and IMPLEMENTATION

10.1 Future Land Use Plan

The Comprehensive Plan guides Bedford in its accomplishment of shared goals for future development. This plan does not in itself change zoning or assure implementation of plan recommendations. A community is developed over the years by hundreds of individual and group decisions. This plan is designed to educate those who plan to develop their property and the various boards that oversee such development. The future land use plan presented in this chapter guides future development. It is both a map and accompanying text describing the town's general land use categories and areas of specific recommendations. The plan recognizes the established settlement pattern, natural features, opportunities for new development, the need for public sewers in specific areas, and the need to avoid sewer construction in the rest of the town. Thus, the future land use plan attempts to reconcile community goals for conservation and development over the next ten or so years, with existing land uses, existing zoning, market pressures for development, environmental constraints on development, and existing and proposed infrastructure.

All plan recommendations are synopsised in this final chapter and the major recommendations are shown on the Future Land Use Map. (See Figure 10.1). The map can be considered a visual representation of an ideal form for Bedford. Figure 10.1 shows Bedford at maturity, with all land committed to either development, road networks, dedicated open space, or public land uses such as parks and schools, and built out according to plan recommendations. The map's purpose is to undergird Bedford's official zoning map, other official town maps, such as wetlands and water-courses and others that may be created, and the maps contained within this plan. These maps – transportation strategies, business district plans, critical environmental areas, greenbelt system, among others – should be referred to in conjunction with the future land use plan map, in order to understand the potential future development or conservation of a particular lot. Site-specific development plans should use GIS technology where possible in order to show clearly the approving board the proposed subdivision or site plan.

This final chapter is a summary based upon the detailed discussion of existing conditions, issues, and recommendations made in the foregoing chapters. The land use planning summary presented here thus is best understood when read alongside, and not as a substitute for, the bulk of the plan.

The following criteria were relied upon in drawing up the future land use plan:

Land Uses. The land use plan is generally consistent with existing development. Dramatic changes in existing land uses are not proposed, as the settlement pattern is generally one that Bedford property owners are satisfied with and wish to see continued. Also, there is no public interest served in making large groups of houses and businesses non-conforming under zoning. Thus, areas that are stable or not undergoing change are preserved.

Zoning and Development Pressures. The plan has sought to avoid sudden changes in zoning, the publicly prescribed pattern of development. Such changes create uncertainty in the real estate market. The plan supports most of Bedford's existing zoning as it allows homes where people wish to live and at varying densities, and businesses where these are best located. With respect to zoning changes, there are a few minor rezonings that the plan recommends to correct inconsistencies with the existing land use or to bring the specific site into closer correspondence with its neighbors, one major recommendation regarding the appropriate zoning of the private golf courses, and the possible addition of a floor-area-ratio control to be instituted on residential development. However, as a rule, Bedford's zoning remains largely unchanged.

Environmental Constraints. There are three major natural resources requiring protection by town government and individuals: the four public water sources (three surface water watersheds and Bedford's own aquifer supplying its potable water), watercourses, lakes, ponds, and wetlands, and hilly areas. Bedford already controls development that might harm any of these resources, as does the NYCDEP vis-à-vis the Croton Watershed. This plan recommends controls to be added to some of the existing ordinances. The major environmental protection recommendation is the construction of public sewers in clearly defined watershed protection areas. Areas lying outside the sewer districts would be subject to the town's policy of avoiding development of a type and density that eventually would require public sewers, to be enforced with improved septic field controls.

Infrastructure. Two factors defining the capacity of the land to accommodate different types and densities of development are 1) access from adequate roads and 2) proximity to existing or potential water and sewer utilities. If these constraints are ignored, roads become congested, the ground's carrying capacity becomes overburdened, and Bedford will find that it has to construct public infrastructure at great cost. This plan requires that any new development at medium to high density must be located in the three existing hamlets and along Route 117 between Bedford Hills and Mt. Kisco, where the road system and existing or proposed infrastructure can accommodate new construction or building reuse at traditional urban densities. This is not to say that



Route 117 mural of rural Bedford.

the infrastructure itself in these four areas does not require improvement. This plan makes road and/or sewer recommendations for each hamlet and for Route 117. The recommendations are guided by a goal of rectifying existing problems, not adding development potential. With these improvements, Bedford will boost the health of the hamlets, aesthetically improve certain areas, relieve traffic congestion, and enable these centers to remain the historic crossroads of the town.

The town has also identified green infrastructure, both in this plan and the earlier 1988 plan. Both plans propose a greenbelt system that would thread throughout the town connecting the individual greenbelts of the Mianus River, David’s Brook, Indian Hill, Caramoor, Katonah, Bedford Hills, and Guard Hill.

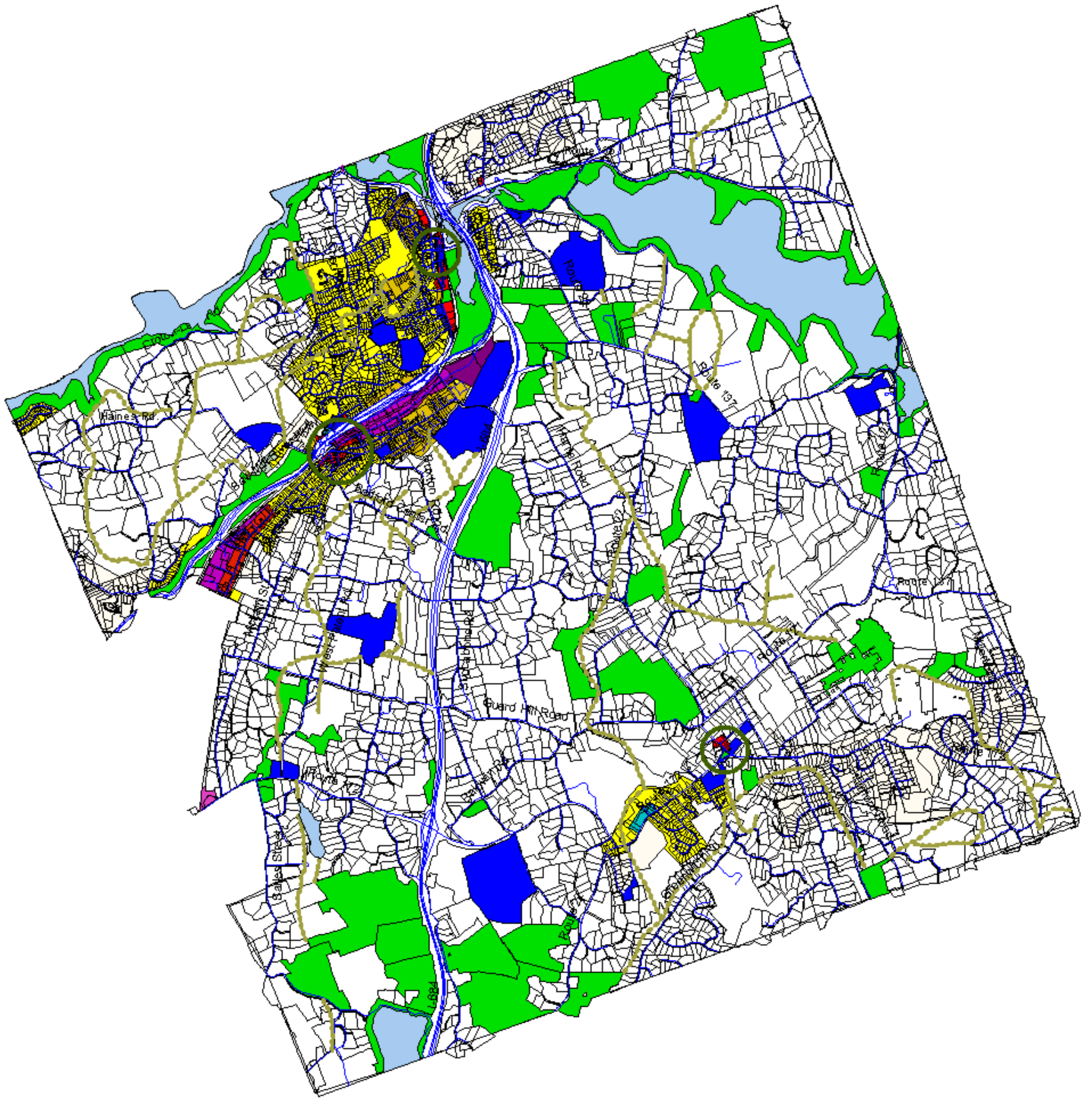
10.2 Future Land Use Plan Elements

The future land use plan is shown in Figure 10.1. There are six basic elements to the Future Land Use Plan. These are the underlying lots and road network, and residential land uses, commercial uses, industrial uses, institutional uses, and parks, recreation, open space, and reservation uses. The generalized land uses are shown using traditional land use colors. The lighter shade of each color indicates less development density; as the shade darkens, development density increases. This map is not a substitute for and does not supercede Bedford’s official zoning map.

Land Use	Color
Residential (four categories)	Yellow
Commercial (two categories)	Red
Industrial	Purple
Parks, Recreation, Open Space, and Reservations	Green
Institutional	Blue

Residential Land Use

The land use plan shows a range of housing densities, Bedford’s primary land use. In general respects the plan is based on existing zoning and settlement. It should be understood that this category does not exclude uses that are typically found embedded in residential areas, such as schools, places of worship, cemeteries, private foundations, and occasional small, stand-alone businesses. These other uses are normally seen as compatible with dwellings in overwhelmingly residential areas, and even as necessary to the proper functioning of such areas. Further, it should be understood that the map does not supercede the zoning ordinance and map: thus, the residential categories below that contain two zoning districts are not in any way making the case that the districts as actually mapped are interchangeable. There are four different residential density categories described below and shown on the map. Bedford will not add a fifth, higher density category, here in the comprehensive plan or within its zoning ordinance and map.



**Town of Bedford Comprehensive Plan
Bedford, NY**



0 2000 4000 Feet

BFJ Buckhurst Fish & Jacquemart, Inc.
Source of Basemap: Impact, LLC

Figure 10.1 Future Land Use Plan

- | | |
|---------------------------------|---------------------------------------------------|
| Rural Density (R-4A, R-2A) | Institutional |
| Low Density (R-1A) | Industrial |
| Medium Density (R-1/2A, R-1/4A) | Parks, Recreation, Open Space
and Reservations |
| Medium High Density (TF, VA) | Greenbelt System |
| Hamlet Commercial | Public Sewer |
| Arterial Commercial | |

Rural Density. This corresponds to the R-4A zoning district, one dwelling unit per four acres, and R-2A zoning district, one dwelling unit per two acres. This category covers areas that do not have sewers and should have no potential for public sewers, unless developed in a large conservation subdivision with a community sewer. Nearly all vacant, residentially land in Bedford lies in these districts. The goal of land use planning in the rural density areas should be the preservation of as much green space as possible to sustain Bedford's traditional rural character, whether through wetland and steep slopes protection and/or dedicated open space.

Low Density. This corresponds to the R-1A zoning district, one dwelling unit per one acre. Most of the land so zoned has been developed, as this land generally was the most buildable, having few environmental constraints. There should not be difficulty in locating a septic field on a one-acre lot in the event that additional development occurs within these districts. However, the town and the county should cooperate in enforcing good septic maintenance standards in the oldest of the one-acre subdivisions or lots. The town's goal regarding the low density areas should be to avoid the need for public sewers and to encourage compatible development on infill lots or in home expansion. Future development should be guided by the need to protect natural resources and the traditional settlement pattern. Infill construction should match the surrounding architecture and scale.

Medium Density. This category corresponds to the one-half acre and one-quarter acre zoning districts. These districts are mapped in and close to Katonah, Bedford Hills, and Bedford Village, with a couple of outlying areas. In Katonah and Bedford Hills, septic fields are failing or endangering the New York City water supply and should be replaced with public sewer systems. In Bedford Village, a separate public sewer system should be constructed to eliminate that hamlet's failing septic fields and the effect on a Connecticut water supply watershed. Virtually all land in these districts is built out. New development in the medium density areas will mostly be scattered on infill lots, making it imperative that the new houses conform to the immediately surrounding scale and architecture.

Medium High Density. This category corresponds to the town's TF Two Family and VA Village Apartment zoning districts. These districts are mapped close to Bedford Hills and Katonah. These districts allow two-family and multi-family structures, thus providing Bedford with the necessary component for diversity in housing density and type, and enabling the town to make progress towards its affordable housing goals. New development in the medium high density areas will mostly be scattered on infill lots, making it imperative that the new houses conform to the immediately surrounding scale and architecture.

Commercial Land Use

Bedford has sufficient land zoned for commercial land use in the existing three hamlets and along Route 117, where commercial uses should be centered; commercial districts should not be expanded. Bedford will strongly discourage commercial creep outside the hamlets' existing commercial zoning boundaries: the town will not allow the rezoning of non-commercially zoned areas to commercially zoned areas. The existing zoning governing the Route 117 strip development is the same as downtown Bedford Hills and Katonah - CB Central Business. The future land use map differentiates between hamlet commercial uses and arterial commercial uses, as the plan makes some recommendations correcting this situation. The only major rezoning recommendation

in the plan is for the creation of a recreation-only district to be mapped on the existing golf courses. Bedford will continue to discourage large uses, such as hotels, big box retailers, and office parks. They are not in keeping with local commercial character and are in sufficient supply in surrounding municipalities.

Hamlet Commercial Uses. This corresponds to the downtown commercial areas of Katonah and Bedford Hills, zoned CB, and Bedford Village, zoned NB. These have a traditional mix of businesses, dwellings, government offices and community institutions such as places of worship and libraries. The Future Land Use Plan (Figure 10.1) recommends encouraging pedestrian circulation, installing public sewers where needed, changes in parking requirements, and construction of municipal parking.

Arterial Commercial Uses. This corresponds to the commercial strip along Route 117, also zoned CB, between Bedford Hills and Mt. Kisco, and a small area on Route 172/22 near Bedford Village. These areas serve a larger customer base than the hamlets, with access off an arterial serving through traffic, and virtually no non-commercial uses along the road. The Future Land Use Plan (Figure 10.1) for these areas are different than for the hamlets: an access management plan, expansion of the road network, and appearance improvement fostered by improved landscaping, signage, and parking lot requirements, and public landscaping along the route's right-of-way.

Industrial Land Use

This corresponds to Bedford's LI Light Industrial district, mapped in areas along 1) Adams Street, Harris Road, and the Katonah By-Pass, and 2) along Plainfield Avenue, Green Lane, and Norm Avenue between the Saw Mill River Parkway and Route 117. Future development in these areas should be closely guided and monitored to avoid environmental impacts to the aquifer.

Institutional Land Uses

The future land use plan shows areas where large parcels of land are developed permanently for institutional use. These are the Bedford and Taconic Correctional Facilities, the cluster of municipal uses near the Town House, Caramoor, and the Katonah Art Museum. Other institutional uses are not shown, as they are typically embedded within residential areas and commercial areas. These are the public, private, and religious schools, places of worship, and cemeteries.

Parks, Recreation, Open Space, and Reservations

The Future Land Use Plan (Figure 10.1) shows the largest of the existing parcels in Bedford dedicated to public park use (including the state park of John Jay Homestead), open space preservation, highway rights-of-way (which in some areas are state reservations), and watershed protection. The watershed reservation lands are owned by New York City, buffer the reservoirs, will not be developed, and cannot be used for recreation. The plan recommends, however, that Bedford work with NYC DEP to create a commuter walking path through one buffer in Katonah. The map also shows the two major recommendations of the plan regarding creating new green space: the rezoning of all private golf courses and country clubs to a recreation-only district and the greenbelt system. This latter is shown in dotted lines, not color.

10.3 Planning Principles

Bedford has used comprehensive planning to achieve community goals since 1960. The statement of planning principles in the 1972 plan has remained Bedford's essential guide. The principles were restated in the 1988 plan, and are continued in this 2001 plan. The basic principles guiding this plan and future actions based on this plan are listed below and in Chapter 1. They have shaped the plan's recommendations, which follow this section.

Open Space and Natural Environment. Permanent preservation of the natural environment shall receive the highest priority in the overall planning of future development in Bedford. Special attention shall be given to establishing the greenbelt system, an interconnected walking trail system, and walking and horseback riding paths. There are four primary methods for creating open space. New subdivision development and the development of lots with environmentally sensitive lands will be expected to yield additional protected or preserved land. Property owners will continue to be encouraged to place development restrictions or conservation easements on their land. Over the next years, Bedford will preserve open space using the funds raised by the 2000 Special Levy. Further, Bedford will continue to emphasize the protection of its natural environment, including surface and ground water, hillsides and ridgelines, and wetlands, through strict regulations and the construction of public sewers.

Residential Development. Bedford shall continue as a predominantly residential community of unique character with significant areas of open space, a range of housing densities based on its established settlement pattern, and a limited amount of lower cost housing types, including accessory apartments, multi-family housing, and affordable housing. Bedford is committed to providing a range of housing that creates housing opportunities and choices for various household types, sizes, and incomes. New housing shall fit the scale of its surroundings, through new floor area ratio controls and/or an architectural review board.

Business Development. The existing business districts in the hamlets of Katonah, Bedford Hills, and Bedford Village shall be walkable, function efficiently and attractively within their existing boundaries, and shall benefit from the creation of public sewer systems. No new centers will be created. However, additional retail development on infill lots on Route 117 and Route 22 is expected within the existing commercial district boundaries, and will be subject to strict appearance and access controls. Major research and executive office uses are not allowed in Bedford. Light industrial, storage, and warehousing uses shall continue to be permitted in the existing relevant districts and subject to stringent aquifer protection regulations.

Community Services and Facilities. Water supply and sewage disposal systems should be created to solve existing pollution problems in the hamlets and meet the needs of the town's existing and future population, based on existing zoning. With regard to community services such as fire protection, the town shall act at the earliest possible opportunity when expansion is required, in order to minimize acquisition costs and ensure the selection of the best available sites.

Transportation. The existing system of through, collector, and local roads shall be made to function as efficiently as possible and without the construction of new through roads. Safety, speed, and congestion improvements shall be made as necessary and with regard for community appearance and character. New local roads shall be coordinated with the through and collector

road system in such a manner as to provide both for the convenient circulation of local traffic and to discourage use by through traffic. Residential lots shall front on and have access to local roads wherever possible to minimize unnecessary driveway entrances on through and collector roads. The town shall cooperate with property owners on dirt, fragile, and scenic roads to protect the historic character of these roads.

Community Appearance and Historic Preservation. Much of Bedford's beauty derives from its history: its hamlets that anchor rural outlying areas, its dirt roads and stone walls, and its acclaimed historic structures and more modest reminders of a farming past. While absorbing continued population and housing growth, Bedford must continue to shape this growth so that its attractiveness remains deep-rooted and community-wide, rather than reduced to remnants. Thus, in addition to maintaining the basic land use pattern of walkable hamlets surrounded by low density development, the town will strengthen or create local laws on historic and special character districts, landmarks, demolition, and stone walls.

10.4 Summary of Plan Recommendations

The following is a summary of all recommendations made in this plan. Following this, Section 10.5 discusses those recommendations that should be first priority actions for the town.

Residential Land Use Controls

- Consider adopting a residential floor area ratio to limit aggregate floor area of all primary and accessory structures to a percentage of lot area and/or instituting an Architectural Review Board. If the town adopts residential floor-area-ratio controls, tennis courts should then be calculated as part of the site's total impervious surface.
- Apply the adopted floor area ratio to existing buildings on any parcel being subdivided.
- Limit building height in the R-4A district to 35 feet or two and one-half stories, with no one elevation exceeding 40 feet.
- Adopt a recreation-only district to be mapped on all private golf course, country clubs, and significant private recreation uses.

Commercial and Industrial Land Use Controls

- Adopt more detailed requirements in Article XI (Signs), and Section 125-106 (Internal Landscaping) and Section 125-109 (Lighting) in Article X.
- Effect a 15- to 25-foot landscape buffer along both sides of Route 117 frontage, with street trees.
- Discourage front yard parking for Route 117 businesses; parking should be to the side or rear.
- Implement the Route 117 access management plan, as detailed in the Transportation Chapter.

Design Review and Control; Other Controls

- Amend the zoning ordinance so that the Planning Board or newly-created Architectural Review Board is clearly charged with exercising architectural design control over any proposal subject to site plan review (i.e., industrial, commercial, and multi-family uses).
- Amend the zoning ordinance to provide the reviewing board with clear design review criteria on overall site design, landscaping, building orientation and form, signage, lighting, and public spaces.
- Through the site plan review process, avoid any additional light pollution and reduce existing light pollution.
- Revise town law so that no application or plan can be considered if the property has an uncured violation.

Protection of the Natural Environment

- Amend the zoning and subdivision ordinances so that land to be subdivided will have steep slopes (slopes over 20%) discounted in the calculation of allowable density.
- Planning Board and Wetlands Control Commission to continue their practice of using development process negotiations to provide Bedford with permanently set-aside open space.
- Applications or plans should be reviewed for any potential adverse impact on endangered or threatened species on the property.

Ridgelines

- Adopt the Conservation Board's study of ridgelines and biocorridors; enact study recommendations. Amend Section 102-4F of Chapter 102, Steep Slopes so that ridgelines and hilltops are also protected.

Wetlands:

- Study the biodiversity of the town's significant wetlands, stream habitats, and Mianus River, and create an inventory of lakes and ponds.
- Consider expanding the normal buffer from 100 feet to 150 feet for identified significant wetlands and streams, the Mianus River, and any watercourse, waterbody or wetlands draining into drinking water sources.
- Require new homes and subdivisions that are subject to the wetlands ordinance to preserve the property's wetlands as habitat for plants and wildlife indigenous to marshy ground, vernal and seasonal pools, and intermittent watercourses.
- Require a permit for mowing, application of herbicides, pesticides and other chemical applications in wetlands.
- Ensure prompt and effective enforcement of violations of the wetlands law.

- Revise the wetlands law to prohibit the placement of new septic systems in wetlands and discourage placement in wetlands buffers.
- Require periodic pumping of existing septic systems in wetlands and wetland buffers.

CEAs:

- Amend local Critical Environmental Area (CEA) regulations to make any activity in a CEA a Type 1 action under the State Environmental Quality Review Act (SEQRA).
- Protect each CEA with a 100-foot setback.
- Designate the Mianus River and its floodplain as a new CEA.
- Verify that the road signs announcing the presence of a CEA and entry into a watershed are in the right place.
- Revise the CEA law to prohibit new septic systems in a CEA and to require periodic pumping of existing septic systems.
- Prepare a new CEA map.

Wildlife and Habitat:

- Study the necessity of a new set of controls over land use development in significant wildlife habitat systems. Consider vesting the Planning Board with the authority during subdivision or site plan review to protect areas in the development parcel from activities that would eliminate or adversely affect habitats or corridors.

Aquifer:

- Prohibit new septic systems in any aquifer zone and require periodic pumping of septic systems in an aquifer zone.

Open Space

Prior to the completion and adoption of this plan, Bedford enacted the major recommendation in the open space chapter. Local Law 2-2000 established a special levy to raise money and create a debt service reserve fund for acquiring real property and interests or rights in real property, and improving and maintaining that property for the preservation of open spaces and areas. The standing recommendations are:

Legislative Protection Strategies:

- Adopt a Scenic (Fragile) Road Ordinance to regulate traffic on unpaved roads, regulate development along these roads based on their capacity, and regulate changes in character of private land along unpaved roads.
- Consider adopting a preferential assessment for remaining agricultural lands.
- Review all existing relevant local legislation on a periodic basis to determine if amendments or major revisions are necessary to keep pace with current practice and technology.

Land Preservation Strategies:

- Use the following strategies on a case-by-case basis: direct acquisition, purchase of development rights, rights of first refusal, leaseback-saleback, and conservation easements.
- Modify the existing Greenbelt Plan and adopt it as town policy.

Residential Development

- Continue allowing housing at the following general densities: rural density at two to four acres per dwelling, low density at one acre per dwelling, medium density at two to four units per acre, and medium high density allowing two-family and multi-family units .
- Continue the established town ratio of 75% single family housing to 25% two-family and multi-family housing.

Affordable (below-market-rate) Housing:

- Fulfill the remainder of the County's Housing Allocation Plan voluntary quota for Bedford of 130 affordable housing units.
- Require a fixed percentage of houses in a subdivision to sell at moderate prices.
- Allow builders to build affordable housing on alternate identified sites.
- Allow builders to contribute to a town fund established to create moderate-priced single-family homes.

Single Family Housing:

- Continue the established single-family development pattern of medium density dwellings in and near the hamlets with a gradual transition to low and rural densities as distance from the hamlets increases.
- Require proposed housing subdivisions, regardless of the number of lots, to adhere to design and site layout standards.
- Encourage landowners contemplating a sale of their subdividable lots to discuss development potential with the town prior to placing the property on the market.
- Disallow pre-development work such as tree clearing, contouring, road grading, and alterations to natural drainage systems.

Two-Family Housing:

- Continue permitting two-family dwellings by the Zoning Board of Appeals in those areas where a mixed single-family and two-family residential character has been established.

Multi-Family Housing:

- Consider permitting multi-family dwellings in the light industrial zoning district.
- Rezone from multi-family housing to other zoning classifications those areas in town that are built out with other than multi-family dwellings.
- Pursue creating additional multi-family housing through the 1) use of the Blue Mountain Housing Corporation, 2) use of conservation subdivision provisions, 3) rezonings to VA Village Apartment, MF Multi-Family, and DH Diversified Housing.
- Focus site selection for multi-family use to the medium density areas within Bedford Hills, Bedford Village, and Katonah; in certain cases, affordable housing can be allowed outside the hamlets.

Apartments, Accessory Units, and Accessory Cottages:

- Retain apartments on upper floors of multi-story buildings within the hamlets rather than allowing offices on upper floors.
- Allow accessory apartments to be created in all permitted districts outside the hamlets in structures younger than five years old. Maintain the five-year aging period within the hamlets.
- Encourage owners of accessory apartments to meet affordability guidelines, when owners control more than one accessory apartment or structure (where permitted).

Business Development

Maintain the three hamlets as local centers and do not create new centers.

Bedford Village:

- Encourage pedestrian circulation and create more walkways and/or bicycle paths.
- Update the NB Neighborhood Business District zoning.
- Enhance the appearance of the business district.
- Construct a public sewer system.

Route 172/22 Business District, south of Bedford Village:

- Encourage development on under-utilized parcels within existing commercial boundaries.
- Adjust the existing zoning boundary.
- Require off-street access between lots with no additional curb cuts onto Route 22.
- Designate Route 22 north of Bedford Village as a scenic route.

- Reduce traffic speeds by reducing lane width, widening the shoulder for a bicycle lane, installing Share the Road signs, and creating eventually a separate bicycle lane.
- Build a modern roundabout at the intersection of Route 22 and Route 172 near the Shell gas station.

Bedford Hills:

- Construct a public sewer system.
- Allow only residential uses on upper floors in the downtown buildings.
- Encourage pedestrian circulation.

Parking:

- Use ticket compounding to eliminate illegal all-day parking in the lot directly south of the station. Study creating a bi-level parking deck as an extension of Lot #7. Amend the CB district parking requirements to give the Planning Board more flexibility or to require the applicant to pay into a parking fund.

Circulation:

- Study the need for a stoplight or modern roundabout at the Station Plaza intersections. Study techniques for improving conditions on Babbit Road, Springhurst Road/Main Street, Green Lane and Woodland Road, and South Church Street. Study techniques for diverting trucks away from the hamlet.

Railroad Avenue:

- Improve the appearance of Railroad Avenue. Inventory the businesses to determine their potential or real environmental impacts, especially on the aquifer.

Katonah:

- Encourage pedestrian circulation.
- Construct a public sewer system in cooperation with NYC DEP.
- Provide a commuter walking path from Lot #3 to the station through DEP lands.
- Improve the efficiency of Lot #1 by correcting the turning movements in and out of the lot, new striping, and new parking layout.
- Continue working on a feeder bus system with other municipalities.
- Rezone two areas, one to residential use and the other to CB use, in the Bedford Road business area.
- Improve the Bedford Road business area as a gateway with landscaping and speed humps.

Route 117 Business Area (Bedford Road), south of Bedford Hills:

- Transform Route 117 into a landscaped boulevard with separate left-turn lanes and a 15- to 25-foot buffer along both sides of the frontage, planted with street trees.
- Enact an access management plan by 1) expanding the road network, 2) requiring vehicular and pedestrian access between adjacent commercial properties, and 3) controlling and reducing turning movements along the commercial arterial.
- Discourage front yard parking for Route 117 businesses; parking should be to the side or rear.

Community Services and Facilities

Highway Department:

- Plant buffer landscaping at the Adams Street facility.

Parks:

- Continue to seek ways to meet future recreation needs, including the acquisition of land in the I-684 corridor for a major new town park.
- Consider creating a Skate Park.

All Memorial Parks:

- Improve summer day camp facilities.

Bedford Village Memorial Park: Renovate and expand the preschool play area, replace the platform tennis courts, and renovate the bathhouse

Indian Hill Park: Acquire all of Pitch Swamp or effect conservation easements.

Fire Protection:

- Identify a new site in Bedford Village and Bedford Hills for the local fire company.
- Assist and cooperate with the Bedford Village fire company if they relocate their firehouse and/or purchase land for equipment parking.
- Encourage affordable housing to enable volunteer firemen to reside in Bedford.

Water Supply: Identify additional sources of groundwater for new wells for the Katonah and Bedford Hills District.

Sewage Disposal:

- Avoid the construction of sewers in all areas corresponding to the rural and low densities on the Future Land Use map.

- Cooperate with the county in an effort to improve septic field regulations, requiring inspection and maintenance of private, institutional, and commercial septic systems.

Croton Watershed:

- Cooperate with NYC DEP to eliminate septic problems where these problems harm the Croton Watershed.

Mianus River Watershed:

- Strictly enforce controls and strengthen controls over wetlands, storm drainage, erosion and sedimentation, and allowed land uses.
- Establish conservation easements and/or restrictive covenants to provide permanent protection to the river's banks, buffers, and floodplain.
- Enact a local law requiring periodic septic tank pumping in this area.
- Engage engineers to update the 1988 Hahn plan for a public sewer serving Bedford Village. Design such a remedial system to serve only the needs of existing development and incrementally additional development under current zoning.

Byram Lake Watershed:

- Create an intermunicipal agreement among Bedford, Mt. Kisco, and North Castle to provide maximum protection for this wetland.

Transportation

- Encourage pedestrian circulation in the hamlets.
- Enact an access management plan for Route 117 and Route 22.
- Improve safety and reduce speeds at specified high-crash intersections and along specified corridors.
- Reduce congestion at specified intersections.
- Calm traffic on local and collector roads.
- Enact a Scenic (Fragile) Road Ordinance.
- Maintain dirt roads rather than paving them.
- Improve and increase bicycle use for transportation and recreation.
- Construct more walkways and/or bicycle paths to connect the hamlets.

Community Appearance and Historic Preservation

- Enlarge the powers and duties of the historic districts commissions to take on more public education and technical assistance to property owners and the town.

- Require that demolition permits of notable structures be subject to a public hearing.
- Amend Chapter 71, Historic Districts to set forth minimum maintenance standards to prevent demolition by neglect.
- Create special character districts to protect areas of Bedford that lie outside a historic district but retain a special overall character worth preserving.
- Consider designating individual structures as local landmarks.
- Amend the zoning and subdivision ordinances to include old stone walls as items to be shown on plans and to be protected.
- Amend the historic districts ordinance to include old stone walls as a protected historic feature, and listing best practice guidelines for road and utility crews, preferred construction techniques, and requirements for keeping stone walls in good repair.
- Create educational materials on stone walls.
- Institute Wall Days and reinstitute position of Wall Watcher.
- Consider appointing a Wall Advisory Board or expanding the duties of the Conservation Board to cover stone walls.

10.5 Plan Implementation and First Priorities

A necessary first step in putting the Comprehensive Plan to work for Bedford is its adoption as official town policy by the Town Board. Certain recommendations are first priority and should be accomplished within the next year to eighteen months. Other mid-term and long-term recommendations require advance planning. Once adopted, there are several strategies that Bedford should use to implement the recommendations. The plan will largely be implemented through changes to land use controls, necessary capital improvements, cooperation with other government agencies or departments, continuing planning, and private development. After adopting the plan, the Town Board should consider asking the Planning Board, Zoning Board of Appeals, Wetlands Commission, Conservation Board, and Tree Advisory Board to review appropriate sections of the Comprehensive Plan and encourage these boards and commissions to make policy recommendations to the Town Board, including ordinance amendment or additions. The town should update its comprehensive plan every ten years.

Land Use Controls

Development controls give a comprehensive plan its teeth. The adopted plan is a firm foundation supporting specific provisions of the regulations. It is not desirable or possible to regulate completely all aspects of land development. However, the creation and strengthening of land use controls – such as zoning, site plan and subdivision review, and environmental protection ordinances – are necessary. A balance must be made between maintaining flexibility and initiative for the property owner and sustaining the public interest in land development that furthers public goals.

This plan recommends improvements to Bedford's existing land use controls. The first priority actions are:

- Consider adopting a residential floor area ratio to limit aggregate floor area of all primary and accessory structures to a percentage of lot area and/or instituting an Architectural Review Board.
- Adopt a recreation-only district to be mapped on all private golf course, country clubs, and significant private recreation uses.
- Adopt more detailed requirements in Article XI (Signs), and Section 125-106 (Internal Landscaping) and Section 125-109 (Lighting) in Article X.
- Amend the zoning ordinance so that the Planning Board or newly-created Architectural Review Board is clearly charged with exercising architectural design control over any proposal subject to site plan review (i.e., industrial, commercial, and multi-family uses).
- Require applications to show actual location of building footprint.

Cooperation with Other Government Agencies or Departments

The most critical first action that Bedford must take – and indeed has embarked upon – is the creation of public sewers in defined areas of the Croton Watershed. This effort should be extended to the Mianus Watershed. These utilities will correct existing environmental problems and real or potential damage to public drinking water supplies. Further, the utilities will allow the hamlets to reach their full potential, with more residences above the stores and more restaurants and other high-water usage businesses. One of the fundamental objectives in designing a public sewer system is the avoidance of inducing development beyond that foreseen in zoning.

A second priority action – for safety reasons – is the commuter walking path from Lot #2 in Katonah to the train station through NYC DEP lands.

Capital Programming

The ways in which and the places where Bedford spends public revenue in the public interest, and the standards to which these improvements are built, have a large effect on the town's character and future development. Typical public improvements are water and sewer utilities, road construction, parks and recreation facilities, open space acquisition, and below-market rate (affordable) housing. Bedford should evaluate capital improvement plans in light of this plan's recommendations. The capital budget program is a systematic scheduling over a (typically) five year period and projection of various necessary public works and land acquisitions. The process of preparing a capital program, the resulting document, and, of course, the improvements themselves are important tools in implementing the comprehensive plan.

Each year, the capital and budget program is revised if priorities or conditions have changed and funds are dedicated for the next fiscal year, with the capital program extended into that year. In this way, the multi-year time period is a rolling period, with new projects coming on line as others earlier in the cycle reach completion. Such a program is indispensable for a sustained capital improvement effort. It allows for a continuous update on municipal needs without allowing the

revision process to stall the improvement planning and scheduling. In this way, Bedford knows its capital commitments for five years into the future and can plan the financing in an orderly way. It also stabilizes the rate structure by spreading improvement costs systematically over a period of years.

Most of the plan's recommendations do not require significant public spending. In the case of traffic calming, Bedford should apply for NYS DOT grants. The following should receive the first priority:

- Preserve land for open space using the Special Levy.
- Fulfill the remainder of the County's Housing Allocation Plan voluntary quota for Bedford of 130 affordable housing units; this may require the town to purchase available land or otherwise contribute to the cost of land acquisition and construction.
- Improve safety, reduce speed, and reduce congestion at specified intersections and along specified corridors through lane restriping, redesign of triangular intersections, speed humps, new turning lanes, widened approaches, new four-way stops, and new pinch points, as appropriate for the specific circumstance.

Continuing Planning

Many of the plan's recommendations are preliminary: they require that Bedford study a problem and its solutions in depth before a final recommendation can be pursued. In some cases, the studies have begun, such as the Conservation Board's current work on Bedford's hillsides and the identification of new public wells to serve the Bedford Hills and Katonah water district. This plan cannot anticipate all new needs for continuing planning; Bedford can expect that new problems or opportunities will arise before the next comprehensive plan is written. The Town Board, the Planning Board, the town's other boards and advisory groups, and its informed and active citizens will ensure that planning for Bedford continues.

Based on this plan's recommendations, the first priority new study topics should be:

- Create a bi-level parking deck as an extension of Lot #7 to create more off-street parking in Bedford Hills.
- Study the traffic and pedestrian circulation problems in the Station Plaza area of Bedford Hills to arrive at a coordinated set of actions.
- Enforce local laws, and review the procedures and staffing available and necessary for adequate enforcement.

Private Development

Bedford's comprehensive plans have correctly assumed that most development and conservation of land is carried out through the myriad private actions of individual property owners. The 1972 plan noted explicitly: "The great bulk of development in Bedford has been and will continue to be carried out by private individuals and organizations. Therefore, it is private action that is the most important element in developing the community, guided and regulated by the Town as described above. Neither the Town Plan, zoning or subdivision regulations, nor the Town agencies which administer these regulations, can force any private individual or agency to develop a particular piece of property for a particular use. However, the Plan provides an orderly framework for private development and related municipal service facilities and, therefore, can be helpful to private enterprise in determining the right type of development and the proper place for it. Where there is a good Town Plan, and it is followed on a continuing basis, private enterprise has a more reliable foundation upon which to plan and build. This not only encourages good development, but also helps to accomplish some of the specific recommendations of the Town Development Plan. " This statement remains true for Bedford and is a basic principle of the 1988 plan and this, the 2002 plan.



Croton Lake Road Farm.