

At full build-out, the site will contain approximately 877,640 square feet of floor area designated for commercial and community facility/public uses and approximately 1,338 dwelling units. The project components are described below and shown on the attached conceptual master plan. Of that amount, approximately 275,000 square feet of retail and personal service uses can be accommodated in the new “Main Street” and adjacent commercial areas. The balance includes space in existing buildings that would be adaptively re-used.

Table I
Proposed Housing by Type
Knolls of Dover

<u>Location</u>	<u>Unit Type</u>	<u>Market/Restrictions</u>	<u>Number of Units</u>
West Side	- Villas	Age Restricted	212
	- Attached Single Family Townhomes	Age Targeted	54
	- Single Family	No Targeting or Restrictions	<u>9</u>
	Subtotal		275
East Side- Mixed Use Village	- Condominium Apts.	Age Restricted	494
	- Townhomes	Age Targeted	126
	- Second Floor Apartments (above retail)	Age Targeted	35
	- Residential Reuse	Workforce Affordable Housing	<u>32</u>
	Subtotal		687
East Side- Hillside	- Condominium Apts.	50% Age Restricted	183
		50% Age Targeted	183
	- Single Family Homes	No Targeting or Restrictions	<u>10</u>
Subtotal		376	
Summary			
Age Restricted	889		
Age Targeted	398		
Other	<u>51</u>		
Total	1,338 units		

Of the 1,338 units, 830 (62%) are within a 10 minute walk of the Metro North Station.

Village Center and Train Station

The heart of the project is the Village Center, which is proximate to the railroad station. This component will include a diverse mix of uses and integrate several existing adaptable and attractive buildings with new commercial development in an effort to create a walkable downtown. The newly created traditional “Main Street” will be anchored on the west side of Route 22 by the distinctive power plant and storehouse buildings and is aligned to permit the establishment of an interconnected street pattern that will form a cohesive, compact and walkable hamlet neighborhood. The power plant and storehouse, due to their location adjacent to the railroad station, visibility from Route 22 and unique appearance, are critical components of the Village Center. Active commercial uses planned for initial reuse of the storehouse are intended to capture Route 22 travelers and commuters and provide a landmark

that identifies the entrance to the Village Center and the entire Knolls of Dover development.

Retail and restaurant uses are proposed to have the heaviest presence in the Village Center, however, space has also been allotted for community facilities (e.g., church, library, community center) and professional and government offices. The plan envisions reuse of the ‘I’ buildings and the administration building for office space, and the provision of new second-floor office spaces above the retail storefronts along the new “Main Street.” The “H” shaped building north of Wheeler Road is planned for adaptive reuse with a mixture of retail and residential space. Loft apartments have been included above the retail storefronts, as well. The eastern end of the Wheeler Road “Main Street” will be anchored by community uses. Space has been allocated on three of the four corners of this prominent intersection for a future town hall, a post office and/or library, as well as the potential expansion of the existing church facility. This combination of residential, retail and civic uses is intended to promote daytime and evening activity in the Village Center.

A 112,500 square foot building housing a potential supermarket and associated retail stores that could both attract visitors and serve the new residents, is envisioned towards the southern portion of the new downtown. In total, the Village Center and Train Station (including the hotel/conference center) will have over 600,000 square feet of commercial space.

The area directly north of the retail center is proposed as a 620-unit apartment and townhouse neighborhood with a street network that connects to the new Wheeler “Main Street.” Nearly all of these units will be within a 10 minute walk of the train station.

The Village Center area also includes several open space and recreation components, including the existing running track, a village green situated between the former administration building (which may be reused for government and/or tourist offices) and Smith Hall, the existing community center, which would be open to the public. The shops, cafes and restaurants in this area and along Wheeler Road will also provide an amenity for area residents who want to shop or dine along its attractive tree-lined sidewalks.

While many shopping trips may be pedestrian or bike trips generated by project residents, substantial amounts of parking will be required to serve the new downtown’s commercial space. The plan provides for parking behind the buildings in order to preserve an attractive visual environment along Route 22 and Wheeler Road, and foster a hospitable pedestrian environment within the Village Center. In addition, on-street parking will be permitted in the Village Center, consistent with traditional neighborhood design principles.

The Village Center is designed as a unified community based upon a traditional street grid network. Buildings will generally front directly onto the sidewalks and will be designed with careful attention to architectural detail to provide street-level pedestrian interest. Sidewalks and extensive street tree plantings will be provided throughout to further reinforce the pedestrian-nature of the Village Center. The buildings in the “Main Street” core will be of varying scales, as in a traditional village neighborhood, with civic structures and vertical elements used to identify prominent locations. The “Main Street” core blocks will be

uninterrupted by driveways or significant gaps in the streetwall in order to encourage an active, vibrant street life, and to screen the parking areas, which have been located in the interior of the blocks.

Hillside Village

The Hillside Village is located on the lower slopes of the hill just to the east of the Village Center (i.e., generally below elevation 600'), and contains a variety of apartment and townhouse, unit configurations. This area is currently proposed to consist of all age-restricted empty nester and senior household units. However, depending on market conditions at the time of development, the proportion may be adjusted to include up to a maximum of 50% age-targeted units. These hillside units have been designed to afford views across the valley from both uphill and downhill units. In addition to these units, an upscale single-family home estate community of 10 lots is proposed to the west of the reservoir.

Hillside Hotel

Sullivan Tower and the neighboring patient building have been targeted for potential adaptive reuse or redevelopment as a future hotel/resort and spa complex possibly with a conference center. The current vision is of an, upscale boutique hotel that could attract weekenders and pass-through travelers. The proximity to the Appalachian Trail would be an amenity for hotel visitors. The shops, restaurants and cafes planned for the Main Street area would be other attractive features for hotel guests.

Several of the HVPC staff homes along Hutchinson Avenue and Carmel Lane are proposed for rehabilitation and conversion into affordable workforce housing targeted to school district, civil service, emergency service, etc. employees.

Golf Community

The west side of the project is a golf course community of 275 homes nestled within and around an upgraded 9-hole golf course, a portion of which is located on the Dykeman property. This component also includes a variety of unit types: 9 single family estate homes, 54 smaller attached single family homes, 120 single family attached townhouse units, and 92 villa units. The townhouse and villas are proposed to be age-restricted and age-targeted, and are expected to draw an empty-nester demographic. The course clubhouse will be an expansion of the existing HVPC Director's residence and will also function as a community center for the entire project. It will include a number of recreational and social amenities, such as a history room, meeting rooms and a future pool and tennis courts, that will be available to all residents of the project, including those in the eastern units.

The homes have been arranged based on the analysis of the most buildable areas. To foster transit accessibility and usage, the layout clusters 96 units within the limited amount of suitable area that lies within the 10 minute walk radius of the train station. Wheeler Road is proposed for reconstruction and partial realignment as a landscaped boulevard and will be flanked by a pedestrian/bikeway that connects each neighborhood with the Village Center. Additional pedestrian linkages are provided throughout the golf course community, as well as in the areas east of Route 22.

Open Space, Recreation Facilities and Amenities

The Knolls of Dover would offer a wide array of recreation facilities within the ±65% of the site designated as open space. Some of these facilities would be open to the public-at-large; others would be restricted to site residents, members and guests.

The recreation facilities open to the general public would include the running track, the two Village Center pocket parks, Smith Hall and the Swamp River boat launch, bait shop and canoe rental facility. Fishing would be available in the River and possibly in the reservoir with safety restrictions imposed on potential reservoir use. The Golf Course would be open to membership use for residents, non-residents and guests. Similarly, the clubhouse would be open to residents and golf course members. Occasionally, this facility could be made available to others for special events. The only private recreation facilities would be the two swimming pools and small recreation buildings in the residential areas on either side of Route 22, and the walking trails on the west side of Route 22 that connect the condominium villas with the public sidewalk system that leads to the train station and the Village Center.

The stores, boutiques, restaurants and the public and the quasi public buildings in the Village Center would also be areas where residents of the entire Dover community would come to shop, dine and visit the community, walking along tree-lined streets or stopping in small parklets in the new downtown setting.

IV. Consistency with Town Planning and Zoning

The proposed redevelopment concept is in keeping with stated goals of the Town of Dover Master Plan of 1993 and with the regulations of the Mixed-Use Institutional Conversion Overlay District (MC) of the Town of Dover Zoning Code, which was subsequently adopted to implement the goals and policies of the Master Plan with regard to this property. The proposed plan is also consistent with the applicable principles outlined in the Dutchess County Hamlet Design Guidelines, Rural Development Guidelines and Building Form Guidelines as required by the MC Overlay District. With approximately 830 units within walking distance of the railroad station, the new Main Street-style hamlet center and surrounding neighborhoods can be considered to be a transit village.

The following section illustrates the manner in which the proposed plan is consistent with each of these planning documents.

The Town of Dover Master Plan of 1993

The eight broad policy areas that are addressed in the Town Master Plan and the ways in which the Dover Knolls plan forwards and complies with its planning principles and policies are identified below.

1. Community Values

Goal: To enhance the character of Dover, improve the sense of community among its residents, and encourage interaction between different age and interest groups in the decision making process.

Under this section, the Master Plan calls for the building of major gateways to historic hamlets, such as Wingdale, that will create a distinct visual impression. The proposed plan creates a major gateway at the intersection of Route 22 and Wheeler Road by completing the east side of the intersection with commercial buildings of distinctive entryway architecture across from the existing historic power plant and storehouse buildings, which will be adaptively reused for commercial and/or educational and cultural purposes. Placement of the new buildings on the east side will be close to Route 22 to provide a more cohesive Village Center marker for the community core, particularly since the existing west side buildings are set back due to their separation from the Route 22 road frontage by the Metro-North Railroad tracks. Pedestrian scale design features will be introduced on the western intersection corners to shorten the visual distance between the existing and new proposed buildings and traffic calming mechanisms or road modifications will be explored with the NYS Department of Transportation during the SEQRA process to improve safety and ease pedestrian crossings.

In addition, although the overlay zoning stresses the importance of senior housing, the proposed plan also includes age-targeted and non-restricted housing types that will allow for a diversity of residents. The plan also includes an active “Main Street,” with shopping and restaurants, and a variety of recreational facilities that will be open to the public, including Smith Hall and the running track. These components will encourage visitation and usage of the site by various age and interest groups and help to create a sense of community.

2. Historic Preservation

Goal: To identify, protect and restore Dover’s historic buildings, sites and roadside cultural features, and ensure that new development respects historic traditions.

The proposed plan incorporates a significant number of existing Psychiatric Center buildings and intends to adaptively reuse these for commercial, educational, cultural, office, mixed use and hotel/conference center uses. Of the 83 existing buildings on the campus, comprising 2.15 million square feet, the proposed plan will incorporate approximately 20 buildings (excluding sewage and water supply facilities and accessory structures)-- nearly 1/4 of the total. Those buildings slated for demolition include a variety of building types, with locations and configurations that do not conform with the site planning and design objectives for the new community.

The former storehouse, for example, located on the west side of Wheeler Road close to the Wingdale train station and Route 22, will be converted into commercial uses and unified into the Village Center. The former director’s residence, now beautifully restored and renamed the Manor House, will be converted into a golf clubhouse and community center.

On the east side of Route 22, existing residences along Carmel Lane will be

rehabilitated as workforce housing. The administration building will become an office building, and “U” shaped building along Wheeler Road will be adaptively reused for mixed residential and commercial use. Two of the I-Buildings along Route 22 will be rehabilitated and reused for office purposes.

In addition to building preservation and reuse, a portion of the historic lawn along Route 22 will be maintained as a central community open space and will be framed by new buildings and the former Administration building. Redevelopment of the southeast corner of the Route 22/Wheeler Road intersection with new buildings will help tighten and focus this pre-existing open space. This public open space area is intended to serve not just the new community, but the Dover community at-large, and maintain the green buffer along Route 22. The property owner is also dedicating a room in the renovated Director’s Residence for the exhibition of materials and research regarding the history of the local area and the project site.

3. **Natural Resources**

Goal : To protect and provide proper stewardship for the natural resource base on which the quality of life in Dover depends.

The plan is sensitive to existing areas of important natural resources, including the Great Swamp corridor, with its existing wetlands, as well as other significant wildlife habitat and breeding areas and botanical communities distributed throughout the site. These features provide the natural setting that will enhance the value of the community. In order to protect these features and habitats, the project maintains the buffer areas recommended by the Town’s consultant for environmentally sensitive habitat for turtles and salamanders. The forest and associated wetland habitat in the eastern portion of the site, which provide the greatest conservation value for birds, will be preserved to the maximum extent possible.

At the same time, the plan encourages residents to enjoy the natural beauty of the site. Dover Knolls improves access to the Swamp River for fishing, canoeing and birdwatching; preserves and enhances the nine-hole golf course; provides walking and bicycling trails, including the existing track; and provides better links to the Appalachian Trail.

4. **Population and Economic Base**

Goal : To encourage economic opportunities that provide a stronger employment base, meet the needs of its residents and are consistent with the rural character of the Town.

The Master Plan specifically calls for the diversification of the economic base by encouraging a variety of new businesses concentrated in the hamlet centers. The proposed development will create a new Village Center that significantly expands economic opportunities, provides construction and permanent jobs, expands the tax base and provides goods, services and cultural opportunities to serve existing and

new residents, as well as attract tourists to the Town of Dover.

The three-step first phase of development, as delineated in Attachment A, will provide a foundation for subsequent economic growth, while demonstrating the Applicant's long term commitment to the site. The first phase will provide housing and economic benefits and will lay the groundwork for the overall development and the significant infrastructure investments of approximately \$30 million related to this undertaking. Revenue generated from the sale of first phase residences will provide a revenue stream for completion of other aspects of Dover Knolls.

Residents of first phase homes will supplement the existing population base in Wingdale and the surrounding area to create a solid market for the retail and commercial aspects of the development. Construction of all of the retail and commercial center in the first stage of the project, without an adequate population base or tenants, would not be prudent or feasible.

5. Housing

Goal: To provide a broad range of housing options for all present and future town residents, including young people, families with children, the elderly, higher-income residents, and households who earn less than the median income.

The Master Plan calls for higher density housing in the Wingdale hamlet in order to provide housing for a greater number of people and to reduce dependency on automobiles. In addition, the Master Plan calls for the traditional mixed land use pattern of apartments above commercial stores in community centers. Finally, the Master Plan calls for cluster housing that preserves open spaces.

The Knolls of Dover meets these goals by providing a range of housing that varies by style, size and affordability and also preserves open spaces. The proposed plan significantly expands the housing opportunities available in the Town, both by unit type and market. presently. In addition to the golf course community, intended to attract empty-nesters and retired people, Dover Knolls will include apartments and lofts above the commercial areas in the Village Center, single family homes, and workforce housing in existing buildings along Carmel Drive. Much of the housing will be located within, or in close proximity to the Village Center, offering the charm of small-town living, with pedestrian-friendly shopping, services and recreation just steps from home.

Although a variety of housing options is provided, the plan specifically limits the number of single-family homes and non-age targeted or restricted units to 51, in order to limit impacts on the local school district.

Thoughtful planning and design will provide housing that meets a wide range of preferences and lifestyles. While housing in the Village Center will offer small-

town, walkable neighborhood clusters that promote community relationships and personal interactions, the upscale residences situated on the current Dykeman property, all of them age-restricted, will provide a desirable choice for those who prefer to live on or near a golf course. Even here, sidewalks and trails will provide pedestrian access to the Village Center.

6. Community Facilities

Goal: To provide municipal facilities and services that will meet the residents' common needs and improve opportunities for community activities

There may be opportunities to locate needed new or expanded municipal facilities, such as a future town hall, post office, library or county offices in some of the commercial space to be renovated or developed as part of the proposed plan (e.g., the Administration Building, new buildings at terminus of Wheeler Avenue). The plan also retains Smith Hall, a former recreational building containing a gym and stage. Additional recreational opportunities for the larger Dover community are also provided. The existing nine-hole golf course will be retained and improved with the addition of a new club house and the realignment of several holes. The long-term involvement of the Harlem Valley Golf Association in course maintenance is recognized and public play will continue to be permitted. The public will also be able to enjoy the continued use of the running track as another recreative benefit to the community, as well as the Appalachian Trail, which will have enhanced access though the site as a result of the proposed development.

7. Transportation

Goal: To provide safe and efficient transportation system, while preserving scenic and historic roadside features.

The Master Plan calls for an improvement in the aesthetics in the train station area and an increase in commuter parking areas that does not conflict with short-term parking. In addition, the Master Plan calls for a traffic calming and intersection improvement program that will result in a reduction in speeds along Route 22 and other roadways, such as Wheeler Road.

The new Village Center at the Knolls of Dover will improve the visual appearance of the area near the train station, and will incorporate the renovated and reused power plant and storehouse. In addition, the parking areas adjacent to the train station will be improved. A possible historic train station building is envisioned for corner of Wheeler Road and Route 22.

The policies identified in the transportation section of the Master Plan all pre-dated the creation of the MC zoning overlay for the Harlem Valley Psychiatric Center, which was intended to create a third village node. The policies, therefore, have to be understood in this context. As the proposed project moves forward, discussions will

continue with Metro-North Railroad regarding improvements to the station and parking areas of the Wingdale station to accommodate a significant number of anticipated new rail users. Route 22 is the critical north/south link through Dover, as well as a link between the New York metropolitan area and destinations in Connecticut, Massachusetts and Vermont. It also accommodates substantial truck traffic. Its overall improvement is vital to the success of the project and the region.

Traffic issues will be addressed by concentrating development, emphasizing the transit-village aspects of the site's location, providing a walkable core, and minimizing the introduction of new access points onto Route 22. While the Plan emphasized reduction of speed in the two then existing hamlets along Route 22, this same principle could be applied and requested for this new hamlet center, particularly along the approach to the intersection of Wheeler Road and Route 22. Parking lots to be created to serve the commercial uses are proposed to the rear and sides of buildings so they do not create a negative visual image along roadway corridors. Traffic calming measures will be incorporated into road design for both residential and commercial areas.

8. Land Use

Goal: To create a pattern of land use that reinforces the Dover Plains and Wingdale hamlet centers, preserves the Town's natural resources and enhances the overall rural character, while promoting appropriate areas for the development of economic opportunities.

The Master Plan calls for more intensive development of the hamlet areas and the preservation of the rural areas. The proposed plan for Dover Knolls will result in a defined downtown center for the hamlet, with the Village Center serving as a hub of activity, providing goods and services within the comfortable familiarity of a traditional Main Street. The land use concepts of the Master Plan are incorporated into Knolls of Dover, especially with regard to the mixed-use nature of the proposal that provides a central commercial core for a surrounding mix of residential densities.

Nearly 65% of the site will remain as open space. This includes the upgraded golf course, wetlands, and other environmentally sensitive lands such as the steep slopes on the east site of Route 22. In addition, a number of pocket parks and landscaped areas will be located along Route 22, as well as within both the residential and commercial components of the community.

The MC Overlay district was the end product stemming from the planning concepts for the redevelopment of the Wingdale hamlet after the decommissioning of uses at the Harlem Valley Psychiatric Center. The land use concepts of the plan are incorporated into the Knolls of Dover plan especially with regard to the mixed use nature of the proposal that provides a central commercial core for a surrounding mix of residential densities.

The planing principles expressed for the Wingdale hamlet are all addressed by the proposed plan, which will result in a defined downtown center for the new Wingdale hamlet. While the Master Plan may not have specifically envisioned a prime Main Street perpendicular to, rather than along Route 22, this Main Street is anchored by an intersection which centers the downtown and provides new commercial elements on the east side of Route 22. It preserves and ties in the old rehabilitated elements on the west side of Route 22 and several rehabilitated structures on the east side, including the administration building and the I building along Route 22.

The Town of Dover Zoning Law

The Town of Dover Zoning Law reflects the land use policy of the Town and is an implementation tool for achieving the goals and policies of the Town of Dover Master Plan. The main section of the law that is relevant to the proposed redevelopment is Section 145-16. Mixed-Use Institutional Conversion Overlay District (MC). With the exception of an 83-acre Dykeman area in the northwest corner, the project site currently lies within this overlay district. The redevelopment calls for the inclusion of the 83-acre area in the overlay so that it can be fully integrated into the development plans for the golf course community located on the west side of Route 22.

Section 145-16: Mixed-Use Institutional Conversion Overlay District (MC) states the purposes and regulations of the special district created to implement the goals and policies of the Master Plan with regard to the former Harlem Valley Psychiatric Center (HVPC) site.

The following are purposes set out in this section that are met by Knolls of Dover:

- *Facilitate creation of a mixed-use community that fulfills the goals of Town of Dover Master Plan and purposes of the Town Zoning Law for the former Harlem Valley Psychiatric Center and utilizes serviceable buildings and water and sewer infrastructure. Since the former HVPC site is the most appropriate area of town for intensive mixed-use development, the MC Overlay provisions are intended to streamline permitting and allow greater use flexibility.*

Consistency - the proposed plan utilizes the available water service and sewage treatment plant to service the new mixed use development. This development is concentrated on the site to provide a new hamlet center to serve both the immediate and larger Wingdale/Dover communities.

- *Apply the Dutchess County Hamlet Design Guidelines, Rural Development Guidelines, and Building Form Guidelines*

Consistency - See below under Design Guidelines

- *Residential development limited to no more than 30 % of gross floor area of all development in the district to consist of residential units of three or more bedrooms. Additionally, no more than 50% of the gross floor area of all development may*

consist of residential development except that age-restricted senior citizen housing shall be excluded from this calculation.

Consistency - The mix of housing units and relationship of residential units to commercial units meets the requirements of the district as follows:

Table II

Development Type	Floor Area	As Percentage of Total GFA	
		Permitted Maximum	Provided
Total Development	2,925,582	--	--
Residential, with 3+ bedrooms	470,700	30%	16%
Residential, excluding age-restricted*	819,598	50%	48%

* The concept plan shows the Hillside Village as fully age-restricted, however, in order to be conservative and provide for flexibility, this calculation has been performed assuming only half of the Hillside Village units as age-restricted.

As indicated earlier in the zoning discussion, total development in the MC overlay district may be 50% more than would be permitted in the underlying districts, except land zoned SR is eligible for a density bonus of 100%. Based on these ratios and the site's underlying districts, the maximum amount of development permitted by zoning would be approximately 1,535 dwelling units and 1.23 million sf of commercial space. The proposed redevelopment will include approximately 1,338 dwelling units and 877,640 sf of non-residential space, which is within the zoning requirements.

The table below presents an estimate of the maximum permitted development on the site. This assessment assumes residential development in all zones except the CO, and commercial development in the CO. Other scenarios based on a different mix of uses could also be employed to provide an overall unit count.

Table III

Zone	Gross Acres	Deductions	Net Acreage	Base Allowable Unit Count	Unit Count w/MC Bonus
SR	203	78	125	113	226
HM	31	1.5	29.5	212	318
HR	82	13	69	497	746
RU	277	143	134	121	182
Extension - SR	83	13	70	63	63
CO	207	102.5	104.5	751,680 sf	1,127,520 sf

Assumptions:

- Density calculation applying net acreage method of §145-19A of the Town Code for SR and RU districts. Residential densities for HM and HR using net acreage method, and applying allowable densities with common sewer and water.
- CO density calculated based on dimensional limitations for a "maxed-out" building site with 200,000 sf footprint, 16 acres of parking and 60% open space. This would require approximately 50 acres of site per 400,000 sf of development.
- Extension parcel not currently within MC overlay. No credit for MC bonus taken.

A preliminary table of proposed dimensional standards for proposed uses is presented below. This table will be refined as the Master Plan and individual site plans are reviewed.

Table IV

Maximum Overall Density	1.75 d.u./acre
Minimum Open Space	50%
Minimum Lot Size for Fee-simple Villas and Townhomes	2,000 sf
Minimum Road Frontage for Fee Simple Villas and Townhomes	20 ft.
Minimum Front Yard Setback	*
Minimum Side Yard Setback	*
Minimum Rear Yard Setback	*
Minimum Perimeter Buffer around Entire Site	75 feet
Maximum Impermeable Surface Coverage	50%
Maximum Building Height**	45 ft.
Maximum Building Footprint for Non-Residential Structures	120,000 sf

* Appropriate minimum setbacks to be determined at the time of subdivision and site plan approval and shall be shown in chart form on the approved plans.

** Excluding existing buildings

Dutchess County Hamlet Design Guidelines, Rural Development Guidelines, and Building Form Guidelines

As indicated above, Section 145-16, D. applicability of design guidelines of the MC Overlay District states that the three above referenced guideline books should be used by the Planning Board and the Architectural and Community Appearance Board of Review in reviewing site plan applications in the MC Overlay District. The following are the main principles relative to both residential and commercial design incorporated in these Design Guideline booklets published by the Dutchess County Department of Planning.

- *Preferred location for new growth is in hamlets and should extend the existing close-knit pattern of small lots, mixed-uses and walkable neighborhoods. Small lots, town houses and small apartment buildings and mixes-use buildings help to maintain density, vitality and affordability.*
- *Public buildings, monuments and parks should be located at important intersections at the end of streets; prominent sites should be reserved for civic buildings. Street vistas should terminate at public destination points*
- *Streets should be interconnected in clear, direct and understandable patterns; new streets should connect to existing streets wherever possible. Cul-de-sac development is discouraged. Streets should contain sidewalks of minimum five foot width. Streets should be lined with trees*
- *New streets should be narrow, encouraging slow traffic, walking and use of streets as public space*

- *Consistent setbacks from streets are encouraged. Major rooflines should be parallel or perpendicular to the street*
- *Minimize the effect of garages on the streetscape*
- *Permit on-street parking and allow it to count for parking requirement. Prohibit parking lots on corners and on road frontages. Encourage shared parking.*
- *Encourage buildings of at least two stories in height with second story uses. Corner buildings should be designed as more dramatic structures to emphasize their prominent location and gateway buildings should mark transition areas.*

Both the residential neighborhoods and the hamlet center have been designed to conform with these principles. The hamlet center is designed as a traditional Main Street with mixed-use buildings and a walkable scale. In addition, the prominent location at the Wheeler Road terminus has been reserved for civic uses. Parking lots have been removed from the street frontage with the exception of Metro-North parking which is pre-existing and fronts onto Route 22. On-street parking has also been provided along the hamlet center streets.

Residential uses are clustered with mixed building types and are designed to fit with the preexisting themes and materials of the former psychiatric center.

The golf course community to the west of Route 22 is a lower density residential community designed with more suburban characteristics than that to the east of Route 22. Even so, there are accessible interior areas of open space, mixed housing types and sidewalks and trails to promote and accommodate pedestrian activity. Also on the west side, Wheeler Road bisects the north/south portions of the plan and will include landscaped boulevard portions and a traffic calming circle. Access to the clubhouse off of Wheeler Road will also include a portion that is a landscaped boulevard.

The power plant and storehouse buildings are being maintained as prominent gateway buildings at the western corners of the main hamlet intersection. The Metro-North train station will be a defined pedestrian as well as vehicular access point.

The eastern portion of the development has at its core a mix of pre-existing and new buildings for commercial uses, a new Main Street, and a surrounding high density neighborhood with an interconnected grid-style street network that provides multiple access points to the Main Street core.

The entire central portion of the community would function as a transit village with approximately 830 units located within walking distance ($\frac{1}{2}$ mile radius) of the railroad station at the Village Center.

Attachment A -Knolls of Dover Phasing Plan

This Phasing Plan is provided to support the Town's review of this application for rezoning. The Phasing Plan is not required by Zoning Law as part of this application, and should be considered a support document, not part of the application itself.

Phase 1

Most important to Phase 1 is the substantial infrastructure investment that would be made by Dover Knolls on both sides of Route 22, ensuring the long-term commitment to the project. The investment of approximately \$30 million would include, among other things, a stormwater management system; a sanitary plant and sewers; water supply facilities; electric, gas, and telephone/cable service; landscaping; and re-building the bridge over the Swamp River.

Prior to completion of the SEQRA process, Dover Knolls will begin an intensive marketing campaign related to job creation and economic development in an effort to secure commercial and retail tenants in the Village Center and the adaptive re-use areas of the development. Construction of model homes will also be part of this initial marketing outreach effort.

The first phase of development will include (3) three sub-phases, and will encompass residential, commercial and community facility uses on both sides of Route 22. The golf course villas and townhomes on the west side of Route 22 will be built concurrently with the following non-residential and reuse developments:

- Phase 1A - Rehabilitation and reuse of the administration building
 - Rehabilitation and reuse of storehouse
 - Construction of a boat launch and related facilities along Swamp River
- Phase 1B - Restoration of Carmel Lane apartments and homes as workforce housing
 - Restoration of the existing running track
- Phase 1C - Construction of ±25,700 s.f. of new retail use east of Route 22
 - Rehabilitation and reuse of an existing four story building along Wheeler Road, east at Route 22, for mixed use

The golf course, villas and townhomes will be developed in each of the above sub-phases: Phase 1A - 90 units; Phase 1B - 142 units; Phase 1C - 43 units.

Phase 2

The second phase of development will include the mixed use and commercial buildings in the Village Center; the supermarket along with ancillary commercial space (112,500 sf); approximately 245 units of Village Center housing; and restoration and reuse of the "I" buildings.

Phase 3

The third phase of construction will include the single family homes on the east side of Route 22; the northerly Village Center housing, the golf course clubhouse and the rehabilitation of four existing golf holes.

Phase 4

The final development phase will include hillside housing, the hotel/conference center and the power plant. Reuse of the power plant could occur in an earlier phase if a viable user is identified.

F:\D\D-244 Benjamin- Harlem Valley\master plan submission docs\2005 submission\master plan report 9-27-05.wpd