

I. Introduction

The following Master Development Plan (the “Plan”) has been prepared for the proposed development of the Knolls of Dover. The applicant for the Knolls of Dover project (the “Project”) is Dover Knolls Development Company II, LLC (the “Applicant”). The Master Plan has been prepared in accordance with the proposed requirements of the Mixed-Use Overlay (MC) District regulations.

Section 145-16 of the zoning text amendments (see Appendix B of this document) requires the preparation of a Master Development Plan, subject to review and approval by the Town Board with input from the Planning Board. Upon approval of the Master Development Plan, the Applicant would be required to secure site plan approval for the various phases of the development from the Town Board with input and recommendation from the Planning Board.

II. Project Location and Setting

A. Location

The Project Site consists of approximately 937 acres, which includes the former Harlem Valley Psychiatric Center (HVPC) property and a neighboring parcel. The Project Site is bisected by NYS Route 22 (“Route 22”) in Wingdale, at the southern end of the Town of Dover, approximately 2.5 miles west from the Connecticut border. Exhibits 1 and 2 present the Site’s location in the regional and local context.

The Project Site consists of four tax parcels designated as 7059-00-555750 (shown on tax maps as 344.79 acres), 7059-00-814768 (5.78 acres), and 7159-00-162702 (502.97 acres), and 7059-00-502949 (83.41 acres).

B. Adjoining Streets and Access

The primary road access to the Project Site is via Route 22, a major north-south corridor and truck route, which provides a connection to Interstate 684 and more intensely developed areas to the south of the Town of Dover. In addition to Route 22, the Project Site perimeter has frontage onto, and access from, other primary and secondary roads, including NYS Route 55 (as it splits from Route 22), Pleasant Ridge Road (County Route 21), Hoags Corners Road and Old Pawling Road. The site is also served by an existing internal network of private roads. Wheeler Road, which is owned by the Applicant, runs perpendicular to Route 22, providing the principal east/west access across the Project Site and the only existing transportation link between the two halves of the property. It traverses the entire western half of the site, intersects with Route 22 adjacent to the existing Metro North train station, and terminates on the eastern side of the site at Hutchinson Avenue. Hutchinson Avenue, also owned by the Applicant, runs parallel to Route 22, creating a spine through the east side of the property, and linking Route 55 in the north to local streets and Route 22 in the south.

The Project Site is traversed by the Metro-North Harlem railroad, a commuter rail service. The Harlem Valley/Wingdale station is located in the heart of the proposed

development at the intersection of NYS Route 22 and Wheeler Road. Travel time from the Harlem Valley/Wingdale station to White Plains is just over one hour. Peak travel time to Grand Central Station in Midtown Manhattan is 1¾ hours. Current weekday rail service consists of 13 southbound trains, including four during the morning peak commute period, and 14 northbound trains, with five during the afternoon peak commute period.

III. Project Description and Site Design

A. Overall Configuration and Uses

The Project is conceived as a community of compact neighborhoods on both sides of the Route 22. Following its historic pattern, the eastern side of the Project Site is proposed for more varied and more intensive uses. A Town Center would be established in proximity to the Metro-North station along Wheeler Road, and form the heart of the community. The Main Street Town Center would extend along Wheeler Road across Route 22. The layout includes buildings with residential and office space above ground floor retail. The former Psychiatric Center power plant and storehouse buildings near the train station would be adaptively re-used, and anchor the west end of the Town Center. The Great Swamp and associated New York State DEC-regulated wetlands, which pass through the center of the site, would remain undisturbed. The one exception is an irreversibly degraded area proximate to the existing buildings on the east side of the Swamp River, which would be utilized to provide parking to support the train station and associated commercial development. A comprehensive wetland mitigation program has been developed for the Project Site, including 8.1 acres of wetland creation and 3.6 acres of wetland buffer enhancement. See Exhibit 3, Conceptual Site Plan, Exhibit 4, Existing Development in Relation to Proposed Project and Exhibit 5, Environmental Features in Relation to the Proposed Project.

Residential neighborhoods incorporating a wide variety of housing types would surround the Town Center core on the east side, consistent with traditional community development patterns and the principles of new urbanism. Less intense residential neighborhoods would be located toward the north, and east of the Town Center, with two located at the foot of the hill towards the north, two located near the southern property boundary, and another small neighborhood nestled behind the hilltop near the reservoir.

The western portion of the Project consists of several distinct neighborhoods, as well as an existing 9-hole golf course. The golf course would be modified as part of the proposed development. Consistent with traditional neighborhood design principles, each neighborhood would incorporate diverse housing types, with available housing opportunities on the west side including single-family homes, duplexes, townhomes and flats. Each neighborhood would contain a hamlet green or other open space to help define its identity. Two neighborhoods along Wheeler Road would also include community buildings. The neighborhoods would include a mix of age-restricted, age-targeted and non-age-restricted units. The former Directors' Residence, which has already been restored, and a new clubhouse for the upgraded 9-hole golf course, would be centrally located on the west side of the site. They would offer social and recreational amenities.

As noted above, neighborhoods on both sides of the Project Site would include some age-restricted units within the overall product mix. Age-restricted housing is permitted by the US Department of Housing and Urban Development under an exemption to the Fair Housing Act of 1988. Age-restrictions can be applied in different ways, and can be structured to be enforced by the homeowner’s association or individual unit owners. Many age-restricted communities operate successfully under these rules. The proposed age restriction for the identified units at the Knolls of Dover is 55+.

In addition to the age-restricted housing, the Project proposes age-targeted housing. These are units specifically designed and marketed for families without children, including empty nesters, young professionals and single persons. They would enjoy the ambiance and outdoor/active amenities of the proposed development, including the Main Street shopping district with proximity to Metro-North. Although these “age-targeted” units would not have restrictions, their designs and amenities would likely limit occupancy. Features such as the number of bedrooms and locations (e.g., apartments above stores) facilitate age targeting.

At full build-out, the site would contain 1,376 dwelling units, approximately 245,500 square feet of floor area designated for commercial uses, and approximately 77,000 square feet of community center or recreational facility space. The Project components are described in more detail below, and shown in Exhibit 3, Conceptual Site Plan. A breakdown of housing unit by type is shown in Table 1 below.

**Table 1
Proposed Housing by Type**

Location	Unit Type	Total Number of Units	Age-Restricted	Age-Targeted
West Side Neighborhoods	Single Family	179	68	0
	Duplex	68		68
	Townhouse	64		64
	Flats	136	136	0
	Subtotal	447	204	132
Mixed Use Town Center	Single Family	88	66	0
	Duplex	12	2	10
	Townhouse	233	12	221
	Townhouse	34		34
	Conversions			
	Flats	106	106	0
	Apartments (above retail/flex)	111		111
	Loft Conversions	26		26
Subtotal	610	186	402	
East Side – Outer Neighborhoods	Single Family	188	48	0
	Duplex	70		70
	Townhouse	61		61
	Subtotal	319	48	131
Total		1,376	438	665

Of the 1,376 units, 935 (68%) are within an approximate 10 minute walk of the Metro North Station.

**Table 2
Total Proposed Commercial Development**

Commercial Area	Size (sf)	
	West Side	East Side
Power Plant/Storehouse	81,500	-
Main Street	-	124,000
Supermarket	-	40,000
Subtotal	81,500	164,000
Total Commercial Development	245,500	

**Table 3
Proposed Community Facilities**

Community Space	Location	Size (sf)
Smith Hall*	East Side	49,100
Community Building	East Side	8,800
Community Building	West Side	6,300
Director’s Residence/Manor House	West Side	5,200
Golf Club*	West Side	7,600
Total Community Space		77,000

*Proposed to be accessible to the general public

The following table shows the existing buildings on-site that would be preserved, as well as their location. A more detailed description of the buildings proposed for rehabilitation and proposed uses is provided in a later section below.

**Table 4
Buildings Proposed for Rehabilitation**

Building	Location
Director's Residence/Manor House (Building 39)	Wheeler Road (west)
Storehouse (Building 22)	Wheeler Road (west)
Power Plant (Building 34)	Wheeler Road (west)
Administration Building (Building 23)	Brewster Drive
I-Building (Building 19)	Route 22
I-Building (Building 20)	Route 22
U-Building (Building 21)	Wheeler Road (east)
Smith Hall (Building 35)	Hutchinson Avenue
Our Lady of Solace (Building 107)*	Hutchinson Avenue
Staff House (Building 13)*	Carmel Lane
Staff House (Building 33)	Carmel Lane
Staff House (Building 46)	Hutchinson Avenue
Garage (Building 47)	Hutchinson Avenue

B. Town Center and Neighborhood Descriptions

The conceptual site plan provides for a community of neighborhoods, which are identified on Exhibit 6. The narrative below provides a description of these neighborhoods.

Town Center

The heart of the Project is the Town Center. It would center on Wheeler Road, Route 22, and the existing Metro North railroad station. This component would 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 Town Center would be centered on Wheeler Road, which would become the community's new "Main Street." Buildings would generally front directly onto the sidewalks and would be designed with careful attention to architectural detail to provide street-level pedestrian interest. Sidewalks and extensive street tree plantings would be provided throughout to further reinforce the pedestrian-nature of the Town Center. The buildings in the Main Street core would 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 would 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.

The newly created traditional Main Street would be anchored on the west side of Route 22 by the distinctive power plant and storehouse buildings. It is aligned to permit the establishment of an interconnected street pattern, which would form a cohesive, compact and walkable hamlet neighborhood. See the Site Plan enlargement in Exhibit 7. The Power Plant and Storehouse are important components of the Town Center, due to their location adjacent to the railroad station, visibility from Route 22 and unique appearance. 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 Town Center and the entire Knolls of Dover development. In total, the portion of the Town Center west of Route 22 (the node focused around the Power Plant and Storehouse) is proposed to have 81,500 square feet of commercial space. It would also include approximately 26 lofts, which would be converted from space within the Power Plant and Storehouse, and 33 units in new construction lining Wheeler Road. The parking lots in this area would generally be located behind the Storehouse and behind and to the south of the Power Plant. Limited additional parking would be available in the existing space in front of the buildings. Representatives from Metro-North have expressed a desire for approximately 275 spaces to meet their projected demands. The conceptual site plan also proposes relocating the train platform to the west side of the tracks in order to provide better access for riders.

On the east side of Route 22, new commercial buildings would be placed at the corners of the Wheeler intersection to help provide a strong Town Center marker for the community, and help define the large open space to the south, which would be maintained in front of the restored Administration building (see Exhibits 8 and 9). Additional buildings with ground floor retail would line Wheeler Road to the east,

continuing the commercial presence for a distance of approximately 900 feet from the intersection. Continuing east along Wheeler Road, development along the road frontage would transition to less intense residential use. The eastern end of the street would be anchored by a community center and village green at the intersection of Hutchinson Avenue, which is a north/south road that currently exists on the Project Site. Retail and restaurant uses are proposed to have the heaviest presence in the Town Center; however, space has also been allotted for community facilities (e.g., church, potential community center) and professional and/or government offices. The plan envisions reuse of the Administration building for office space, and the provision of new second-floor residential and office spaces above the retail storefronts along the new "Main Street." The existing U-shaped building north of Wheeler Road is planned for adaptive reuse with a mixture of ground floor retail and residential uses.

While the Main Street frontage includes traditional scale commercial development, the Plan also incorporates a grocery store on the south side of Wheeler Road. The grocery store building would be lined with other commercial spaces on the north and west, reducing the visual impact of the building and maintaining an appropriate village scale and image. The area behind the grocery store and the existing Our Lady of Solace church would be utilized to provide surface parking that would be shared by the various Town Center uses, including the church and Smith Hall, which is being considered for community facility use. A green space would be introduced on the axis between the Administration Building and Smith Hall. The Plan also proposes the inclusion of some flexible commercial space in the core which, depending on future market conditions, could be converted between commercial or residential use. The core commercial development would be principally located along Wheeler Road with a smaller presence extending along the road flanking the village commons. This combination of residential, retail and civic uses is intended to promote daytime and evening activity in the Town Center. The portion of the Town Center east of Route 22 is proposed to include a total of approximately 164,000 square feet of commercial space. When added to the commercial area west of Route 22, the total commercial square footage in the Town Center would be 245,500 square feet.

Surrounding the Main Street core area to the north and south, but within the Town Center, are inner residential neighborhoods. These include sidewalks and direct street network connections to the Main Street. Nearly all of these units would be within a 10-minute walk of the train station. Available housing types include single-family homes, duplexes, townhomes and apartment flats. The southern residential neighborhood also envisions the reuse of two of the existing I-buildings for converted townhome units. Many of the residential units would be served by rear alleys, which would provide access to parking lots and garages. The southern neighborhood includes a community green located to the rear of the I-buildings. The northern neighborhood would be served by the village green located at the intersection of Wheeler Road and Hutchinson Avenue. In total, the Town Center includes 611 dwelling units and 245,500 square feet of commercial space.

The Town Center area also includes several open space and recreation components, including a wetland nature walk/trail, a village green/commons situated in front of the restored Administration Building, bike paths, and a restored Smith Hall for possible use as a community center. The shops, cafes and restaurants in this area and along Wheeler Road would also provide an amenity for area residents who want to shop, dine, or walk along its attractive tree-lined sidewalks.

While many shopping trips may be pedestrian or bike trips generated by Project residents, sufficient parking would 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 Town Center. In addition, on-street parking would be permitted in the Town Center, consistent with traditional neighborhood design principles.

The Plan preserves much of the present character of the former HVPC campus along Route 22 through restoration and adaptive reuse of the I-buildings, the Administration Building with its great lawn, the Storehouse, the Power Plant and the U-shaped Building.

Outer Neighborhoods – Eastern Side

Outside the Town Center, there are five additional neighborhoods on the east side (Exhibits 10, 11 and 12 are representative of potential residential development outside of the Town Center). The first two are located off Hutchinson Avenue surrounding the existing Haven House (which would remain), and sit at the foot of the hill (these neighborhoods are identified as Millpond and Glen Hamlet on Exhibit 6). Units in this neighborhood consist primarily of single-family homes, with some limited duplex or townhome offerings. Development in this area would be less intense than in the Town Center and the street pattern is loosened somewhat to provide for suitable grades for the areas at the foot of the hill. Two neighborhoods are located to the south of the Town Center (Overlook and Crescent Hamlets). These neighborhoods include single family, townhouse, and duplex unit types, and the reuse of two of the staff houses for converted townhouse units. These southern neighborhoods also include two community greens: one near the south end of Hutchinson Avenue, and one further up the hillside at the location of the existing Sullivan Tower. Another neighborhood consisting of approximately 49 single-family homes, on lots of various sizes, is proposed behind the top of the hill to the west of the reservoir (Reservoir Hamlet).

West Side Neighborhoods

Passing from the train station through the west side of the Town Center, travelers would pass through a newly constructed covered bridge, which would lead to the western neighborhoods. This portion of the community would contain approximately 447 homes located within a series of neighborhoods around an upgraded 9-hole golf course, which would extend onto the former Dykeman property to the north. An expanded clubhouse would be built next to the Manor House, the restored Director's Residence, and would also function as a community center for the entire Project. It would include a number of recreational and social amenities, such as meeting rooms, an eatery and a future pool and

tennis courts, which would be available to all residents of the Project, including those in the eastern units.

The first neighborhood on Wheeler Road (Valley Neighborhood) would contain a mix of single-family homes, duplexes, townhomes, and flats on several blocks flanking a realigned Wheeler Road. This realignment is intended to calm traffic and encourage traffic speeds that are appropriate for a residential neighborhood. The neighborhood would also include two community greens and a community building, and would contain the approach to the Manor House. The second neighborhood (Wheeler Neighborhood) would be located near the intersection of Wheeler Road and Hoags Corner Road. It would have a fairly even mix of single-family homes and flats, and has been configured to avoid encroachment into surrounding wetlands. This neighborhood would also have two community greens, one of which could potentially serve as an active recreation field. The Wheeler Neighborhood area would be linked with two smaller neighborhoods to the south (Pond and Meadow Hamlets). Each of these neighborhoods would also include a green space as a neighborhood focus. The Wheeler, Pond, and Meadow hamlets are conceived to include a total of 156 units. Two neighborhoods would be located in the northwestern corner on the former Dykeman parcel, and would also contain a mix of single-family homes, duplexes, townhomes and flats. Larger lots would occupy the area near the site perimeter to maintain a consistent character along Pleasant Ridge Road, with the denser core of the neighborhood located deeper into the site and shielded from view. The neighborhood also includes a small number of houses along a rural road section running across the northern portion of the property. As with the other neighborhoods, community greens have been incorporated into the neighborhood layout.

The neighborhoods and homes have been clustered based on the analysis of the Site's most buildable areas. This arrangement also fosters transit accessibility and usage, as the layout is able to cluster one entire neighborhood on the western side within the limited amount of suitable area, which lies within the 10 minute walk radius of the train station. In total, 953 dwellings, or 68 percent of the units, would be located within this range.

Open Space, Recreation Facilities and Amenities

The Knolls of Dover would offer a wide array of recreation facilities within the ±65 percent 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 (see Exhibit 13, the Open Space Plan, Exhibit 14, Sidewalks and Trails, and Table 5).

**Table 5
Proposed Recreational and Open Space Amenities**

Proposed Amenity	Location	Size	
		Acres	Linear Feet
Golf Course	West Side	68.75	
Great Lawn	East Side	3.50	
Boat Launch	West Side	0.25	
Neighborhood Greens/Squares	All Neighborhoods	9.25	
Playfield	West Side	1.25	
Trails	East Side		11,142
Total Proposed Publicly Accessible Recreation Amenities		83.00	11,142
Dedicated Open Space	Throughout Site	492	
Total		575.00	11,142

The recreation facilities open to the general public would include the various greens/commons sprinkled throughout the neighborhoods, a recreation field, the Swamp River boat launch, connecting trails to the Appalachian Trail, the reservoir, and possibly the restored Smith Hall.

The Applicant’s environmental consultant has determined that the area currently occupied by the existing running track is part of a wetland complex, and therefore it is proposed for restoration as a wetland area. As part of the restoration, a nature walk/trail would be created, enhancing the educational function of the wetlands, providing a linkage to Boyce Park to the north, and providing a walking/jogging opportunity to replace usage of the track. Opportunities for public fishing and canoeing would be available in the Swamp River. The Swamp River boat launch would provide an access point to the River for residents of the proposed development and the general public. Recreational use of the existing reservoir would also be open to the public, subject to use limitations consistent with the reservoir’s watershed management plan. Recreational uses such as fishing, canoeing or kayaking, and hiking trails would be expected to be permitted. 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. Private recreation facilities would include the small community buildings and swimming pools to serve Project residents on either side of Route 22.

The stores, boutiques, restaurants and the public and the quasi-public buildings in the Town Center would also be areas where residents of the entire Dover community would come to shop and dine in the new downtown setting, bike and walk along tree-lined streets, and visit and play in the small greens and commons.

Workforce Housing

The Applicant proposes to include approximately 10 percent, or 138 of the residential units, as “workforce” housing. These units would be targeted to provide a housing resource for local community service providers (e.g., teachers, police officers, etc.) or young, first-time home buyers who would otherwise be challenged to find appropriate and affordable housing alternatives in the existing market. This would also provide an opportunity for young people who grew up in Dover to continue to live there, or move back, and find an affordable home with a variety of amenities including recreation, Main Street shops, and transit. Eligibility requirements for these units would be established in cooperation with the Town, but is anticipated that the likely target would be households with incomes ranging between 80-120 percent of the area median income. Precise locations for such units have not yet been identified, although it is anticipated that the units would be mixed throughout the neighborhoods in both Phases 1 and 2, rather than concentrated in one specific location.

**Table 6
Workforce Housing Units by Phase**

Phase	Total Workforce Housing
1	56
2	82
Total	138

C. Road Network

The Project’s road network employs a variety of different road types in order to provide roadways that function appropriately for their differing uses and that are scaled in order to be compatible with the differing characters of their surroundings. Generally the roads can be classified as: arterial, primary collector road, secondary collector road, commercial/residential service road, residential road, residential drive, or alley way. Representative sections for the various roadway types are presented in Exhibits 15 through 20):

Arterial – NYS Route 22 is identified as an arterial roadway, a commercial service corridor providing regional access to and from the Site.

Primary Collector – A primary collector is a major through street servicing both residential and commercial areas, and providing connection to the adjacent roadway network. Wheeler Road is identified as a primary collector.

Secondary Collector – A secondary collector is described as a minor through street (or bypass) servicing both residential and commercial areas, providing limited connection to adjacent roadways. Hutchinson Avenue is identified as a secondary collector road.

Commercial/Residential Service Road –While providing access for parking, trash removal and service deliveries, this type of road is not intended to be conducive for through traffic. Streets are pedestrian friendly and provide a network of plazas

and circulation pathways that provide an efficient, integrated pedestrian and vehicular environment. This type of roadway is found connecting the inner residential neighborhoods to Wheeler Road.

Residential Road – This type of roadway is intended to provide access to residential areas, with no through truck traffic other than residential deliveries and service vehicles. Sidewalks may be used in selective areas to enhance pedestrian circulation. Examples of this type of roadway can be found within the residential neighborhoods on the west side.

Residential Drive – This type of roadway is intended for use by abutting residents only, and is not expected to provide for through traffic. Generally, these types of roads would not have curbing unless required for stormwater collection.

Alley Way – The alley ways provide access to the rear of the residential units and are intended for use by the abutting residents only.

D. Parking and Access

Consistent with traditional neighborhood design principles, the conceptual site plan has been designed to supply adequate parking for the proposed uses, while shielding parking in the interior of commercial areas and to the rear of residential uses. For the residential uses, garages are generally setback from the front of the homes, tucked underneath for certain townhome and duplex configurations, or accessed from rear alleys. In the Town Center, the surface parking areas are located behind the commercial uses along the street frontage in order to maintain a vibrant, active and pedestrian friendly downtown. The largest surface lots would be located to the south of Wheeler Road near the proposed grocery store. This parking lot would be a shared parking resource for Town Center uses, including Smith Hall and Our Lady of Solace church. On-street parking would also be provided to supply additional parking for visitors to the Town Center, and to encourage slower vehicle speeds. In total, the Town Center provides more than the projected combined parking needs of 1,886 spaces for the commercial uses.

Primary vehicular access to the western neighborhoods and the Town Center is anticipated to occur at the Route 22 and Wheeler Road intersection, which is proposed for improvement to accommodate additional turning lanes. There are two additional Project entrances along Route 22 that may be used as access points for residents in those neighborhoods towards the northern or southern ends of the east side. Additional road network connections are available onto Pleasant Ridge Road and Hoags Corner Road on the west side, and to NYS Route 55 and eventually Route 22 south of the Project Site from Hutchinson Avenue on the east side.

E. Railroad Station Area

As previously noted, the existing Harlem Valley-Wingdale Metro-North Railroad station is located in the core of the site and is an important design consideration. Representatives from Metro-North have expressed a desire for approximately 275 spaces to meet their projected demands. The conceptual site plan currently includes 275 spaces to the south

of the Power Plant to accommodate potential station needs. It is anticipated that these spaces and the associated maintenance responsibilities would be transferred to Metro-North. The conceptual site plan also proposes relocating the train platform to the west side of the tracks in order to provide better access for riders accessing the platform via the commuter parking lot and the removal of the existing rail spur that travels to the rear of the Power Plant (see Exhibit 21 for a detailed plan of the railroad station area).

The platform would be similar to the existing facility with its copper roof and decorative light fixtures. The Project also contemplates the addition of a small station building, envisioned at the northern end of the platform, with a design that is similar to the former station buildings located in the hamlet of Dover Plains and the Village of Millerton (see Exhibit 22). The reuse of the Power Plant and Storehouse buildings would allow for potential convenience retail or food service businesses to be established in close proximity to the station, improving the station experience for riders.

F. Building Preservation

As described above, several of the existing HVPC buildings on the Site would be protected and restored as part of the Project, including two of the I-buildings, the Administration Building, the Storehouse, the Power Plant, the U-building north of Wheeler Road, the Director’s Residence, Smith Hall, and some of the smaller staff residences (see Exhibits 23 through 26 and Table 7). The large campus buildings to be retained and protected are generally clustered along the Route 22 frontage, maintaining the Site’s historic presence, and preserving the key public historic visual component of the former HVPC facility.

**Table 7
Buildings to be Preserved and Proposed Use**

Building	Size (s.f.)	Proposed Use	Dwelling Units/Commercial Space	Location
Director's Residence/Manor House (Building 39)	5,200	Community Facility	-	Wheeler Road (west)
Storehouse (Building 22)	111,515	Commercial	8 du/35,500 s.f.	Wheeler Road (west)
Power Plant (Building 34)	49,618	Mixed-Use	18 du/19,000 s.f.	Wheeler Road (west)
Administration Building (Building 23)	23,853	Commercial	23,800 s.f.	Brewster Drive
I-Building (Building 19)	35,996	Residential	10 du	Route 22
I-Building (Building 20)	35,996	Residential	10 du	Route 22
U-Building (Building 21)	50,935	Mixed-Use	14 du/6,100 s.f.	Wheeler Road (east)
Smith Hall (Building 35)	49,106	Community Facility	-	Hutchinson Avenue
Our Lady of Solace (Building 107)*	29,220	Religious	-	Hutchinson Avenue
Staff House (Building 13)*	5,396	Residential	3 du	Carmel Lane
Staff House (Building 33)	10,924	Residential	3 du	Carmel Lane
Staff House (Building 46)	5,040	Residential	1 du	Hutchinson Avenue
Garage (Building 47)	640	Accessory	-	Hutchinson Avenue

*Not eligible for State or National Registers

G. Utilities

The Project Site is currently served by a storm water collection and conveyance system, sanitary sewer system, including an associated wastewater treatment plant, water distribution mains and water treatment plant, electric lines, telephone, and cable services. Implementation of the Project would require upgrade and installation of the following systems: storm drainage and sanitary sewers, domestic water and fire protection, electric, telephone, cable TV and natural gas. The Project would also include improvements to the existing water and wastewater treatment plants, installation of new groundwater supply wells and various pumping systems for both water distribution and wastewater conveyance. New systems would be placed underground, where applicable.

The Proposed Project includes a stormwater management plan designed to provide treatment of stormwater quality and quantity in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations. A Stormwater Pollution Prevention Plan would be prepared pursuant to NYSDEC regulations, and implemented on-site.

An extensive ground water exploration and development program implemented on the Project Site has resulted in a well drilling and water quality-testing program. The well drilling program has included the drilling of 17 borings, 16 of which have been converted into wells. Several of the wells, although productive, were not selected for testing because of the large distance from the center of the site or because of close proximity to offsite, private wells. The final program selected a total of seven wells for pump testing and water quality sampling. The production wells completed on the site had a yield of 625 gallons per minute and are suitable for use as a community well system. A yield of 625 gallons per minute would meet the estimated demand by the Proposed Action. Based on observation of the wells used for monitoring during the tests, private wells located off-site would not be adversely impacted. Water supplied to the Project Site would not adversely affect the aquifer.

H. Common Facilities and Site Improvements

Recreation/Community Facilities

As described in the neighborhood descriptions above, the Plan includes a number of recreation amenities, greens, natural and/or public access areas, and other community facilities (see Tables 3 and 5). It is anticipated that some of these components would be offered for dedication to the Town or other nonprofit public benefit entity (e.g., Nature Conservancy, Friends of the Great Swamp, NYSDEC) to serve as fully public facilities. Other components would be privately owned, but open to public use. A few would be retained in private ownership as amenities for Project residents and tenants.

The wetland nature walk/trail and boat launch are proposed as public facilities to be turned over to the Town or other nonprofit entity, which would be responsible for maintenance and enforcement. The various greens/commons scattered throughout the Project neighborhoods and the great lawn in front of the Administration Building would be owned and maintained by the Project's Homeowners Association (HOA), but open to the general public, subject to certain limitations on use (e.g., hours of operation).

Similarly, although the HOA would maintain ownership of the reservoir and surrounding trail network, public usage would be permitted subject to limitations regarding protection of the watershed. The Plan also contemplates the restoration of Smith Hall to serve as a community resource, although the full extent and type of facilities to be included and its ownership has not yet been determined. Depending on the type of facilities and activities ultimately available in Smith Hall, it could possibly be available to the public, or transferred to the Town or a nonprofit entity (e.g. Boys and Girls Club, YMCA), which provides recreation services. The existing church in its current location remains an important part of the new community, and it is anticipated that the title to Our Lady of Solace and the land it occupies would be offered to the Archdiocese of New York.

The Project includes two small community buildings with pools (one on Wheeler Road, one on Hutchinson Avenue) that would be privately owned and maintained by the HOA for use by Project residents. The existing restored Director's Residence and clubhouse for the upgraded 9-hole golf course would be privately maintained, and provide social and recreational amenities to residents, golf course members, and guests (see Table 3). The golf course would remain available to the public and privately maintained. The Applicant is investigating the possibility of the transfer of its management to the Harlem Valley Golf Club. It is anticipated that there would be a preference for a portion of the memberships for HOA members. The landscaped or natural areas within the residential neighborhoods would be owned and maintained by the HOA.

Infrastructure

The site is served by an existing internal road network of private roads. The Applicant recognizes that Wheeler Road and Hutchinson Avenue are used with the permission of the Applicant by the community and emergency service providers as through roads. These two roads and associated right-of-ways would be offered to the Town for dedication at completion of the Project. The remainder of the Project roads, associated utilities, and the parking facilities are proposed to remain in private ownership and be maintained by the HOA, with the exception of a portion of the parking surrounding the train station which is anticipated to be transferred to Metro-North. The wells, dam, reservoir, water and wastewater treatment plants would be owned by private transportation corporations. The stormwater management basins would be owned and maintained by the HOA.

I. Landscaping and Design Guidelines

A preliminary landscape concept plan calls for extensive tree plantings throughout the neighborhoods, the Town Center, and open spaces. A more detailed landscape plan will be developed during site plan review. Generally, deciduous trees would be utilized within the road rights-of-way as street trees, within residential, commercial and common areas as shade trees and ornamentals, and in buffer and reforestation areas, as appropriate. Evergreens would also be anticipated to be used, particularly to provide screening of commercial parking and roadway areas. Within the Town Center and the more densely developed residential hamlets, street trees would be provided at regular 40' intervals, while along the more rural connecting roads, the street tree planting may adopt a more informal and naturalistic arrangement. See Exhibits 27 and 28, Landscape Character

Details, for representative landscape treatments for several distinct types of development areas.

As the Project is still in the conceptual site plan stage, specific lighting and signage details are not yet available. However, as described below, the Project would include a set of Design Guidelines that provide development standards for many design components, including signage and lighting. Street lighting would be comprised of ornamental poles and fixtures, generally 12-14' tall, with 20' tall poles potentially used at major intersections. Retail signage would also be expected in the Town Center. The design guidelines include size limitations and restrictions on flashing or internally illuminated box signs. Signs would also be expected to use design, materials and colors that complement the building style and use.

IV. Building Design

A. Design Guideline Highlights

As the Project is still in the conceptual site plan stage, specific designs for individual buildings are not yet available. However, the visual character of the neighborhoods and individual buildings would be defined and maintained through the use of design guidelines. The Knolls of Dover Design Guidelines would provide a series of development standards for the Project, utilizing New Urbanism and Traditional Neighborhood Design principles. A full copy of the proposed Design Guidelines is included in Appendix A of this report. The Guidelines set forth parameters for road treatment, building location, parking, amenities and other design elements that establish the overall character of the proposed development. The intent of the Guidelines is to help ensure that the vision for the Knolls of Dover is implemented over the full build-out of the Project. The Guidelines recognize that market conditions will change over time, but that the conceptual basis for the Plan can remain through the use of the Design Guidelines.

Exhibits II-29 through II-40 present excerpts from the Design Guidelines, dealing with the Town Center and the architectural standards for both the residential and commercial components of the Project.

The maximum building height for new residential construction would be three stories, with most of the residential building types having a height of two stories. Exhibits 41 through 47 present a series of representative examples of the unit-types proposed for the Project. The proposed architectural design treatment would take its inspiration from the styles of the 19th and 20th century styles found in the neighboring communities, with residences including a stoop or porch element. Depending on location, a variety of architectural styles could be accommodated, ranging from Folk, Colonial, Romantic, Victorian and Eclectic. Modern, Neo-Eclectic, and Contemporary Folk styles would not be permitted.

In the Town Center, building heights may be somewhat higher (the majority of buildings would be 2 to 3 stories, with some reaching 4 stories) in accordance with its role as the

downtown and heart of the community. The new Wheeler Road “Main Street” would be flanked by mixed-use buildings containing residential and office space above ground floor retail, and would typically be three to four stories in height. In addition, a “Build-to-Line” would be established in the Town Center in order to maintain a strong streetwall and define the public realm. The Design Guidelines would also stipulate the use of special architectural features in key location in the Town Center in order to further highlight its downtown status and maintain visual quality and interest. These types of items include tower elements, balconies, screening walls, and façade treatments.

B. LEED and Sustainable Development Initiatives

LEED

The Leadership in Energy and Environmental Design (LEED) Green Building System is a third party certification program developed by the US Green Building Council. It is used as a rating system for the design, construction and operation of high performance buildings. The LEED Rating systems were initially produced for new commercial and institutional buildings, but have been expanded in recent years to include homes, and neighborhood development, among others.

LEED is a voluntary rating system that evaluates and encourages green building design. The system was designed in an effort to have a third party, nation-wide rating system to be used to promote and build awareness of sustainable development throughout the building industry. LEED certification is based on a points system that focuses on five key issues:

- Sustainable site development
- Water savings
- Energy efficiency
- Materials selection
- Indoor environmental quality

Since the Project is still at the conceptual site plan phase, construction documents and details for individual buildings have not yet been prepared to allow for assessment. However, the Project and homes would be likely to include many of the design features and construction practices, which would produce credits in the LEED for Homes and LEED for Neighborhood Development Pilot rating systems.

LEED-ND

The LEED for Neighborhood Development system is based on a partnership between the United States Green Building Council (USGBC), the Natural Resource Defense Council and the Congress for the New Urbanism. The LEED-ND rating system is currently in a pilot program phase. The rating system is built off of the existing LEED program that verifies whether or not a building meets certain “green” criteria.

The LEED for Neighborhood Development Rating System will act as a third party program that verifies that a certain development meets “accepted high levels of

environmentally responsible, sustainable development.”¹ The rating system is based on four areas: location and linkage; compact and connected neighborhoods; green construction and technology; and innovation and design. Certification comes in four levels: certified, silver, gold and platinum.

To be eligible for certification, the Project must meet certain prerequisites and meet certain requirements. Prerequisites for LEED-ND certification include, but are not limited to:

- Wetland and waterbody conservation
- “Smart” location
- Compact development
- Construction activity pollution prevention

Credit requirements for certification include:

- Brownfields redevelopment
- Reduced automobile dependence
- Housing and jobs proximity
- School proximity
- Restoration and conservation of wetlands
- Affordable housing
- Walkable streets
- Transit facilities
- Building reuse and adaptive reuse
- Reuse of historic buildings
- Stormwater management
- On-site renewable energy resources

For example, on the LEED for Neighborhood Development checklist, the Project would likely qualify for prerequisites and points under smart location, proximity to water and wastewater infrastructure, wetland and water body conservation, floodplain avoidance, brownfield redevelopment, preferred location, reduced automobile dependence, restoration of wetlands, compact development, diversity of uses and housing types, walkable streets, street network, access to surrounding vicinity, public spaces and active public spaces, building reuse, stormwater management, and construction waste management.

On the LEED for Homes checklist, it is anticipated that the new residences would likely qualify for a variety of credits under categories including LEED ND site, site stewardship, landscaping, compact development, irrigation systems, indoor water use, environmentally preferable products, and Energy Star performance, among others. As specific building design advances, the Applicant would explore methods to incorporate

¹ United States Green Building Council. LEED for Neighborhood Development. <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>

current environmentally responsible techniques to the extent feasible, recognizing that the LEED rating systems are dynamic and change over time.

Energy Star

Energy Star is a program formed by the joint partnership of the United States Environmental Protection Agency and the United States Department of Energy. The purpose of this program is to assist in the reduction of energy consumption and energy bills. The program was originally developed as a voluntary labeling program to promote products that would assist in the reduction of greenhouse emissions. Computers and monitors were the products that first implemented the Energy Star designation, and the program has grown to label over 50 product categories for both home and office products.

This Project would be Energy Star compliant through utilizing both products and construction methods approved by the Energy Star program.

V. Phasing Plan

The Applicant proposes to develop the Project in two phases (see Exhibit 48). The first phase would include a site plan application for development, which includes land on both sides of Route 22. On the east side of Route 22, the site plan would include: the proposed grocery store and adjacent buildings and parking; the parking area to south, which would serve the Main Street shops, the grocery store, the existing church and Smith Hall; and the Administration building and associated great lawn along Route 22. On the west side of Route 22, the first phase site plan would include: the west Town Center area centered around the Power Plant and Storehouse; a replacement bridge across the Swamp River; the relocation of some of the existing golf holes; and the western residential neighborhoods. This phase would also include the supporting infrastructure improvements necessary to serve the new development. The second phase would consist of site plan applications for the remainder of the east side commercial and residential development.

In total, the first phase would include approximately 549 residential units and 200,000 square feet of commercial space, representing 40 percent of the Project's total residential component, and 81 percent of the Project's total commercial component. The public amenities anticipated to be provided in the first phase include the upgraded golf course, the great lawn in front of the Administration building, the Swamp River boat launch, a recreation field on the west side, and the various greens/commons associated with the neighborhoods developed in that phase. In addition to the installation of roads and utility service lines through the neighborhoods to be developed initially, the first phase also includes substantial infrastructure work including the improvement of the Route 22/Wheeler Road intersection, reconstruction of the Wheeler Road bridge, well installation, upgrades of the water and wastewater treatment plants, and installation of utility service mains, which would also serve the second phase. The first phase is anticipated to occur over a period of approximately five years.

The second phase would involve the build-out of the remaining 827 residential units and approximately 45,000 square feet of commercial space on the east side. Public amenities to be provided in the second phase include the establishment of the trail linkages to Boyce Park and the Appalachian Trail, access to the reservoir, potential reuse of Smith Hall, and the various greens/commons associated with the neighborhoods developed during that phase. Tables 8 through 10 and Exhibit II-49 summarize and display the projected construction sequencing for these phases.

The two phases have been sequenced as proposed in order to both establish the nucleus of the new community and Town Center, while allowing for the generation of revenue from residential units on the west side to help off-set the up-front infrastructure expenditures and address the costly demolition and redevelopment activities necessary on the east side.

**Table 8
Proposed Action by Phase**

Phase	Commercial (SF)	% of Total Commercial	Total Residential Units	% of Total Residential	Total Workforce Housing	% of Total Workforce Housing	Community Facilities (SF)	% of Total Community Facilities
1A	81,500	33.20%	217	15.77%	22	15.94%	11,500	14.94%
1B	119,200	48.55%	176	12.79%	18	13.04%	7,600	9.87%
1C	-	-	156	11.34%	16	11.59%	-	
2A	44,800	18.25%	493	35.83%	49	35.51%	49,100	63.77%
2B	-	-	49	3.56%	5	3.62%	-	
2C	-	-	285	20.71%	28	20.29%	8,800	11.43%
Total	245,500	100%	1,376	100%	138	100%	77,000	100%

**Table 9
Buildings Proposed to be Rehabilitated by Phase**

Phase	Building	Size (s.f.)	Proposed Use	Location
Phase 1A	Director's Residence/Manor House (Building 39)	5,200	Community Facility	Wheeler Road (west)
	Storehouse (Building 22)	111,515	Commercial	Wheeler Road (west)
	Power Plant (Building 34)	49,618	Mixed-Use	Wheeler Road (west)
Phase 1B	Administration Building (Building 23)	23,853	Commercial	Brewster Drive
Phase 2A	I-Building (Building 19)	35,996	Residential	Route 22
	I-Building (Building 20)	35,996	Residential	Route 22
	U-Building (Building 21)	50,935	Mixed-Use	Wheeler Road (east)
	Smith Hall (Building 35)	49,106	Community Facility	Hutchinson Avenue
	Our Lady of Solace (Building 107)*	29,220	Religious	Hutchinson Avenue
Phase 2C	Staff House (Building 13)*	5,396	Residential	Carmel Lane
	Staff House (Building 33)	10,924	Residential	Carmel Lane
	Staff House (Building 46)	5,040	Residential	Hutchinson Avenue
	Garage (Building 47)	640	Accessory	Hutchinson Avenue

*Not eligible for State or National Registers.

**Table 10
Proposed Phasing of Recreational and Open Space Amenities**

Proposed Amenity	Location	Size		Phase
		Acres	Linear Feet	
Golf Course	West Side	68.75		1A
Great Lawn	East Side	3.5		1A
Boat Launch	West Side	0.25		1A
Neighborhood Greens/Squares	All Neighborhoods	9.25		1A-2C
Playfield	West Side	1.25		1C
Trails	East Side		11,142	2A
Total Proposed Publicly Accessible Recreation Amenities		83.00	11,142	
Dedicated Open Space	Throughout Site	492		1A-2C
Total		575	11,142	

VI. Proposed Zoning

In order to make the comprehensive development plan outlined above viable, zoning text and map amendments would be required. The current technical requirements of the MC District were enacted in 1999 without the benefit of any empirical analysis. The economic analysis recently performed by the Applicant’s economic consultant indicates that the existing technical requirements mandate a Project that would not be financially viable, frustrating the Town’s objectives of redeveloping the HVPC.

The existing MC Overlay District is currently mapped across the former HVPC property. However, the Project also includes the neighboring former Dykeman property. This parcel essentially “fills in” and helps form a contiguous block of land between Pleasant Ridge Road and Hoag Corner Road/Old Pawling Road. In order to provide for a consistent design, take advantage of the water, sewer and road system for the Project, and address the logical and natural connection to the remainder of the land, the Project proposes amending the zoning text of the MC Overlay District and extending the district onto the former Dykeman parcel. (Refer to Proposed Zoning Text in Appendix B and Existing and Proposed Zoning Maps in Appendix C).

The Dykeman parcel has always been included in the Applicant’s conceptual plans for the Project. The available density with the existing MC District exceeds that proposed by the comprehensive development plan. In addition to mapping the former Dykeman parcel to MC, the Master Plan includes certain text changes to the MC regulations. As demonstrated below, the proposed amendment to the MC Overlay is not a mechanism to increase overall permitted densities.

The MC Overlay currently allows a density incentive of 50 percent more development than would be otherwise permitted in the underlying district, except for the SR district, where the density incentive is 100 percent. Under the existing zoning, the MC Overlay

could potentially yield 1,524 residential units and 1,338,000 square feet of commercial space on the Project Site.

The proposed revisions to the zoning text largely relate to the elimination of some of the formulaic limitations on residential development, which do not correlate to market realities. For example, the requirement that no more than 50 percent of the gross floor area of all development should consist of residential development (age-restricted senior housing is not included in the 50 percent calculation) requires a development pattern that the Applicant's market studies show is not sustainable. The existing Zoning Code also requires that no more than 30 percent of the floor area of all development may consist of residential units with three or more bedrooms. The existing formula requirements in the MC Overlay would prevent the Site from supporting an integrated and balanced new urbanist community that is consistent with the Town's stated desire for traditional neighborhood design.

The zoning text and map amendments have been proposed in conjunction with the Master Development Plan (and are included in Appendix B). The proposed text amendments would enable a level of commercial development and a mix of residential housing types, which would be both consistent with traditional neighborhood development principles and that could be realistically absorbed by the market. The revisions establish a minimum non-residential floor area for the MC District of 200,000 square feet and a maximum residential density of 1.6 dwelling units per acre. The proposed amendments would also include subdivision approval authority for the Town Board for MC District projects and provide standards for review of any amendments to site plan approvals in the context of the data and/or figures studied in the Environmental Impact Statement.

The proposed zoning calls for Town review and approval of the Master Development Plan report and subsequent review and approval of more detailed site plans by the Town Board with input and recommendation from the Planning Board.

VII. Compatibility with Town of Dover Master Plan

The following is a review of the compatibility of the Project with the Town Master Plan.

Community Values

Under this section, the Master Plan calls for the building of major gateways to historic hamlets, such as Wingdale, that would 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 would be adaptively reused for commercial and/or residential, or flexible live-work purposes. Placement of the new buildings on the east side would be close to Route 22 to provide a cohesive Town 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. Visitation would be encouraged by pedestrian scale design features that would be introduced on the western

intersection corners to shorten the visual distance between the existing and new proposed buildings. Traffic calming mechanisms or road modifications would also be explored with the NYS Department of Transportation to improve safety and ease pedestrian crossings and encourage drivers who might otherwise pass through the area to stop.

The Proposed Plan also includes an active “Main Street,” with shopping and restaurants, and a variety of recreational facilities that would be open to the public, including scenic trails, a variety of village greens, ballfields, natural areas, and potentially Smith Hall. These components would encourage visitation and usage of the site by various age and interest groups and help to create a sense of community.

In addition, although the overlay zoning stresses the importance of age-restricted senior housing, the Proposed Plan also includes age-targeted and non-restricted housing types that would allow for a diversity of residents, essential in a transit-oriented community.

Historic Preservation

The Proposed Plan incorporates a significant number of existing HVPC buildings and intends to adaptively reuse these for commercial, residential, cultural, office, and mixed uses. Those buildings slated for demolition include a variety of building types whose preservation is infeasible.

The former Storehouse, for example, located on the west side of Wheeler Road close to the Wingdale Metro-North train station and Route 22, would be converted into commercial and residential uses and unified into the new Town Center. The former Director’s Residence, now restored and renamed the Manor House, would continue as office space next to the new golf clubhouse and community center.

On the east side of Route 22, the former Administration Building would become an office building and the U-shaped Building along Wheeler Road would be adaptively reused for mixed residential and commercial use. Smith Hall is also intended for restoration as a potential community use, and the Plan integrates the existing church into the fabric of the new downtown, while also supplying it with additional parking resources. Two of the I-Buildings along Route 22 would be rehabilitated and reused for residential purposes.

In addition to building preservation and reuse, a large portion of the historic lawn along Route 22 would be maintained as a central community open space and recreation resource and would 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 would 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 has dedicated a room in the restored Director’s Residence for the exhibition of materials and research regarding the history of the local area and the Project Site.

The visual image of those landmark brick buildings with architectural character along Route 22 would be the focus of the historic preservation. Driving north, the I-Buildings,

great lawn, Administration Building, Power Plant, Storehouse, and U-shaped Building would all be restored and integrated into the overall development plan.

Natural Resources

The Plan is sensitive to existing areas of important natural resources throughout the site, including the Great Swamp corridor, wetlands, significant wildlife habitat and breeding areas, and botanical communities, which were degraded during State use. Proper stewardship of these features would improve the natural setting and enhance the value of the community. In order to protect these features and habitats, the Project provides buffer areas required by applicable regulations, as well as those recommended by the Town's consultant for environmentally sensitive habitat for turtles and salamanders.

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 bird watching; preserves and enhances the nine-hole golf course; provides walking and bicycling trails; and provides for linkages to Boyce Park and the Appalachian Trail.

Population and Economic Base

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 would create a new Town 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 type and amount of proposed commercial development has been based on market studies that evaluated current and future demographics.

Housing

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 hamlet centers. Finally, the Master Plan calls for cluster housing that preserves open spaces.

Housing diversity is one of the hallmarks of traditional neighborhood design. As such, the Knolls of Dover meets the Master Plan 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. In addition to the units specifically restricted or targeted to attract empty-nesters and retired people, Dover Knolls would include apartments and lofts above the commercial areas in the Town Center, single family homes, and townhomes that cater to a range of households and families across the age-spectrum, from first-time buyers to seniors. Approximately 56 percent of the housing would be located within, or in close proximity to the new Town Center, offering the charm of small-town living, with pedestrian-friendly shopping, services and recreation just steps from home.

Community Facilities

The proposed development would restore and preserve Smith Hall, which contains a gym, stage, and other common space. This hall was often the location for many important community events in the past, and once restored, may be used for various recreational and cultural activities for new generations of residents. Additional recreational opportunities for the larger Dover community are also provided throughout the site. The existing nine-hole golf course would be retained and improved with the addition of a new clubhouse and the realignment of several holes that currently encroach on protected wetlands. The long-term involvement of the Harlem Valley Golf Association in course maintenance is recognized and public play would continue to be permitted. Scenic trails, an improved boat launch for the Great Swamp and enhanced accessibility to Boyce Park and the Appalachian Trail would be available to the public as a result of the proposed development. The Project provides opportunities to showcase new or expanded municipal facilities, such as a future town hall, post office, library or county offices in some of the space available in restored landmark buildings, such as the former Administration Building. The proposed development would also result in local population growth, an expansion in housing offerings, and expanded employment opportunities, which could potentially increase volunteer staffing for Town and community facilities such as the fire department.

Transportation

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 would result in a reduction in speeds along Route 22 and other roadways, such as Wheeler Road.

The new Town Center at the Knolls of Dover would improve the visual appearance of the area near the train station, and would incorporate the renovated and reused Power Plant and Storehouse. In addition, the parking areas adjacent to the train station would be improved. A possible historic-style train station building is envisioned for the 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 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. The Applicant has met with and discussed Metro-North Railroad's anticipated needs, and the Proposed Plan includes the creation of additional parking around the station to satisfy their projections. As the Project moves forward, discussions would continue with Metro-North Railroad regarding improvements to the station and parking areas to accommodate 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 would 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 Master 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 would be incorporated into road design for both residential and commercial areas.

Land Use and Hamlet Center Plans

The Master Plan calls for more intensive development of the hamlet areas and the preservation of the rural areas. The Proposed Plan for the Knolls of Dover would result in a defined downtown center for the hamlet, with the new Town Center serving as a hub of activity, providing goods and services within the comfortable familiarity of a traditional Main Street. The extensive areas of open space to be preserved on the site would help preserve the town's overall rural character and natural quality. Land use concepts described in 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 percent of the site would 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 would be located along Route 22, as well as within both the residential and commercial components of the community.

The planning principles expressed for the Wingdale hamlet are all addressed by the Proposed Plan, which would result in a defined downtown center for the new Wingdale hamlet. This Main Street is anchored by an intersection which centers the downtown and provides new commercial elements on the east side of Route 22, away from the heavier through-truck traffic on 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-Buildings along Route 22.

The Hamlet Center Plans state that future development efforts should be focused on the hamlets of Dover Plains and Wingdale and that commercial strip development should not be encouraged any further in the Town. The Master Plan specifically recommends the redevelopment of the HVPC site. The proposed development would redevelop the Project Site into a new community center that promotes economic growth, provides expanded retail and office space, increases recreational opportunities and increases housing choices and diversity in the hamlet of Wingdale. The Project would result in a comprehensive redevelopment of the former Harlem Valley Psychiatric Center property and an adjacent parcel (former Dykeman property), with a mixed-use community that exhibits traditional neighborhood and transit-oriented design principles.