

**Town of Bedford
Town Comprehensive Plan Update
Katonah Subcommittee**

Preliminary Report

The following is a draft report submitted to the Town of Bedford Planning Board by the Katonah Subcommittee reflecting the views of members of the subcommittee at this date – prior to the planned selection of a TCP Consultant and before the start of the ‘TCP public input process’.

The focus of the Katonah Subcommittee is, of course, Katonah. In some cases, our observations and recommendations are unique to Katonah, in other cases they may intersect with the work of other TCP subcommittees.

The members of the Katonah Subcommittee look forward to working with the Town Board, the Planning Board, the other TCP subcommittees, the TCP Consultant and the public to revise this report as appropriate and integrate it into the next Bedford TCP.

This draft, originally dated 10/30/2020, was revised on 4/26/2021.

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Katonah History

In preparing the updated TCP we believe it is important to incorporate additional text regarding the history of Katonah (and the history of Bedford's other hamlets). We believe Katonah's history is important for establishing a basis for certain actions we recommend the Town take with respect to the Hamlet of Katonah. As such we recommend the Town include the following language in the updated TCP:

Katonah is an unincorporated hamlet of the Town of Bedford with a unique history which has shaped, and continues to shape, the individuals who call it home.

Known as a “wandering settlement” Katonah’s geographical center has shifted over time.

The earliest settlement of record near Katonah dates from the early 1700's and was called Cherry Street. Located along Cherry Street (a road which still operates today), it was a farming community with stores and a school.

The location of a second community center is now under the Muscoot Reservoir. It was formed when Squire Wood and John Burr Whitlock built a small dam on the Cross River which powered a grain mill and sawmill to service the area. These enterprises were successful, and a small community of workers and others settled there in a town appropriately called Whitlockville. This settlement prospered until about 1847.

In 1847 the New York and Harlem Railroad was extended into the area – but not near the largest settlement at Whitlockville – the railroad was built on the high ground to the southeast. Many of the Whitlockville population migrated to the new commercial and transportation hub that surrounded the new railroad station. The busy area around the railroad grew quickly and became known as Mechanicsville before being renamed Katonah in honor of the Mohegan Indian chief or Sagamore whose name was first on the list of the Native Americans who signed a deed transferring the lands to the European settlers. Today this area is called “Old” Katonah because the hamlet was forced to move once again.

In 1894 New York City announced the upcoming condemnation of all of “old” Katonah as much of the land would soon be flooded to create the Muscoot Reservoir and the city wanted to prevent pollution of their water supply by removing settlements bordering the reservoir. The Muscoot Reservoir was part of an enlarged Croton Reservoir System built to provide safe drinking water to New York City. The New York Commission of Public Works purchased all properties in Katonah under Eminent Domain and required the residents to leave. Interestingly, because the city sought control of the land – but not the buildings, auctions were held to sell the condemned buildings, so many villagers were able to repurchase their old buildings. The prices were reasonable; a three-

bedroom house was sold for \$35 – but the buyers were required to remove each building from the city’s land before the reservoir was complete.

This process led directly to the fourth location of the settlement. The residents of Katonah had a strong sense of community and wished to stay together. The Katonah Land Company was formed and employed the landscape architects Benjamin. S. and George .S. Olmstead (not related to Frederick Law Olmsted) to lay out a new village to the south of the old village. Their design was based on the Celtic cross and featured wide boulevards and a designated business area. Over a few years fifty five (55) or the houses, barns and stores from ‘old’ Katonah were purchased from New York City, jacked-up and moved – using horses, windlasses and a southern pine rail system – up to ¾ of a mile to “new” Katonah. Many of these buildings still exist today in ‘New’ Katonah’s Historic District and central business area.

Sources:

- *Katonah, A History of a New York Village and It's People* by Francis Duncombe, (Katonah, NY, Katonah Village Improvement Society, 1961, with revisions in 1978 and 1996).
- *Paradise Planned: The Garden Suburb and the Modern City* by Robert A.M. Stern, David Fishman and Jacob Tilove (New York, NY, Monacelli Press, 2013).
- *American Architecture: Westchester County, New York: Colonial to Contemporary* (New York, NY, Bicentennial Committee of Westchester, 1977).

Additional recommendations of this plan to the Town with respect to the “History” of Katonah:

1. Celebrate “Inundation Day” or a similar event focused on Katonah’s unique history. Have public community-building events where members of the Town are available to talk about town and hamlet history. Events should include booths for various Katonah organizations.
2. Protect the ‘Old Katonah Archeological Site’ and seek regular access for public tours.
3. Provide historic tours of buildings in Katonah’s Historic District with trained docents.
4. Periodically review and update the Katonah Historic Building Inventory to confirm that all historically significant buildings are recognized.
5. Consider guidelines or rules for renovation or construction of ‘non-historic buildings’ within Katonah’s Historic District.
6. Create historic markers/signage to identify major historic buildings and provide access to historical information about the most significant sites.
7. Utilize emerging technologies (smart phone apps, small QR scan code historic markers) to facilitate self-guided tours of Katonah’s Historic District.
8. Install signage visible from vehicles along Bedford Road and Jay Street marking boundaries of Katonah’s Historic District, to call attention to the uniqueness of this area of Katonah. (Example: small painted wooden signage used in Waccabuc).
9. Maintain strict zoning height and bulk limitations throughout the Katonah Historic District that are appropriate for the preservation of this unique community asset.
10. Consider implementation of a Katonah Architectural Review Board with oversight powers over renovations and construction within Katonah’s Historic District.
11. Identify/designate all buildings in and near Katonah that are worthy of historic protection*.

* See DRAFT list of buildings, projects and sites attached as Appendix #1.

Additional recommendations of this plan to the Town with respect to the “History” of Bedford:

1. Noting the recent creation of Bedford’s ‘Inclusion, Diversity and Equity Advisory Committee’, we encourage a reexamination of Bedford – and Katonah – history to comprehensively identify and record the presence and contributions of Black, Indigenous and People of Color individuals who were part of our community. BIPOC persons have often been marginalized in our community and even our local and regional histories have often minimized and hidden their role.
2. We feel that the Town of Bedford should support the on-going research needed to rediscover and celebrate this group’s part in Katonah’s shared history.

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Katonah Character

Goal: Preserve the architectural details and concept of the planned community upon which 'New' Katonah was founded, while allowing for appropriate modernization of the use of buildings and spaces.

Concerns:

1. Existing legal mechanisms seem insufficient for the long-term protection of Katonah's unique history of planning, landscape, and architectural details.

This plan recommends the Town include the language below in describing the Character of Katonah in the updated Master Plan to reinforce the characteristics of the hamlet:

Katonah is a charming, picturesque and historic planned community of increasingly diverse and friendly neighbors who appreciate the unique history, architecture and community of the hamlet.

Although a community is usually defined by its size, borders and population in the case of Katonah none of these is appropriate because Katonah has been an unincorporated hamlet within the larger Town of Bedford, with no exact borders and thus no exact population. Its people are best described as those that have an "emotional attachment" to the Katonah portion of the world, maybe 4,000 to 6,000 residents fall into this category.

The physical character of Katonah is considered charming by many. Nestled among large New York City reservoirs with tree lined edges, there is an abundance of trees, a large park with public pool and other amenities. The Historic Downtown fans out from the railway station, with commercial stores and residential apartments occupying two and three-story wood frame buildings which transition into lush green boulevards and sidewalks framing historic homes dating from the 1800s. Churches, schools, and apartments complexes are conveniently nestled in and among the historic structures. Moving further from Historic Downtown, single family and multi-family dwellings and their plots become larger in size, giving way to open vistas, dirt roads and stone walls.

The commercial section is characterized by wood frame buildings with commercial stores on the first floor and apartments, offices or storage on the upper floors. Shops include the essentials such as a hardware store, groceries, banks, restaurants, pharmacies, a coffee shop etc. A special feature is the several shops specializing in art. Big box stores and malls are located in nearby communities but have never been present in Katonah.

There is a mixture of young, middle age and senior citizens in Katonah including singles, couples, families and others but there have been swings in the age range of Bedford's population and a recent reduction of school-age children. The ethnic and racial diversity of Bedford lags behind our region and this plan recognizes that documented past discriminatory practices (including, but

not limited to ‘deed-restrictions’ by developers, ‘red-lining’ by banks, and ‘steering practices’ by the real estate industry) have contributed to a current lack of diversity in the town and hamlet population.

This plan reinforces the Town of Bedford’s long-standing commitment to racial, cultural and financial diversity in its population. While Bedford has been a notable leader in creating affordable housing and adopting zoning rules considered a ‘model’ in the region, the high home prices and cost of living in Northern Westchester County and our town and hamlet have reduced the effectiveness of existing initiatives to expand diversity. Bedford must do more – quickly and proactively – to create and retain affordable housing, encourage population diversity, and welcome all to our communities.

Residents and visitors are not only drawn to the historic charm but also to the culture the community has to offer. Katonah has a reputation as an arts colony with a variety of performance venues and galleries. The acclaimed Katonah Museum of Art, the world recognized Caramoor Music Center and Museum and the historic John Jay Homestead Museum are in Katonah. The Katonah Village Library is a regional facility with a large collection and a variety of resources and services. The Katonah Lewisboro School District provides high quality programs for Katonah’s Kindergarten through High School students. Other sanctuaries and museums are nearby, and picturesque walking and riding trails are readily accessible within Bedford and surrounding towns.

There is a strong sense of caring and community, with many people doing their part for the hamlet through service in the Volunteer Fire Department, the Katonah Village Improvement Society, the Chamber of Commerce, the local Community Center serving the needy of the area, Bedford 2030 and other service committees. Residents of Katonah are widely represented on the boards and agencies of the Town of Bedford.

Since its beginning, Katonah has had a tradition of supporting its religious institutions, and the trend continues with a variety of faiths being served in the area.

The hamlet and its residents nurture Katonah's sense of community through a variety of community activities that have occurred in past years and mostly continue. The Katonah Fire Department Parade, the rummage sale, a Christmas Dinner for the needy, Halloween treat night, Memorial Day and Independence Day parades, the Saturday Art Strolls and the huge Town Christmas tree and Menorah lighting event and associated children's party are some of these events.

Katonah is a transportation hub served by network of Interstate, US, NY State and local highways that connect it to NYC and the region. It is served by a station on a major commuter rail line to NYC and provides parking for commuters and shoppers alike. Sidewalks are plentiful and convenient for walking or running. There is an extensive horse trail system operated by the Bedford Riding Lanes Association that gives opportunities for riding or hiking locally, but Katonah and Bedford have insufficient and isolated designated bike lanes, forcing a large number of bike riders to mix with vehicle traffic.

Additional recommendations of the Katonah TCP to the Town with respect to the “Character” of Katonah:

1. Improve public understanding of the distinctiveness of each of Bedford’s hamlet by giving each hamlet a subpage on the Town’s website – to feature the history and character of each hamlet.
2. Create Architectural Review Board (“ARB”) to control the design standards and appropriateness of development in the Historic District and elsewhere in the hamlet.
3. Improve gateway signage welcoming visitors to Katonah (KVIS suggested using gateway signs to improve the historic ‘branding’ of Katonah using a slogan such as “Katonah, moved in 1897”).
4. Consider a public/private committee to encourage the restoration of Historic Commercial Facades in the Central Business Districts of Katonah and the other hamlets) to bring back into view historic building fabric that has been re clad in stucco, aluminum siding, etc. This program would leverage existing Federal and NYS Historic Preservation tax incentives by distributing information about preservation tax incentives and grant programs and by offering seed grants for feasibility studies and awards for successful façade restoration projects.
5. Preserve Katonah’s “Greens” at the medians of Bedford Road and Parkway as open public recreation spaces.
6. Improve/extend walkability among the hamlet shopping areas and adjacent residential areas.
7. Improve walking and biking links to connect Katonah to the other hamlets and adjacent towns.
8. Create Wayfinding Program- establish signage design, improve locational signage (public park, public parking lots, etc.), improve directional signage, create method for accessing additional information about place/rules electronically (bar code, website, etc.).
9. Consider creation of a pedestrian-only ‘Arts and Culture District’ of Katonah utilizing the network of alleyways behind and between the Commercial Buildings in the Central Business District. (Because this new Arts District would make better use of alleyways and lots now used for parking, the idea can only be initiated in conjunction with solutions to existing downtown parking problems).

Katonah Recreation

Goals:

1. Maintain and improve existing parklands, wilderness preserves and open space in and near Katonah.
2. Work with neighboring towns and NY State, NY City agencies and private utilities to expand trails and bike paths near Katonah and to connect Katonah to Bedford's other hamlets and nearby recreational opportunities.

Recommendations of the Katonah TCP to the Town with respect to the Recreation in Katonah:

3. Use Town-owned lands (i.e. the former Zema property) and/or work with neighboring property owners to create additional access pathways to Katonah Memorial Park to promote more direct walking and biking access to the park and to reduce traffic at existing park entrances.
4. Create recreational opportunities for all age groups and abilities by augmenting existing recreational programs and facilities to better address the needs of under-served groups within the community that are not being met. These groups include active seniors, persons with disability, pre-teens, teenagers. Provide a balance of non-sports programs and facilities (arts, crafts, etc.) to augment existing programs/facilities for team sports and facilities for non-team sports (i.e. gaga and pickle ball).
5. Create consolidated listing of available preserves/trails/etc. in town for walking (noting where permits or entry fees are required, difficulty of trail, etc).
6. Use Parks & Recreation Department mailings and webpages to provide information, weblinks, etc. on area recreation opportunities controlled by other nearby public and private entities. Seek ways to reduce barriers to entry and reciprocate appropriately for the constituents of cooperating entities. (Examples: DEC lands near the Muscoot Dam, improving connections to Muscoot Park and to trails on public, private and NYC DEC land in the area of the Historic Cast Iron Truss "Bridge L-158" near Goldens Bridge).
7. Clearly mark and identify recreational pathways (bike lanes, walking, cross walks, etc.) within Bedford and note links to nearby non-Bedford pathways in .
8. Promote all available recreational opportunities on the reservoirs and NYC DEP lands in Bedford.
9. Work with NYC DEP to improve access and improve informational signage (boating/fishing/access permits) to promote walking, biking, fishing, etc.
10. Work with the NYC DEP to facilitate access to rowboats and fishing on the reservoirs in Katonah. Consider providing rental boats (with NYC DEP permits) owned by the Town of Bedford and stored at an appropriate 'boathouse' near the Muscoot Reservoir.
11. Consider establishing a shared Community Garden space in each hamlet park.
12. Consider establishing clubs and facilities for adults to promote shared interest and companionship (Bocce ball, trail clubs, skating).
13. Enforce all open space covenants with Bedford property owners and ensure that any public access, trails, etc. required by existing agreements are maintained (i.e. at the Katonah Hills developments required nature preserve adjacent to Croton Lake Road).

Katonah

Water Quality, Water Service and Sewer Service

Goals:

1. Improve environmental conditions and use of commercial and residential buildings by providing access to municipal sewer systems.
2. Continue monitoring ground water pollution in the Katonah area, to evaluate the success of sewer projects in reducing human waste pollution from the water table and to monitor for other toxins.
3. Extend water service and sewer service to new areas as subsidies and funding allows.

Concerns:

- 1) Unregulated “*first-come/first approved*” review of sewer permit applications will lead to:
 - a) Less long-term business development flexibility in Katonah and Bedford Hills.
 - b) Disproportionate increase in the number of restaurants (or other uses that require a high 'Gallons per Day' sewer capacity allotment) in Katonah.
 - c) Loss of an ability to encourage low-income residential development.
 - d) Loss of incentive to preserve and restore historic structures in the hamlet sewer districts.
 - e) Inequitable distribution of the excess capacity between hamlets. This could result in extra development pressure on Katonah at the cost of future development opportunities in the Bedford Hills sewer district.

Recommendations of the Katonah TCP to the Town with respect to the Sewers in Katonah:

1. Enact rules/legislation which would allow for equitable distribution of sewer capacity between different types of uses.
2. Reserve excess sewer capacity for affordable housing within sewer districts.
3. Consider use of zoning incentives and/or penalties along with sewer capacity controls to promote Town priorities (including creation/retention of affordable housing, increasing racial diversity, while preserving the history and character of the hamlets).

Katonah Parking

Goals:

1. Increase the number of parking spaces, within a 5-minute walk from the train station.
2. Promote the walkability of the Katonah Shopping District, to meet the needs of retail businesses and their customers in the Downtown Historic District.

Recommendations of the Katonah TCP to the Town with respect to the “Parking” in Katonah:

1. Seek a professional parking study to clarify existing parking challenges and identify strategies to better manage parking for all users.
2. Offer free parking in the Jay Street Commuter Parking Lot for evening train users (from 4 pm until a minimum of two hours after scheduled arrival of last evening train to Katonah).
3. Require commercial, retail and apartment development within buildings in the Katonah Central Business District without sufficient on-site parking to provide and maintain permits for all employees to park in commuter parking lots.
4. Investigate construction of a multi-level commuter parking garage on the Jay Street municipal lot site (this parking garage must be aesthetically compatible with the village and adequately screened and include solar panels and community art).
5. A Signage Steering Committee should be formed for the Town to review parking and directional signage. Where additional wayfinding/informational signage is needed, design signage so that it is visible, aesthetically pleasing and informative.
6. Consider including barcodes, QR codes on signage that provides a direct link to more information on the sign’s topic. (i.e. for signage at a parking area, the QR code would provide a link to the relevant parking rules.
7. Consider emerging technologies to provide shuttle bus to circulate through hamlet and nearby parking lots. (Zero-emission, driverless, etc.).
8. Investigate best method(s) to address parking issues in the Historic District, especially conflicts between speeding motor vehicles and users of parallel parking spaces.
9. Seek to balance parking rules to promote pedestrian and bike circulation within the hamlet and minimize impact on shoppers and residents.
10. Consider staggering parking time limits in the downtown area to better account for short and long-term visits. (i.e. designated 15/30 min. spots intended for pick-up of food/packages, etc. and longer term on-street parking to facilitate shopping by individuals visiting restaurants).
11. Consider method for Historic District residents to readily purchase and print a strictly limited number of short-term parking passes to allow up to full day ‘guest’ parking in areas of Historic District where time limits and religious service parking practices often limit availability of on street parking spots for use by residents.
12. Consider methods to prevent drivers from moving cars from spot to spot to misuse commercial district parking for longer term parking. Consult with the Chamber-of-Commerce and business owners to provide adequate parking for businesses that provide services that require more time (i.e. professional offices and hair salons where an appointment may take more than 2 hours).
13. Consider use of escalating fines for repeat/frequent parking scofflaws and drivers who abuse parking rules by moving vehicles from spot to spot to avoid parking tickets.

Katonah Community

We define Community as the interaction and involvement of residents with public and private organizations located in Katonah serving Katonah, the Town, and our neighbors at large. A vibrant Community is important in creating a diverse, open, visionary and compassionate government and neighborhood. The Town has an important role to play in developing the Community by facilitating inclusiveness, transparency, and opportunity.

Goal: Maintain a welcoming, open, inclusive community which supports individual and collective aspirations.

Recommendations of the Katonah TCP to the Town with respect to the “Community” of Katonah:

1. Encourage residents to become involved in public/private organizations in Katonah; and increase the public’s awareness of its community organizations.
2. The Town should continue to co-sponsor a limited number of Community-Building Events each year in each hamlet to support permits and police costs using a simple and well-publicized annual system for groups to apply for funding and police support.
3. TOB co-sponsorship for such Community Events in Katonah should be focused on events that meet some, or all, of the following goals:
 - a. Focus on Katonah in some way (Hamlet history, support local business, promote neighbor interactions).
 - b. Include opportunities for distribution of information about public/private organizations in the hamlet (who they are, what their goals are).
 - c. Create opportunities for individual engagement with public and private organizations (how people can get involved in organizations).
 - d. Foster diversity (social, economic, racial, political and cultural) and inclusivity.
4. Each TOB-supported event must be accessible to all residents and visitors.
5. Information about any TOB-supported event should be broadly disseminated (electronically, on paper, word of mouth, public bulletin boards, and on hamlet subpages on town website).
6. TOB-supported Community Events in Katonah and Bedford Hills should be centrally located and accessible by foot or public transport from the hamlet’s train station.
7. Create centrally located Town Bulletin Boards both physically and digitally to disseminate information about Town activities and organizations. Locate one in the heart of Katonah to with and supplement similar efforts by KVIS and Kellogg and Lawrence.
8. Investigate ways in which to engage a more diverse population in Town government.
9. Create a comprehensive booklet to be widely distributed and delivered to new residents in TOB with information on Bedford community organizations and hamlet events.
10. Invite all residents and visitors to get involved; to be responsible to the community as a steward of the earth; and to be informed about town ordinances and environmental initiatives.

Katonah

Downtown Business

Goals:

1. Support a vibrant, thriving and downtown shopping district including locally owned retail shops with unique, diverse, and useful products catering to Bedford residents and other visitors.
2. Add parking spaces and adjust parking rules strategically to support Katonah residents, businesses, commuters and shoppers.
3. Make Katonah more walkable and bikeable by reducing the speed of traffic, improving dangerous intersections and favoring the needs of pedestrians and bikers over motor vehicles.
4. Continue to coordinate Town efforts to improve aesthetics and beautify downtown Katonah with KVIS and the Katonah Chamber of Commerce.

Concerns:

1. A lack of sufficient parking near retail stores leads to reduced shopper foot traffic which makes it harder for retail shops to survive.
2. Retail stores are best supported by encouraging a density of higher-traffic retail that encourages the greater foot traffic which helps the remaining retail shops to thrive.
3. Katonah (and the other Bedford hamlets) have seen an influx of lower-traffic real estate and brokerage offices that now occupy a disproportionate share of available prime retail space in the street level within Katonah's Shopping District while utilizing valuable on-street parking spaces directly in front of the retail shops for large staff meetings.
4. High commercial rents contribute to this cycle by favoring businesses that can afford to pay,
5. Vehicular and pedestrian safety deficiencies in the area of the Jay Street Railroad Crossing.

Recommendations of the Katonah TCP to the Town with respect to the "Downtown Businesses" of Katonah:

1. Encourage and support mixed-use development buildings in established shopping areas- first floor for retail, second floor and above for commercial offices, residences, etc.
2. Investigate whether redefining zones to limit real estate offices and commercial offices in the downtown Historic District would help with retail issues.
3. Provide an Electric Bus or Trolley to circulate between improved parking lots and Downtown Shopping areas to help alleviate parking problems and increase use of municipal lots.
4. Improve pedestrian and bicycle access to the Katonah's shopping areas, including safe and secure bike parking.
5. Investigate whether increasing pedestrian-only areas (close portions of the Downtown Roads to vehicular traffic) would improve retail experience and better support Downtown businesses.
6. Improve directional signage in and around Katonah to improve use of commuter parking lots by shoppers (when parking spots are available) and to better direct new comers to Katonah's Central Business District.
7. Create a signage committee to review permits for sandwich board signs, temporary signs, etc. within pedestrian shopping areas.

8. Strictly manage height and bulk zoning limitations in the Downtown District so as not to allow construction of overly tall/bulky buildings in Katonah's downtown shopping district.
9. Improve safety at the Jay Street RR Crossing while working to eliminate this RR Crossing (without constraining access to Katonah's core from the Route 22 area).
10. Work with MetroNorth and other stakeholders to properly maintain fencing and planted areas along the railroad right-of-way – especially in highly visible areas within Katonah (and Bedford Hills).
11. Improve street and sidewalk lighting in the Central Business District and the Greens to deemphasize harsh traffic lighting and emphasize small town sidewalk lighting.
12. Consider adding dog waste stations strategically to reduce the smell of dog waste in public waste receptacles.
13. Work with utilities and all impacted property owners to bury utility lines in the Central Business District and along Katonah's Greens.
14. Push Verizon, Cablevision and other Internet service providers to make high-speed broadband service available from at least two competitors providing cable Internet, FiOS Internet service throughout Katonah's Central Business District.

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Katonah

Residential Development

Goals:

1. Create additional tools to encourage and promote development of affordable housing.
2. Integrate affordable housing into all Bedford communities while preserving the historic character of the communities, maintaining property values, and encouraging the diversification and integration of the population.
3. Create and retain affordable housing units without reducing housing available to meet the needs of workforce, affordable, and senior community members.
4. Adjust zoning rules to promote the creation of one or more small Inns or Bed and Breakfast establishments more accessory dwelling units within Katonah.
5. Create strict rules governing Short Term Rentals (STRs) with controls to keep neighborhoods quiet, safe and stable and to prevent STRs from crowding out existing, unregulated Affordable Housing.

Recommendations of the Katonah TCP to the Town with respect to the “Residential Development” of Katonah:

1. Consider proactive steps by TOB to further encourage the actual construction and development of affordable housing.
2. Create and maintain an inventory of existing ‘naturally-occurring affordable housing’ to assist the town in monitoring threats to this resource (including from demolition, change of use, gentrification).
3. Consider zoning adjustments to encourage use of condominium/co-operative apartments within larger historic buildings in danger of demolition or decay.
4. Encourage the development of Accessory Dwelling Units for affordable housing.
5. Consider allowing one or more Rooming Houses (with guidelines that encourage renting at affordable levels).
6. Require annual registration and compliance with appropriate safety standards for all STRs. Granting and renewal of STR unit registration to be dependent on past compliance by guests with occupancy limits and parking and noise regulations.
7. Require 2 years of ownership prior to the granting of an STR permit within an existing or new building to limit STR property speculation. Establish time limits on continuous rental by a single party of an STR unit.
8. Establish a Town ‘STR’ tax and fee structure’ applied to STR rental fees. Use funds collected by taxes and fees on STRs to create and retain Affordable Housing.
9. Clarify and update the Town’s definitions of “Affordable Housing” to meet the needs of the local and regional community.
10. Maintain a residentially zoned buffer between Katonah and Bedford Hills to discourage the ‘merger’ of the commercial/shopping districts of the two hamlets along Route 117/Bedford Road.

Katonah **Sustainability**

Goal:

1. Support vision of Bedford 2030.

Recommendations of the Katonah TCP to the Town with respect to the “Sustainability” of Katonah:

1. Consider solar and other alternative-energy installations on all new municipal and commercial buildings, parking garages, etc.
2. Require any new municipal structure to conform with LEED, Passive House or Net Zero standards.
3. Add more Electric Vehicle charging stations in all municipal parking lots and in the downtown area.
4. Require new construction to include service and facilities for charging of electric vehicles.
5. Continue to increase the use of hybrid and electric vehicles in the Town’s fleet.
6. Encourage planting of native trees and plants throughout hamlet, including parks, streetscape, and planting beds.
7. An electric shuttle bus that would circle through Katonah to encourage people to park once and then walk or ride on the trolley around the hamlet rather than driving their car through Katonah.
8. A section of the Town Park designated as a Community Vegetable Garden, where members of the community could rent a plot of the garden for their own personal gardening. This would allow interested residents of apartments, condos, and those on small lots of land to have the ability to maintain a garden.
9. Incorporate designated bike lanes in roadway design.
10. Install secure bike sheds/bike shelters at the train station and other locations in town.
11. Encourage upgrades to water efficient fixtures for those tying into TOB sewer districts.
12. Create community pocket gardens with native plants. Encourage and support local resident use/care of pocket gardens (example at Intersection of Croton Lake Road and Cherry Street). Similar pocket gardens possible next to Town Hall, next to Ambulance Corps Building, along Route 117, etc.
13. Schedule weekly farmers’ market in downtown parking lots.
14. Explore costs and methods for burying power/service lines to protect the most critical feeder lines from storm damage.
15. Expand efforts to eradicate invasive species – including vines that damage trees and threaten utility lines and local forests. Promote the removal of invasive plant species and the planting of native plant species by property owners.
16. Seek conversion of ‘lawn’ areas to native wildflower meadows and forested areas wherever possible along highway medians and along flanking right-of-way properties within Bedford.
17. Control deer population and restore forest understory.

Katonah **Health & Safety**

Goals:

1. Actively support public health initiatives and programs.
2. Encourage collaboration between Town and Federal/state/county/municipal agencies to ensure that health needs of the community are being sufficiently and appropriately met with affordable access to healthcare for all.
3. Encourage collaboration between mental health crises teams and the Town's professional and volunteer emergency service organizations to ensure that the safety needs of the community are addressed whenever emergency intervention is necessary.
4. Support the health and safety of Katonah's population by providing recreation and wellness facilities and programs.

Recommendations of the Katonah TCP to the Town with respect to the "Health & Safety" in Katonah:

1. Proactively support public health initiatives and enforce public health laws and standards including pandemic responses.
2. Maintain existing parks and open space and expand designated bike paths and trails.
3. Control traffic and reduce the speed of motor vehicles on all local streets.
4. Reduce use of the dangerous Jay Street RR Crossing and seek its eventual elimination.
5. Reduce the impact of highway road noise and train noise on Katonah by seeking the installation of noise attenuating plantings and structures where most appropriate and effective.

Katonah

Policing and Emergency Services

Goals:

1. Encourage ‘Community Policing’ strategies to further develop strong relationships between Police Officers of all ranks and the communities they serve.
2. Emphasize the importance of police force diversity and anti-bias standards with superior funding and training commitments.
3. Work with Fire and Ambulance Districts to stabilize and maintain the all-volunteer Fire and Ambulance companies that serve Bedford.

Recommendations of the Katonah TCP to the Town with respect to the “Policing and Emergency Services” of Katonah:

1. Seek to assign patrol officers consistently within each hamlet to encourage interactions between officers and community.
2. Encourage officers patrolling each hamlet to walk whenever possible, introduce themselves to residents and shop owners.
3. Proactively encourage diversity training and training in incident de-escalation for police and emergency services volunteers.
4. TOB Police and Emergency Service Providers should have access to support from Mental Health Professionals for calls and incidents requiring such support.
5. Noting pressure on the sustainability of all-volunteer ambulance and fire companies regarding membership, the TOB should create default plans to ensure that the financing of volunteer emergency services (fire/ambulance) remain sufficiently and securely supported.

Katonah Zoning

Goals:

1. Retain the architectural and planning character of the Historic District and Central Business district of Katonah to support walkability.
2. Avoid zoning changes that will extend denser development beyond existing limits or threaten the successful density patterns of the hamlet.
3. Avoid additional sprawl of commercial zones and residential subdivisions beyond existing limits of development density.
4. Use zoning variances selectively to further Bedford's principal goals (Encouraging diversity in population, the creation and retention of affordable housing and environmental sustainability targets).

Recommendations of the Katonah TCP to the Town with respect to the "Zoning" of Katonah:

1. Maintain limits on height and bulk in Katonah's Central Business District to 3 stories and/or 45 feet.
2. Consider the use of limited zoning variances (including FAR increases, and additional Accessory Dwelling Units) to encourage Bedford's principal diversity, affordability and sustainability goals.
3. Require every residential zoning district type throughout Bedford to contribute to meeting all of Bedford's principal diversity, affordability and sustainability goals.
4. To support a thriving commercial core in Katonah (and Bedford Hills), strictly limit commercial sprawl along Route 117/Bedford Road between Bedford Hills and Katonah by maintaining strong residential buffers to prevent the 'merger' of these two distinct hamlet commercial centers (with each other and/or with the Roadway Business zone to the south of Bedford Hills).
5. To support Katonah as a walkable hamlet, strictly limit any changes in zoning to allow higher-density subdivision of additional lands on the outskirts of the existing higher-density zones surrounding Katonah.

Katonah

Traffic and Circulation

Goals:

1. Promote walkability and maximize pedestrian and bicycle safety within Katonah's Historic District and Shopping District.
2. Slow traffic appropriately within Katonah's Historic District and Shopping District.
3. Work to improve safety – and eventually eliminate – the Jay Street railroad crossing – which has been consistently ranked by the Federal Railroad Administration as among the most dangerous RR crossings in Westchester County.
4. Improve vehicle access to Katonah's commuter parking lots.
5. Improve pedestrian access from commuter parking lots to MetroNorth's Katonah Station to reduce the interaction of vehicle traffic to and from the station with pedestrians.

Recommendations of the Katonah TCP to the Town with respect to "Traffic and Circulation" within the hamlet of Katonah:

1. Install 'bulb-outs' at all pedestrian crosswalks in Katonah's Historic District and Shopping District.
2. Promote "parking and walking" for shoppers within Katonah whenever practical by balancing the availability of short-term and longer-term parking convenient to the Shopping District.
3. Build a multi-level parking garage on the site of the Jay Street Commuter Lot (Lot #1).
4. Integrate a ramp and bridge over the MetroNorth tracks with the parking garage project to reroute motor vehicle traffic from Jay Street into Katonah to connect with Bedford Road near Park Street (using NYC DEP lands).
5. Seek to reduce the speed limit to 25 MPH on Bedford Road within Katonah's Historic District and Shopping District (noting that State and County exemptions are likely required).
6. Proactively work to control the impact on hamlet roads from through traffic being consistently routed through local streets by GPS devices (especially on Bedford Road, Cherry Street, and Whitlockville Road).

Katonah
Appendix #1
Significant Architecture, Landscape Architecture and
Engineering Projects and Sites in and near Katonah

A DRAFT list of projects emphasizing buildings not currently recognized or protected by the Town of Bedford. (It is intended that this list would be integrated with similar lists covering other areas of Bedford).

Engineering/Infrastructure Projects:

- New York Central Railroad Harlem Division right-of-way, stations and some adjacent lands including parking lots (infrastructure developed from 1847 onward. Previously owned by PennCentral Transportation. Purchased by the MTA in 2019, operated as MetroNorth)
- Whitlock Dam (submerged)
- Hoyt’s Mill Dam (submerged)
- (Old) Muscoot Dam (submerged)
- (New) Muscoot Dam and Gate House (completed 1905, William R. Hill and J. Waldo Smith Chief Engineers)
- Cross River Dam and Gate House (completed 1908, William R. Hill and J. Waldo Smith Chief Engineers)
- Antique decorative steel vehicle bridge (at north end of Jay Street Commuter Parking Lot)
- Antique bridge abutments (some submerged) that connected Old Katonah to Goldens Bridge area, Whitlockville and points west of Wood's Bridge Road.
- Delaware Aqueduct, Shaft 13 and Gate Building

Ruins and Archeological Sites:

- Native American historic sites including “ceremonial stone landscapes” such as the grave site of Chief Katonah and the (unidentified) site near Bedford of a 1644 'Indian Massacre' of a Native American village by Dutch and English troops that killed 500 to 700 indigenous persons.
- Old Katonah Village historic site
- Old Katonah area bridge abutments roads
- Wood’s Bridge Racetrack (submerged)
- Muscoot Dam Workers Encampment Site (also associated with 'Black Hand' gang murders).
- Cross River Dam Workers Encampment Site

Cultural Landmarks:

- ‘Stepping Stones’ / Bill and Lois Wilson House
- Katonah Memorial House (a project of the Women’s Civic Club of Katonah, 1925)
- Leatherman’s Loop
- Traditional stone walls throughout Bedford

Colonial/Federal/Greek Revival Architecture:

- John Jay Homestead
- The Reading Room (Katonah's original lending library).

Early ‘New Katonah’ Architecture:

- All houses, barns and commercial buildings moved from Old Katonah to New Katonah.
- St. Mary's Church (the only church moved from Old Katonah to New Katonah).
- Celtic Cross streetscape and landscape of Katonah Greens (Bedford Road and The Parkway)
- Old (2nd) NYCRR (New) Katonah Train Station (now Peppino's Restaurant/Liquor Store)
- Old Katonah Train Station (converted to a house on Huntville Road).
- All early masonry churches erected in ‘New Katonah’.
- Original Katonah Village Library building (Kerr Rainsford, 1928)
- Old (2nd) Katonah Fire House

Other Significant Early Architecture/Sites:

- Hillbourne Club (Epilepsy) Sanitarium (Katonah, circa 1910)
- Westfield State Farm (now Bedford Hills Prison, original buildings circa 1901)
- NY State Reformatory for Women (now Taconic Correctional Facility, 1901)
- The Montefiore Home Country Sanitarium for Consumptives at Bedford Station NY (1901, now Kasho property)
- Bailey Hall (opened in Katonah in 1919)
- Harvey School central campus
- (Old) St. Mary’s School (Knight's of Columbus Hall in Times Square re-erected as a school.
- Katonah Memorial Park Picnic Pavilion (does this have another name?)
- Katonah Elementary School (1939)
- Automobile Service Garage (now Van’s, 1920s)
- Sinclair Oil Service Station (now Exxon, 1920s)
- Rosen House and estate outbuildings at Caramoor (Renovations by Christian Rosborg, 1939)
- Seven Springs estate and grounds (Charles A. Platt, 1919) (partially in Mt. Kisco, North Castle and New Castle)
- Merestead estate and grounds (partially in Mt. Kisco)
- Sutton Clock Tower
- Bedford Hills Train Station (NYCRR)
- Bedford Town House
- Bedford Hills Memorial House

Modern/Contemporary Architecture:

- I.M. Pei Weekend House (Pei, Cobb, Freed, 1952)
- Katonah Village Library addition (Lester W. Smith of SMS Associates, 1968)
- ‘New’ (current) Katonah Fire Department building
- 306 Cherry Street (Private Residence)
- (New) Saint Mary’s School (1958)
- Venetian Theater (at Caramoor, Frederick Keisler, 1958)
- Richard Kaeyer Residence (Richard Kaeyer, 1979)
- Katonah Museum (Edward Larrabee Barnes, 1990)
- Arts Center (at Harvey School, KGD Architects, 2005)
- House 432 (Robert Siegel, 2014)