

HASTINGS-ON-HUDSON

Comprehensive Plan



The Hunter College Urban Planning Studio

In Collaboration with

Hastings Comprehensive Plan Committee

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TABLE OF CONTENTS

2		INTRODUCTION
3		LOCAL AND REGIONAL SETTING
9		HISTORY
15		DEMOGRAPHICS
26		LAND USE – WATERFRONT
45		NATURAL – SCENIC RESOURCES
57		COMMUNITY FACILITIES
65		HISTORIC PRESERVATION
72		TRANSPORTATION – INFRASTRUCTURE
81		ECONOMIC DEVELOPMENT
93		SUSTAINABILITY



INTRODUCTION

Hastings-on-Hudson has begun the comprehensive planning process that will help the Village identify community resources, short and long-term needs, and commonly held values and goals. A final comprehensive plan will express a vision for the future that will guide zoning and policy decisions for many years.

In January of 2008, our group of eleven graduate students from the Urban Planning Department of Hunter College began to study the Village as part of a studio project conducted for the Village's Comprehensive Plan Committee. Throughout the semester we visited the Village, met with members of the community, and studied the many plans and reports that the Village has drafted over the years. We interviewed most of the elected leaders in the Village and conducted two extensive surveys as an attempt to reach out to the broader community.

We learned a lot about the Village over the last few months. We discovered an educated, successful, and pro-active community that is deeply committed to the Village, but often unable to follow through on plans. We found the quiet residential streets and traditional downtown a pleasure to walk, however the sidewalks were inadequate or non-existent and many of the storefronts downtown were poorly maintained or vacant. We were amazed by the striking views and abundance of open space, but alarmed by out of context development that blocks these views and problems with flooding and deer overpopulation that threaten natural resources. We were impressed by the beauty of your homes and the rich history behind them, but concerned by the lack of historic preservation. Finally, we were excited by the potential of waterfront development, but frustrated by the lack of progress. In short, we discovered why you love this village so much, but also why this comprehensive plan is so important.

In this Comprehensive Plan you will find our best efforts to assess the existing conditions and offer recommendations that we feel are innovative but realistic. We hope that our report helps you to see the Village through fresh eyes and that our efforts will aide you in the larger planning process that lies ahead.



REGIONAL AND LOCAL SETTING

Regional Setting

The Village of Hastings-on-Hudson is located on the eastern shoreline of the Hudson River. It is one of six villages in the Town of Greenburgh, located within Westchester County. Hastings is approximately ten miles from Bronx County with the Hastings-on-Hudson Metro North station nineteen and a half miles from Grand Central Terminal. The City of Yonkers is to the south of Hastings and the Village of Dobbs Ferry to the north, with each municipality sharing the Hudson River as a western boundary. Unincorporated Greenburgh lies to the east of Saw Mill River Road (9A), which is the eastern boundary of Hastings.

The Town of Greenburgh was incorporated in 1788 and Hastings was incorporated in 1879 when its name was changed from Hastings-Upon-Hudson to Hastings-on-Hudson. Hastings covers an area of 1.96 miles and as of the 2000 Census had a population of 7,648. Hastings is located in a strategic area with regards to the Hudson Valley and Greater New York City regions. The Hudson line of Metro-North Railroad provides commuter service with local and express trains to Grand Central Terminal in Manhattan. Routes 9 (North Broadway) and 9A (Saw Mill River Road) pass through the Village and are the principle north-south routes across the County. These roads provide important connections to Manhattan (via the Broadway Bridge) and Rockland County (via the Tappan Zee Bridge).

Regional Setting of Hastings-On-Hudson





Local Setting

The Village is governed by a Mayor and a Board of Trustees elected by the public. The Mayor is designated as the official head and, with the Board of Trustees, has legislative and policy-making powers.

According to the *Municipal Planning Primer*,¹ three principal agencies at the municipal level formulate, document and implement planning policies: the legislative body, the zoning board of appeals, and the planning board. While each body has a defined role, there is a need for communication between boards and local officials. It is also important for these local agencies to coordinate with the County Planning Board and neighboring localities.



Westchester County is governed by a home rule arrangement with its municipalities. This arrangement gives power to each locality concerning its land use decisions. This power is important for each locality to control its development, however home rule has historically discouraged communication and collaboration between neighboring municipalities. Westchester County currently seeks to encourage inter-municipal coordination of planning activities and developments. This inter-municipal planning is currently done on a voluntary basis and there is little evidence of much regional planning being done by localities in Westchester County. Westchester 2025, the comprehensive plan currently underway for Westchester County, provides many areas for collaboration between municipalities concerning land use and goals; once this collaboration begins it will be possible to expand it to other areas.



It is important for Hastings to seek out opportunities to communicate with its neighbors on issues of land use, infrastructure, and resources. A regional approach to the Hudson Valley can expand beyond planning and into Village services once there is an atmosphere of cooperation. This can be achieved at both the Village and County level; however it would be most effective for Hastings to begin with the town level.

Comprehensive Planning

According to New York State, a comprehensive plan consists of “the materials, written and /or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city.”² The comprehensive plan is the legislative body’s process of consideration and forethought, which results in zoning designed to serve the general welfare of the community. According to New York State, this is one of the most important and powerful duties granted by the state to the local government.

The state recognizes how a comprehensive plan can benefit a community by providing a process for identifying community resources, long-range community needs, and commonly held goals. It also helps build community consensus and creates a blueprint for future governmental actions. Although New York State recognizes the many benefits a comprehensive plan can offer, it does not mandate that local governments adopt a comprehensive plan.

Once a local government chooses to adopt a comprehensive plan, NY State mandates that all land use regulations must be in accordance with the plan. Land use regulations that were in place before the adoption of a comprehensive plan must be amended to be in accordance with the comprehensive plan before or simultaneous to the adoption of the plan. Future land use regulations must be reviewed for compliance with the plan before regulations can be adopted. All capital projects must comply with the comprehensive plan and take its goals and objectives into consideration, which includes projects under any agency.

A comprehensive plan can contain a long and thorough list of topics that affect the community on many different levels. Topics of a comprehensive plan can range from economic development to environmental issues to education. There is often significant overlap in the chapters of a comprehensive plan, demonstrating that all aspects of a community are intertwined.

Previous Planning Efforts

There have been many recent planning efforts in Hastings and Westchester County and these include:

Vision Plan

In November 1999, the Hastings Board of Trustees voted to endorse the Community Vision Plan for Hastings. This plan was the first community developed Plan for Hastings done with public meetings, study groups, and critical-issue forums. The Plan focused on two guiding goals and then broke these goals into focus areas.³ The first goal of the Plan was for Hastings to maintain its village character by managing growth and encouraging a healthy downtown and local institutions. The second goal is to reconnect the Village with the Hudson River by reclaiming and developing the waterfront with a regional context in mind.

These goals still remain relevant to the Hastings community today and it is important to incorporate certain elements of the Vision Plan into the new Comprehensive Plan. The focus areas of the Vision Plan were: Waterfront, Village Core, Residential Areas, Parks, Trailways and other Public Space and Large Land Tracts. Revisiting the focus area goals provides a good place to start the analysis of the current situation in Hastings. The goals of the Vision Plan developed ten years ago will share many of the same elements with the Comprehensive Plan that is



currently being developed. **The Village should build upon the Vision Plan and continue the community process by revisiting previous goals and establishing new ones.**

Hastings Transportation Study 2006

In June 2007, the consulting firm of Buckhurst Fish and Jacquemart Inc. presented the Final Draft Transportation Plan and Pedestrian Enhancements⁴ to the Village. The Plan utilized two public planning workshops to engage the Village on their transportation issues and proposed solutions. The study analyzed current traffic and accident data to assess traffic conditions in the areas around the Central Business District and the four schools. It also inventoried and assessed current sidewalk conditions in the Village. The final report recommended several traffic calming measures as well as pedestrian improvements.

Local Waterfront Revitalization Plan 2007

The future of the Hastings waterfront has been studied and debated for decades, with several studies produced since the 1970s. Most recently, the Village worked with the Regional Plan Association in 2002 to complete a community developed plan entitled, “The Redevelopment Plan for the Hasting-on-Hudson Waterfront.”⁵ These plans were further refined and in 2004 the Village and Saratoga Associates released the “Waterfront Implementation Strategy.”⁶ The 2007 Local Waterfront Revitalization Plan attempted to build on these recent efforts and create a vision for the waterfront that upheld the goals of the Community Vision Plan.

The LWRP Plan promoted mixed-use development, view preservation, improved traffic circulation, public access, historic preservation, and integration of the waterfront with the surrounding Village. The Plan also cited some of the same issues as the 2006 Transportation Study where respondents to their survey indicated that improving pedestrian access could be achieved by providing more seating, slowing traffic and forcing traffic to stop for pedestrians in crosswalks.

Tappan Terminal

The Tappan Terminal site is located on approximately 15 acres at the south end of the Hudson River waterfront in Hastings. The site comprises two properties: the Exxon/Mobil property and the Uhlich Color Company. These properties are located between the Hudson River and the Railroad on the Hastings waterfront. As of 2006, the cost of the selected remedy for the site is estimated to be \$4.23 million, of which \$3.02 million is the cost of construction. The remainder is the cost of annual monitoring and maintenance, which is estimated to be \$240,000 for the first five years and \$15,000 thereafter.

The New York State Department of Environmental Conservation developed a Remedial Action Plan⁷ for the property that includes treatment of soil and water, excavation of grossly contaminated soil and construction of a two-foot deep soil cover. This remediation will make the redevelopment of the waterfront possible and allow for the incorporation of proposed features such as the RiverWalk.

Hastings-On-Hudson School District Strategic Plan

Using interviews, meetings and forums over a period of three years members of the Hastings school community shared their vision for the future of the Hastings school system. The Strategic Plan focuses on eight areas to coordinate and manage growth while focusing on community outreach and strategic alliances within the community. Besides the occasional sharing of facilities and parks, the Village and the School District do not have much interaction. There should be more sharing of space, knowledge, or resources between the Village and its schools. The desire to build such a relationship has been voiced in The Hastings on Hudson School District Strategic Plan 2006-2016⁸, under the sections of Strategic Alliances and Future Facility Needs.



Hastings should continue to work with the school district to ensure that Hastings children enjoy a ‘vibrant learning community’. The Hastings-on-Hudson School District Strategic Plan provides many areas for community collaboration and program expansions.

Regional Planning Efforts

Westchester 2025

Westchester 2025 is an update to “Patterns for Westchester: The land and the People.”⁹ This plan focused on preserving the environment and enhancing the economy by focusing on existing centers and corridors of development. The goal of Westchester 2025 is to provide a unified system for planning and land use that incorporates ideas from every stakeholder.¹⁰ The Plan is designed to assist the county government and its 45 local municipalities to work together and speak with one regional vision, a critical need in the complex New York metropolitan area.

Westchester 2025 looks to guide a community based process for each municipality that focuses on centers, corridors, and open space. The planning program is respectful of home-rule while also challenging localities to envision the regional context. The County hopes to bolster its role as an intermediary between villages and the larger state agencies. The County understands that strong planning at the local level will lead to a stronger regional plan that ensures all future development is consistent with the goals of each locality. The regional planning process seeks to involve all localities and it is important for Hastings to participate with this County process.

Hastings should advocate that the Village Comprehensive Plan be adopted into Westchester 2025. The Village should also establish regional planning connections with the Town of Greenburgh and Westchester County.

Hudson River Valley Greenway Program

The Hudson River Valley Greenway Program encourages localities to think regionally and plan locally. The Plan was established in 1991 and provides a process for regional cooperation that furthers the Greenway goals of natural and cultural resource protection, regional planning, economic development, public access, and heritage and environmental education.¹¹

The Greenway Program focuses on the counties as the basic planning areas for the development of the Greenway Compact. The Compact Plan is seen as a regional development tool for the Historic River Towns of Westchester to promote the historic, cultural, and natural resources of the region. Counties are encouraged to develop a Greenway Compact and the Hudson River Valley Greenway approved a plan for Westchester County in 2005.

Westchester County Greenprint

In June 2005, the Hudson River Valley Greenway approved the Westchester County Greenway Compact Plan, “The Greenprint for a Sustainable Future.”¹² The Plan was prepared by the Westchester County Department of Planning as part of the Hudson River Valley Greenway initiatives and was adopted by the Westchester County Planning Board on June 2, 2004. The Greenprint has three objectives for the Westchester Hudson River Valley: to develop the Greenway trail system (RiverWalk), promote regional tourism, and coordinate planning among local governments

The County Planning Department encourages all Westchester communities to participate in this voluntary program. Participation will qualify the Village for a number of important compact benefits including technical and funding assistance from Greenway. The Greenway grant application process is simple and may provide significant funds for projects such as updating a comprehensive plan and zoning ordinance or the undertaking of special land use studies.



Hudson River Trailway Plan

The Hudson RiverWalk came out of an idea put forth by Westchester County Executive Andrew Spano in 2000.¹³ The goal was to open and enhance access to the Hudson River. The RiverWalk Plan aims to connect the Historic River Towns with each other and to link the recreational, cultural, and historic resources of each River Town with existing trails such as the Old Croton Aqueduct Trail. The plan envisions a fully functional waterfront that links each of the different communities and ties together the 46.6 miles of shoreline in Westchester County. During the public participation process, representatives from each of the Hudson River Towns suggested possible routes and proposed quick implementation projects. The Plan looked at waterfront uses for bicyclists and pedestrians through the enhancement and creation of trails, esplanades, and boardwalks.

The segment of the RiverWalk in Hastings connects the Old Croton Aqueduct Trail with the waterfront by way of Warburton Avenue, Spring, and River Streets. In Hastings, the waterfront site for the RiverWalk is contaminated from the former Anaconda Factory and will require remediation before the plan can be implemented.

The RiverWalk plan should be an important component of the Hastings Comprehensive Plan because it helps achieve many of the stated goals in the previous Vision Plan. The RiverWalk will reconnect the Village with the waterfront and provide more access. It will also help connect Hastings to the greater region and encourage pedestrian uses and enhancements for the waterfront and Village trails.

Hastings should focus on the natural and historic resources that tie the Village and the County together. By focusing on these resources and implementing a Plan such as the RiverWalk, the Village will encourage regional growth and tourism in the Village.

Westchester County continues to take a regional approach to all planning issues. Both the County and Village need to integrate cultural, historic, and natural resources at each level. Regional planning documents have stressed the need for regional cooperation with regards to planning and future land use.



HISTORY OF THE VILLAGE OF HASTINGS-ON-HUDSON

Pre-European Era

This area rising from the east bank of the Hudson and overlooking the Palisades to the west was once the home of the Weckquaesgeeks, one of the Algonquin tribes. In summer, the Weckquaesgeeks camped at the mouth of the ravine running under the present Warburton Avenue Bridge. There they fished, swam and collected oyster and clamshells used to make wampum. Nearby, on the level plain (Maple Avenue), they planted corn and possibly tobacco. In winter, the Weckquaesgeeks moved to a rock-sheltered area called "Punkie Barrie" (Uniontown). Living in huts of hemlock bark, sticks and animal skins, the Native Americans sewed together birch bark to make fine kettles. Pride in their kettles prompted the Native Americans to call this region "The Place of the Bark Kettle."

Europeans Arrive

In 1609, Henry Hudson, an English explorer employed by the Dutch East India Company, sailed up the river that would eventually bear his name. Soon after, the Dutch West India Company founded New Amsterdam and fur-trading settlements along the river. Around 1650, a Dutch carpenter named Frederick Philipse arrived in New Amsterdam. After marrying two rich widows in succession, Philipse began acquiring land along the east bank of the river. In 1682, he traded with the Indians for the area that is now Dobbs Ferry and Hastings. His price: 4 guns, 4 fathoms (6 ft. Lengths) of wampum, 14 blankets, 6 fathoms of duffils (coarse woolen cloth), 6 pairs of stockings, 10 bars of lead, 3 kettles, 12 pounds of powder, 1 drawing knife, 4 shirts, 2 fathoms of cloth and 1 adze (ax).

In 1693, the English crown granted Frederick Philipse title to the Manor of Philipsburg. For the next 80 years, the Philipses owned the land along the east bank of the Hudson from Spuyten Duyvil to the Croton River. After dividing the area that is now Hastings into four nearly equal-sized farms, the Philipses leased them to Dutch, English and French Huguenot settlers.

Revolutionary Days

During the Revolution, the area that is now Hastings lay between the lines of the warring forces and was declared neutral territory. The local tavern served both Colonials and British; the blacksmith at the neutral forge (383 South Broadway) shod horses from both sides. Yet, while technically neutral, this territory was actually a no-man's land and was raided constantly by both sides. One such raid by a band of Hessian marauders turned into the Battle of Edgar's Lane. On September 30, 1778, a local tavern owner named Peter Post led the Hessians into an ambush where they were killed or captured by Continentals and the local militia. In return for his treachery, Post was severely beaten by Hessian retaliators. He lived to see the British defeated and became known, locally at least, as a Revolutionary War hero.

The Village harbor also served the Revolutionary cause. By day, patriots stored boats there, out of sight of British patrol boats. At night the patriots manned the boats and smuggled food and supplies across the river to Washington's army, which was camped on the other side. The Philipses were loyal to King George III, so after the success of the Revolution, the state confiscated and sold their vast lands. In 1785, James DeClark, Jacobus Dyckman, George Fisher, and tavern keeper Peter Post bought the four farms that make up modern day Hastings.

Another family named Lefurgy had wanted to buy land, but could not afford it. For 35 years they had farmed the southern half of what is now Hastings, but the wartime raids had so devastated their land and livestock that they were too poor to buy their farms. Over the following decades, however, a new generation of Lefurgys, led by Isaac and Jane, acquired much of the old Lefurgy family tenant farms.



Several buildings in Hastings today have parts dating from the eighteenth century: the Dyckman House (Andrus House), the Draper House (271 South Broadway) and the two stone structures (now private homes) on Zinsser Way.

After the Revolution, Westchester County was divided into towns, and the area that is now Hastings became part of the Town of Greenburgh. In 1790, the Town of Greenburgh had 1,377 residents.

Around this time, the area came to be known as Hastings-Up-on-Hudson. The Village most likely received its name from a resident named Saunders who reportedly had been born in the English town of Hastings, where William the Conqueror won the famous battle in 1066. Saunders operated one of the first factories in Hastings; he lived at 49 Washington Avenue, in what is now known as the Cropsey House.

Hastings 1800-1850

Hastings-Up-on-Hudson remained a sleepy farming village until May 1835. During that month, the Common Council of New York ordered the Water Commission to construct a dam and aqueduct to bring water from Croton River to the city. Local farmers fought bitterly against the project that cut across their lands, but the needs of the growing city to the south prevailed. The construction of the Croton Aqueduct in the 1830s-40s was the first of several events that sparked dramatic growth in Hastings.

During the 1830s, Hastings began to see congregations of religious groups, yet the first church building was not built until 1850. The first congregations were mainly Presbyterian and Roman Catholic, but in the 1850s, local Baptists also organized. The oldest church in Hastings is The First Reformed Church, followed by the Grace Church on the former Boulanger Plaza, and the Lutheran Church at 64 Main Street.

Hastings Bone Mill, which was used to boil the bones of dead horses, was shut down shortly after opening in the early 1830s. Residents complained of the terrible fumes that came from the mill, which later led to the first environmental remediation noted along the Hudson. It was decided that the plaintiffs were to pay Hastings Bone Mill \$500 to have it shut down in 1849.¹⁴ Also that year, The Hudson River Steam Sugar Refinery began operations, which cut off boat access to the river and stream indefinitely. (See below).



Image courtesy of Hastings Historical Society



Hastings 1850-1900

The opening of the New York and Hudson River Railroad in 1849 greatly accelerated the growth of the Village. Passengers could travel between New York and Hastings in less than half the time it took to make the trip by steamboat. A second railroad line, located near the Saw Mill River, began service in 1869. In the 1890s it was taken over by the New York Central and called the Putnam Division. Service continued until the 1950s.¹⁴

Industry in Hastings-on-Hudson

Heavy industry came to the Hastings area in 1850 when two German immigrants named Kattenhorn and Hopke built a sugar refinery on the waterfront. From 1865 to 1871, stone quarrying brought hundreds of Scottish and Irish laborers to Hastings where they blasted enormous quantities of dolomite marble from the white marble quarry on Aqueduct Lane. An inclined railroad carried the marble down the steep slopes to the quarry wharf where it was dressed by skilled stonecutters. It was then loaded onto ships bound for rapidly growing cities like New York, where it was believed to have been used to build Marble Collegiate Church, and Charleston, South Carolina, where it is said to have been used to construct the Customs House. Some marble remained in Hastings where it was used to build Oakledge (2 Broadway), the Jehiel Read Villa (142 High Street), and Lovat House (10 Amherst Drive). In 1875, the sugar refinery was destroyed in a raging fire. Despite valiant efforts of the local bucket brigade and New York City fireboats, the sugar refineries were completely ruined. Arson was suspected as the factory had been insured and a new method of refining sugar had just been found. Within months, the owners opened a new refinery in Brooklyn. Shortly after the refinery fire, almost all the waterfront factories were burned. Bricks salvaged from the refinery were used in 1879 to build the Village's first firehouse, Protection No. 1 on Warburton Avenue.¹⁵

Incorporation of Hastings-on-Hudson

In 1879, the Village of Hastings-upon-Hudson was incorporated. In 1880, the first town ordinance was passed prohibiting "the running at large or pasturing on any public street of horses, swine, geese, goats or other animals." A policeman was hired at \$40 a month to enforce the ordinance. His duties also included lighting and extinguishing the street lamps and enforcing the six-miles-per-hour speed limit.¹⁵

Industry: The Second Coming

By the 1880s, the burnt out industry on the waterfront of Hastings began to see some revival. Hastings Pavement moved onto the site of the old sugar factory and began producing hexagonal paving blocks. These blocks were used extensively in Central Park and Prospect Park in Brooklyn. Between 1895-1900, Hastings Pavement produced 10 million such blocks and shipped them to cities in Canada, Brazil and England, as well as throughout the United States. By 1891, National Conduit and Cable Company was on the waterfront producing cables for early utility companies in the U.S. and abroad. In 1897 Frederick G. Zinsser opened a chemical plant that produced a refined wood alcohol called Hastings Spirits. By gradually filling in the river, Zinsser increased his land from an original half-acre to 15 acres. In 1897 Electric lights were introduced to Hastings-Upon-Hudson.¹⁵



Image courtesy of Hastings Historical Society

Leisure in Hastings-on-Hudson

After 1850 many wealthy New Yorkers began to build elaborate summer estates in Hastings. The Village began being advertised on the real estate market as a place where the “young and enterprising” could escape the city.¹⁶ During the 1890s, other wealthy New Yorkers traveled through to reach the fashionable Ardsley Casino, stopping briefly to change horses. Hastings became a leisure destination for less affluent New Yorkers as well. In the 1860s and '70s, Dudley’s Grove, near the border of Yonkers, became a popular place to picnic and swim for New Yorkers fleeing the city. In the 1890s, Hastings even had a popular amusement park called "Little Coney Island." Though the park drew thousands of New Yorkers, many Hastings residents forbade their children to attend, believing it to be an unwholesome atmosphere. More welcomed by the community was the Tower Ridge Yacht Club, founded in 1891. The club built 16 cottages (each with its own boathouse) and offered swimming, tennis, boating, and crabbing. Some members kept cottages by the season while others came by boat to bathe at the club's beaches. The Yacht Club became a center for the social activities of year-round residents as well.



Image courtesy of Hastings Historical Society

Hastings in the Twentieth Century: 1900 to 1950

During the first half of the 20th century the Village of Hastings continued to grow. As industry along the waterfront expanded, schools, churches, and residential communities proliferated. In 1902, the Orphan Asylum of the City of New York moved from Manhattan to the south side of the Village to what is now the site of the Graham Wyndham School, located at 1 South Broadway. Two years later, the original Farragut school building was created. In 1907, a group of teachers purchased 17.5 acres of former Minturn estate and developed the Locust Hill community. The neighborhood stretched from Flower Avenue to the southern end of Edgars Lane. That year the Hudson Heights community was also developed. To assist in development,



the National Conduit formed the Hastings Home Company and developed Riverview Manor. In a span of three years between 1907 and 1910, several of the area's large estates had been subdivided and sold to create four major neighborhoods. These neighborhoods, Riverview Manor, Hudson Heights (1907), and Olinda Park (1908), built off other residential neighborhoods like Uniontown, Tower Ridge (1886), and Nepera Park (1890), which replaced old farms and estates as the new appearance of Hastings.

During World War I, Hastings enjoyed further social advances with the creation of its very own newspaper, the Hastings Press, which published its first issue in 1917. Although not completely confirmed, some suggest that the Village also served as a secret location for the production of mustard gas. During this period, the Zinsser Chemical Plant was at its peak, boasting 30 buildings along the waterfront. Sources state that several of the buildings were heavily guarded by the military until the conclusion of World War I in 1918.

During the years leading to the Great Depression the Village celebrated further expansion. During the 1920's, the Village's first apartment building, La Barranca was constructed. In 1926, more residences were added in the Shadowlawn community. Three years later, Hastings celebrated its 50th anniversary. To commemorate this milestone the Village requested resident architects Shreve and Lamb design the Village municipal building. As a resident, Shreve was very active in Village affairs, and gladly accepted the position.

Hastings from 1950 to the Present

Many important public facilities such as parks, religious buildings, schools, and libraries were built during the Post World War II years.

In 1952, the present St. Matthew's Catholic School campus was opened. In 1964, the Hillside School opened, and that same year a new addition was completed to the Farrugut School complex. In 1963, it was determined that the Public Library had outgrown its space on the second floor of the Municipal Building. By 1966, it had moved to its present-day site near Fulton Park. The new building featured a majestic view of the Hudson River. In 2002, the Library was renovated and expanded, and Fulton Park was enhanced with new terraces, benches, and landscaping. In 1965, Temple Beth Shalom was established in the village, but services were held in the First Reformed Church chapel. This continued until 1971, when the Temple building was completed.

The second half of the twentieth century brought an end to heavy industry on the Hastings waterfront. In 1955, the Zinsser plant was sold to Harshaw Chemical. Seven years later, Moore-Tappan Tanker bought out Harshaw Chemical, and erected four fuel tanks with a combined capacity of 13 million gallons. Moore-Tappan dredged the river to a depth of 35 feet, creating a deepwater port.



Images courtesy of Hastings Historical Society



In 1971, the government charged Anaconda with 100 counts of violating pollution acts. Two years later, the company paid a \$200,000 fine, at that time the largest pollution fine ever paid. In 1975, Anaconda closed its Hastings plant, signifying the end to waterfront industry. In 1977, ARCO bought Anaconda, assuming control of the Hastings waterfront.

In September of 1979, the Hastings Theatre closed its box office, facing pressures from larger first-run multiplexes.¹⁷ Also in 1979, Village residents defeated a Department of Transportation plan to combine three signalized intersections on the Saw Mill River Parkway into one cloverleaf design.¹⁸

In 1986, the Ginsberg Development Corporation bought Saint Clare Academy, a former boarding school on the eastern edge of the Village, adjacent to Mount Hope Cemetery. The land was the first to be developed under the Town of Greenburgh's new affordable housing zoning laws, introduced in 1986. The laws required affordable housing in any new multi-family development. In exchange for 40 affordable one-bedroom units built in the old school building, Ginsberg was permitted to build 85 new townhouses on the campus, now known as Clarewood Village.¹⁹

In January 1991, Draper Park was transferred to the Village, ensuring its continued use as a park. Antonia Draper Dixon had bequeathed the park to the Village in 1923 as a memorial to her father, John William Draper.²⁰

In October 1993, Hastings residents approved a 3.3 million-dollar bond issue enabling the Village to purchase Hillside Woods.²¹ In 1995, PTI Holdings, a bicycle helmet manufacturer, moved into a 50,000-sqft facility on the Hastings Waterfront, at 1 River Street. The company also manufactured toys, notably the Hasbro Playskool brand. On April 13, 2001, Governor Pataki announced a grant of \$335,000 to the Village to "acquire and preserve" 14.5 acres along the waterfront. Since the closing of Anaconda's plant in 1975, redevelopment of the Hastings waterfront has been an ongoing discussion, and the subject of numerous plans, including a 2000 Waterfront Plan written by the Regional Plan Association (RPA). The latest, the Draft Local Waterfront Revitalization Program (LWRP) Report, was completed in 2006. Both proposed a mix of residential, commercial, and parkland.

In recent years, Hastings has rapidly become more popular as a place to live. Between 1999 and 2003, average home prices increased from \$386,000 to \$645,000.²² Real estate prices have raised the urgency of the issue of affordable housing, which is considered by many in the Village to be of top priority. Without a mix of incomes, Hastings could lose its celebrated "bohemian" charm.²² At the same time, Hastings has quickly run out of developable land, making many long-time Hastings residents a victim of the Village's success



DEMOGRAPHIC ANALYSIS FOR HASTINGS-ON-HUDSON

The following demographic analysis will outline population trends for the Village of Hastings-on-Hudson. The demographic data comes from the 1980, 1990, and 2000 United States Census.²³

Population

Hastings population decreased 10.8% between 1980 and 2000. By contrast, both Westchester and neighboring Dobbs Ferry experienced modest population growth.

Comparison of Population Statistics

Population	1980	1990	2000
Hastings	8,573	8,000	7,648
% change from previous		-6.68%	-4.40%
Dobbs Ferry	10,053	9,940	10,622
% change from previous		-1.12%	6.86%
Westchester	866,599	874,866	923,459
% change from previous		0.95%	5.55%

Source: U.S. Census

Race

Hastings is a predominantly white suburb. Non-Hispanic Whites made up 93.9% of the 1980 population, 91.9% in 1990, and 87.4% in 2000. The Hispanic population more than doubled between 1980 and 2000, but still made up only 4.5% of the total population in 2000. Hastings lost nearly half its Black population between 1980 and 2000. The number of Asians more than doubled between the 1980 and 1990 census, but declined between 1990 and 2000.



Comparison of Race

	RACE	1980	% of total	1990	% of total	2000	% of total
Hastings	Non-Hispanic White	7,913	93.9%	7,047	91.9%	6,683	87.4%
	Black	302	3.6%	199	2.6%	178	2.3%
	Asian	175	2.1%	406	5.3%	317	4.1%
	Hispanic	147	1.7%	332	4.2%	344	4.5%
Dobbs Ferry	Non-Hispanic White	8,855	91.3%	8,181	86.5%	8,134	76.6%
	Black	457	4.7%	577	6.1%	745	7.0%
	Asian	342	3.5%	684	7.2%	796	7.5%
	Hispanic	359	3.6%	482	4.8%	744	7.0%
Westchester	Non-Hispanic White	698,463	85.1%	640,558	81.2%	591,776	64.1%
	Black	102,443	12.5%	114,265	14.5%	125,227	13.6%
	Asian	15,543	1.9%	31,611	4.0%	40,941	4.4%
	Hispanic	45,566	5.30%	86,194	9.90%	144,124	15.60%

Source: U.S. Census

Hastings has remained predominantly white, while Dobbs Ferry and Westchester have become more diverse. Dobbs Ferry went from 91.3% white in 1980 to 76.6% white in 2000. The Black, Asian, and Hispanic populations increased each decade, and in 2000, each group represented approximately 7% of the total population. Westchester went from 85.1% White in 1980 to 64.1% White in 2000. Westchester lost 106,687 Non-Hispanic Whites during that time while the Black population remained stable. The county added almost 100,000 Hispanics during those 20 years, and Hispanics went from 5.3% of the 1980 population to 15.6% of the 2000 population. The county added almost 25,000 Asians, and went from 1.9% Asian in 1980 to 4.4% Asian in 2000.

Age

The age composition in Hastings changed between 1980 and 2000. The over-65 age cohort remained steady at around 15%, but the 40 to 65 year cohort increased significantly, going from 33% of the total population in 1990 to 40% of the total population in 2000. Couples who moved to the area to raise children during the 1980s and early 1990s appear to be aging in place.

A decline in residents between ages 25 and 39 supports this observation and indicates that fewer young couples are moving to the area. This group represented 21% of the total population in 1990, and only 16% of the total in 2000. Their total numbers declined from 1,718 in 1990 to 1,245 in 2000, a significant decrease.

Compared to Westchester, Hastings has fewer young-adults (age 18-34) and more older-adults (age 45-64). In 2000, 13.3% of Hastings was between 18-34 compared to 20.6% of Westchester.



On the other hand, 29.3% of Hastings was between 45-64 compared to just 23.5% of Westchester. In 2000, the median age in Hastings was 42.3, compared to 38.7 in Dobbs Ferry and 37.6 in Westchester County.

School Aged Children Analysis

In 1980, there were 2,102 Hastings residents under the age of 18, and in 2000 there were only 1,912. Although the number of school age children actually decreased, the school system still experienced overcrowding due to changes in the composition of the school age population. There were 48% more children under 5 in 1990 than in 1980. The baby boom of the late 80s was largely responsible for the 76% increase in enrollment in the middle school between 1990 and 2000. Hastings experienced overcrowding in the middle school in 2000-2001 and in the high school in 2007-2008 as this large age cohort moved through the system. After this group graduates, school enrollment should return to the level experienced in earlier decades.



Comparison of Age Cohorts

Age Cohorts	Hastings			Dobbs Ferry			Westchester County		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Under 5	337	499	407	441	622	565	47,006	57,718	64,242
% of total population	3.90%	6.20%	5.30%	4.40%	6.30%	5.30%	5.40%	6.60%	7.00%
5 to 9	436	432	602	565	602	786	52,748	51,397	67,993
% of total population	5.10%	5.40%	7.90%	5.60%	6.10%	7.40%	6.10%	5.90%	7.40%
10 to 17	1,329	796	903	1,504	1,153	1,408	117,702	81,154	98,562
% of total population	15.50%	10.00%	11.80%	15.00%	11.60%	13.30%	13.60%	9.30%	10.70%
18 to 24	797	566	312	988	682	776	94,520	83,987	66,520
% of total population	9.30%	7.10%	4.10%	9.80%	6.90%	7.30%	10.90%	9.60%	7.20%
25 to 34	1,009	1,049	701	1,579	1,574	1,134	127,168	146,259	123,467
% of total population	11.80%	13.10%	9.20%	15.70%	15.80%	10.70%	14.70%	16.70%	13.40%
35 to 44	1,085	1,353	1,295	1,150	1,677	1,778	108,107	135,791	157,033
% of total population	12.70%	16.90%	16.90%	11.40%	16.90%	16.70%	12.50%	15.50%	17.00%
45 to 54	1,172	997	1,454	1,331	1,044	1,647	107,447	102,784	129,998
% of total population	13.70%	12.50%	19.00%	13.20%	10.50%	15.50%	12.40%	11.70%	14.10%
55 to 64	1,143	911	789	1,198	1,020	918	97,742	89,750	86,680
% of total population	13.30%	11.40%	10.30%	11.90%	10.30%	8.60%	11.30%	10.30%	9.40%
65 and Up	1,265	1,397	1,185	1,297	1,566	1,610	114,159	126,026	128,964
% of total population	14.80%	17.50%	15.50%	12.90%	15.80%	15.20%	13.20%	14.40%	14.00%
Total Population	8,573	8,000	7,648	10,053	9,940	10,622	866,599	874,866	923,459



Hastings' School Age Census Data

Age Group	1980	1990	% change from previous yr	2000	% change from previous yr
Total Population	8,573	8,000	-7%	7,648	-4%
Under 5	337	499	48%	407	-18%
5 To 9	436	432	-1%	602	39%
10 To 14	812	532	-34%	621	17%
15 To 17	517	264	-49%	282	7%

Source: U.S. Census

Hastings' School District Enrollment Data

TOTALS:	1980	1990	% change from previous yr	2000	% change from previous yr	2007-08	% change from previous yr	2011-12*	% change from previous yr
K-4 (5 to 9 yrs)	362	402	11%	618	54%	545	-12%		
5-8 (10 to 14 yrs)	478	317	-34%	558	76%	493	-12%	545	11%
9-12 (15 to 17 yrs)	561	316	-44%	402	27%	575	43%	493	-14%

* Projection based on 2007-2008 enrollment statistics

Education

The adult population (25+) of Hastings is well-educated; 62% have at least a college degree and 39% have a Masters degree or higher. By comparison, only 51% of Dobbs Ferry and 41% of Westchester have at least a college degree. The Village has traditionally been home to a well-educated population, and the number of residents with college degrees has continued to increase over the past twenty years.

The Educational Attainment of Hastings

Education	1990	%	2000	%
Some High School	735	13%	354	7%
High School / Some College	2,275	40%	1,669	31%
College Degree	1,192	20%	1,268	23%
Graduate or Professional	1,553	27%	2,138	39%
TOTAL	5,755	100%	5,429	100%

Source U.S. Census (1980 data excluded as Census question was changed for 1990)



The Educational Attainment of Dobbs Ferry

Education	1990	%	2000	%
Some High School	764	11%	887	12%
High School / Some College	3,018	43%	2,584	37%
College Degree	1,720	25%	1,747	25%
Graduate or Professional	1,452	21%	1,811	26%
TOTAL	6,954	100%	7,029	100%

Source U.S. Census (1980 data excluded as Census question was changed for 1990)

The Educational Attainment of Westchester County

Education	1990	%	2000	%
Some High School	114,862	19%	103,456	16%
High School / Some College	276,218	46%	268,561	43%
College Degree	113,166	19%	132,557	21%
Graduate or Professional	100,298	16%	124,367	20%
TOTAL	604,544	100%	628,941	100%

Source U.S. Census (1980 data excluded as Census question was changed for 1990)

Income

The level of education is reflected in the high 2000 Median Household Income (MHI) of \$85,956. The MHI was far higher in Hastings than Dobbs Ferry (\$69,015) or Westchester County (\$63,582). Income increased 6.7% between 1990 and 2000 and 24% between 1980 and 1990. Westchester County experienced a similar increase in income during the 1980s, but MHI in the County decreased between 1990 and 2000.



Comparison of Income

Income	1980	1990	2000
Hastings	\$64,674	\$80,562	\$85,956
% change from previous		24.57%	6.70%
Dobbs Ferry	\$59,916	\$67,380	\$69,015
% change from previous		12.46%	2.43%
Westchester	\$52,268	\$64,863	\$63,582
% change from previous		24.10%	-1.97%

Source: U.S. Census

Labor Force

According to the 2000 census, 67% of the Hastings working age population was employed, 2% were unemployed but seeking employment, and 31% were not in the labor force (includes stay at home parents, retired individuals, and those unable or unwilling to work). Compared to Dobbs Ferry and Westchester County, Hastings had higher levels of employment, fewer individuals not in the labor force, and similar levels of unemployment.

Labor Force of Hastings

Labor Force (16+)	1990	% Area 1990	2000	% Area 2000
Employed	4,206	65%	3,955	67%
Unemployed	211	3%	153	2%
Not in Labor Force	2,015	31%	1,819	31%
TOTAL	6,432	100%	5,927	100%

Source: U.S. Census



Labor Force of Dobbs Ferry

Labor Force (16+)	1990	% Area 1990	2000	% Area 2000
Employed	5,103	66%	5,201	64%
Unemployed	293	4%	184	2%
Not in Labor Force	2,361	30%	2,795	34%
TOTAL	7,757	100%	8,180	100%

Source: U.S. Census

Force of Westchester County

Labor Force (16+)	1990	% Area 1990	2000	% Area 2000
Employed	445,942	63%	432,600	60%
Unemployed	22,469	3%	19,817	3%
Not in Labor Force	237,535	34%	263,735	37%
TOTAL	705,946	100%	716,152	100%

Source: U.S. Census

Housing

Hastings is predominately a single-family home suburb. Over the past three decades, Hastings has experienced a decline in overall population, but the number of housing units and the price of housing have increased. There were 3,129 housing units in 1980, 3,145 in 1990, and 3,193 in 2000. The total number of units will continue to increase due to new developments in the Village.



Comparison of Housing Stock

Housing Makeup	Hastings		Dobbs Ferry		Westchester County	
	1990	2000	1990	2000	1990	2000
Single Family	1,779	1,837	1,720	1,941	160,367	175,348
% of housing stock	56.60%	57.50%	45.50%	49.30%	47.60%	50.20%
2 Units	164	275	387	387	30,983	30,867
% of housing stock	5.20%	8.60%	10.20%	9.80%	9.20%	8.80%
3 or 4 Units	342	283	576	705	29,351	30,907
% of housing stock	10.90%	8.90%	15.20%	17.90%	8.70%	8.80%
5 to 9 Units	269	310	359	411	18,496	19,759
% of housing stock	8.60%	9.70%	9.50%	10.40%	5.50%	5.70%
10-19 Units	131	145	295	153	17,221	14,692
% of housing stock	4.20%	4.50%	7.80%	3.90%	5.10%	4.20%
20-49 Units	242	139	209	213	25,121	26,703
% of housing stock	7.70%	4.40%	5.50%	5.40%	7.50%	7.60%
50 plus	186	204	151	131	49,929	50,963
% of housing stock	5.90%	6.40%	4.00%	3.30%	14.80%	14.60%
Total Housing Units	3,145	3,193	3,781	3,941	336,727	349,445

Source: U.S. Census

Household Size

As seen in the chart below, the average household size (AHS) in Hastings has decreased since 1980. In 2000, the AHS was 2.4 persons/unit compared to an average of 2.7 in 1980. Household size remained stable in Dobbs Ferry and Westchester while Hastings experienced its decline.



Comparison of Household Size

Household Size	Hastings			Dobbs Ferry			Westchester County		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Population	8,573	8,000	7,648	10,053	9,940	10,622	866,599	874,866	923,459
Housing Units	3,129	3,145	3,193	3,673	3,781	3,941	316,658	336,727	349,445
Average HH Size	2.74	2.54	2.4	2.7	2.6	2.7	2.74	2.6	2.64

Source: U.S. Census

Housing Tenure

The amount of owner occupied housing units has increased in Hastings, Dobbs Ferry, and Westchester during the last three decades. Of the three, Hastings has the highest level of home ownership.

Comparison of Home Ownership Statistics

Housing status	1980	1990	2000
Hastings Owners	1,814	1,994	2,043
% of total	59%	65%	66%
Hastings Renters	1,246	1,067	1,050
% of total	41%	35%	34%
Dobbs Ferry Owners	2,000	2,078	2,219
% of total	55%	57%	59%
Dobbs Ferry Renters	1,610	1,560	1,573
% of total	45%	43%	41%
Westchester Owners	161,225	190,933	202,673
% of total	52%	60%	60%
Westchester Renters	146,225	129,097	134,469
% of total	48%	40%	40%

Source: U.S. Census



Renter Occupied Housing

The median rent in Hastings went from \$792 in 1980 to \$1,045 in 2000. This 32% increase was much greater than the 21% increase in Westchester County. The increased cost of housing in the community may have prevented young couples from moving in and raising families as they had in the 1980s. This would explain the decrease in household size and overall population.

Comparison of Rent Statistics

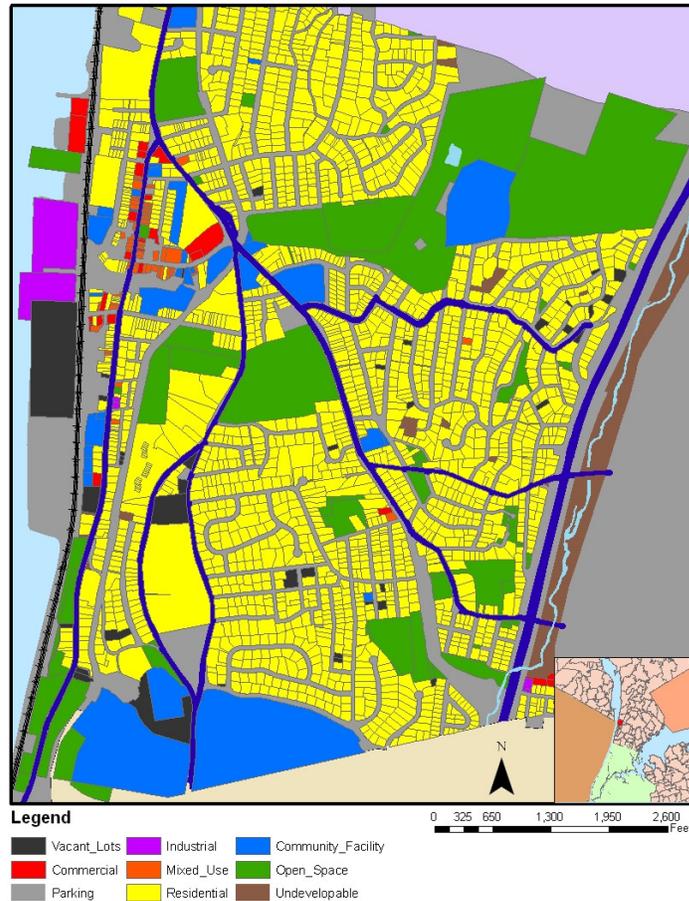
Median Rents	1980	1990	2000
Hastings	\$792	\$961	\$1,045
% change from previous		21%	9%
Dobbs Ferry Owners	\$690	\$846	\$887
% change from previous		23%	5%
Westchester Owners	\$695	\$804	\$839
% change from previous		16%	4%

Source: U.S. Census



LAND USE AND WATERFRONT

Figure 1: Village Land Use



As the land use map above indicates, Hastings is predominantly residential. We surveyed 2,164 lots, and 90% of the lots surveyed were residential. The majority of residential buildings are single family residences of only one or two stories. There are only a few multifamily buildings, mostly concentrated near the Central Business District (CBD), in the northwest section of the Village. The residential areas include a mix of Colonial, Cape Cod, and Tudor homes.



Figure 2: Housing Character



Devon Way

Figure 1: Housing Character



Tompkins Avenue



Figure 2: Housing Character



Hudson Avenue

The commercial buildings downtown support the surrounding residential neighborhoods. Commercial and Mixed Use buildings make up 4% (91 tax lots) of the tax lots surveyed, and are predominantly concentrated in the CBD. Mixed-use buildings are characterized by ground floor retail businesses with two to three stories of residential space above.

Figure 3: Commercial and Mixed Use Buildings



Intersection of Main Street and Warburton Avenue



Community facilities are vital to Hastings' social fabric. In our survey, we found 33 tax lots containing community facilities, the most common being schools and religious institutions. There are three fire stations serving separate sections of the Village. The police station, municipal building, and the Village library are located near the CBD. The greatest concentration of community facilities is along Main Street, near the Five Corners. There are three churches, a middle school and high school, the community center, and an ambulance station in this area.

Figure 4: Community Facilities

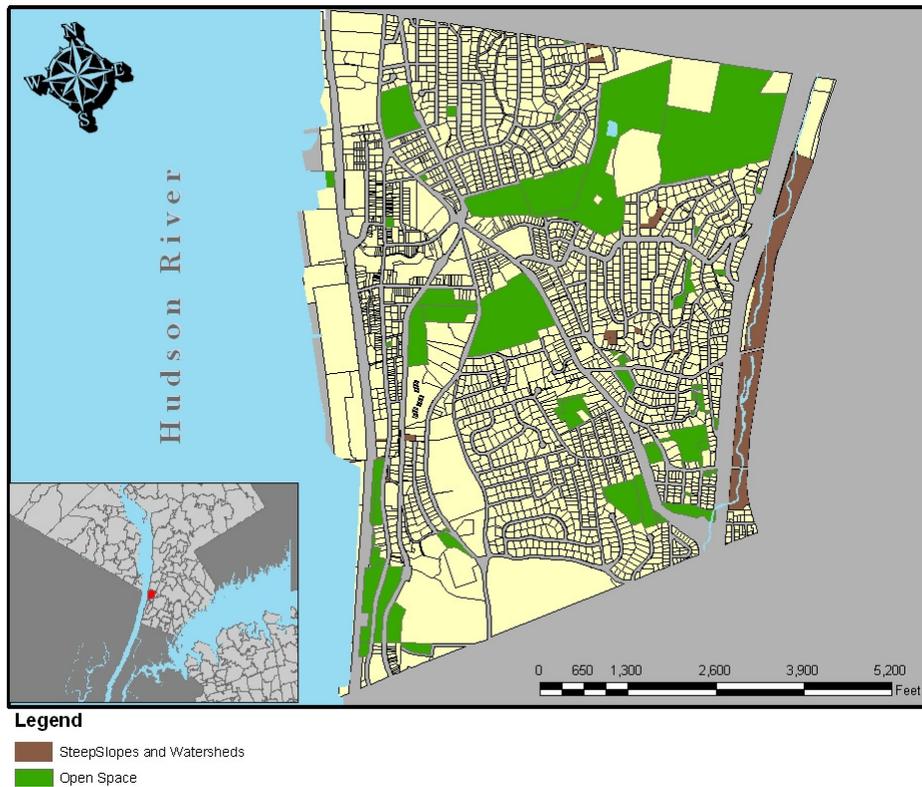


Municipal Building

Hastings has an abundance of Open Space. Open Space accounts for the second largest land use, with 80 tax lots and 252 acres, representing 19% of the Village. Aside from ball parks and athletic fields, the Village is home to trailways, watersheds, steep hills, and woodlands. Several small lots sprinkled throughout the community are also designated parkland. The map below details the parkland and open spaces throughout the Village. Steep slopes and wetlands were documented as undevelopable parcels in our survey and appear in brown in the following map.



Figure 5: Open Space



During our survey we found 41 lots that were undeveloped, with lot sizes ranging from 2500 to 651,000 square feet. The waterfront site (651,438 sq ft), Graham Wyndham School (205,684 sq ft) the Andrus Retirement Community (123,961 sq ft), and the Ginsburg site (221,948sq ft) located east of the Saw Mill River in the Village's northeast corner are the largest parcels available for development. The two maps below display vacant lots observed in our survey. The lots in Figure 9 are color-coded based on size; yellow represents the smallest lots and blue the largest.

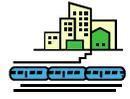


Figure 6: Undeveloped Lots



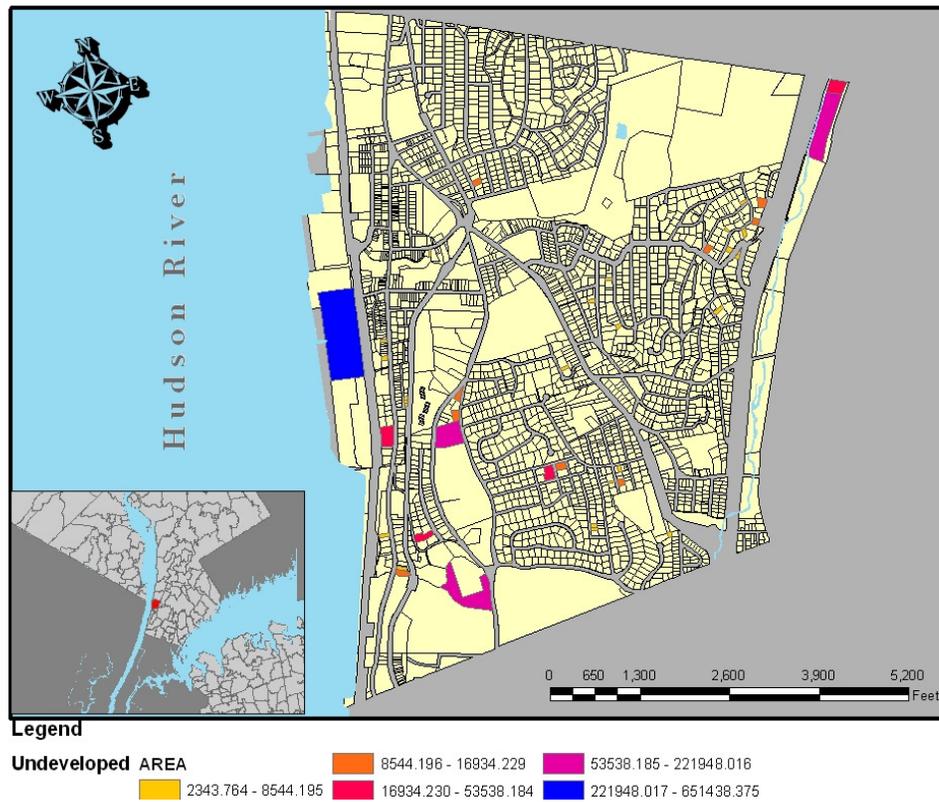
Legend

 Vacant





Figure 7: Undeveloped Lots / Lot Area



After identifying undeveloped lots we cross referenced zoning constraints to determine opportunities for development. Fourteen lots met zoning requirements for minimum lot size, mostly in the western portion of the Village. In the map below, the lots that meet zoning requirements have been color-coded green and those that do not are coded red.



Figure 8: Vacant Lots: Build-Out Potential



Legend
 Undeveloped Buildable ■ No ■ Yes

Table 1: Buildout Analysis

No.	Block	Lot	Zone	Total Area	Buildable Area	Buildable Area minus 10% ^a	Potential Buildout (Dwelling Units)	Potential Population	Ownership ^{**}
1	105	2	R-10	123,961	92,970.80	83,673.68	9	21.6	Andrus
2	105	3	R-10	15,313	11,484.80	10,336.28	1	2.4	Andrus
3	139	2	R-20	205,684	174,831	157,348.26	8	19.2	Andrus
4	139	25	R-10	15,836	11,877	10,689.30	1	2.4	Village of Hastings
5	140	13	R-10	29,848	22,386	20,147.40	2	4.8	Murray, Rudolph
6	84	17	R-10	12,363	9,272.25	8,345.03	1	2.4	Disalvo, Joanne Baecher
7	80	5	R-10	16,934	12,700.50	11,430.45	1	2.4	Village of Hastings
8	80	3	R-10	9456.38	2364	2128	1	2.4	Village of Hastings
8	38	14	R-10	11,384	8,538	7,684.20	1	2.4	Engler, Alan & Danielle
9	151	24	2R	9,479	6,635.30	5,971.77	2	4.8	Barcia, Joan & Desiderio
10	52	2	MR-O	5,914	2,957	2,661.30	2	4.8	Cast Properties, Inc.
11	60	11	CC	2,709	2,709	2,438.10	8	19.2	Village of Hastings
12	46	1	MUPDD	221,948					
13	46	3	MUPDD	49,056					
14	47	1	GI	651,438					
Total				1,371,867	356,362	320,725.76	26	61.7	

^a 10% has been subtracted to account for infrastructure, wetlands, and steep slopes.

^{**} Ownership data taken from attributes of GIS tax lot shapefiles obtained from Hastings Planning Department



The greatest potential for growth is within the higher density districts such as the MR-O, CC, and MUPDD. The first three lots listed in the table above are part of the Andrus site, which constitutes 50% of the total potential buildout. However, number 11, which is located within the CBD, represents 25% of the potential buildout. Sites in the CBD and the waterfront require the most attention as they allow for a higher density of dwelling units.

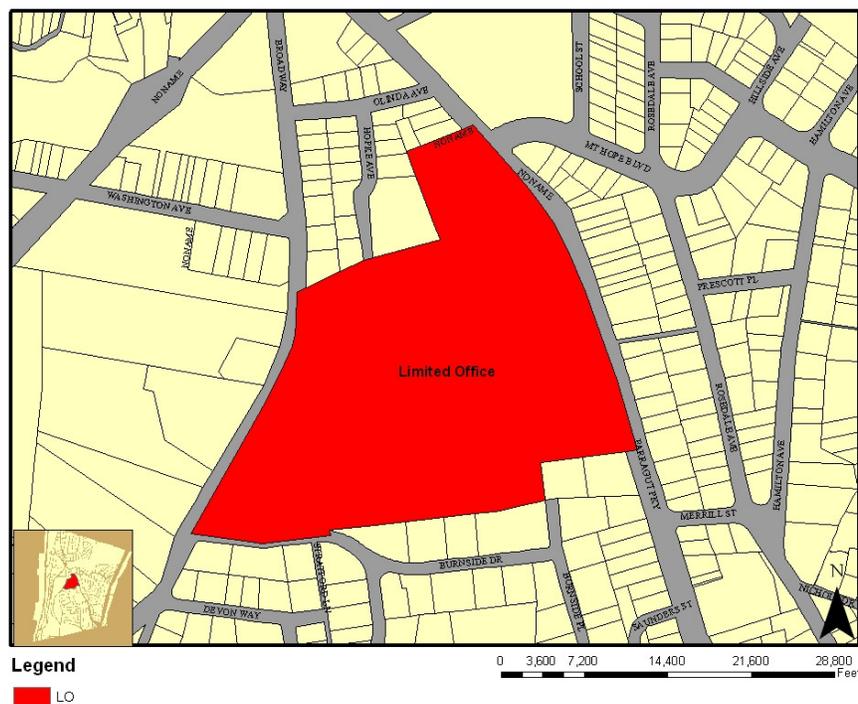
Half of the undeveloped lots listed in the table above are owned by the Village of Hastings. One of the Hastings lots is being used as parkland and another is the location of a u-turn at the intersection of Old Broadway and New Broadway.

The following section describes the proposed action needed to preserve and enhance the land use and zoning landscape of Hastings.

Rezoning the Limited Office District to a Public Parks, and Recreation District

The parcel known as the Burke Estate is currently zoned Limited Office. It is owned by the Board of Education, and is being used for two baseball fields and a soccer field. **The Burke Estate should be rezoned to PR (Parks and Recreation) to ensure that this site continues to be used for public recreation and open space.**

Figure 9: Limited Office District



A Golden Age Zoning District

In a survey conducted for this report, approximately 66% of respondents said they would like to remain in the Village after retirement. Twenty-five percent said that after retirement, they would like to move to a smaller residence such as a condominium, or an adult independent community. According to the demographic analysis, the Village is growing older and there is not enough senior housing available to accommodate the aging population. The Andrus Retirement

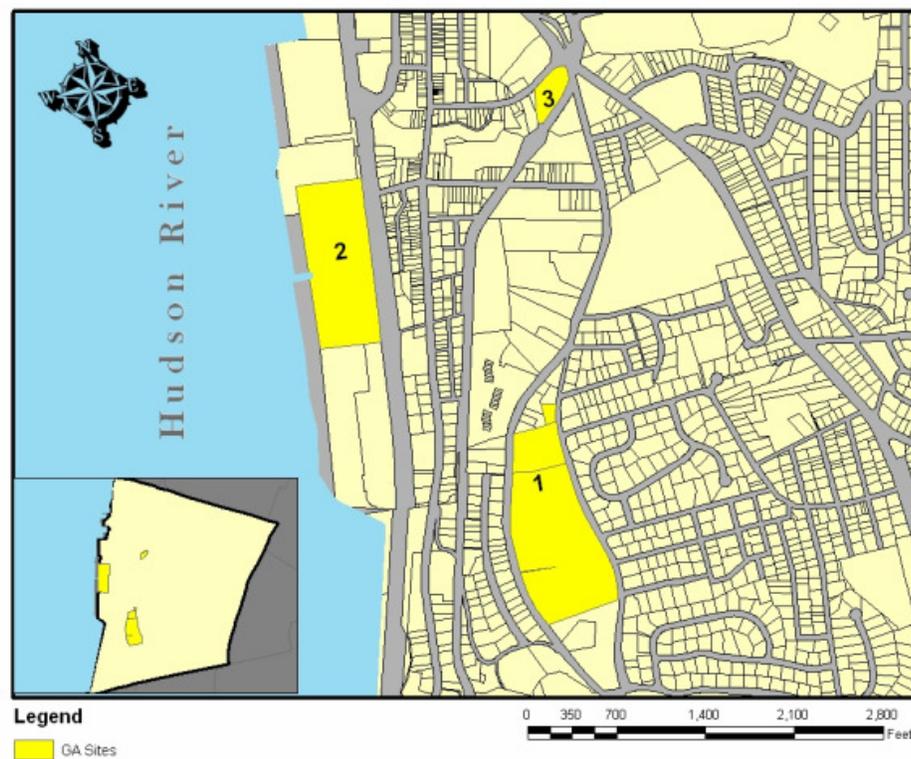


Community is the only facility for the elderly, and it only has a capacity of 200. There is currently no district in Hastings' zoning law that limits development to residential units for retirees and the elderly. Without housing opportunities, Hastings will lose the economic and social capital of the senior population as they leave for less expensive areas that meet their needs. It is absolutely imperative that the Trustees implement measures that secure the availability of housing for its elderly residents.

Hastings should create a Golden Age District that limits development to independent and assisted living communities or complimentary facilities for the elderly.

The scale of development required to meet the demand for senior housing leaves three potential sites: 1) the Andrus site 2) the waterfront 3) the A&P site.

Figure 10: Potential Sites for Golden Age District



Andrus owns three vacant lots and two large lots with several acres of open space surrounding their facilities. The existing zoning for the lots with Andrus facilities is R-20, which allows one dwelling unit per lot and only 5 patients per acre (Andrus is non-compliant). Rezoning all the Andrus lots from R-10 or R-20 to a special Golden Age District that allows cluster development would create more opportunities for senior housing and match zoning to current land use.



The waterfront site is close to the CBD, and if planned properly, could still offer easy access to major thoroughfares. However, development on the waterfront will not take place for several years and the Village may need to consider other sites so that the immediate needs can be addressed.

The A&P site is close to downtown and just off of Route 9. The A&P site has a total area of 82,393 sq ft. The building occupies approximately 25,000 sq ft and the parking lot covers around 50,000 sq ft. The grocery store would remain, but a portion of the parking lot could be used to develop senior housing above a new parking structure. A series of three story buildings in this area would not obstruct views because the site is two stories below grade with respect to Broadway and is adjacent to the six-story Hastings Terrace buildings. Below is an image of the site area and a table describing the potential build-out of the site if it were designated a Golden Age district with the constraints listed above:

Figure 11: A&P Site Area





Table 2: Golden Age Build-Out

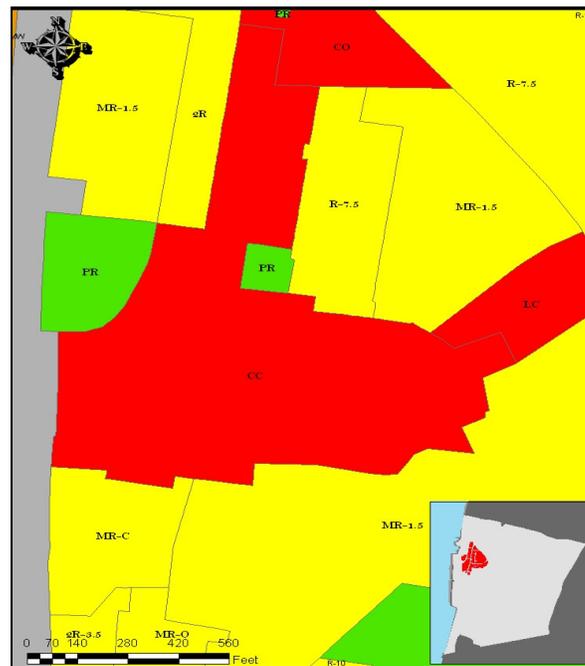
Potential Build-out For Golden Age District on A&P Site		
Site Area (approx.)	50,000 sq ft	1.147 acres
Site Area minus 10% (approx.)	45,000 sq ft	1.033 acres
Maximum Buildings	10	Any series of 3 story buildings containing 30 units
Max height	3	Buildings limited to three stories
Max Dwelling Units	30	Limit of 30 Dwelling Units per acre
Projected Site Population²⁴	60	30 Dwelling Units X 2 people per household
Parking Requirement	40 spaces	A) 4 spaces for every 3 Dwelling Units. B) Parking spaces must be 9' X 20'
Parking Area	7200 sq ft	(9' X 20') (40 spaces)
Indoor Recreational Space	300 sq ft	10 sq ft per Dwelling Unit
Outdoor Recreational Space	750 sq ft	25 sq ft / Dwelling Unit
Buildable Area	36,750 sq ft	45,000 sq ft – Parking and Recreational Space

Infill Development

According to the Northeast-Midwest Institute, infill is regarded as “the reuse of property and buildings in a way that makes economic sense for property owners, local governments, and the regional economy.”²⁵ It includes new development on vacant lots, redevelopment of underused buildings and sites, and the rehabilitation of historic buildings for new uses. We identified sites in the downtown with buildings that are not built to the allowable floor area. This area permits the greatest level of use and bulk, and allows for many housing alternatives.



Figure 12: Zoning in Soft Site Survey Area



Our survey area comprised nine zoning districts and all except the Parks and Recreation Districts allow for multifamily development. Buildings utilizing one-third of the allowable floor area were identified as potential infill sites, also known as “soft sites”. The following map displays soft sites observed in our survey. Soft sites in this area are identified as single story buildings in and near the CBD where three story buildings are allowed under current zoning regulations. We identified sixteen one story buildings. Six of them are either community facilities like a post office or commercial businesses like a gas station or car wash that would not be immediately available for infill. We classified these lots as “potential” soft sites and color coded them brown. The remaining sites were classified as “projected” soft sites due to their immediate potential for expansion. They have been color coded yellow.



Figure 13: Soft Sites



Two single story commercial buildings located near the intersection of Main Street and Warburton have been selected to demonstrate the development potential of soft sites. Below is a map of the two sites, each labeled by block and lot numbers. Beneath the map is a table demonstrating the potential buildout of each site.

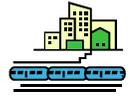
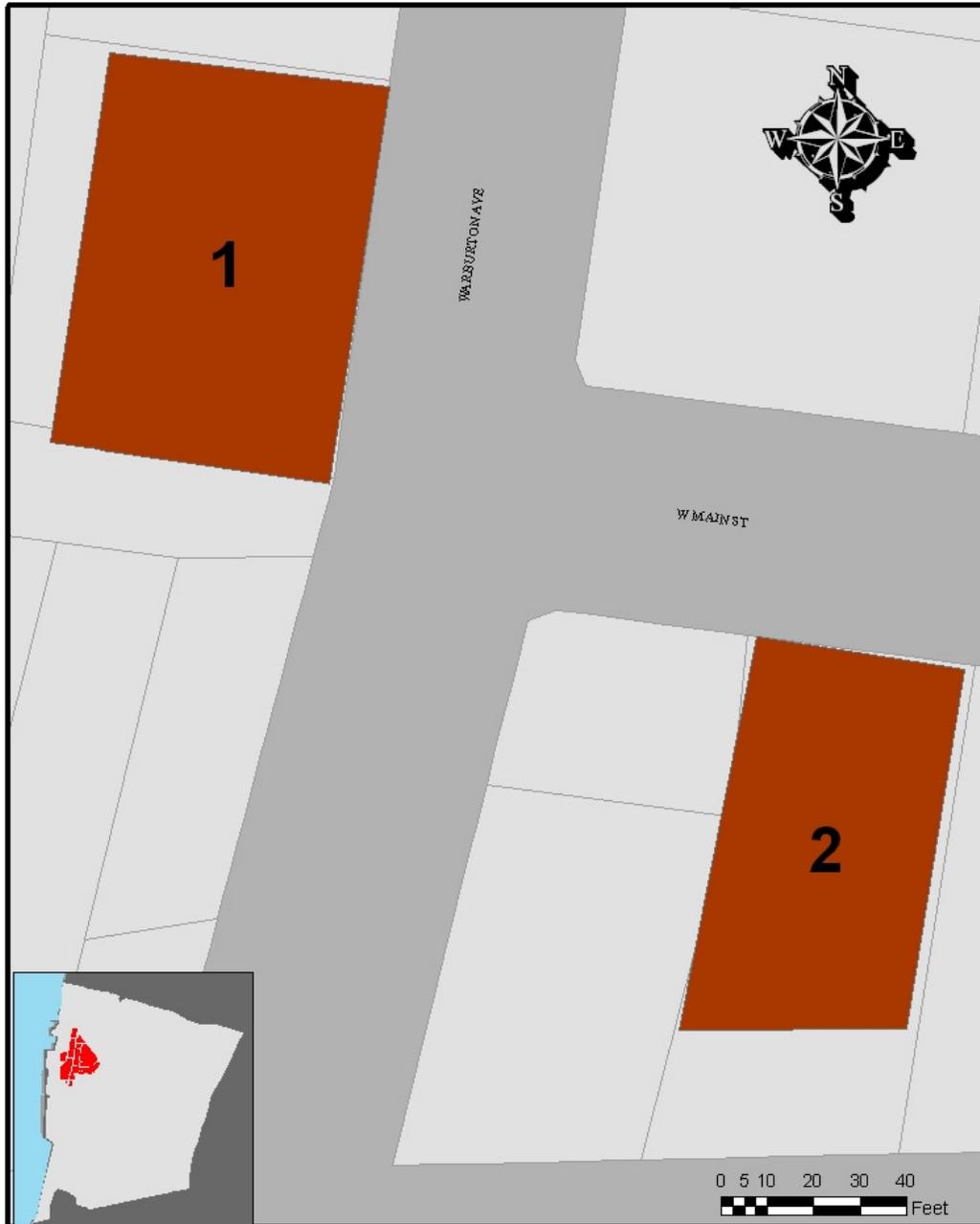


Figure 14: Soft Site Samples



Legend

 Projected Soft Site



Table 3: Example of Soft Site Buildout

	Block	Lot	Zone	Total Lot Area	Buildable Lot Area (sq ft)	Buildable Lot Area minus 10%	Potential Buildout (Dwelling Units)	Avg. Unit Size (sq ft)	Potential Pop.	Ownership
1	48	15	CC	6381.51	6,361.51	5,725.36	12	954	29	527-533 Warburton Avenue, LLC
2	50	9	CC	5557.76	5,557.76	5,001.98	12	833	29	Jon Dave Realty Corporation

As the table indicates each site has a potential for 12 dwelling units above the ground floor commercial space. Based on conversations with Hastings residents and officials, any increase in families would strain municipal services such as the school system. Therefore language limiting infill development to 1 bedroom and studio apartments should be included in the zoning code. Even if these were primarily one and two person households, this development would add 30 to 40 new downtown residents.

To encourage infill development, tax abatements should be granted for the value of eligible improvements. Only those residential types mentioned previously would qualify. The tax abatement should be for a minimum of 15 years, or half the amortization term of a typical loan. In addition to tax abatements, an expedited site planning and application process should be included. The following is an illustration of what infill development in the Central Business District would look like if necessary incentives are provided:



Figure 15: Illustration of Infill Development



Before



After



The Waterfront

Most of the Hastings' waterfront has been inaccessible to residents for the last three decades. More than a dozen plans have been drafted, but very little has been done to provide access to this valuable land. Communities along the Hudson, from Yonkers to Tarrytown, have taken their industrial waterfronts and created parkland, community facilities, commercial space, and residential buildings. Hastings has one of the largest undeveloped waterfronts in the region, and it is time for the Village to join its neighbors in reestablishing the connection to the Hudson River.

History

The waterfront was created with landfill in the mid 19th century in order to create sites for industrial uses. The first tenant was the Hudson River Steam Sugar Refinery, which refined Cuban sugar and transported it by rail and ship throughout the Northeast. Other tenants included the National Conduit and Cable Company, the American Brass Company, and the Anaconda Wire and Cable Company.

Current Status

The Atlantic Richfield Company (ARCO) bought the northern part of the waterfront from Anaconda Wire and Cable in 1977. ARCO, the Village of Hastings, and the New York State Department of Environmental Conservation (DEC) entered into a consent decree in 2003 that specified the terms of remediation. Most of the industrial buildings on the ARCO site have been torn down, but the company is waiting on final plans from the Village before it commences remediation.

Mobil Oil and Ulrich Color Company own the land at the southern end of the site. A remediation plan developed by the DEC is in place for these properties, with the estimated remediation cost exceeding \$4 million.

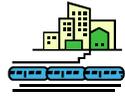
Recommendations

The waterfront may still be many years from reaching its full potential due to the extensive remediation required and the downturn in the real estate market. However, this should not prevent the Village from developing a short-term plan for the site. Following are recommendations for the next 1-5 years.

Adopt the LWRP plan: The Village will never reach consensus on this issue, but the time has come to move forward. The LWRP plan built on the 2002 RPA waterfront plan and is consistent with the 1999 Community Vision Plan. This plan solicited considerable input from the community and offers a mixed-use vision for the waterfront. The Board of Trustees and the Mayor need to put this plan into action.

Remediate the site: It is time to begin the remediation process even if the final land use has not been determined. It is likely that there will be some residential component to future development, so the Village should remediate to residential requirements wherever possible.

Improve access to the site: The Dock Street Bridge is currently the only bridge connecting the Village to the waterfront. To prepare for future waterfront development, the Village should repair or replace the Zissner Bridge to improve access and open up the southern portion of the site for development.



Stabilize Building 52 and demolish all other structures on the site: Although both buildings on the waterfront have some historic value, Building 52 is significantly larger, architecturally more distinctive, and easier and cheaper to remediate. After stabilization the building would be available for event space until an appropriate adaptive reuse is determined.

Connect to Westchester RiverWalk: The RiverWalk would connect Hastings with the other River Towns, create a local attraction, and reestablish the Village's connection to the River.

Consolidate the Department of Public Works: The DPW is located at the southern end of the waterfront. Neighboring towns such as Dobbs Ferry and Irvington also have public works departments and facilities. If feasible, consolidation with a neighboring village could save Hastings thousands of dollars each year and create another development site on the waterfront.

Develop the Zissner Lot: If additional parking was added to the west side of the tracks, the Village could build along Southside Avenue in the current commuter lot. Developing this lot would create a connection from the waterfront to the upland CBD and provide a continuous streetwall that conceals the remaining parking lot.



NATURAL AND SCENIC RESOURCES

The Hudson River

The Hudson River is the most defining and grandest of the Village's natural and scenic resources. Hastings and the Hudson Estuary were shaped during the final period of glaciation roughly 13,000 years ago. Scoured by the Wisconsin ice sheet, the Hudson Estuary was created when the morainal dam breached at the Verrazono Narrows, and the ocean flooded the Hudson Valley. Preceding the arrival of European settlers, the Weekquasgeek Tribe of the Iroquois Nation inhabited the land along the Hudson River and considered it sacred.²⁶

Hastings has 2 miles of waterfront on the Hudson River. The River is approximately 1 mile wide and 25 feet deep, and the scenic Palisades Interstate Park can be seen on the opposite shore. The Hudson River has been designated an American Heritage River by the Federal Government because of its distinctive and nationally important resources.²⁶ Hastings is one of the few River Towns that possess a deepwater port on the Hudson.

There are three major types of animal life in the Hasting section of the Hudson: bottom-dwelling benthic invertebrates, fish, and fish-eating predators. High levels of pollution are associated with fewer species of benthic invertebrates, and it is likely that the decades of industrial pollution in Hastings reduced their numbers. The Hudson River is also home to many species of anadromous fish, which use both fresh water and saltwater habitats during their lifecycle. Anadromous fish found in the Hudson include shad, herring, alewife, striped bass, tomcod, Atlantic and shortnose sturgeon, and eel. These fish must pass through the Hastings' portion of the Hudson on their way to and from their spawning grounds upriver. The last group, the fish-eating predators include humans, raptors, diving birds, and the occasional marine mammal.²⁶

Along with the Hudson River's aquatic wildlife, exists the wildlife of the Hudson River Valley. Birds and insects use the Hudson River Valley as a link in their migratory patterns, following the Hudson River south in the winter and north in the spring.²⁶

The Saw Mill River

Native Americans called the Saw Mill River "Nepperhan", which meant "rapid little stream" or "trap" river. The River got its present name from the saw mill that was built near its mouth at the Philipse Manor Hall in Yonkers in the mid-1600s.²⁷

The River begins as a 1.75 acre pond in a sub-division of the suburban hamlet of Chappaqua, NY. Eventually, the River empties into the Hudson in downtown Yonkers at Dock Street. The River runs approximately 20 miles on average and has a watershed basin of approximately 26.5 square miles. The Saw Mill is the southern most tributary out of the 65 tributaries in the Hudson River watershed, and lies completely within the County of Westchester. Along the Saw Mill River's path to Yonkers, it passes through Mount Pleasant and Greenburgh. Hastings has one of healthiest and most diverse sections of the River.²⁷

Despite the fact that the Saw Mill River is located between two parkways (the Saw Mill River Parkway and the commercial Route 9A) and is traversed by the former Putnam railroad right-of-way (now the South County Trailway), it continues to function as a valuable wildlife habitat. During the



1920s, the River's path was considerably re-routed due to the construction of the Saw Mill River Parkway. Although the River is a major natural resource for Hastings and the region, it faces many difficulties due to the miles of roadways and heavy land use that surround it. Listed below are the challenges that the Saw Mill River faces.²⁷

- Flooding
- Pollution
- Erosion
- Habitat loss
- Loss of tree canopy
- Stormwater runoff
- Illicit discharges
- Invasive species (bittersweet, multiflora, mugwort, knotweed, porcelain berry, etc)
- Stream bank erosion, the cause of siltation and sediment loads
- Trash
- A major pollutant of the Hudson River

While flooding may be a problem along the Saw Mill, earlier projects to reduce flooding have had negative unintended consequences. The U.S. Army Corps of Engineers has completed four projects since 1981 to prevent flooding, and they now recognize that some of these projects have contributed to the degradation of the river basin's ecosystem. For example, the installation of concrete or plastic lining walls in the riverbed does not allow for wildlife to nest or burrow in the sediment.²⁷

The Saw Mill River and the surrounding 48-acre Hillside Woods are important habitat areas for wildlife in Hastings. The River and surrounding woods are also used for active recreation such as hiking or fishing, and the nearby South County Trailway is used for cycling. In addition, students at the nearby elementary and middle school often use these woods as an outdoor classroom.

The Saw Mill River Coalition was established in 2001 as a non-profit environmental organization that aims to "help people revitalize, protect and enjoy the Saw Mill River." It is managed in Yonkers and includes several non-profit groups, government agencies, municipalities, and local businesses. The coalition works on "improving water quality, encouraging sustainable land use, restoring habitat and wildlife, promoting recreational opportunities, and raising awareness of the river's history and significance."²⁷

Other local groups who have come together to protect and improve the Saw Mill are Hastings based Ferry Sloops Inc. and the Hastings on Hudson Environmental Club. Together, they work on vine-cutting around Farragut Avenue, storm drain marking, and canvassing neighborhoods. The vine-cutting program, known as "Free-a-Tree", solicits help from the community to protect the environment along the Saw Mill River by cutting foreign, invasive vines that would otherwise strangle local trees and shrubbery.²⁷

The Palisades

Across the Hudson from the Village is the Palisades Interstate Park. The Palisades provide not only a piece of history, but also priceless scenic views. Directly across from Hastings is the highest point of elevation in the Palisades (522ft), which is known as Indian Head.²⁸



Due to the hilly topography, scenic views of the Palisades can be enjoyed throughout Hastings. Unobstructed views can be found in many public parks and trailways, including MacEachron Waterfront Park (adjacent to Kinally Cove), Rowley's Bridge Trail, and Riverview Park.

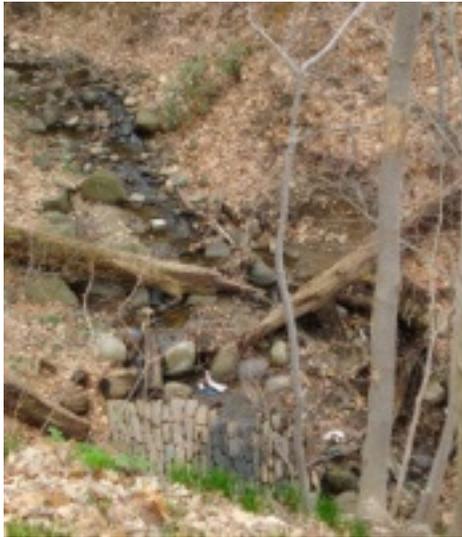


Views of the Hudson River and Palisades from Hastings

The Palisades Interstate Park Commission was formed in 1900 in order to protect and preserve this unique area against quarrying and other encroachments. The organization was formed by New York State Governor Theodore Roosevelt and Foster M. Voorhees of New Jersey. The Park's Commission consisted of 5 members from each state, New York and New Jersey, which were appointed by each Governor. In 1937, U.S. Congress joined the two State Parks into one entity, and in 1965 the Palisades Park was designated a National Historic Landmark. The entire Palisades Park System covers 100,000 acres along more than 20 miles of Hudson Shoreline.²⁹

Streams

Only a few streams remain in Hastings, as most have been piped or redirected. In the past, two streams flowed down the hills and crossed Broadway before joining behind the present Main Street Fire Station. These streams were once strong enough to power waterwheels, but were dammed to form three ponds, one under the present Citibank parking lot and the other two in the ravine. The Village has one free-flowing stream remaining that runs from Hillside woods to the Hudson River, in a culvert under Broadway. Smaller creeks include one from Dan Rile Park to the Saw Mill River, one from the Burke Estate to the Hudson, and one from Andrus to Rowley's creek.²⁶



Stream Running Perpendicular to OCA



Stream through Zinnser Park in Community Gardens

Ponds

Sugar Pond in the Hillside Woods is a valuable educational and recreational resource. The pond is used for fishing and occasionally for ice-skating when the pond freezes over. The pond has recently shown signs of shrinking from sedimentation. This process of eutrophication could eventually make the pond unable to support aquatic animals.²⁶ There are two other large ponds in Hastings: Vernal Pond in Hillside woods and the pond found on the Cropsey Institute grounds.

Recommendations:

- All future development should be protect and preserve natural resources.
- Environmentally sensitive areas such as the Saw Mill River, the Hudson River, and Sugar Pond should be given special consideration.

The Quarry:

The Quarry located off the Old Croton Aqueduct was a “forgotten” resource for many years. The Quarry is 5.5 acres and 950 feet long. It is 260 feet wide at its widest section and 105 feet at its narrowest section. The Quarry’s location next to the Old Croton Aqueduct, Draper Park, and the Quarry Trail that connects the Quarry and the Aqueduct to the Hudson River, makes it a vital link in Hastings’ park system.

The Marble Quarry was the site of the first industry in Hastings with the cutting and selling of stone beginning as early as 1828. In 1835, Elisha Bloomer leased the Quarry and within a few years she built an inclined railway down to the wharf. In 1838, a strip along the western edge of the Quarry was sold to the City of New York for the construction of the Croton Aqueduct. Both the railway and the Aqueduct are now registered as historic landmarks.



1936 Photo from Hasting Historical Society Archives Depicting Quarry's Original Steps

The demand for marble from the Quarry began to increase as the architectural style of the time favored Greek-revival columns . The stone from the Quarry was used for the Custom House in Charleston, South Carolina and local projects such as the Longvue Restaurant, now the location of the Andrus Retirement Home.

Changes in architectural taste and the effects of the Civil War decreased the demand on the Quarry. Eventually, in 1870, John William Draper won a court battle that ended the blasting of marble from the Quarry. In 1899, the National Conduit and Cable Company purchased the abandoned Quarry, which had become filled with spring water. The company built a pipeline so that they could use the clean water from the quarry as a coolant in their waterfront factory.



Steps in Proposed Quarry Park, 2008

In 1935, Dr. A.G. Langmuir and his wife Alice bought the property and made plans to transform the site into an extravagant park with a bird sanctuary, 150ft cliffs, a lake, and thousands of trees, rose bushes, and shrubs. After the Park was completed, it was offered to both the Village of Hastings and



to the Boyce Thompson Institute in Yonkers (a horticulture research center). Unfortunately, both organizations rejected the offer.

After the death of Dr. Langmuir and his wife, Quarry Park was given over to the Chief Gardner, who sold it to a developer that planned to build an apartment complex on the site. However, the site was never built on and the Quarry was sold to the Village in 1964. It was used by the Village as a household waste disposal site until 1981, and then as a Department of Public Works dump for leaves and tree limbs until 2002, when the Board of Trustees closed the site to all dumping. This was the first major step towards the clean-up and protection of this significant Village resource and efforts are currently being made to redevelop the Quarry as a park.³⁰

In 2006, British Petroleum transferred their ownership of Quarry Road to the Village. Upon the transfer of the Road, the Village entered a contract with New York City Department of Parks, Recreation, and Historic Preservation for a \$75,000 grant to assist in the development of Quarry Road.²⁶

In the fall of 2006, the Quarry Committee was re-established to organize funding for the preparation and development of Quarry Park. The Committee has applied for a Department of State grant that would fully fund the project and is awaiting their decision. If they are not awarded the grant the Committee will pursue other funding through the Hastings Environmental Trust Fund, Westchester County, US Recreation Trails Program, or US Historic Preservation Program.³¹



Current Conditions of Quarry Land



1930's Photo from Hasting's Historical Society

The Quarry Committee Report includes a list of proposed features for the park. These features included a water element, restored stone steps, accessibility to the cave (aka the “grotto”), benches, view corridors, and pathways. The Committee has also decided that more environmental testing



would need to be done before the development of Quarry Park occurs³⁰; this would happen simultaneously with the landscape architect's development plans.

Most recently, the Committee sent RFPs to multiple major landscape architecture firms and four responses were received. During this design phase the preliminary concept drawings with vantage points, plantings, and water elements will be prepared, and signs marking the historic trails will be created.³¹

During the time the report was being produced, the Committee solicited public input for ideas on Quarry Park. One idea was to use the park to expand the Zinsser Community Gardens, however there was some opposition to this suggestion. An alternative to this would be for a community-tended garden, possibly following some of Langmuir's original design principles.³⁰

Recommendations:

- The Village should develop Quarry Park as specified in the Quarry Committee Final Report.
- The unique history and landscape of the Quarry should be emphasized in the new park.
- The park should include a Community Garden, but the land should be collectively maintained rather than broken into separate individual plots, to provide an alternative to the existing community gardens³⁰.
- The Quarry Park should improve connectivity to the Old Croton Aqueduct and the waterfront.
- Design should optimize the views of the Palisades.
- The Park should restore original resources such as the steps, the cove (grotto), and a water element.

Community Gardens

Currently, Zinsser Park is the home to the Village's Community Garden. The program dates back to Col. Frederick Zinsser, a local businessman who offered the land to workers at his chemical plant for Victory Gardens in the mid-1940s. In the '60s, the Village acquired the land³² and it continues to be used as a community garden.



Individual garden Plot in Zinsser Park

There are roughly 125 plots that are approximately 10' x 10' in size. The use of a plot is free of charge but requires the signing of a waiver. All participants must use organic products and the water available from the Zinsser Park streams. Community Garden participants are responsible for the upkeep of their plot and are able to keep their same plot from year to year. When plots become



available the Village conducts a lottery from the names on the waiting list. Over the last few years, the demand for these plots has increased.³²



The Community Gardens in Zinnser Park

Deer

A growing White-tailed deer population in the County of Westchester and the Village has become a major threat to the other wildlife and vegetation. Development and the lack of a natural predator are both contributing factors to the growing population. Private property, Community Gardens, and the Hillside Woods are all in jeopardy from the overpopulation. Residents are concerned with ticks, unhealthy deer, and the destruction of vegetation and biodiversity. In May 2006, the Westchester County Parks Conservation Division established a special task force to address the growing whitetail deer population. The Westchester County Forest Regeneration Citizens' Task Force is developing population management strategies.³³ Possible strategies include controlled hunting and non-lethal contraceptive methods.

Recommendation:

The Village should explore both lethal and non-lethal population control methods and develop a deer population management plan in coordination with Westchester County.

Non-Lethal Methods:

- The Humane Society is testing an experimental deer birth control technique on Fire Island in Suffolk County. It is expensive and time-consuming, but has been found effective.³⁴
- Hastings should study whether or not this program would work in this region

Below is an excerpt from the NYS Department of Environmental Conservation's 'Citizen's Guide to the Management of White-tailed Deer in Urban and Suburban New York,'³⁵

Fertility control techniques that do not require handling deer offer the most hope for practical field application. Remote delivery of chemical agents through treated baits or injection by dart are two possible methods, and the use of plastic bullets impregnated with an immunocontraceptive is being explored. Contraceptive treatment of wild deer is often complicated by the need for multiple applications each year of desire infertility. On going studies are working to develop a single-shot contraceptive agent that is effective for multiple years and is practical for applications to free-ranging deer.



Costs of fertility control programs vary depending on the number of treatments required per year of infertility. Reducing the treatment frequency will reduce costs. Yet fertility programs are the most expensive option for deer population control due to the costs of manpower and materials and the level of effort needed to treat an adequate number of deer. Based on current knowledge, many wildlife professionals believe fertility control will only be practical for small, isolated populations.

Lethal Methods:

- The Village should support a countywide lethal population management plan including bow hunting in places where it is feasible and already permitted.
- If necessary, the Village should use controlled bow hunting at regular intervals to maintain the population.³⁵
- The Village should establish a relationship with organizations such as Westchester Bow Hunters to explore the possibility of a controlled hunt.

Below is an excerpt from the NYS Department of Environmental Conservation's 'Citizen's Guide to the Management of White-tailed Deer in Urban and Suburban New York,'³⁵

The effectiveness and public acceptance of hunting as a deer management program can be increased through controlled hunts, particularly in areas where traditional hunting is impractical due to housing density, local laws, or restricted land access. Controlled hunts can be tailored to meet a variety of local conditions. Marksmanship requirements and restrictions on who may hunt, hunting methods, hunting time and locations, and the sex, age and number of deer to be taken are often employed.

DEC may be able to offer assistance to landowners desiring to implement controlled hunts. The DEC Deer Management Assistance Program (DMAP) offers landowners and communities the means to increase harvest of antlerless deer and can be very useful in controlled hunts.

Below are strategies suggested for Village residents to contribute to managing the deer population.³⁶

- pay attention to deer damage in their neighborhoods and parks
- deer proofing their property
- sponsor citizen education activities
- participate in deer management surveys
- report significant problems
- encourage others not to feed deer
- keep informed about the problem
- volunteer to assist with research and monitoring activities



In addition, the residents of Hastings can actively reduce lawn and garden damage by planting plant varieties that are not favored by the local deer population. Additional plant varieties can be suggested at local nurseries.³⁶

- Common Boxwoods
- Colorado Blue Spruce
- Red Osier Dogwoods
- Scots Pine
- Common lilac
- Ornamental grasses
- Tarragon and wormwood
- Virginia bluebells
- Forget-me-not
- Carnations
- Daffodils
- Lily of the valley

Views

The beautiful views of the Hudson and Palisades must be preserved. Design guidelines need to be established to ensure contextually appropriate development and the preservation of view corridors and certain historic buildings.

Views from lower elevations in the Village have been greatly improved since the 2005 demolition of buildings on the ARCO site. The Historic Preservation chapter of this plan recommends that the only building to be preserved on the waterfront is Building 52. This building does not obstruct views from the Village because it runs along the onramp for the Dock Street Bridge. Any new development on the waterfront should be limited in height and placed in areas that do not obstruct upland views.

The views from the Library, the Warburton Bridge, the Old Croton Aqueduct, and many private properties are extraordinary. On the following pages are the views from various locations in Hastings, some of which are included in the View Preservation District.

There is currently an extensive application process for building within the View Preservation District, and applications must go through both the Planning Board and the Zoning Board of Appeals. Unfortunately, the Building application itself is vague and does not require all the materials necessary to make an informed decision. In addition, there is not a set of design guidelines for the Village to refer to when making their decision. As a result, the Village has recently had unappealing out-of-context development that has also blocked views. Fortunately, the Village has begun to draft design guidelines for the Village's Commercial District, and after they are approved they will be included in the Zoning Code to ensure the preservation of the style and character of the Commercial District.

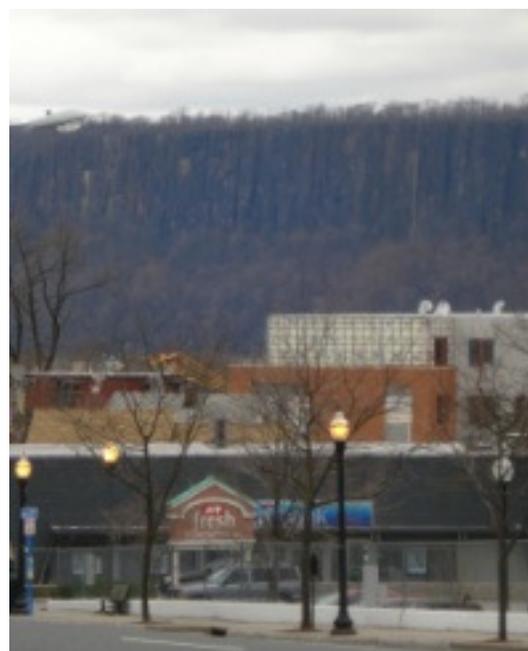


Recommendations:

- The Building application needs to be more comprehensive. The application package should mandate the inclusion of section drawings, streetscape photos, proposed elevation, and neighborhood context.
- The Village should develop and implement a set of design guidelines for the whole Village, not solely for the Commercial District. These guidelines should refer to existing architecture and specify scale, building materials, urban design, and area context.
- In developing the design guidelines, the Village needs to document desired building types, and create a roster of prominent styles and characteristics. As part of this process, members of the Zoning Board, the Planning Board, and the community should submit photographs of buildings that they feel best represent the Village. A better understanding of the existing conditions will improve the final guidelines.



Views from Warburton Bridge



Five Corners



View from Hogan Place and Ward Street



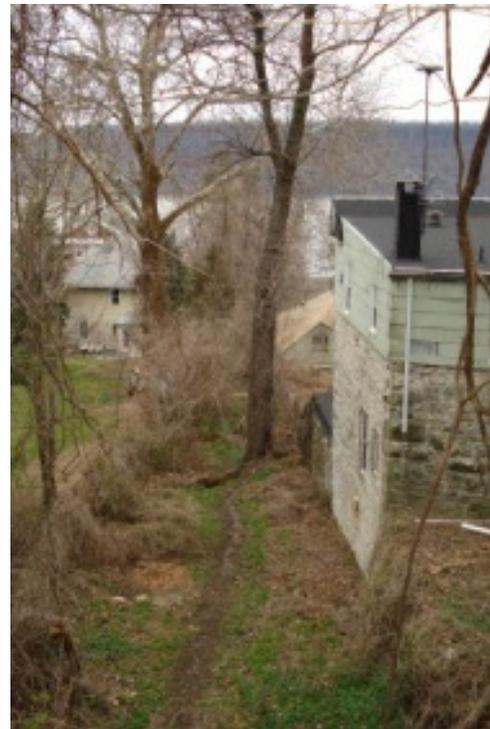
View from William Street towards Palisades



View from the OCA



Views from Washington Avenue



Views from Hastings Quarry Trailway



COMMUNITY FACILITIES AND PARKS

The Village of Hastings on Hudson is well served by community facilities and parks. Community facilities available to the Village include the newly rebuilt James Harmon Community Center, the Hillside complex, Hastings Library, and Hastings schools. The Village also has nine parks, two playing fields, extensive trail ways and several tracts of undeveloped land.³⁷

James Harmon Community Center

Recently renovated in 2007, the center is home to the offices of The Parks & Recreation Department, Technology Department, Youth Advocates, and Senior Advocates. The center is widely used by the community, and there are many programs, meetings, and functions that take place at the center on a daily basis.³⁷



Hillside complex

The Hillside complex includes the Hillside field which is owned by the school district. This field includes a playground and a baseball field that is used for Little League and other recreational league games. The complex also includes four public tennis courts and Chemka Pool (which is owned by the Village) that underwent a major reconstruction and expansion in 2004. Residents pay a yearly use fee for the pool, lockers, and food service. Sugar Pond is also within the Hillside complex and is used for fishing, ice-skating, and the elementary school's nature programs.³⁷

Hastings Library

Hastings Public Library is in Fulton Park overlooking the Hudson River. The library's Orr Room has a capacity of 80 people and is used for poetry readings, movies, community meetings, and arts programs. In 2002, the library was renovated and expanded. The building was made ADA accessible, the community rooms were enlarged, and a picture book room for toddlers was added. Fulton Park, to the south, was also enhanced with new terraces, benches, tables, and





landscaping. The Library has approximately 60,000 books and periodicals, and audio visual materials. There are also public access computers that let you search library catalogs, databases, and the Internet. Hastings library is also a repository for Village documents, including Hastings newspapers dating back to 1929.³⁸

Hastings Schools/Facilities

The Village has three public schools that are part of the Hastings on Hudson Union Free School District. The schools have great reputations, very low student to teacher ratios and excellent overall rankings when compared to other schools in New York (based on School Report Card provided by New York State Education Department).³⁹

Hastings in Hudson Public Schools

School	Teacher to Student Ratio	Ranking
Hillside Elementary	11.7	333rd of 2274
Farragut Middle	11.7	33rd of 736
Hastings High	10.9	158th of 799



The Facilities that the school currently shares with the community include:

Hastings High School Auditorium

A 620-seat performance space primarily used for school functions, plays, and musical concerts performed by the students of all three schools.⁴⁰

Farragut Middle School Auditorium

The Middle School auditorium was renovated in 2001 and seats about 300 people. Its primary use is rehearsal space and middle school functions, while the actual middle school performances often take place in the larger high school auditorium.⁴⁰

Reynolds Field

Although it is owned by the school district, a portion of Reynolds Field is maintained by the Village Parks and Recreation Department. The upper field is home to the Hastings High School football team and is also used for soccer and softball. The lower field includes a basketball court, four tennis courts, a playground, and a running track.

Hillside Field

Owned by the school district, this field includes a playground and a baseball field used by the Little League and other sports groups.

The Burke Estate

The Hastings School District owns the Burke Estate, which is used for varsity soccer and baseball. Outdoor concerts and fairs are occasionally held at the Burke Estate.⁴¹



Besides the occasional sharing of facilities and parks, the Village and the School District do not have much interaction. There should be more sharing of space, knowledge, or resources between the Village and its schools. The desire to build such a relationship has been voiced in *The Hastings on Hudson School District Strategic Plan 2006-2016*, under the section *Strategic Alliances*,

The Strategic Plan proposes to build relationships with local individuals, organizations and agencies with a view to enriching our educational programs and filling some of the gaps in current programming. By identifying and organizing, in a database, information on a wide range of resources, from local residents and alumni with particular talents and experiences, to regional cultural institutions and community groups, the District can utilize these resources to expand our program offerings and address interests and needs that are not currently being met. In addition to tapping into the many resources this region has to offer, the District also recognizes that there are many ways in which we can give back to the community by sharing our resources. Examples include student-led technology demonstrations and instruction for seniors, faculty-led seminars for residents and traveling arts exhibits and performances.⁴²

The Village should embrace this mutually beneficial relationship advocated by the school district by forming a committee to build and nurture this alliance.

Parkland and Recreational Space

The Village of Hastings on Hudson is rich in parkland and recreational space. There are 137.5 acres of developed parkland and 11.4 acres of undeveloped parkland. This acreage includes nine parks, two playing fields, extensive trail ways and several tracts of undeveloped land.³⁷

Inventory of Parkland and Recreational Space (Chart 2)

Facility	Acres	Facilities	Type of Park
Hillside Park	52	Swimming Pool, Bathhouse, Picnic Area, hiking trails, fishing, ice skating pond and 4 tennis courts	Village Park
Hillside Woods	48	Natural wooded area, hiking trails, vernal pond	Village Park
Reynolds Field	8	Large Playing field for baseball, football, track and basketball, 3 tennis courts and playground.	Neighborhood Play Field
Uniontown Field	7.9	Youth baseball field, basketball, picnic area, playground	Neighborhood Play Field
Zinzer Park	7.4	Softball Fields, gardens, playground, picnic area	Neighborhood Play Field
Riverview Park	1.2	Picnic Area	Play Lot
Fulton Park	1.6	Benches, Picnic Tables, River views.	Play Lot
Draper Park	9.9	Picnic Area, Historical Society Library	Neighborhood
Mac Eachron Waterfront Park	1.3	Picnic Area, Playground	Play Lot
Senior Citizens Vest Pocket Park	0.1	Passive Recreation, benches	Pocket Park
Wagner Park	0.1	Passive Recreation, benches	Pocket Park
TOTAL DEVELOPED	137.5		
Lefurgy Park	1.8	Undeveloped	
Dan Rile Memorial Park	1.6	Undeveloped	
Pulver's Woods	2.9	Undeveloped	
Quarry Park	5.1	Undeveloped	
TOTAL UNDEVELOPED	11.4		



Measuring Need for Recreational Facilities and Parks

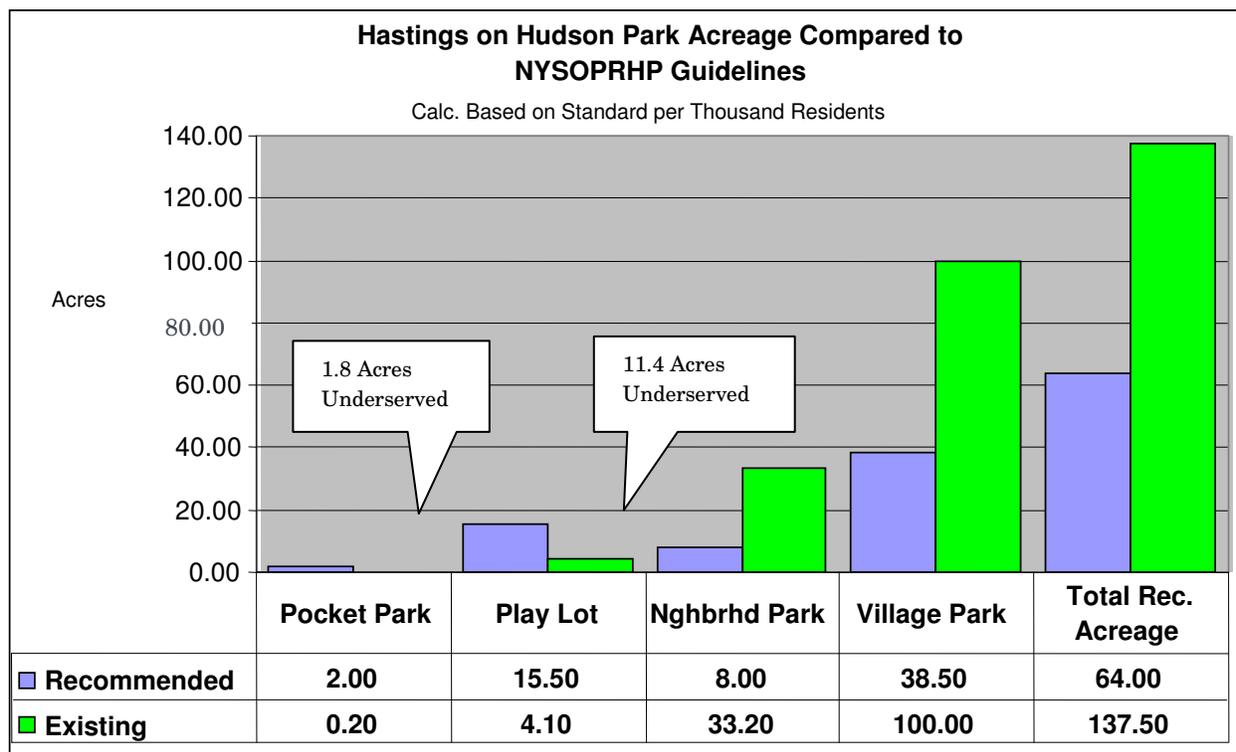
The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) has developed a set of facility guidelines that recommend standards for the type and size of recreational facilities that a community should provide given its population size.³⁷

New York State Recreation Facility Design Guidelines (Chart 3)

Facility Type	Approx. Size Acres	Acres per 1000 Pop.	Travel Time/Radius of Area
Pocket Park	.25 - .50	0.25	10 min./0.5 mile
Play Lot	1 - 2	2	10 min./0.5 mile
Neighborhood Park	4 - 7	1	20 min./0.5 mile
District Park	20 - 100	2	30 min.
City, Village or Town Park	50 - 100	5	30 min./2 mile
Large Regional Park	40+	15	1 - 2 hours
Metro	25	0.124	30 min.

Current Need (Graph 1)

According to the NYSOPRHP guidelines, seen in the chart above, Hastings on Hudson has more than twice the amount of total recommended Village Parkland, but does not have the recommended acreage for Pocket Parks and Play Lots.³⁷ **The Village should convert excess Village Parkland and/or undeveloped open space into Pocket Parks or Play Lots.**





Pocket Parks

Pocket Parks are typically one quarter and one half acre in size and should be accessible by foot or bicycle within 10 minutes of the area they serve. Hastings on Hudson has two Pocket Parks: The Senior Citizen Vest Pocket Park (.10 acres), Wagner park (.10 acres).³⁷ These parks have benches and other areas for people to enjoy passive recreation. Not only is the acreage of these two parks insufficient for the population, but the spacing does not meet NYSOPRHP guidelines. **The Village should create**



two more Pocket Parks located in the areas of most need. These new parks could be placed along the many trailways in areas that meets the recommended acreage and spatial guidelines. Another option would be to place the Pocket Parks on vacant land. The land use map on the following page (Map 1) illustrates current parcels of vacant land within the Village. The Village would have to research size, environmental conditions, zoning regulations and ownership to determine if any of these parcels would be adequate for Pocket Parks.

Play Lots

Play Lots are generally 1- 2 acres in size and are open recreation areas for neighborhood residents, office workers, and shoppers. Play Lots are classified in-between Pocket Parks and Neighborhood Parks. They are larger than Pocket Parks and may contain more active recreation, but they are smaller and less structured than neighborhood playgrounds (they do not require landscaping, designated areas, or equipment).³⁷ As noted, Hastings does not have the recommended amount of acreage for Play Lots. Not only is there not enough acreage for Play Lots and the lots are not distributed according to NYSOPRHP guidelines (10 min/0.5 mi., accessible by foot or bicycle). **The Village should develop a strategic plan to create up to 11 additional acres of Play Lots throughout the Village. The Village should identify available areas large enough to accommodate new Play Lots (1 to 2 acres in size).**

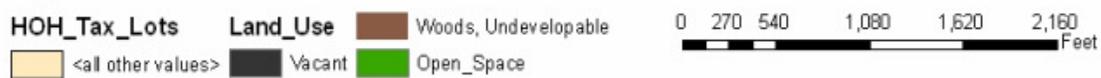




Land Use Map: Hastings on Hudson



Legend





Athletic Fields

The Village currently has a variety of Athletic Fields. Reynolds field has a football field, basketball court, tennis courts, and playground. The Burke Estate has soccer, baseball, and lacrosse fields. Hillside Woods has baseball fields, Zinzer Park has a softball field, and Uniontown field has a baseball field and a basketball court.³⁷

Inventory of Athletic Fields

Location	Field
Reynolds Field	Football, Basket Ball
Burke Estate	Soccer, Baseball, Lacrosse
Hillside Woods	Baseball
Zinzer	Softball
Uniontown	Baseball, Basketball



Over the past 20 years youth sports teams within the Village have nearly doubled due to an increase in school-aged children and the proliferation of female and intramural sports. Both the Parks and Recreation Department and residents of the Village have indicated that more athletic fields and gym space is needed within the Village. Baseball and Soccer fields are in particular demand.⁴³ According to the National Little League Association, the recommended Ground space for a youth baseball field is a minimum of 1.2 acres.⁴⁴ Official US Youth Soccer Guidelines recommend that a youth soccer field should be at least 0.65 acres.⁴⁵ **The Village**

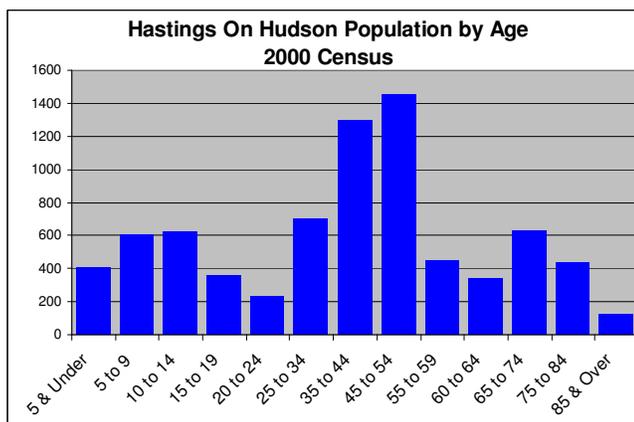


should create one new baseball field and one new soccer field. Ultimately, the community will have to determine how many and what type of fields are needed and the best placement for these fields. One possible location is land along the waterfront, while the other could be located on either vacant land or excess village parkland.



Programs and Facilities for the Aging Population

U.S Census Population Statistics indicate that Hastings' young adult population (ages 20-24) has decreased, while its middle age population (ages 45-54) and young population (ages 5-14) have increased.³⁷ Because this large group of middle-aged people will be reaching retirement age fairly soon, the Village should consider what facilities will be needed to accommodate an aging population. Currently, there are many



widely used senior programs within the Village. These programs provide exercise, social interaction, nutritional education, and cultural activities. There are also some very helpful services such as Meals-on-Wheels, assisted grocery shopping, and a volunteer group that drives seniors to medical appointments. These programs and services may need to increase their capacity as the aging population grows. Another important consideration for an aging population is housing. Many seniors become “empty nesters” and choose to leave larger homes for smaller apartments, condos, or senior communities that offer different degrees of assisted living. Currently, Hastings has only one senior living facility, the Andrus Retirement Home, which offers assisted living at a capacity of 200 residents. In the 2000 Census, more than 20% of Hastings was over age 60 (1500 residents). This indicates a much larger need for housing that caters to retirees and seniors than currently found in the Village. Hastings has a Senior Advisory Committee which is working to “Identify, develop and coordinate services that help meet the needs of the Village’s older residents.” A survey is currently posted by this committee on their website that asks two important questions:

1. *Would you like live out your elder years in Hastings (why / why not)?*
2. *In your desire to remain in Hastings, what obstacles are you faced with?*⁴⁶

Since the ageing populations is the most prevalent group in the Village, the answers to these questions should direct future development in Hastings.



Funding Community Facilities and Parks

The Village may utilize a part of the Village Law of the State of New York that authorizes the Planning Board to require either a reservation of parkland or a payment of money-in-lieu of parkland before approving a residential subdivision or site plan.³⁷ **The Village, having more than twice the amount of parkland recommended by NYSOPRHP, may want to accept money-in lieu of parkland over additional land reservations.** This money would be put in a dedicated fund to expand programs, and improve upon and care for current community facilities and parkland. This fee could be calculated on a per dwelling basis and paid by the developer upon approval of the subdivision.³⁷



HISTORIC PRESERVATION

Introduction

The Village of Hastings-on-Hudson has a long and distinguished history. Hastings grew from a small colonial outpost to an industrial center, before evolving into a suburban village that is part of the greater New York region. The Village has long appealed to creative individuals such as artists and writers who recognized the beauty of Hastings and appreciated its charm, and the Village has developed a rich history that mirrors its unique character and population.

This chapter will highlight the benefits of historic preservation and identify sites for the State and National Registers of Historic Places. Hastings has a number of historic resources that are worth protecting because they provide a physical link to the past, promote a sense of community in the present, and offer continuity as the Village progresses toward the future. Historic Preservation supplies neighborhoods with attractive streetscapes, cultural stability, economic development, and increased property value. Preservation can protect sites that have played an important part in Hastings' development and can revitalize the Village's built environment and natural resources.

Benefits of Historic Preservation

Hastings is one of the oldest communities in New York with a rich history that dates back to the 17th century. Development was influenced by the broader trends affecting the nation, including the development of railroads, the industrial revolution, urbanization, and immigration. As a result, the Village went from rural and agrarian in the 17th and 18th centuries to urban / suburban and industrial in the 19th and 20th centuries.

Hastings has 32 historic sites worthy of preservation, however only 3 are listed on the State and National Registers of Historic Places. The Village's historic resources are an important but underappreciated community asset. In addition to providing a connection with the past, they elevate the local culture, education, economy, and quality of life.

The aesthetic, cultural, and social benefits of historic preservation are well documented, however, the economic advantages of preservation are not widely known. The economic benefits include growth in employment, income, property value and additional tax revenue. Below is a detailed analysis:

- **Investment** – communities throughout New York State have been able to attract investors to historic sites by listing them on the National Register of Historic Places. Currently, the state has over 170 municipalities with ordinances establishing local landmarks and historic districts. At least 80,000 individual properties in New York are on the National Register. These landmarks and historic districts are prized in their communities, and their designation emboldens local investors to finance projects. In New York City alone, 72 municipally designated historic districts encompass more than 21,000 properties and 1,000 individual landmarks. Increased investment in these neighborhoods coincided with historic designation. Between 1993 and 1997, the number of requests submitted to the city's Landmarks Preservation Commission (LPC) for work on designated sites increased by one-third. The Commission now receives over 5,000 applications a year and 90 percent are approved with minimal delays.⁴⁷
- **Tax Abatements** – since 1986, a federal mandate has provided a 20 percent tax credit toward the cost of rehabilitating an income-generating site listed on the National Register of Historic Places. In 1998, the state began offering a property tax incentive to locally designated landmarks and historic districts. The measure freezes any increase in local property taxes that otherwise could result from rehabilitation work. More financial



stimulants are on the horizon for historic buildings, including federal and state income tax credits for the revitalization costs of historic homes.

- **Employment** - rehabilitation of historic structures creates jobs because of the intense labor involved. This is particularly true when compared with new construction. According to the New York State Preservation League, a million dollars spent on the rehabilitation of a historic building in New York State will add \$86,000 more to local household income than will the same amount spent on new construction. The Real Estate Services Group of Washington, D.C., and the Lower Manhattan Task Force of the City of New York estimates that \$1 million invested in preservation construction in the city creates five more construction jobs and three more permanent jobs than does \$1 million invested in new construction. Not only does investment in existing construction pay a handsome dividend, it also accounts for a significant portion of the building sector in the national economy. Nationally, over \$100 billion was spent on the improvement and maintenance of existing housing in 1996. This was almost two-thirds the amount spent on new housing.
- **Tourism** – over 100 million visitors come to New York each year. Although they visit for a myriad of reasons, surveys show that the favorite destinations for tourists to New York State are historic sites (e.g. Statue of Liberty, Niagara Falls). Every dollar a regional visitor spends at an historic site is matched by nearly two dollars spent elsewhere in the region. For overnight visitors, the economic leverage of the historic site is even greater.
- **Art & Culture** – the link between the arts and historic preservation is strong throughout New York State. The film industry is a huge economic and artistic enterprise that depends on historic preservation. Since the mid-1990s, New York State has seen a steady increase in revenue from the production of movies, television shows, and commercials. According to the State Film Commission, companies that come to make movies in New York often use historic settings as a backdrop; the historic built environment of New York is a major contributing factor to filmmaking in the State. Also, the historic setting is a major part of the show for most theater patrons. For instance, the seven institutions of the Westchester County Arts Network (Neuberger Museum of Art in Purchase; Caramoor Center for Music and the Arts in Katonah; Historic Hudson Valley in Tarrytown; The Hudson River Museum in Yonkers; Katonah Museum of Art in Katonah; Lyndhurst in Tarrytown; and The Performing Arts Center in Purchase) attract over 700,000 visitors a year and generate upwards of \$100 million a year in local revenue. Four of the seven member institutions conduct their cultural activities in historic buildings.

Hastings has an opportunity to capture some of the economic benefits of preservation because of its historic resources, accessibility, and proximity to major population centers in the region. As a result, historic preservation is encouraged as a complement to the Village's overall economic development program and as a means of differentiating it from competing municipalities that lack the historic resources found in the area.

Existing Historic Resources

Hastings has a number of historic resources that reflect its development from a small 17th century rural village to a contemporary New York City suburb. Many of its historic resources were established in the 19th and early 20th centuries during a time of large-scale development and rapid population growth. These resources include a variety of public facilities, dwellings, districts, and vestiges of its industrial history. However, only three sites are officially listed as historic as shown in Table A.



Table A: Historic Properties in Hastings-on-Hudson

Resource	Location	Date of Designation
Cropsey House	49 Washington Ave.	1973
Draper House	407 Broadway	1975
Prototype House	546 Farragut Parkway	1992

Source: National Register of Historic Places and New York State Preservation Office

The listing of these sites on the State and National Registers of Historic Places provides them with protection from adverse impacts caused by public projects as well as eligibility for rehabilitation tax credits, grants and loans.

Certified Local Government Status

Hastings-on-Hudson may take part in New York State’s Certified Local Government Program (CLG). The purpose of the program is to foster historic preservation efforts that emphasize local control and oversight. In order to achieve this, the program provides suitable municipalities with financial and technical support for historic preservation endeavors. Municipalities such as Hastings must meet certain requirements to qualify for CLG status. At a minimum, a municipality must approve a preservation ordinance to distinguish and safeguard its historic resources. The ordinance must specify historic sites and districts as well as review exterior renovations to preserve their historic integrity. Hastings’ current Zoning Law 295-82 / View Preservation District (VP) meet these criteria. **Hastings should apply for Certified Local Government status.** If certified, the Village would qualify for matching grants for an array of historic preservation initiatives, including the preparation of preservation plans, structural reports, resource surveys, design guidelines and educational outreach programs.

Hastings Preservation Commission

The Village should establish a local preservation commission to identify and designate the Village's landmarks, buildings, and historic districts. The commission would supplement the resident planner and regulate changes to designated property. It can consist of local residents – professional and laymen alike (e.g., architects, historians, restoration specialists, city planners, administrative, legal, clerical personnel, etc.)

Contextual Zoning

The Village should use contextual zoning to regulate the height and bulk of new development, their setback from the street line, and their width along the street frontage. Contextual zoning and specific design guidelines can help preserve the historic character of Hastings by making sure that new development is consistent with the built environment.

Long Term Preservation Goals

Aside from the three properties designated as historic, Hastings has a number of other resources that are of primary historic and aesthetic importance, and therefore qualify for listing on state and national registers (Table B, Figures 9-13).



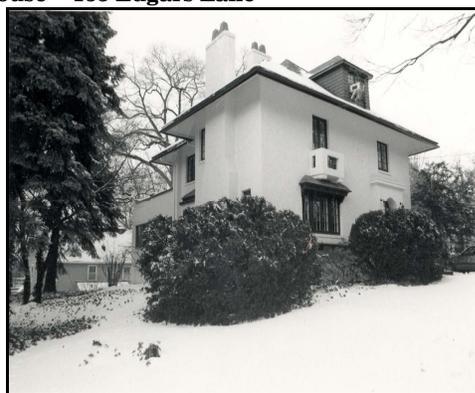
Table B: Proposed Additions to Registry of Historic Places

Resource	Location	Current / Historic Function	Historic Significance
Arco Bldg 52	One River Street	Vacant / Factory	Location, Period, Arch
Lipschitz Studio	2 Aqueduct Lane	Dwelling, Studio	Person
Sugar Houses	78-102 Maple Ave.	Dwelling	Architecture
Dr. Clark House	17 Pinecrest Drive	Dwelling	Person
Sanger Home	155 Edgar's Lane	Dwelling	Person

Figure 9: Margaret Sanger House – 155 Edgars Lane



Front view



Side view

The Sanger House was the home of Margaret Sanger (1883-1966), organizer of the American Birth Control League in 1921 (later Planned Parenthood) and founder of the first doctor-staffed birth control clinic in the U.S. in 1923. She lived with her husband and three children in Hastings from 1907-1912 before launching her crusade. The Sanger property should be safeguarded to commemorate a pioneer in women's rights/ reproductive rights.

Figure 10: Dr. Clark House – 17 Pinecrest Drive



Front view



Rear view

The Clark House was the home of influential civil rights pioneers and psychologists Kenneth B. Clark (1914-2005) and Mamie Phipps Clark (1917-1983). Kenneth Clark was the first black person to earn a doctorate in psychology from Columbia University, the first black person to become a tenured instructor in City College (CUNY), and the first black person to be elected to



the New York State Board of Regents. Dr. Clark's wife – Mamie Clark – was the first black woman to earn a doctorate in clinical psychology from Columbia. Together, they created the North-side Center for Child Development, which aided thousands of emotionally troubled children in Harlem. The couple's research on black children's perceptions of themselves was instrumental in the 1954 *Brown v. Board of Education* Supreme Court decision that found segregation in public schools unconstitutional. Their house was originally built in 1905 and belonged to the Clark family from 1950-2006. It is a remnant of a remarkable couple and is worthy of preservation to commemorate their life's work.

Figure 11: The Sugar Houses – 78, 86, 94, 102 Maple Avenue



The “Sugar Houses” are a strip of homes built in the mid 19th century by sugar factory owner Henry Kattenhorn. They were constructed to house the supervisors of the refinery, and Katterhorn himself lived in one of the residences. These dwellings are not only a remnant of the early industry that shaped the Village, but their classic design is symbolic of a bygone architectural style and craftsmanship.

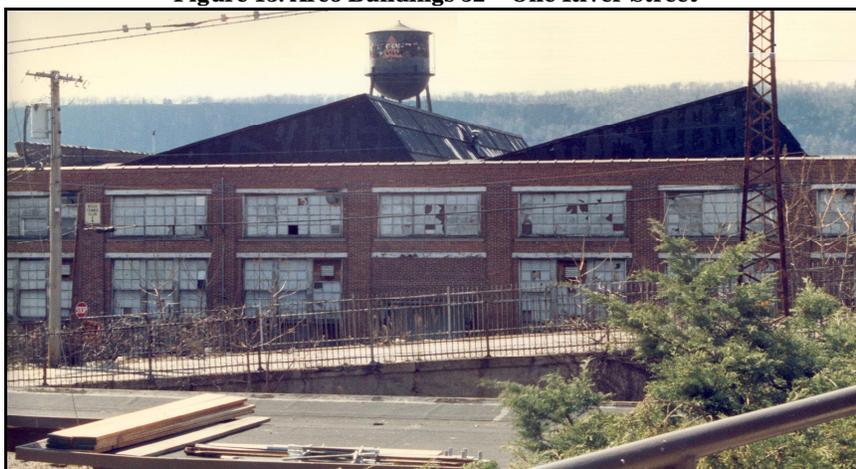
Figure 12: Lipchitz Studio – 2 Aqueduct Lane



This property was the home and studio of internationally renowned sculptor Chaim Jacob Lipchitz/aka Jacques Lipchitz (1891-1973). Lipchitz was a Lithuanian Jew who studied and displayed abstract art in Paris, France from 1909 up to its occupation by Germany during WWII. After fleeing the Nazi regime, he emigrated to the United States and eventually settled in Hastings. Lipchitz' work has been featured in many notable venues such as the Philadelphia Museum of Art, the Metropolitan Museum of Art, LIFE Magazine, etc. He even taught one of the most famous contemporary artists, Marcel Mouly. Lipchitz lived and worked on this site from 1953-1973.



Figure 13: Arco Buildings 52 – One River Street

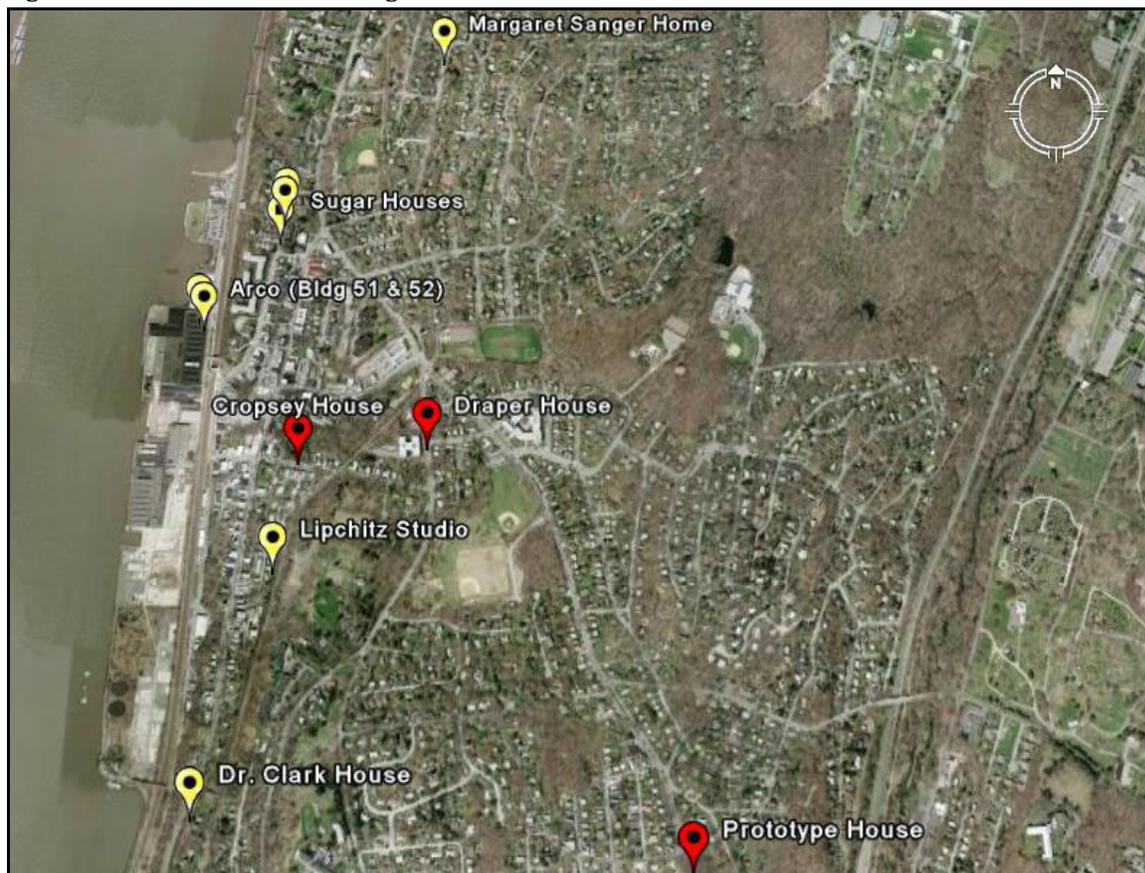


For 125 years, waterfront industries have played a vital role in Hastings-on-Hudson history (1850-1975). Buildings 51 and 52 are among the few remnants of that legacy. They were originally built in 1929 and were a major production facility for cable and wire during WWII. Both buildings featured red brick masonry and huge leaded glass windows that allowed for maximum sunlight, which reduced the demand for electricity. Further, the saw-toothed roof of building 52 is a distinctive feature of early 20th century Hudson River Valley industrial architecture.

These buildings have been the subject of much debate over the last few years, as the benefit of preservation has been weighed against the cost of remediation. **In order to preserve some connection to the historic waterfront, the Village should preserve building number 52, but tear down building number 51.** Building 52 is significantly larger, architecturally more distinctive, and easier and cheaper to remediate. Moreover, because it is located along the ramp for the Dock Street Bridge, it does not obstruct upland views of the River and Palisades. Building 52 should be stabilized immediately and a plan developed for its adaptive reuse.



Figure 14: An Aerial View of Existing and Recommended Preservation Sites



-  Proposed historic sites
-  Current historic sites



TRANSPORTATION

Transportation in Hastings has changed very little since the 1920s. The Saw Mill River Parkway and its complementing Farragut Parkway were created at a time when there was heavy investment in scenic drives across the region. But despite the increased importance of the automobile over the last fifty years, the Village has remained a railroad suburb. Its compact central business district (CBD) is located a few short blocks uphill from the train station. Hundreds of villagers walk to and from the train station, and through downtown, every day. Though the Village is hilly, its quiet streets and traditional downtown are a pleasure to walk. Unfortunately, as Hastings and the surrounding County have grown, traffic has also become a part of daily life. Traffic is fast, especially passing through the almost unavoidable Five Corners intersection. Most villagers either walk across or drive down Broadway or Farragut Avenue every morning, but there are long stretches along these streets with poor sidewalks or no sidewalks at all. Throughout the Village, sidewalks are poorly maintained and crosswalks poorly marked. Following are recommendations to improve the transportation network and pedestrian experience in the Village.

Road Network

The Village road network is hierarchical in nature. The major roadways are:

- Saw Mill River Parkway: Limited access four-lane divided highway. Signalized entrances and exits to the Village are located at Farragut Avenue and Farragut Parkway. Bicycles, pedestrians, and commercial traffic are prohibited. However, the South County Trail runs parallel to the Parkway, providing a recreational bicycling and pedestrian trail. The Saw Mill River Parkway is the most important gateway to the Village for car commuters.
- Broadway: Four-lane highway designated US-9. The only major gateway to the north (Dobb's Ferry) and the principle southern gateway to Yonkers. Broadway has minimal commercial activity.
- Farragut Parkway: Four-lane highway. The major connection to the Village from the Saw Mill River Parkway, and the only entrance to the Village from the northbound parkway. It is short, running from the Saw Mill River Parkway to Farragut Avenue. Farragut Parkway is part of a high-traffic route through the Village, which includes Broadway, and Farragut Avenue, and passes directly next to the middle and high schools.
- Farragut Avenue: Two-lane arterial. The avenue has a planted median between Farragut Parkway and Ravensdale Road. Farragut Avenue runs from the southbound Saw Mill River Parkway to Five Corners. It merges with Farragut Parkway at Green Street.
- Warburton Avenue: Two-lane commercial arterial with two parking lanes. This North-South route is the main thoroughfare in the CBD. Bee-Line buses #1 and #6 travel along Warburton and link the downtowns of Yonkers, Hastings, Dobb's Ferry, Irvington, and Tarrytown.
- Ravensdale Road: Two-lane collector. Ravensdale Road is the only direct route to points east of the Saw Mill River (where it is known as Jackson Avenue). Ravensdale Road intersects Saw Mill River Road (Route 9A), and is an important truck route. Ravensdale Road's sidewalk stops a block short of a critical intersection with Farragut Avenue, which forces pedestrians onto the road over its most dangerous block.
- Maple and Southside Avenues: two-lane waterfront access roads. These roads are the final link for trips to the Waterfront and the Train Station. Fortunately, they have adequate sidewalks, but speeding commuters in the morning make crossing the street dangerous.

The Village owns about 32 miles of roadway. These 32 miles do not include Warburton Avenue and Farragut Avenue (which are owned by Westchester County) or Broadway and Farragut Parkway (which are owned by New York State). The Village employs contractors for street maintenance, including street lighting, striping, and reconstruction. In 2005, the Village retained BFJ Planning to develop a transportation plan with a pedestrian focus. BFJ first analyzed vehicle and pedestrian accident data and traffic volumes, and then conducted a survey of existing conditions for the



road and sidewalk network. According to data found in the 2007 BFJ Transportation Plan, most pedestrian accidents are clustered in the Central Business District, especially along Warburton Avenue. Vehicle accidents are also common along Broadway, Farragut Avenue (near Farragut Middle School), Main Street, and Maple Avenue, all within a quarter mile radius of the Central Business District (CBD).⁴⁸

Parking

On-street parking is a major concern of many Village residents. It is not uncommon for pedestrian safety proposals to fail in community proceedings if they entail even a small loss of parking. Annual parking revenues generate a budgeted \$305,000, all of which goes toward the general fund. Revenue generators include on-street parking meters, parking fines, as well as permit parking for the Metro-North station. According to the Village budget, there are two part-time parking enforcement officers and one part-time meter repairman.

Public Transportation

According to the 2000 U.S. Census, over 25 percent of Hastings workers commute by public transportation. Public transportation options in the Village include commuter rail and local buses.

Train

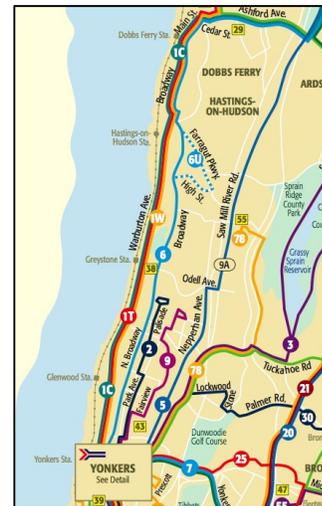
The MTA’s Metro-North Railroad’s Hudson Line connects downtown Hastings and midtown Manhattan in as little as 32 minutes. In the morning, hundreds of commuters rush down to the waterfront’s 422 parking spaces, while hundreds of others walk. Each business day, 182 permitted car commuters park in metered spaces (2 hours per 25 cents). About two hundred more spaces are reserved for annual permit holders (\$300 for residents, \$450 for non-residents). The train station incorporates a pedestrian passageway between the Village CBD and the Waterfront. There is no connecting public transit service to the train station, although there is taxi service. A soon-to-open café occupies the historic station.



Bus

Westchester County’s Bee-Line bus company provides surface transit to Hastings. Buses are an important alternative to trains, as they fill in the gaps between train stations, connect downtowns directly, provide cross-county transit, and are more affordable than trains (\$2.00). With frequent, main street service, buses are often the most efficient and economical one-seat ride between River Towns.

Routes that serve the Village (Nos. 1, 5, and 6) follow north-to-south routes, and it not uncommon to see a #1 or a #6 on Warburton Avenue. The #1 buses run from 242nd Street Subway station in the Bronx, via Yonkers and Hastings, to Tarrytown, Westchester Community College, or White Plains. The #6 buses begin in Yonkers and also terminate in White Plains, and some serve Hastings’ Uniontown neighborhood, via Farragut Avenue and High Street.No. 5 buses serve Saw Mill River Road, and residents and employees walk down Ravensdale Road or Farragut Avenue to catch one of the hourly buses to Yonkers, White Plains, or Harrison. There are no buses providing local service within Hastings-on-Hudson, but the Village does operate a Dial-A-Ride senior jitney van for the elderly and disabled.



Waterfront Access

There is currently limited access to the Waterfront. While the Dock Street Bridge provides adequate access for today’s Waterfront uses, access will need to be enhanced for future development to be successful. The



Zinsser Bridge is currently dilapidated, and does not provide vehicular service to the Waterfront; however, it is scheduled for rehabilitation in 2009. The Dock Street Bridge has the smallest vehicular capacity of the Waterfront access bridges of the River Towns studied (Dobbs Ferry, Irvington, and Tarrytown). Like Hastings, each of these three villages has only one waterfront access bridge.

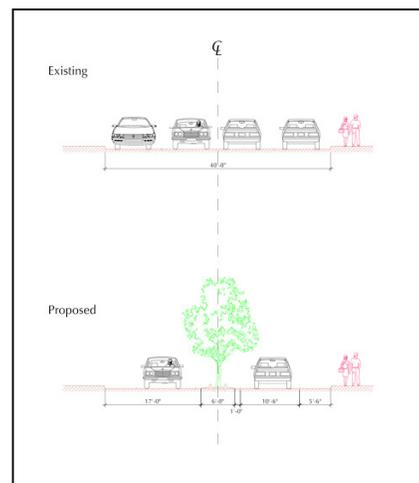
Infrastructure

The Department of Public Works (DPW) is responsible for storm and sanitary sewers, garbage collection and recycling, snow and ice removal, and the maintenance of Village-owned streets, parking lots, buildings, and street lighting. The department employs 18 men and is managed by a director who is supervised by the Village Manager. The United Water Company provides water in the Village, and Con Edison provides gas and electric services. The New York State Power Authority services all municipal buildings, street lighting, and public schools. Even within the CBD, power lines are above ground along telephone poles. Not only is this aesthetically unappealing, it leaves the Village's power network susceptible to fallen limbs during storms. Going forward, power lines for new construction should be relocated underground within the downtown core.

Hastings' storm-water run-off flows into the general sewer system, and is treated at a wastewater treatment plant in Yonkers. During periods of heavy rains, the system can become overwhelmed, and untreated water and sewage may be released directly into the Hudson River. **To allow the ground to absorb storm-water, more porous surfaces, like grass or porous pavement, should be used whenever possible.** Porous pavement has been successfully installed on on-street parking spots, as well as many alleys in Chicago. These measures will decrease costs of providing sewage services, diminishing the need for major future investments into the wastewater treatment infrastructure. They will also curtail erosion along the Village's many steep slopes.

Broadway and Farragut Parkway Traffic Calming and Safety

Broadway should be reconfigured from four lanes to two lanes and separated by a striped center median. Sidewalks should be constructed on both sides for its entire length. Where possible, bike lanes, metered parking lanes, and/or service lanes should be painted. These measures will significantly improve pedestrian safety and experience, as well as reduce traffic speeds and accidents. South of Washington Street, Broadway splits into New Broadway and Old Broadway. Each of these roads is a one-way, two lane road. These should be reduced to one lane each, with shoulders doubling as bike lanes. Sidewalks should be constructed along each road.





Five Corners

The BFJ Plan proposed a roundabout at Five Corners as a means of improving vehicle pedestrian safety, and creating a more attractive intersection and “gateway” into the Village. At this time, traffic problems are not serious enough to warrant such an expensive project. Levels of service may decline as the Waterfront becomes developed.



Efforts should be made to direct Waterfront-originated traffic away from Five Corners, via Washington Street and Villard Avenue. The Village should support jitney service and promote walking and cycling. There are serious pedestrian walking and cycling. There are serious pedestrian Corners because of the perceived danger. The intersection currently has high traffic speeds as well as significantly long pedestrian crosswalks, which make for a particularly stressful crossing for children and the elderly.

Five Corners is one of the symbolic centers of the Village, and as such should be inviting to pedestrians and bicyclists. An improved intersection would make for safer walks to school, and a better walk to and from the train station.

The Five Corners pedestrian environment should be improved in conjunction with lane reductions on Broadway. With one lane in each direction, concrete pedestrian islands could be installed between lanes to permit slower pedestrians to cross one lane at a time. Curbs should be extended as roads are repaved in order to slow turning vehicles. These curbs should be designed to be low enough to allow fire engines and ambulances to roll over them, so they will not be impeded in emergency situations. Pedestrian crosswalks can be repaved with brick or stone to improve the appearance of the intersection, as well as communicate a better image of Hastings as a historic, pedestrian-friendly River Town. With lower cost pedestrian improvements at the Five Corners and on the connecting thoroughfares, the Village could then fund the suggested sidewalk improvements throughout the Village.

Safe Routes to Schools

Where there are adequate sidewalks, calm streets, and safe crosswalks, Hastings is a very safe place for a child to walk to school. Crossing guards serve pedestrians during school days at Farragut Avenue and Olinda Avenue, as well as on the southern crosswalks of Five Corners. Yet traffic congestion continues to be a problem around the schools, and sidewalks are, in certain places, woefully inadequate.

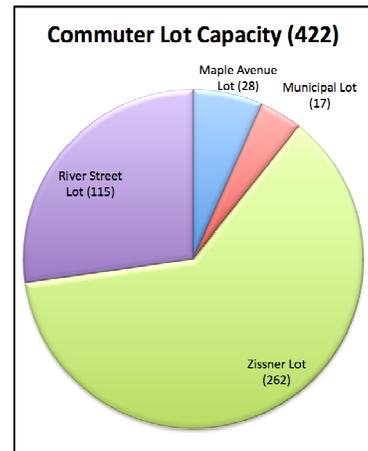
The Village should seek funding for safety improvements from the state’s Safe Routes to School program. **The Village should concentrate on sidewalk improvements in those areas closest to the schools.** By concentrating on these roads and sidewalks, improvements will serve more schoolchildren and their parents. As improvements are made at the “hubs,” the Village should work towards incrementally improving the access “spokes.” In time, a truly safe walking network would allow any child to safely walk to school. This



network would also serve the needs of adult pedestrians walking to and from the train station, the central business district, schools, and the homes of family and friends.

Commuter Rail Lot Parking Prices

Hastings-on-Hudson has the lowest annual permit prices of the four villages studied. In 2001, the Village increased the price of an annual permit from \$150 to \$300. Since that increase, the consumer price index (CPI) has increased 17.1%, indicating that the price of permits has become cheaper, relative to other goods and services.⁴⁹ The artificially low price and increased demand means that today there is a months-long waiting list for purchasing a new permit. In addition, Village residents have complained that often there are spots open in the permit area, while the metered spaces are completely full.



The Village owns most of the commuter parking lots and should manage parking as if it were business. The following steps should be taken immediately:

- **Annual parking permit prices should be significantly increased.** A \$300 annual resident permit translates to about \$1.00 per day of use. Metered parking in the MTA managed River Street lot costs a minimum \$4.00 per sixteen hours. A more appropriate cost for this scarce dedicated parking would be between \$3.00 and \$4.00 per day (\$900 per year). A limited number of non-resident annual permits are also sold, at a price of \$750. These permits should be increased by the same or greater factor. Non-resident permits are very scarce, and could easily be sold at prices similar to or greater than Tarrytown’s \$1200/year non-resident permits.
- **Metered parking with Hastings Resident Parking Permit should be significantly increased.** Park-and-ride commuters with resident permits pay a quarter for two hours of parking, with a 12 hour maximum. This translates to \$2.50 per day. Metered parking should be doubled, to a quarter per hour.
- **Permit sales and meter usage should be monitored and studied.** If annual permit spaces are not being efficiently used (i.e., empty spots on a regular basis), then they should be converted to 12-hour metered parking. If metered parking spaces are full on a regular basis, this is an indication that a) available metered parking is underpriced, and b) that at least some commuters cannot find spaces. The Increased cost of parking would encourage carpooling and walking.
- **A target vacancy rate of 3-5% is optimal.** While this sounds irrational, the availability of parking will decrease the amount of cars looking for parking in the area, and will decrease speeding and congestion in the mornings.
- **The Village should dedicate parking revenue to the construction and repair of Village sidewalks, and should develop jitney bus service from residential neighborhoods to the train station.** If an average of \$4.00 per day per park-and-ride space were charged, the Village could raise over \$500,000 per year for sidewalk improvements and jitney service. The Village should seek matching funds from the county and state for providing the jitney service, and for improving crosswalks and sidewalks around the station and around the school.

Downtown Parking

Hastings should convert free parking to metered parking, and increase the price of metered parking. There is a concern in the Village that there is inadequate parking for would-be-shopping visitors and residents in downtown Hastings. Parking in traditional



downtowns is always scarce, but management can help free spaces while still preserving the heritage and economic progress of downtown.

The Village should manage parking prices to achieve a free space every few blocks.

If shoppers can find spots consistently, then fewer cars will be “circling for spots.” Also, downtown will build a reputation as a place where one can drive and find nearby parking. The following steps should be taken to increase available parking downtown:

- **Increase the price of metered parking.** At 40 cents an hour, Hastings has cheaper curbside and public lot parking than Dobb’s Ferry (50 cents) or Tarrytown (60 cents).
- **Increase parking fines.** When motorists park and fail to pay, or stay beyond the maximum time allowed, they are ticketed and charged a ten-dollar (\$10.00) fine. Village residents with a Resident Parking Permit pay less. The low cost of this fine encourages motorists to break the rules. Disobeying parking rules is unfair because it makes it harder for others to find parking. It also hurts local businesses, because it encourages motorists to use on-street and short-term parking lots as parking as a long-term parking lot, when it should be used for short-term shopping. Parking fines should be immediately increased to twenty dollars or higher, until uncivil behavior is significantly decreased.
- **Identify unmetered parking and install meters.** Opportunities exist for more metered parking. Meters should be placed on the 37 non-metered spaces along the Warburton Avenue Bridge, directly south of Main Street.
- **Identify opportunities for more curbside parking.** Some streets, like Broadway, are wide enough to accommodate curbside parking. Curbside parking protects pedestrians from traffic and reduces speeding.
- **Work with businesses to address employee parking issues.** Many curbside and public parking lot spaces are used by Village employees and business owners, not shoppers. Workers must feed the meter throughout the day and can be ticketed for exceeding the 2-hour maximum time limit. The Village should work with businesses to balance the need for employee parking with the need to provide adequate shopper parking. The Village should designate space for employee vehicles, which would be located a comfortable distance from businesses. One possible location would be the A&P lot, which is rarely at capacity during daytime business hours.



Allocating Parking Revenue

Poor sidewalk conditions outside of the CBD are the chief transportation concern of Village residents, and are a major reason why residents drive to the train station or the CBD. The Village directs all parking revenue into the general fund and there is no dedicated funding for sidewalk improvements. Sidewalk improvements are considered a “special fiscal project,” carried over by previous budgets, but not included in spending projections. To encourage walking as an alternative to driving and parking, the Village should:

- **Create a “Green Transportation Committee,” funded by parking revenue.** The Committee would be organized to use parking revenues to finance sidewalk improvements, on- and off-street bicycle accommodations (lanes, trails, and bike racks), and a new jitney bus service. The Committee could also coordinate and apply for funding for a Safe Routes to School program.



- **Create a sidewalk improvement fund, financed by parking revenue.** The Village should initiate a sidewalk improvement program. This program would identify and use parking revenues to replace dilapidated sidewalks and fill in gaps in the pedestrian network.
- **Take advantage of suitable roads to develop a Village bike network.** The Village’s street network often forces cyclists to bike on heavily trafficked roads. Drivers should be made aware of cyclists through painted signals and signs, which could be financed in part by parking revenues. Broadway, Farragut Avenue, Main Street, Maple Avenue, Ravensdale Avenue, and Warburton Street are a few opportunities for bicycle improvements. The Village should lobby the County and the State to improve those roads that they own.
- **Place stickers on parking meters, notifying car commuters that parking revenues are being directed to improving walking, biking, and traffic in the Village.** Increased parking revenue will be more widely supported if a transparent mechanism (the Green Transportation Committee, for instance) is directing revenues back into transportation.
- **Support the creation of a jitney bus service for train commuters.** Parking revenues could help fund a pilot jitney service for train commuters. Additional funds should be sought from the County, the State, the MTA, and/or other sources.

Metro-North Commuter Jitney

While we propose to increase the cost of parking at the Metro-North station, we also suggest offering an alternative form of transportation to the station.

East-west residential streets east of Broadway and Farragut Avenue are extremely steep, making cycling and walking difficult. Many residents report that they are happy to walk to the train station in the morning, but that the return trip is too difficult. The walk home becomes worse during harsh conditions, like rain, snow, and cold weather. The Village currently owns and operates a Dial-a-Ride shuttle, which can be used during commuting hours as part of a trial jitney program.

The Maplewood Jitney

In 1997, residents of Maplewood, New Jersey voted down a proposal for a new 400-space NJ Transit parking garage, and instead created a complimentary jitney service to meet peak hour trains. The initial trial used a 24-person shuttle bus for the elderly and was such a success that NJ Transit

Resident comments indicated that two jitney routes once existed along Villard Avenue and along Mount Hope Boulevard. These routes are still feasible. Both routes would terminate at the roundabout in front of the Hastings train station building, which will soon be a café. After the short ride, commuters could purchase a cup of coffee and a newspaper before boarding the train to New York. In the evening, buses would meet designated express trains.

As in Maplewood, Hastings-on-Hudson jitney services would be complimentary. Jitney vans or buses would be scheduled to meet three express trains in the morning and three in the evening. Funding would come from increased revenues Metro-North commuter parking, Metro-North, Westchester County, or some other source. One route should be selected and if it proves successful more funding could be sought to expand the program.

As a second alternative, Hastings could seek a Metro-Card based system similar to the MTA’s Hudson Rail Link, which connects the Bronx’s Riverdale neighborhoods with the Spuyten-Duyvil and Riverdale Metro-North Hudson Line stations. These jitney routes are operated with medium-sized buses, and a \$2.00 fare is charged. (Payment of the \$2.00 fare with a MetroCard allows one free transfer to a subway or bus in New York City or to a Bee-



Line bus in Westchester County.) Commuters have the alternative of using a UniTicket, a monthly pass valid on jitney buses and trains.⁵⁰



Possible Jitney Routes

Sidewalk Improvements

As noted above, sidewalk improvements are the chief transportation concern of Village residents. To improve the pedestrian network, the Village should:

- **Construct dual sidewalks on major roads.** Sidewalks should be installed on both sides and along the entire lengths of arterial streets, including Broadway, Farragut Avenue, and Mount Hope Boulevard.
- **Construct sidewalks along at least one side of all roads leading to arterial roads.** Any road leading to these major thoroughfares should have at least one continuous sidewalk for their entire length, but most importantly where they intersect the major roads. These roads include Ravensdale Road (at Farragut Avenue), High Street (at Farragut Parkway), and all roads that intersect with Broadway.
- **Ensure that schoolchildren can walk safely to and from school.** There are no sidewalks on Lefurgy Avenue, where schoolchildren begin the walk from Hillside Elementary. A safe walking environment should be established around the schools, and eventually throughout the Village.
- **Maintain existing sidewalks.**
- **Involve neighborhoods in the process of identifying problem areas.** Ask students where they feel it dangerous to cross the street. Engage senior citizens in pedestrian safety discussions.
- **Improve safety at intersections.** The Village should use the BFJ Transportation Plan as a starting point for designing safe crosswalks. Minimize crossing distances to accommodate children and senior citizens. Force motorists to slow down along streets and at intersections, either with bulb-outs or striping. Paint crosswalks at intersections with major roads. For instance, at the intersection of Warburton and Broadway, there exists only one crosswalk. Crosswalks should be installed on all possible pedestrian crossings along major roads.
- **Enlarge the sidewalk plaza at Spring and Warburton Streets to create a new downtown plaza.** The very popular plaza located here consists of about four benches, but the intersection represents a significant opportunity. The sidewalk could be brought





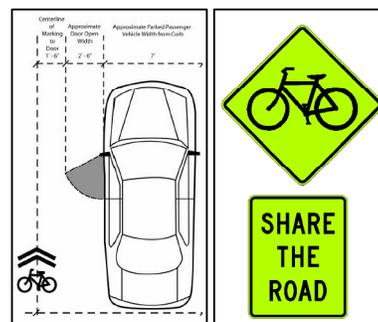
out to be flush with the parking lane. The extension would shorten pedestrian crossing times across Warburton. It would provide a more attractive waiting area for Bee-Line customers, and give downtown shoppers a place to rest. The new space could be used for bike racks, artist expositions, lunch tables, and more seating.

Cycling Facilities

Cycling from the train station to the CBD and upland residential areas is difficult due to the very steep, hilly terrain of Hastings, especially north of Ravensdale Road and east of Broadway and Farragut Avenue. However, there are many neighborhoods where residents could comfortably cycle. Access to the Village from neighboring municipalities involves few topographical challenges.

The Village is situated on the South County Trail, a cycling and walking trail running along the east of the Saw Mill River Parkway. The Trail runs from Putnam County in the North, into Van Courtlandt Park in the Bronx. In Hastings, the trail crosses Farragut Avenue at grade. Farragut Avenue is a suitable bike route into and out of Hastings. To encourage biking in Hastings, the Village should:

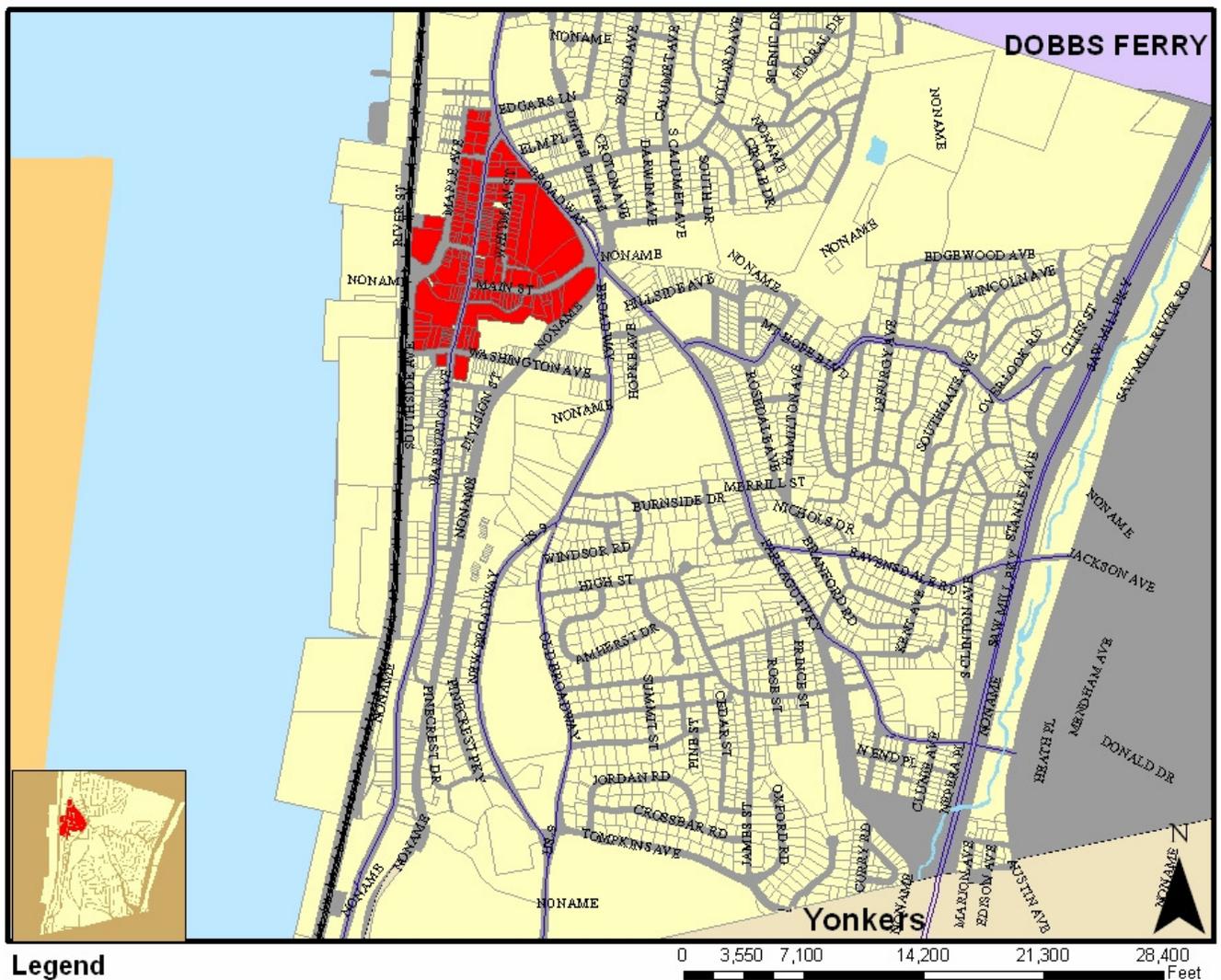
- **Advertise and support the South County Trail with signs in the Village indicating the location of the Trail, as well as signs on the Trail advertising the Village.**
- **Consider bicycles as roads come up for repaving or redesign.** Efforts should be made to reduce unsafe *on-road* cycling conditions on Broadway and Farragut Avenue north of Farragut Parkway, most importantly by reducing vehicle speeds, and where possible, the number and width of lanes. Where street width permits, bicycle lanes should be added as a low-cost method of encouraging cyclists. Similarly, bicycle chevrons stenciled in the middle of the road would encourage drivers to be attentive and share the road. “Share the Road” signs are strongly recommended for Broadway and Farragut Avenue.
- **Support a regional bike route along the Waterfront, local roads, or the Old Croton Aqueduct trail.** The Village should support a bike route that is safe, practical for daily transportation, and pleasant for recreational cyclists. Such a route would encourage more commuting and tourism by bicycle, easing local congestion and the parking demand. An on-road alternative could begin in downtown Yonkers. Cyclists would bike northward on Warburton Avenue through downtown Hastings, and then continue on Broadway to the neighboring River Towns. This would give Hastings residents a direct recreational route into New York City. As an off-road alternative, the Old Croton Aqueduct trail could be upgraded and partially paved for cyclists, providing a scenic forest trail that would connect all the River Towns along the Hudson.
- **Install bike racks downtown and at the train station.** Install secure bicycle parking at the train station and artistically designed bike racks. The Village should commission one or more local artists to design bike racks for Maple and Warburton Avenues.





ECONOMIC DEVELOPMENT

The economy of Hastings consists of small retail and service sector businesses. As of April, 2008, there were roughly 100 businesses operating within the Village, 95% of which are located in and around what is considered the Central Business District (CBD) (see map). The CBD is located on Warburton Avenue, Main Street, Spring Street and Southside Avenue. The area is bounded by the Metro North train station to the west, Broadway to the east, Washington Avenue to the South, and the intersection of Broadway and Warburton to the North. The businesses operating outside the CBD are located along the Hudson River waterfront and Farragut Avenue, directly off the Saw Mill River Parkway.





In the Village specialty stores and food related businesses make up a greater portion of the retail mix than clothing and apparel stores. The following chart provides a breakdown of the businesses operating in the CBD. Those categorized as services include banks, real estate offices, print shops, laundries and video stores. Food related businesses include grocery stores, supermarkets, restaurants, and delis. Retail includes clothing stores, book stores, and stationary stores, while professional offices include architecture firms, law offices and medical offices.

Services	32	31.7%
Food Related	22	21.8%
Automotive	4	4%
Retail	18	17.8%
Professional Offices	25	24.7%

The following chart indicates the names and addresses of the businesses operating in and around the Hastings CBD as of May, 2008.

Business Name	Address	Business Name	Address
A&P Fresh Supermarket	87 Main	Hastings Historical Society	407 Broadway
Allstate Insurance	42 Main	Hastings Jewelers	1 Spring
Amazing Galleries	549 Warburton	Hastings Laundromat	543 Warburton
Antoinette's Patisserie	417 Warburton	Hastings Own Bagel	8 Main
Art Supplies of Hastings	5 Main	Hastings Podiatry	55 Main
Arturo's Barber Shop	38 Main	Hastings Prime Meats	537 Warburton
Astoria Federal Savings	560 Warburton	Hastings Stationary	536 Warburton
Axxiem Web Design	578 Warburton	Hastings Video	568 Warburton
Bauer Opticians	574 Warburton	Hastings Wine & Liquors	584 Warburton
Beautiful Image Spa	579 Warburton	Hudson Nails	543 Warburton
Blu	100 River	Indigo	546 Warburton
Blue Moon Café	19 Main	Jeremiah Quinlan Atty.	535 Warburton
Bob's Service Station	611 Warburton	Jos. LoCascio, Esq.	560 Warburton



Bogart Communications/Hastings News	5 Jordan Rd	K's Card Corner	577 Warburton
Broadway Training Center	10 Washington	Child Psych Primason	596 Warburton
Buffet De La Gare	155 Southside	Lit Life	1 North St
Center Restaurant	540 Warburton	LWP Cleaners	576 Warburton
Chase Bank	565 Warburton	Manor Market	570 Warburton
Chelsea's	541 Warburton	Maud's Tavern	149 Southside
Chiropractic For Life	7 Boulanger	MC Cleaners	527 Warburton
Chou Chou Salon	10 Main	Michael Lippman, Esq.	135 Southside
Christina Griffin Architecture	10 Spring	Milk Money	579 Warburton
Citibank	65 Main	Minding Your Business	64 Amherst
Columbus Nails	56 Main	Moss & Associates, P.C.	93 Cochrane
Comfort	598 Warburton	New China Restaurant	531 Warburton
Corey Glass	3 Main	New Horizons Building & Remodeling	547 Warburton
Corset Tree	542 Warburton	New Van Tassel Cleaners	135 Southside
Crossroad's Realty	24 Main	On Hudson	558 Warburton
Dale Security	5 Spring	Overseas Auto	595 Warburton
Design Cuts	6 Main	Panvel Jewelers	586 Warburton
Dorian Tergis MD	28 Main	Paul Perretten, Esq.	139 Southside
Ed Weinstein Architecture	14 Spring	Pizza Grill	535 Warburton
Euro Deli	575 Warburton	Prudential Riverside	545 Warburton
Everything on Warburton	497 Warburton	River Roadhouse	533 Warburton
Festivities	22 Main	Rivercountry Press	2 Spring
Food for Thought	7 Spring	Riverrun Books	1 Washington
Galapagos Books	22 Main	Rivertowns Taxi	
Gem Cove	2 Spring	Rockwood & Perry	525 Warburton
Gisolfi Architects	566 Warburton	Secrets	32 Main
Global Offerings	1 Main	Side Street Hair Studio	579



Gordon Beckhorn Bookperson	497 Warburton	Slices	16 Main
Greenleaf Pharmacy	544 Warburton	Suburban Renewal	1 Main
Harvest on Hudson	1 River	Tea In The Attic	2 Washington
Harvey Kutz, DDS	25 Main	The Office Ink	572 Warburton
Hastings Animal Clinic	585	Thomas' Coffee & Tea	579
	Warburton		Warburton
Hastings Bootery	2 Main	Tony's Steak and Seafood	534 Warburton
Hastings Electric	548 Warburton	Vac-Fashion Parties	12 Spring
Hastings Farmers Market		Village Balloon & Flowers	10 Main
Hastings Funeral Home	15 Spring	Visual Differences	534 Warburton
Hastings Hair Salon	8 Spring	Yellow Door Studios	1 North St

Surveys and interviews with business owners and workers revealed a varied health of local businesses; some businesses are growing while others are struggling. Recently there has been an increase in vacant storefronts. Studies completed in 2007 by the Village indicated three vacant storefronts; in 2008, that number increased to six. According to the April, 2007, LWRP Report, Hastings was once a leader among River Towns in preventing CBD vacancies.⁵¹

Economic development in the CBD must focus on revitalizing the downtown while at the same time protecting existing businesses. Growth and vitality within the CBD would benefit not only the local business owners, but the residents of Hastings as well, many of which have expressed a desire for a more healthy and diverse CBD. The needs of local businesses and residents were determined through the use of surveys and interviews, and the information gathered help shape the following recommendations. The Village should continue this outreach effort when developing future plans.

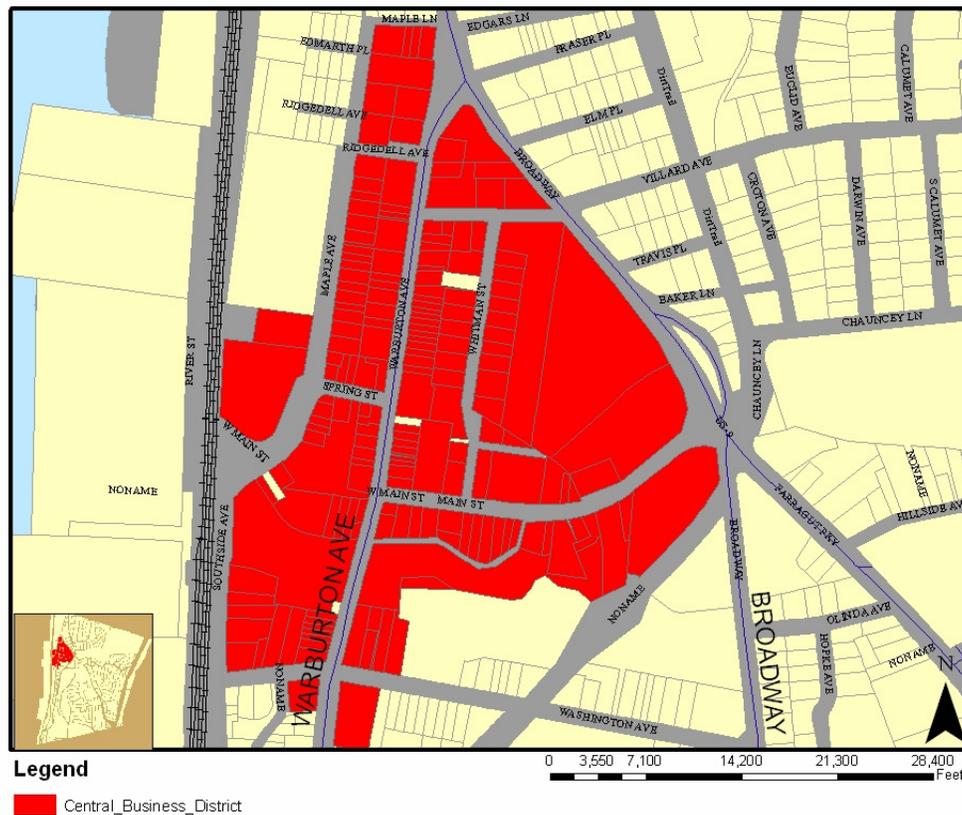
Local Economic Strengths and Assets

The location of the CBD is one of its strongest assets. The CBD is easily accessible from Route 9, but since heavy traffic does not pass through the center of town, it remains pedestrian friendly. Meanwhile, Warburton Avenue, the CBD's main commercial artery, lies along a regional bus route that serves a large number of non-Hastings residents.

The CBD's location between the commuter rail station and the upland residential areas of Hastings forces daily commuters to pass through the CBD. Moreover, Hastings is densely populated for a suburb and small enough to be walkable for most residents. Residential units located within the CBD or a few blocks away, create a steady stream of pedestrians and a strong customer base.



The Hastings Central Business District



The Hastings Central Business District

Local businesses in Hastings are served by The Rivertowns Enterprise, a weekly publication distributed in Hastings, Dobbs Ferry and Irvington. Many of the local businesses use this publication for advertising. The newspaper will often feature local businesses and write articles about them, informing residents of new places to go and services available.

The Hastings Chamber of Commerce is expanding and strengthening its role in assisting local businesses. The Chamber advocates on behalf of local businesses, increases effective communication between merchants and the local government, and voices the concerns and interests of the local business community. They assist local businesses in identifying and obtaining available government grants, and track local development and landlord issues.

Once a month on a designated Saturday from June through November, Hastings hosts a Farmers' Market in the Library Parking lot. This popular event serves both Hastings residents and non-residents and draws between 1,800 and 2,000 potential customers to the CBD. The Farmers' Market transforms the Library parking lot into a town square and has been so successful that they have added an indoor location for the winter months.



As reported in the 2000 census, Hastings residents have higher median incomes compared to other towns in Westchester County and the region. The \$86,000 median household income provides a strong economic base for local businesses.⁵²

Local Economic Weaknesses and Challenges

Despite the high income level of the community, the convenient location of the CBD, and the success of initiatives like the Farmer's Market, there are still serious challenges facing downtown businesses. Recent increases in real estate costs have placed enormous pressure on local businesses. Increasingly the volume of business is not able to keep up with the rising rent, leading to an increase in vacancy rates for commercial space. The high rent is not only a burden to existing businesses, but makes it difficult to attract new businesses to vacant space. The recently opened Expressions Gallery filled a space that was vacant for eight months.

The former Hastings Drug Store site is asking \$4,300 a month in rent for 1,200 square feet (\$43 per square foot). This is rather high compared to other rents downtown. Chelsea's pays \$2,800 a month for 2,000 square feet of retail space, or \$16.75 per square foot, Columbus Nail Salon pays \$1,575 a month for 800 square feet of retail space (\$24 per square foot). In high density New York City neighborhoods such as Astoria and Long Island City, retail spaces are going at premiums of \$40 a square foot, and they have significantly larger customer bases.⁵³

The increased vacancy rate compounds the problems faced by local businesses. Abandoned storefronts can be an eyesore, and give the impression that the downtown is failing. Residents and visitors are more likely to shop in the Hastings CBD if it looks aesthetically pleasing and vibrant. The small town, bucolic feel of the CBD is threatened by the failure of local businesses and increased vacancy.

Moreover, signage and storefront facades pay little attention to design and are beginning to show signs of aging due to poor maintenance. Unattractive buildings and storefronts serve as a deterrent to shoppers and put forth a negative image for the CBD. New construction often ignores the historical design precedents established by the existing structures. An example of this is the new residential development at 45 Main Street. Although it will bring in new residents to the CBD, its design and appearance do not incorporate the architectural traditions that exist in the Village.



Vacant Store Fronts in the Hastings CBD



In addition to issues within Hastings, there are external factors putting pressure on local businesses. Yonkers has a commercial strip along Central Avenue that attracts customers from the entire Westchester region. Outside competition is growing with recent Big Box developments like Stew Leonard's, Home Depot, and Costco on Austin Avenue in Yonkers. The Hastings CBD must find ways to compete with the surrounding commercial development.



Although Hastings is a small, densely populated area, residents usually drive and there is a shortage of downtown parking. According to the Dobbs Ferry Vision Plan authored by Phillips Price Shapiro, 100 businesses need approximately 500 spaces during peak demand hours on weekdays. The CBD has roughly 100 businesses and 414 total spaces available; of which 279 are metered and 135 are not metered. According to Phillips Price Shapiro's analysis, the Hastings CBD requires an additional 90 spaces to adequately serve its businesses.⁵⁴

Public Parking Areas in the CBD

Hastings' CBD also has a lack of retail diversity. There are very few shops that sell clothing and other goods, and a disproportionate amount of service and food shops. Furthermore, the restaurants in Hastings lack variety and there are very few ethnic restaurants in the Village. Currently there are no Thai, Indian, French, Spanish, Japanese, or Organic restaurants in the Village. The Blue Moon Grill became the first Mexican restaurant in the Village when it opened this May. Currently there is only one Chinese restaurant, and it is take-out, not a place where families can sit and enjoy a meal.

Parking

In order to increase the use of the Central Business District, more parking must be made available to shoppers. Since the area is built out, there are few areas located in or near the CBD that can be used to develop more parking, however there are a few opportunities to create more parking on the streets



Downtown Parking

Along Maple Avenue in the CBD, one side of the street has parallel parking and the other has head-in parking. The Village should place head-in parking on both sides, which would create approximately 30 additional spaces, and have the added benefit of slowing traffic. Residents of the block would be guaranteed spaces through resident-only permits, and meters would be placed on the additional spaces.

The Village should also work with downtown businesses and organizations to make private parking available to shoppers when it is not in use. For example, bank parking lots should be made available on weekends and church parking lots should be made available when service is not being held.

Owners and employees of downtown businesses park for long periods of time and should not occupy short-term spaces in front of their stores. The Village should address this problem by creating dedicated employee parking within walking distance to downtown businesses. The A&P parking lot on the eastern edge of the CBD is rarely at capacity during weekday business hours, and a portion of this lot should be reserved for employee parking. A significant number of spaces should also be added to the west side of Broadway between Main Street and Villard Avenue, in conjunction with the proposed lane reduction. Some of these spaces should be reserved for downtown employees.

Improving the Appearance of the CBD

The Village should adopt the design guidelines created for the CBD by the Design Guideline Committee.⁵⁵ These guidelines would call for the repair of deteriorating and damaged features on storefronts, and require the use of materials and styles that are consistent with the existing design of the CBD. They also require any new construction or alterations to follow the historical precedents detailed in the plan. Building code regulations and façade guidelines should be written into Village statutes. Coupled with a strict architectural review process the design guidelines will ensure the character and beauty of the CBD are maintained.



Merchants and landlords will have to assume more responsibility in maintaining, cleaning, and altering their storefronts. The Village should enact fines and penalties for non-compliance by owners. The Architectural Review Board and the Board of Trustees should oversee this initiative.

The pedestrian experience can be greatly improved within the CBD. Currently there are only three places where pedestrians can sit and relax during a shopping trip; one is located in front of the old theater at 579 Warburton Avenue, another is in the pocket park located at the intersection of Warburton and Spring Street, and the third is in front of the municipal lot on Main Street. The Village should create additional public seating that would encourage pedestrians to linger in the CBD. One opportunity would be to extend the plaza at Warburton and Spring Street to create a central gathering place in the downtown. The details of the plaza proposal can be found in the transportation section of this plan.

Benches in the CBD



Although much of the CBD is tree lined, more plant life and flowers would improve the visual appearance of the area. Detailed strategies for how to accomplish this are located in the Design Guidelines proposal prepared by the Design Guidelines Committee. They include the increased use of plant containers made of stone, cast iron, and hardwood, the use of evergreens to screen parking areas and waste containers, and the use of plants and shrubs that will allow the proper maintenance by building owners and tenants. The Village should follow the Design Guidelines Committees proposals to improve the appearance of the CBD. Hastings' "Museum in the Streets" is a great example of how creative and well-designed initiatives can improve the downtown experience.

Increasing Diversity

Attracting a more diverse group of retail stores and restaurants must be a priority for the Village. Surveys indicate that residents and business owners want to see more shops that sell apparel, clothing, and other tangible goods. Too many of the businesses within the CBD are service oriented, and they take up important ground floor retail space along the shopping corridor. These businesses do not generate significant pedestrian traffic and discourage window-shopping. The Village should enact strict zoning rules that permit only retail shops or restaurants on the street level of the CBD. Existing businesses that do not comply with the new statutes would be grandfathered in, however, new businesses would need to comply with the restriction.

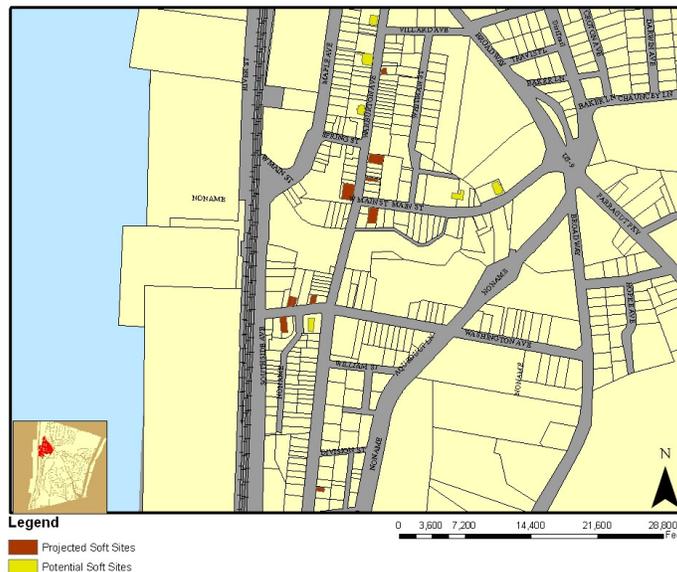
There must also be more diversity of restaurants. Unique restaurants make the CBD more attractive to residents and visitors. The CBD should become more of a destination and attract people from outside the Village. Harvest on Hudson is a prime example of how a successful and popular



restaurant can attract people from outside of Hastings. **The Village should attract new establishments by offering a tax break for unique restaurants that meet certain requirements.** The Village should address the lack of parking by allowing valet parking in the commuter lots. In the evenings most of the spaces are free and not subject to permit regulations.

Downtown Residents

The Village should create more units of housing in the CBD by building above existing businesses. The Land Use chapter of this plan indicates ten soft sites in the CBD. Developing just two of these sites would create 24 additional dwelling units. Since this housing would target younger individuals and not families, there would not be a burden placed on the school system. This type of development increases the customer base and the number of pedestrians downtown. The above map indicates the location of the projected soft sites in the CBD.



The Waterfront in Relation to the CBD

The Hudson River waterfront presents a unique opportunity to complement and strengthen the upland CBD. A marina with a bar and restaurant should be placed along the waterfront as part of the redevelopment. This would draw people from the region to Hastings and bring in revenues to the Village. The Half Moon Bay Yacht Club in Croton leases 173 boat slips each season. Each boat slip generates \$117 dollars for the town, for a total of \$20,241 a year. According to owner Steve Plotkin, demand for slips far exceeds supply. Hasting boat owners would be able to store their boats closer to home, and the marina would draw in people from the entire Westchester and New Jersey region.



SUSTAINABILITY

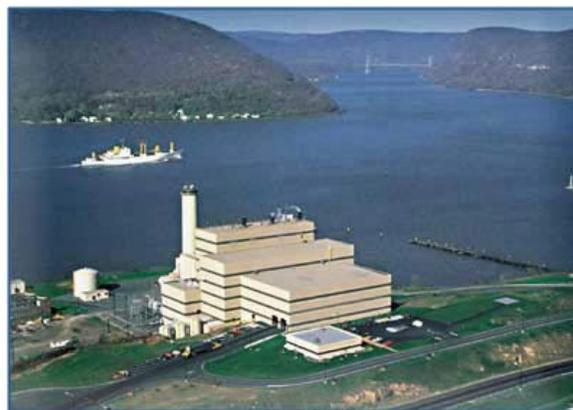
Sustainability blends economic and environmental interests so as to provide for the needs of the present generation without sacrificing either the material comforts or environmental health of future generations.

Current sustainability efforts in Hastings-on-Hudson

Sustainability-related efforts in Hastings-on-Hudson include municipal recycling, the Hastings Farmers' Market, the Village Conservation Commission and the Village Tree Preservation Board.

Recycling

In 2006, Hastings-on-Hudson recycled 44% of all waste generated in the Village. Table 1 compares recycling rates between neighboring municipalities and Westchester County. All Village waste (including recyclables) is transported by the Village DPW to the Thruway Transfer Station operated by the Westchester County Department of Environmental Facilities (DEF). Recyclables are transferred next door to the Daniel P. Thomas Material Recovery Facility (MRF) while solid waste is sent to the Charles Point Resource Recovery Facility for incineration.⁵⁶



Charles Point Resource Recovery

Table 1: Recycling Rates in Westchester County, 2006

Government	Population (2006 est.)	Solid Waste (tons)	Recyclables (tons)	% of total waste recycled
Hastings	7,843	4,523	3,487	44
Croton	7,899	4,632	5,742	55
Irvington	6,656	4,470	3,279	42
Dobbs Ferry	11,138	6,240	4,274	41
Westchester County	949,355	510,630	546,150	52

Recycling is profitable for Westchester County. In 2005, the County Refuse Disposal District (of which Hastings is a part) sent 68,000 tons of recyclables to the MRF. According to the DEF, “district revenues from the sale of recyclables (80 percent share as per contract agreement) were \$4,969,781 in 2005. These sales significantly offset the 2004 MRF Expenditures (excluding capital costs and debt services), which was \$3,526,879.”⁵⁶

Recycling does not generate a profit for the Village, but it does reduce growth in expenditures. According to the approved budget, the Village will spend \$785,868 on refuse collection in the fiscal year spanning 2007 and 2008. This includes one weekly recycling pickup for each Village address. The budget states that by recycling, the Village pays less in standard waste tipping fees, which increased \$8.00 per ton between 1997 and 2007.⁵⁷

The Farmers’ Market

The Hastings farmer’s market was founded in 1997 as a way to bring business back to the CBD. However, it took until 2007, when new market director Pascale Le Draoulec took over, for the market to really blossom as an engine of Village economic development. Since then, the number of vendors has increased to 21, with 16 to 18 at the site on any given market day. According to farmers, the Hastings-on-Hudson market is the “buzz of the [Hudson Valley] agricultural community” with many hoping to get a spot in the Village.⁵⁸

The market attracts about 1,800 to 2,000 people on any given market Saturday, many of which come from outside of the Village. Besides selling local food products, the market offers cultural information, children’s yoga, and storytelling. Because of this, the market has developed into much more than just a place to buy food. It has become, in the words of Ms. Le Draoulec, a “social nexus” for the Village, a place where citizens can assemble to enjoy good food, a cup of coffee and some conversation. Furthermore, the market has become a regional magnet, attracting people from Irvington, Dobbs Ferry, Yonkers and Riverdale. The farmer’s market has “put Hastings on the map.”⁵⁸



Hastings farmer's market in October, 2007

For this “festival marketplace,” the Village pays nothing. Vendor fees cover all market expenses, including insurance, cultural amenities, waste management and payroll. However, as the market has grown in popularity, parking has become an issue. Citizens on Maple Avenue have complained about a lack of convenient parking on market days.

A solution to the parking problem, and long-term space issues, would be to move the Farmers' Market to a permanent location on the waterfront. **Any waterfront redevelopment plans ought to include a large, permanent space for the Farmers' Market with a sufficient amount of adjacent parking.** In addition, any multipurpose structures built on the waterfront should be designed with an indoor farmers' market in mind.

The Village should support the Farmer's Market and encourage its expansion. Farmers' markets support local food production which has many benefits for the environment. These benefits include less air pollution, less groundwater runoff, and greater regional biodiversity. Furthermore, supporting local agriculture helps to diversify the local economy and support the local culture. Finally, Hastings is lucky to have what seems to be a very well-run farmers market, with a committed coordinator (Le Draoulec) and an excellent website. In short, the Hastings Farmers' Market is a very valuable Village asset which provides a regional economic competitive advantage, a social meeting place for its citizens, and a healthy food outlet for its children. Besides the parking issue, the market has few negative consequences for the Village. Thus, it is recommended that the Village protect and enhance the Farmer's Market so as to increase Village sustainability.

Conservation Commission

Chaired by Mr. Sandeep Mehrotra, the Conservation Commission acts as an ad-hoc environmental oversight agency for the Village of Hastings-on-Hudson. Sustainable Hastings is a sustainability advocacy project chartered by the Village Conservation Commission. Sustainable Hastings has organized a number of public events to educate Villagers about how to become more sustainable and reduce their carbon footprints. The most recent event was Climate Action Week, which ran from April 1 through April 7. Included in Climate Action Week were roundtable discussions with local elected officials, workshops on how to “green” one's lifestyle and cultural events related to the environment. Sustainable Hastings also operates a website with bulletin boards which allow Villagers to post their ideas and debate the best methods for Hastings-on-Hudson to become more sustainable, as well as other “green” activities.



Tree Preservation Board

The Tree Preservation Board originates from Section 273-1 of the Hastings-on-Hudson Village Code. According to Chairman Dr. Fred H. Hubbard, the Board's purpose is to ensure that certain trees on private property are adequately maintained. Specifically, owners with 1 acre or more of land are required to consult with the Board regarding trees with a minimum diameter of 12" inches at chest height (4.5 feet above the ground). Owners must consult with the Board before they plan on cutting down the tree or engaging in any construction activities that might harm the tree. The Board will then make a recommendation to the Village Building Inspector as to whether or not the property owner needs a permit to make changes to the tree.

According to Dr. Hubbard, most of the properties required to use the Board already have excellent landscaping staffs which take good care of the trees. However, the Board is quite effective in its oversight role to ensure that landscaping companies continue to do a good job maintaining trees on private property.

Policy recommendations for Hastings-on-Hudson

The goal of this section is to make the Village *more* sustainable as opposed to *completely* sustainable. Hastings-on-Hudson does not exist in a vacuum. Without more sustainability in the surrounding culture and economies, the Village can never become perfectly sustainable. The idea is to encourage residents and the Village as a whole to 'take the first step' on the road to complete sustainability. The following strategies will help the Village achieve its goal of becoming more sustainable.

- Promote alternatives to the automobile for some trips within the Village.
- Reduce the electricity usage in the Village.
- Reduce the growth in solid waste creation (including recyclables) in the Village.
- Promote 'natural' solutions (i.e. less capital-intensive) to Village flooding and other infrastructure issues.
- Assess Village-wide greenhouse gas emissions.

Finally, the most important thing the Village can do is promote awareness of sustainability so as to achieve grass-roots cultural and social change. The most effective movements are those that are embraced by a majority, not imposed by the minority. Sustainability will only be effective when it is fully accepted and embraced by the community. If the Village is serious about becoming sustainable, it must strongly promote the idea so as to persuade others of the benefits of sustainability.

A list of ideas and strategies in each of the aforementioned categories is listed below:

Transportation:

- Upgrade the sidewalk network⁵⁹
 - Identify streets without sidewalks
 - Identify streets needing sidewalk upgrades (widening, repaving, etc.).
 - Identify crosswalks needing upgrades (bulb-outs, new paint, signage, etc.).
- Create a Safe Routes to School walking program – see "walking bus" in the Detailed Policy Recommendations section.
- Explore new ways to promote non-car trips
 - Free pedometer giveaway with associated contest or organized Village walking groups.
 - Car-free days on Warburton Ave and Main Street with associated art exhibit or other event.
 - Bike lanes and bike racks at the train station and downtown.
 - Improve the Old Croton Aqueduct path.



Electricity:

- Define baseline electricity usage and recent usage growth rates for the Village as a whole and for primary usage categories (municipal, residential, commercial, and institutional).
- Incorporate more stringent energy efficiency requirements in the building code and capital plan
- Explore the use of Village property tax credits (requires State approval) for the purchase of energy efficient appliances and equipment that exceeds building code requirements.
- Explore the feasibility of providing Village incentives for rooftop solar or encouraging Con Edison to provide district energy for the Village.

Con Edison delivered a record 14.7 million megawatt-hours this winter, an increase of 300,000 megawatt-hours over the same period last year.

Solid Waste:

- Westchester County's Action Plan for Sustainable Development recommends the following strategies for reducing solid waste:
 - Perform a municipal waste audit to identify opportunities for waste prevention and reduction, improved recycling and conversion of waste streams to recycling.
 - Evaluate purchasing policies for opportunities to use green products.
 - Evaluate modification of municipal codes to support recycling and green products.
 - Support and develop the local Farmers' Market and organic community gardens.
 - Work to encourage the state government to undertake actions that remove barriers and support sound recycling and green purchasing policies.
- Explore the creation of a local barter shop and associated website for durable goods and clothing – this should be part of the car-free day markets on Warburton Avenue as described above.
- Explore banning or penalizing the use of plastic bags, excessive packaging and/or bottled water sales in local stores.

Flooding:

- Examine how to 'de-channelize' the Saw Mill River so as to reduce the current speed and subsequent flooding. This would require extensive inter-agency coordination between Village, County, State DEC, US Army Corps of Engineers and others.
- Explore the removal of some stormwater conduits and the creation of Bluebelts as a means to reduce flooding. See Detailed Policy Recommendations section.

Greenhouse Gas Emissions:

- Attempt to inventory greenhouse gas (GHG) emissions from municipal sources.
- Discuss how to inventory GHG emissions from private sources

Grass-Roots Cultural Change:

- Public campaign to highlight the cost savings and environmental benefit of walking as opposed to driving for short in-village trips.



- Promote walking to school as a fun, sociable, and healthy thing to do. This could be done as part of the physical education curriculum.

Detailed Policy Recommendations

Walking Bus

Hastings-on-Hudson should organize a “walking bus” program. The first walking bus program was initiated in Sydney, Australia. According to the North Sydney Demonstration School website, a walking bus “provides a safe, creative, and enjoyable way for children to walk to and from school with parent supervision. Each walking bus travels along a set route with at least one parent ‘Bus Driver’ picking up children at designated stops and walking them to school.

“The Walking Bus delivers environmental, social, and health benefits including:

- A safe, non-polluting, and convenient alternative for children living within the Village to travel to and from school.
- Reduced traffic congestion on crowded roads surrounding the school. Less traffic congestion leads to increased safety for all children accessing the school.
- A safe, healthy, and environmentally friendly journey for children. This activity can play an important role in reducing childhood obesity and inactivity.
- An opportunity for children to improve road safety awareness and practice pedestrian etiquette.
- An opportunity for parents to exercise with their children and connect with other parents within their community.”⁶⁰

The walking bus can be tested in the neighborhood closest to Hillside Elementary School. The area bounded by Farragut Parkway, Ravensdale Road, and the Saw Mill River Parkway is close enough to the elementary school to be served by a walking bus in mild weather. Furthermore, the original walking bus idea can easily be modified to serve middle school and high school students as well.

- **Bluebelt:** Hastings-on-Hudson should explore the construction of a Bluebelt as a means to mitigate flooding in certain parts of the Village. First constructed on Staten Island, Bluebelts are a more effective and less expensive alternative to storm sewers for controlling flooding. According to the New York City Department of Environmental Protection, “the Staten Island Bluebelt is an award winning, ecologically sound and cost-effective storm water management for approximately one third of Staten Island’s land area. The program preserves natural drainage corridors, including streams, ponds, and other wetland areas. Preservation of these wetland systems allows them to perform their functions of conveying, storing, and filtering storm water. In addition, the Bluebelts provide important community open spaces and diverse wildlife habitats. The Bluebelt program saves tens of millions of dollars in infrastructure costs when compared to providing conventional storm sewers for the same land area. This program demonstrates how wetland preservation can be economically prudent and environmentally responsible.”⁶¹



Reconstructed wetlands and retention ponds prevent flooding on Staten Island more effectively than storm sewers alone.

Possible locations for Bluebelt-style improvements are in the vicinity of the Farragut Parkway/Saw Mill River intersection, along Route 9A and the Saw Mill River, and on the swampy western edge of Draper Park. The combination of Bluebelts and conventional storm sewers could be much more effective at combating flooding in these areas than storm sewers alone.

- **‘Pay as you throw’ and RecycleBank:** Hastings-on-Hudson should establish a ‘pay as you throw’ waste management system and partner with RecycleBank to increase the recycling rate in the Village. The US Environmental Protection Agency describes ‘pay as you throw’ in this way⁶²:

In communities with pay-as-you-throw programs (also known as unit pricing or variable-rate pricing), residents are charged for the collection of municipal solid waste—ordinary household trash—based on the amount they throw away. This creates a direct economic incentive to recycle more and to generate less waste.

Traditionally, residents pay for waste collection through property taxes or a fixed fee, regardless of how much—or how little—trash they generate. Pay-as-you-throw (PAYT) breaks with tradition by treating trash services just like electricity, gas, and other utilities. Households pay a variable rate depending on the amount of service they use.

Most communities with PAYT charge residents a fee for each bag or can of waste they generate. In a small number of communities, residents are billed based on the weight of their trash. Either way, these programs are simple and fair. The less individuals throw away, the less they pay.



Details on how to implement PAYT can be found at the EPA website.⁶³

RecycleBank is a private company that has developed a way to provide greater incentives to people for recycling. During initial pilot programs, the RecycleBank system increased local recycling participation rates to above 90% and increased the overall recycling rate by a factor of ten.⁶⁴ Their website gives this description of the process⁶⁵:

“Recycle Bank rewards your home for recycling. Your RecycleBank Recycling Container has a barcode that is identified by the recycling truck. The amount recycled is translated into RecycleBank Reward Points that you can use to shop at hundreds of participating stores.”

The one significant challenge to implementing this system is the fact that Hasting’s DPW trucks must be retrofitted to accept and process the special RecycleBank containers. An alternative to this would be to allow RecycleBank’s waste carting contractors to collect recyclables in the Village.

Once residents begin recycling with RecycleBank, they will begin collecting ‘points’ that can be redeemed at over 250 businesses, including many national chains. Local businesses can also enroll in the program for free.

Review of sustainability in Westchester County:

Irvington has established a Climate Protection Task Force to “research and recommend to the Board of Trustees actions and policies that would reduce greenhouse gas emissions, in order to protect the viability of the community and to protect public health, safety, and welfare.” Some of their recommendations include reducing use of fossil fuels in Village-owned buildings and vehicles, increased use of renewable energy; and environmentally preferable purchasing policy. For increasing sustainability in community activities, they recommend reducing the number of Vehicle Miles Traveled by encouraging transportation alternatives such as walking, bicycling, or ride sharing. They also suggest a “Buy Local First” policy; waste reduction by increasing participation in and the convenience of recycling, and the revision of building codes to encourage green and energy efficient buildings.

Westchester County has created an action plan to both confront climate change and implement sustainable development. It focuses on energy, transportation, land use, water resources, and waste management. It also includes a greenhouse gas emissions inventory and a pledge to reduce 2005 County emissions 20% by 2015. The report includes advice for municipalities hoping to incorporate sustainability in their government operations.

Solar, Wind, Micro-Hydropower, Tidal Turbines, Algae Farms and other advanced renewable energy systems

Many residents have suggested that renewable energy generation systems be constructed as a means to increase sustainability in the Village. **The construction of utility-scale solar, wind, micro-hydro, tidal, or algae-based energy systems should not be pursued in Hastings.** The Village does not have the financial means to pay for such systems nor the population or industrial base to merit large-scale investment in such systems. In fact, utility-



scale solar, tidal, and algae-based energy systems have not yet been proven to be commercially viable in the long term.

However, there are other ways for Village government to actively pursue renewable energy in Hastings. The Village should study how it can induce individual property owners to install solar panels on their structures. New York State already provides a number of incentives for this activity, which can be further supplemented by Village incentives like property tax breaks.

The Village should also explore district energy. District energy would entail the construction of a small power plant and steam delivery network, which would just serve the Village or perhaps just one portion of the Village. District energy has been found in some cases to be more efficient than conventional energy systems. By investing in such a system, the Village may reduce its emissions created by both electricity and heating needs.

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