Hastings Waterfront Design Guidelines

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Analysis

The following maps provide a brief summary of existing conditions related to the waterfront site.

Existing Land Use: Showing current uses adjacent to the waterfront property

Ownership: Property owners of waterfront land acreages (land only)

Off-Site Influences: Indicating major view points to the river across the waterfront property and key view corridors
Existing Land Use

Railroad Right of Way
Mixed (Commercial & Residential)
Industry/Heavy Commercial
Commercial
Public/Quasi-Public Recreation (Private)
Residential
Undeveloped

Figure 1
1 Robinson
(1.7 acres)

2 Village
(1.2 acres)

3 Tomaselli

4 Hudson Valley Tennis Club
(1.5 acres)

5 Henry G. Green
(27.28 acres)

6 Mobil Oil Corp
(8.19 acres)

7 Unlco Realty Corp
(6.31 acres)
View Corridors
Existing Road Access
River Views
Figure 3

Hudson River
Alternative Proposals

The following pages provide a brief description of various development proposals made for the waterfront site, indicating the proposed development program, key site plan features, and a site plan. The selected schemes are as follows:

1. Development Plan  1976
   Howard Hoffman Associates

2. Comprehensive Plan  July 1982
   Gruzen Partnership

3. Concept Plan  May 1983
   Hastings Associates (Dattner)

4. The Harbor at Hastings DEIS  May 1988
   Hastings Associates (Dattner)

5. The Harbor at Hastings Associates  October 1988
   Henry G. Green
Development Plan
Howard Hoffman
Associates 1976

Site Area (land)
34.6 acres

Program
800 Residential Units
10,000 sq ft Shopping/ Service
10,000 sq ft Community Building
Recreational Facilities (active recreation on Mobil site)
Parking: 1,100 cars (surface only)

Design/Layout
10 Mid-rise Buildings (5-8 floors)
8 Low-rise Buildings (5 floors)
Single Story Commercial
200' Building setback from water's edge
Surface parking adjacent to railroad
Program
Residential Units:
  308 Low density units
  447 Medium density units
  755 Total

50,000 sq ft Office
30,000 sq ft Retail/
Restaurant
Structured Parking

Design/Layout
Housing in three clusters
Commercial uses located
near two coves
Parking in structures near
railroad
Concept Plan
Hastings Associates
May 1983

Site Area (land)
18.3 acres

Program
Residential Units:
306 Mid-rise (8-10 floors)
144 Low-rise (2-3 floors)
450 Total

40,000 sq ft Commercial
(retail, office, restaurant)
Parking: 150 cars
(surface only)
Open Space: 2-9 acres

Design/Layout
Series of low-rise buildings
in center of site flanked by
mid-rise apartments
Waterfront park to north of
site at main cover
Commercial uses adjacent
to park
No building setback from
water's edge
Surface parking lots
distributed throughout
site

Figure 6

Residential
Commercial
Open Space
Parking

Figure 6
## The Harbor at Hastings
DEIS - Hastings Associates
May 1988

### Site Area (land)
18.3 acres

### Program
Residential Units:
- 296 Apartments
- 54 Townhouses
350 Total

- 10,000 sq ft Commercial (retail & restaurant)

Parking:
- 380 Surface Lots
- 218 Indoor
- 598 Total

### Design/Layout
8 Residential Buildings
- (3-7 stories)

- Townhouses (3 stories) placed in center of site

- Parking/tennis courts adjacent to railroad

- 2 Story Restaurant/Retail Building

- Buildings setback between 55' and 120' from water's edge

### Figure
- Residential
- Commercial
- Open Space
- Parking

![Map of the Harbor at Hastings](image)
The Harbor at Hastings
Associates - Henry
George Green  Oct. 1988

Site Area (land)
27.2 acres

Program
633 Residential Units
15,000 sq ft Retail
12,000 sq ft Office
200 seat Restaurant
Parking: 1,217 (1007 for housing)

Design/Layout
Series of parallel residential buildings
Commercial and park area adjacent to cove in center of site
Surface parking lots located between buildings
60' setback from water's edge

Residential  
Commercial  
Open Space  
Parking  

Figure 8
Guidelines

The following pages provide a summary of the planning and design guidelines for the Hastings Waterfront property. They are based on the planning principles adopted by the Mayor's Committees on the Waterfront during May 1987, as well as the earlier guidelines established by the Planning Board in its review of the development proposal submitted by Hastings Associates during 1983. The guidelines are listed under the following six headings.

1. Land Uses

A mix of land uses is encouraged which should include:

- Housing: to include townhouses as well as apartments;
- Commercial uses: to include retail stores, restaurants and office space;
- Open Space/Recreation: to provide a public promenade on the waterfront; park areas; and a Village boat launch facility;
- Car parking: to serve new residents in the development and for other proposed waterfront uses.

2. Road Access

The development should provide a convenient and landscaped road network involving the following elements (figure 9):

- Access to the property via the existing Dock Street bridge;
- An additional access point, such as via the existing South End bridge;
On-site north-south collector road located along the eastern edge of the property;
Service roads giving access to buildings and parking areas (designed as loop roads or cul-de-sac roads) which should not encroach on public open space along the western portion of the property.

3. Car Parking

Car parking provisions should ensure that:

- Separate parking facilities are provided to serve proposed housing, commercial uses and public recreation facilities;
- Parking should be located towards the eastern edge of the property, adjacent to the main road access and the railroad right-of-way (figure 9);
- Parking spaces for housing should be based on the following provisions:
  - One bedroom unit - 1 1/3 spaces
  - Two bedroom unit - 1 2/3 spaces
  - Three bedroom unit - 2 spaces
  - At least one car space per unit should be enclosed;
  - One visitor's space per each eight units;
- Parking for commercial uses should be allocated on the basis of one space per 500 square feet.
4. Pedestrian Access and Open Space

Figure 10 illustrates the following elements:

- At least two access points are to be provided to the development site across the Metro North tracks;
- A Village-owned waterfront promenade running the entire length of the property should have a minimum width of 20 feet;
- A significant Village-owned park should be located within the property site adjacent to the promenade;
- The park should cover at least ten (10) percent of the total land area contained within the proposed development site;
- Proposed tree planting and other landscape elements should be designed to:
  - enhance the overall visual quality of the site, especially when viewed from the Village area or from the Hudson River;
  - achieve a high quality riverfront character in relation to the proposed promenade and associated open space;
  - provide effective screening of the railroad, adjacent industrial uses, and on-site surface parking areas.

5. Building Layout and Design

The development should respond to the following guidelines (figure 11):

- Buildings should be oriented east-west in order to open up views of the river from upland areas;
- The siting of proposed structures should respect existing important public views as noted in Figure 3.
o Building setbacks of at least 100 feet should be maintained from the water’s edge;
o Setbacks of at least 50 feet should be maintained along the east, north and south edges of the property in order to allow for landscaped buffers, etc.;
o The design of proposed buildings should reflect the scale and character of the existing Village through consideration of the following general guidelines:
- new buildings should be limited in length, vary in height, utilize setbacks, etc. to help achieve a pedestrian-scaled environment for the property;
- buildings should have pitched roofs, and the use of dormer windows, gables and other architectural elements is encouraged in order to reduce the scale of the overall development.

6. Phasing

Phasing of the overall development should ensure that the construction of public amenities, such as the promenade and other public open space areas, are phased in conjunction with construction of residential and commercial buildings on the waterfront property.
Road Access and Parking

Figure 9

- Possible Local Service Roads
- Preferred Car Parking Zone
- Hudson River
- N-S Collector Road
- Mobil Property
- Access

Village Hall
Railroad Station
Washington Ave
main St
Pedestrian Access and Open Space

Figure 10

Promenade along water's edge

Planting to screen tracks and adjacent industrial properties

Hudson River

Connect to Village Park

Public Park adjacent to promenade

Second Pedestrian access across tracks (location to be decided)
Maintain existing view from Village (see figure 3)

100 foot setback from water’s edge

New buildings oriented east-west

Hudson River

50 foot setback from railroad and adjacent development