



Mac Eachus

the Harbor at Hastings

REMAPPING APPLICATION

CONCEPT PLAN

DEVELOPER:

THE HARBOR AT HASTINGS ASSOCIATES

ARCHITECT:

HENRY GEORGE GREENE AIA

OCTOBER 1990

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #1

An outline of the road system and pedestrian walkways including any extension of roads which must conform to all Village requirements and any proposed emergency access routes.

See Attachments:

Vehicular Circulation Diagram Drawing #1

Pedestrian Circulation Diagram Drawing #2

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #2

Delineation of the areas to be devoted to specific uses, indicating the type and number of dwelling units and bedrooms of residential uses, the type and floor area of non-residential uses, proposed parking facilities, including the capacity and the vehicular access features of such parking facilities, and the location, height, design concept and other principal characteristics of all proposed buildings and structures.

See Attachments:

Parking Diagram	Drawing #3
Development Program	Drawing #4

DIAGRAM OF USES

DESIGN CONCEPTS AND PRINCIPAL DESIGN CHARACTERISTICS

The basic planning goal of the project is to extend the Village to the waterfront via a homogeneous development of residential, commercial and public spaces. Four basic concepts were established to enable the achievement of this goal. (1) The extension of the Village's existing commercial district and 'civic corridor' to the waterfront; (2) The continuation and enhancement of existing views and the creation of new views to and from the river and the Village; (3) The sensitive placement of buildings in harmony with the topographic profile of the Hudson River Valley and; (4) The physical, visual, spacial and architectural integration of the project's components to create a unified development in character with the village.

(1) The existing 'civic corridor' begins at the intersection of Warburton Avenue and Spring Street in the

VFW park and currently ends in Fulton Park and includes the commercial uses along Main Street and Warburton Avenue. The applicant's proposal extends this corridor across the railroad tracks via the Dock Street Bridge and new pedestrian walk, into a public plaza which steps down into a public waterfront park. The public plaza is defined by retail, commercial and residential uses, as well as the community facility space and restaurant. This spine serves to link the Village and the waterfront. The commercial amenities and public spaces create an environment that is consistent with the Village fabric.

(2) Any existing views, whether to or from the Village, are currently either polluted or terminated by the existing buildings on the waterfront. The extensive review process and public involvement that has surrounded this project has brought to the forefront the various visual corridors that most Hastings' residents find significant. Views from public spaces within the Village, such as from the Library and Fulton Park, as well as views seen by most residents while going about their normal daily activities such as west down Washington Avenue, from the Warburton Avenue Bridge, or from Southside Avenue enroute to the train station, as well as many others, have been major factors in the planning and design process. In general, the redevelopment of the site to contain less than 25% building coverage and more than 50% landscaped open space which includes a 2 acre promenade and a 5 acre park, provides a green canvas which, with sensitive building placement and design, establishes a magnificent foreground and frame for views of the river and the majestic Palisades.

The view west from the Library and the Dock Street Bridge will extend across the public plaza to the park, river and Palisades. The views of the river and Palisades looking southwest from Station Plaza, Southside Avenue and Fulton Park will extend across a comprehensively designed

development comprised of diverse uses and building types, all located within extensive areas of landscaped open space. Views west from Washington Avenue are framed by the existing multi-story buildings along Washington Avenue and extend across the townhouse development to the river. Views west from the Warburton Avenue Bridge extend to the river across the townhouses which are organized in a street pattern around a central landscaped open space which focuses on the north cove. ?

All of the buildings on the site have been carefully located to preserve, enhance and afford new views of the river and Palisades.

(3) The topography of the Village varies as one travels east from the site, as well as in the north south direction parallel to the river. Respect for the topography of the Village has been established as a basic planning concept for the site. Taller buildings in the development therefore are generally located towards the east of the site and lower buildings towards the west.

The ravine area of the Village is its most significant and unique topo-graphical feature. The 2 and 3 story townhouses are located opposite the ravine as a response to its lower elevations. In addition, the townhouse grouping opens toward the river in a manner similar to the geometry of the ravine. The site's north cove is on axis of the grouping and becomes the focus of the townhouses.

The distribution of the varied building heights on the site is a direct response to the natural topographical profile of the Village. The townhouses are within the ravine area, while the midrise buildings step up in height both to the north and south of the townhouses. The taller commercial and mixed use structures to the north, afford

views of the river and palisades from the Library and Fulton Park. The increasing height of the residential structures to the south, also follows the topographical profile of the Village. This area of the Village offers only limited westerly views between the existing buildings and trees along Warburton Avenue and therefore the siting of taller buildings in this area has very little visual impact.

(4) In order to maintain a unified development, the concept of visual, physical and architectural integration of the site's three distinct areas was developed. One aspect of the concept included the establishment of three defined north-south connections, each with its own use and spacial character. Along the site's east edge is a continuous physical connection, a vehicular roadway. This roadway is the primary means of north/south circulation. Access to the various components of the project is provided from this road. The west edge also has physical connection, however this link is developed as a continuous pedestrian esplanade and public park. The third connection is a continuous north-south visual axis across the site, developed at its mid point. Various physical nodes of activity are located along this visual axis and are manifested as either public or private spaces, accessible from intermittent circulation pieces along the axis. Various formal architectural elements are placed along the axis, marking points of intersection with east west circulation paths. The major architectural element along the axis is at its intersection with the axis of the Dock Street Bridge. Located at this intersection point is the public amphitheatre which focuses on the river.

In addition to the physical and visual connections, a comprehensive vocabulary of architectural elements and details will be established and incorporated in the detailed building and landscaping design programs. The consistent

use of these elements will provide architectural and design continuity throughout the development. A careful coordination of materials, textures and colors will serve to further unify the overall project as a cohesive integrated development.

The continued careful consideration and implementation of these four basic concepts will enable the design process to proceed in a manner that will result in a comprehensively designed unified development that is responsive to both the developer's program, and the needs and concerns of Village of Hastings.

Connection @ Vill
Views -
Integration of site layout

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #3

Description of proposed park, esplanade and other recreation facilities and open spaces and proposed provisions for the long-term and short-term maintenance of such facilities and project infrastructure.

See Attachments:

Development Program:	Drawing #4
Esplanade Diagram:	Drawing #5
Open Space Diagram:	Drawing #6

The proposed development includes public park area and an esplanade in accordance with Sections 333.242 and 333.241 of the zoning regulations. The park is made up of 3 areas as illustrated on the open space diagram and totals 5.16 acres. The 3 areas are linked together by the esplanade which runs the total length of the site. The esplanade contains 2.03 acres in addition to the park area.

Although the actual design, grading and physical amenities to be included in both the park and esplanade are elements of the site plan approval process, they are to include open grassed areas, areas of various forms of vegetation, seating areas, and a children's playground area. The design will provide for sunny areas and shady areas, sloping areas and flat areas. Areas will be provided for large gatherings as well as for more intimate groupings. The environment is to be one of diversity while maintaining consistency of character.

The esplanade will be constructed primarily of timber and stone. Wrought iron railings will provide character as well as protection. Intimate seating areas will be located along the length of the promenade and lighting will be designed to provide

proper illumination while causing a minimum of glare.

The requirements for both the long and short term maintenance of the park and promenade as well as the bulkhead and deck structure is subject to the provisions of the Declaration of Covenants and Restrictions to be entered into by the developer and the Village. Requirement for the execution of this document as a condition of remapping ensures the Village that the specific provisions for maintenance have been established and will be adhered to by the developer. 7,

HARBOR AT HASTINGS

CONCEPT PLAN : ITEM #4

An illustrative site plan indicating the physical elements of the proposed development referred to in Concept Plan items 1, 2 and 3, and proposed visual and acoustical screening including without limitation proposed treatment of plazas, decks, platforms and roofs or parking structures.

See Attachments:

Landscaping Diagram Drawing #7

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CONCEPT PLAN : ITEM #5

The proposed water, storm and sanitary sewer systems and how they are proposed to be connected to the system of adjoining areas.

See Attachments:

Water Service Diagram	Drawing #8
Sanitary Sewer Layout	Drawing #9
Storm Drainage Diagram	Drawing #10

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CONCEPT PLAN: ITEM #6

Environmental characteristics of the property including topography, areas of slope in excess of twenty (20%) percent, soils, rock outcrops, streams, swamps, lakes, ponds and other wetlands and all proposed alterations of said environmental characteristics.

The environmental characteristics required by this item constitute a significant part of the environmental review process required under the SEQRA regulations. The Developer's Final Environmental Impact Statement was accepted as per the Board's Notice of Completion dated October 31, 1989.

In accordance with section 333.252 of Local Law 2 for 1990, the Board may allow omission from the Concept Plan any information that has been set forth in the Environmental Impact Statement. The Developer therefore requests the Board omit Item #6 from the application requirements.

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CONCEPT PLAN: ITEM #7

Estimates of the school-age population, and the guidelines and data on which the estimates are based.

SCHOOL CHILDREN GENERATION (Based upon Urban Land Institute Pupil Generation Factors)

AS - OF - RIGHT (Assumes Same Unit Distribution Percentage As Applicant's Proposal)

*What does this mean?
how many in La Brea?*

<u>UNIT TYPE</u>	<u># OF UNITS</u>	<u>GENERATION FACTOR</u>	<u># OF CHILDREN</u>
1 Bedroom Condominium	123	.047	(5.781) 6
2 Bedroom Condominium	218	.129	(28.122) 28
3 Bedroom Condominium	<u>34</u>	.322	(10.948) <u>11</u>
CONDOMINIUM UNITS	375		45
2 Bedroom Townhouse	9	.260	(2.340) 2
3 Bedroom Townhouse	<u>38</u>	.940	(35.72) <u>36</u>
TOWNHOUSE UNITS	47		38
	===		==
TOTAL	422		83

APPLICANT'S PROPOSAL

1 Bedroom Condominium	143	.047	(6.721) 7
2 Bedroom Condominium	254	.129	(32.766) 33
3 Bedroom Condominium	<u>40</u>	.322	(12.88) <u>13</u>
CONDOMINIUM UNITS	437		53
2 Bedroom Townhouse	10	.260	(2.60) 3
3 Bedroom Townhouse	<u>44</u>	.940	(41.36) <u>41</u>
TOWNHOUSE UNITS	54		44
	===		==
TOTAL	491		97

*D. Bingham 1292
2418 RB.*

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #8

Description of dwelling units to be reserved for senior citizen households, including the number, size, locations and amenities of such dwelling units.

SENIOR CITIZEN UNITS

a) LOCATION

Any condominium unit can be finished as a senior citizen unit provided that it is below the 4th floor level and is a simplex unit. The specific unit chosen by an eligible senior citizen household will be equipped with the amenities described below. This program will provide the prospective buyer with the opportunity to select the unit type and location within the develop-ment as desired. Eligibility will be determined in accordance with guidelines to be established by the Village.)

b) Twenty-five of the 491 units (5%) will be available as senior citizen units to be equipped as described below at no additional cost to the purchaser.

c) A unit will be designated as a senior citizen unit upon its initial sale. The unit will be sold with a restriction in title stating that any transfer of title of the unit, in perpetuity, must be to, or require occupancy by, an eligible senior citizen household, provided this does not violate any local, state or federal laws, statutes or regulations.

The intitial sales price will be commensurate with market value, however, the unit will be equipped with the specific senior citizen amenities at no additional cost.

d) UNIT DESCRIPTION

The senior citizen units will be equipped with fixtures and hardware designed to simplify the normal activities of daily life and provide an increased level of safety and security to the residents. Door widths will conform to handicapped access standards; grab bars will be provided in all full bathrooms; showers and bath tubs will have benches and non-slip surfaces; intercom handsets will have audio amplification capabilities; emergency call buttons will be located in both the master bedroom and master bathroom. Use of the call button will immediately alert building security of the existance and location of an emergency condition.)

*Approved -
10/24/01
Cost?*

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #9

Estimates of peak hour traffic generation derived from the proposed development and its relation to surrounding roads and intersections, including methods proposed for alleviating traffic impacts, including those caused by construction activities.

See Intersection Network Drawings #CP-9a, CP-9B and CP-9C

PEAK HOUR TRAFFIC GENERATION

a) Impact On Network Intersections

The peak hour traffic generation calculations have been developed based upon the generation factors and network distribution ratios established in the EIS. The calculations include the inbound and outbound peak hour site generated traffic for the AM, PM and Saturday peak hours as follows:

1. Total Site Generated Volumes
2. Network Distribution

1. TOTAL SITE GENERATED VOLUMES

	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>SATURDAY PEAK</u>
Inbound	256	259	280
Outbound	205	290	250

2. NETWORK DISTRIBUTION

<u>INTERSECTION</u>	<u>MOVEMENT</u>	<u>AM</u>	<u>PM</u>	<u>SATURDAY</u>
Dock/ River	Inbound	256	259	286
	Outbound	<u>205</u>	<u>297</u>	<u>251</u>
	Total	461	556	537
Southside/ Dock	Inbound	256	259	286
	Outbound	<u>205</u>	<u>297</u>	<u>251</u>
	Total	461	556	537
Maple/ North	Inbound	38	39	43
	Outbound	<u>35</u>	<u>45</u>	<u>43</u>
	Total	73	84	86
Maple/ Spring	Inbound	215	207	186
	Outbound	<u>164</u>	<u>236</u>	<u>201</u>
	Total	379	443	387

Southside/ Washington Total	Inbound Outbound Total	41 <u>41</u> 82	52 <u>56</u> 108	100 <u>50</u> 150
Broadway/ Warburton Total	Inbound Outbound Total	76 <u>70</u> 146	78 <u>89</u> 167	86 <u>88</u> 174
North/ Warburton Total	Inbound Outbound Total	76 <u>70</u> 146	78 <u>90</u> 168	86 <u>86</u> 172
Spring/ Warburton Total	Inbound Outbound Total	176 <u>129</u> 305	169 <u>196</u> 365	143 <u>156</u> 199
Main/ Warburton Total	Inbound Outbound Total	138 <u>94</u> 232	130 <u>151</u> 281	100 <u>113</u> 213
Washington/ Warburton Total	Inbound Outbound Total	38 <u>42</u> 80	52 <u>57</u> 109	100 <u>50</u> 150
Broadway/ Farragut/Main Total	Inbound Outbound Total	138 <u>94</u> 232	130 <u>151</u> 281	100 <u>113</u> 213
Ravensdale/ Farragut Total	Inbound Outbound Total	130 <u>92</u> 222	125 <u>148</u> 273	94 <u>110</u> 214

The following table compares the Total Inbound/Outbound Volumes at each intersection developed for the applicant's proposal with those developed in the FEIS for Alternative 11A:

	ALTERNATIVE 11A			AS OF RIGHT			APPLICANTS PROPOSAL		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
River/Dock	484	588*	556	408	499*	504	461	556*	537
South/Dock	484	588*	556	408	499*	504	461	556*	537
Maple/North	78	89	90*	65	75	80*	73	84	86*
Maple/Spring	399	474*	401	335	403*	363	379	444*	387
South/Wash.	86	116	156*	82	108	150*	82	108	150*
B'Way/Warb.	155	176	180*	130	150	162*	146	167	174*
North/Warb.	156	178	180*	130	150	160*	146	168	172*
Spring/Warb.	321	385*	311	271	327*	280	305	365*	299
Main/Warb.	243	296*	221	206	252*	200	232	281*	213
Wash./Warb.	87	116	156*	72	97	142*	80	109	179*
B'Way/Farr/Mn	243	296*	221	206	245*	200	232	281*	213
Rav/Farr	234	286*	212	197	245*	191	222	273*	204

*The volume for which improvements must be designed in order to effectively mitigate the impact.

The traffic generated by both the As-Of-Right development and the applicant's proposal is less than Alternative 11A in both the total volume and impact on the networks intersections. It can therefore be concluded that the level of service ratings developed from the applicant's proposal will be equal to or better than those developed for Alternative 11A.

b) Proposed Mitigations

The traffic mitigations developed for the larger traffic volumes generated by Alternative 11A will be implemented as part of the applicant's proposal even though the site traffic volumes generated by the applicant's proposal are generally less.

The mitigations are summarized as follows:

River Street/Dock Street

Add stop sign on Dock Street approach.

Increase vehicular turning radius in north and south direction.

Southside/Dock Street

Align curbs at Southside/Dock (Station Plaza).

Define pedestrian crossings.

Warburton Avenue/Main Street

Install new traffic signal which includes an exclusive southbound green phase permitting southbound through and left turn movements (while restricting all other movements) as part of a three phase signal operation.

Broadway/Farragut/Main Street

Widen and restripe eastbound approach (from Main Street) to provide wider approach lanes.

Realign curb on north side of Main Street. — Plans —

Stripe median on Broadway north of Chauncey and install directional signs on median.

Restripe Farragut Parkway to define lane use. Install directional signs.

Site Plan

Provinga Stoplt.
if necessary - after
2/13 Build
one

Important

Lowman
street

Shore up bank
Property
acquisition

Plan
Paving
Spa?

Farragut Parkway/Ravensdale Road

Install traffic signal.

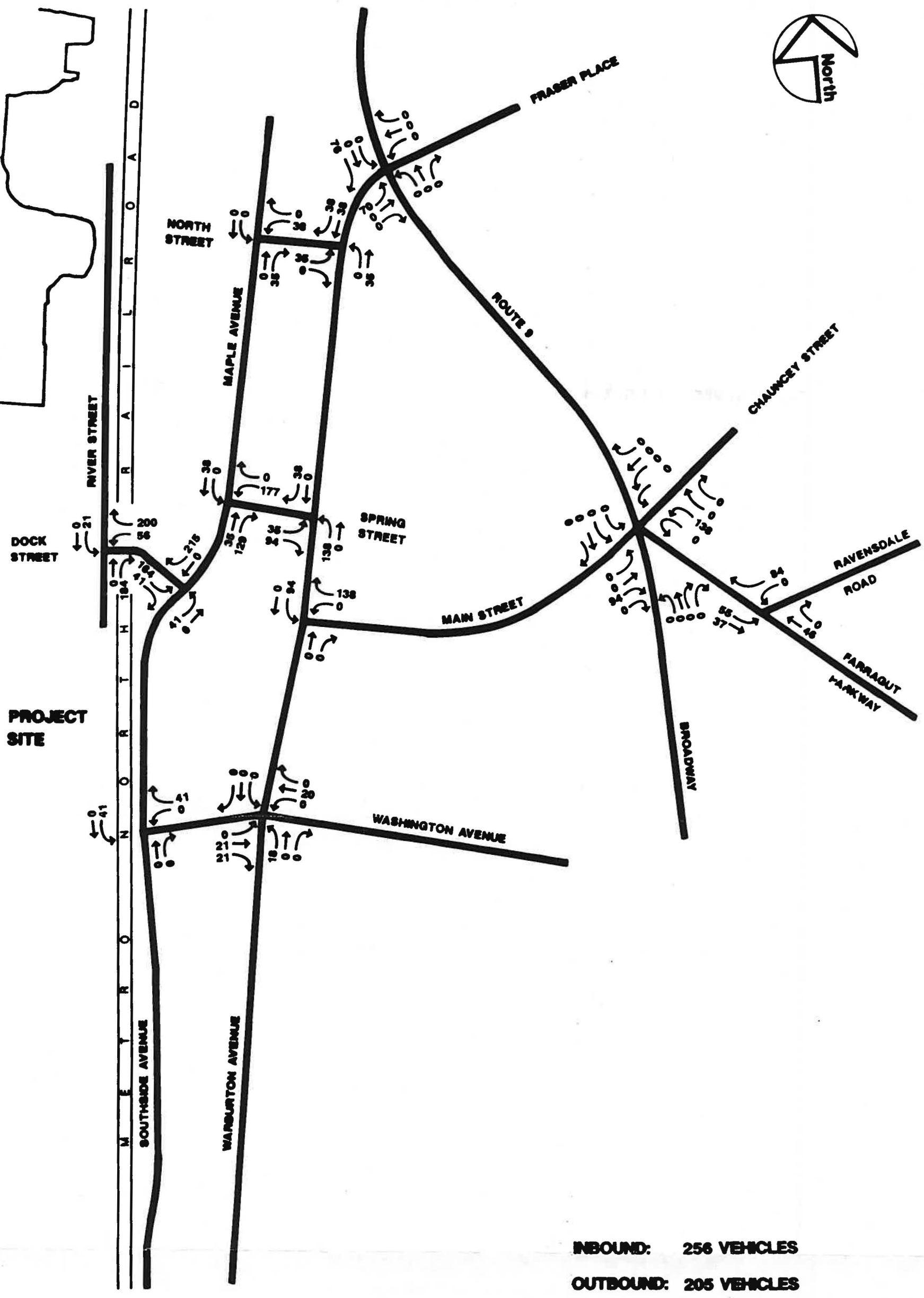
Stripe southbound Farragut Parkway approach to provide one through lane and one exclusive left turn lane.

It can be concluded that because the proposed intersection improvements have been designed to mitigate the higher traffic volumes, generated by Alternative 11A, these same improvements will provide equal, or better level of service results when applied to the lower volumes generated by the applicant's proposal.

Construction traffic will be mitigated by limiting hours of construction operations and times of materials' deliveries so as not to conflict with peak traffic periods. In addition, specific construction traffic routes will be established and signage installed to clearly designate these routes. Barges may be used to deliver and/or remove materials subject to the approval of agencies having jurisdiction and economic feasibility.

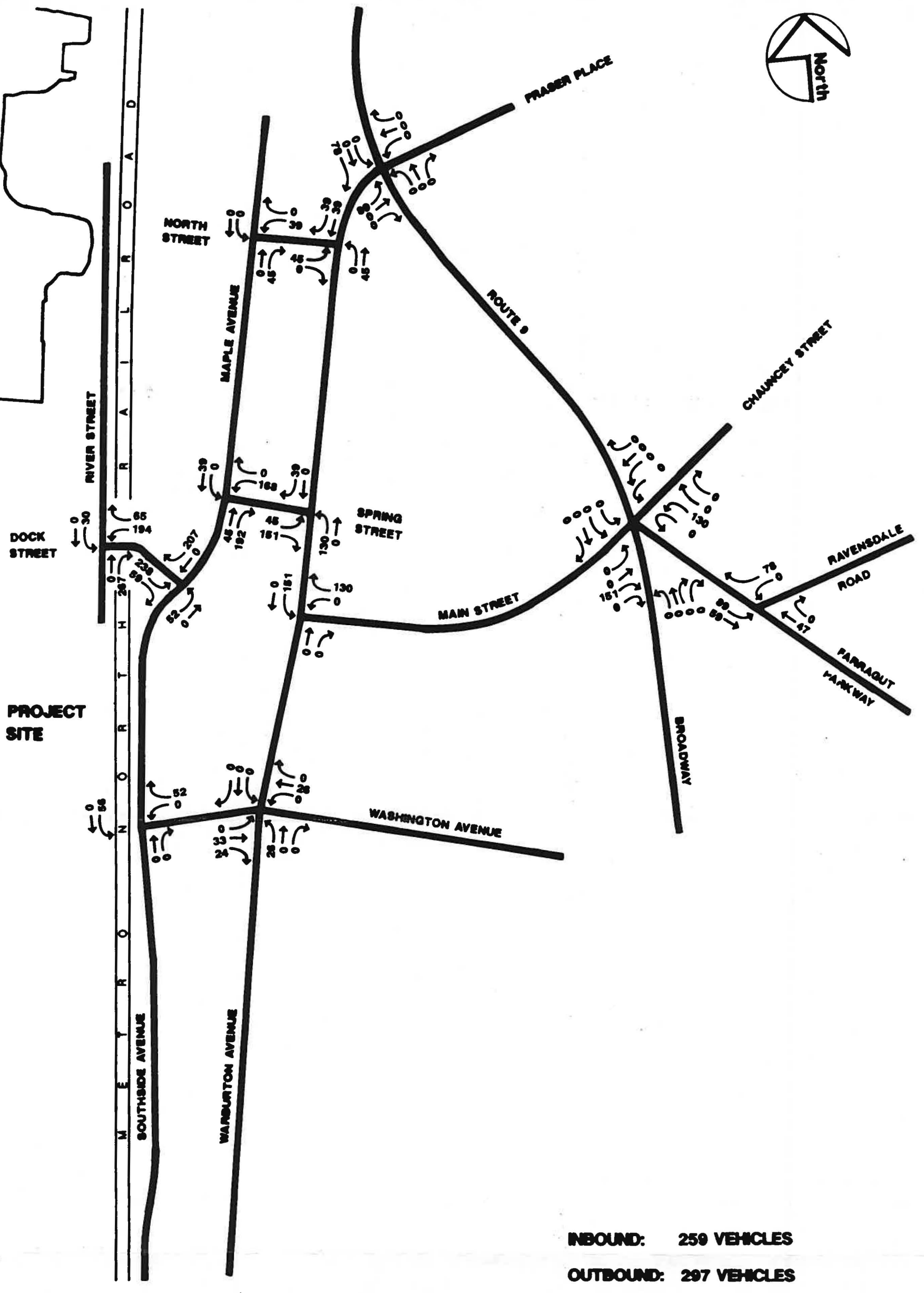
7
What
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INBOUND: 256 VEHICLES
OUTBOUND: 205 VEHICLES

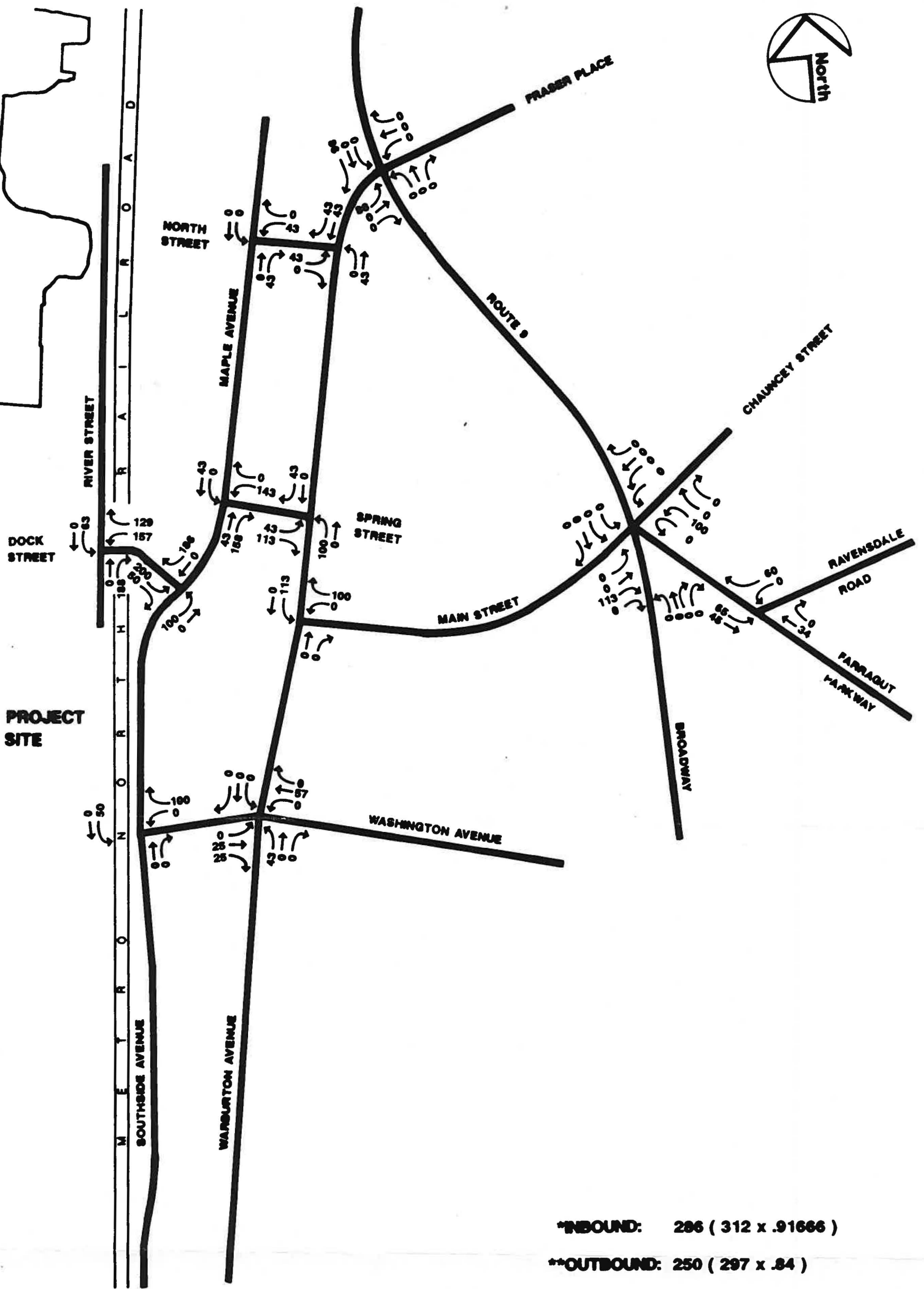
**SITE GENERATED TRAFFIC
VOLUMES 1995
AS-OF-RIGHT PLUS INCENTIVES
AM PEAK HOUR**
THE HARBOR AT HASTINGS
Hastings-On-Hudson, N.Y.
HENRY GEORGE GREENE A.I.A.
DWG. #CP-9A



**SITE GENERATED TRAFFIC
VOLUMES 1995
AS-OF-RIGHT PLUS INCENTIVES
PM PEAK HOUR**

THE HARBOR AT HASTINGS
Hastings-On-Hudson, N.Y.

HENRY GEORGE GREENE A.I.A.
DWG. #CP-9B



*INBOUND: 296 (312 x .91666)

**OUTBOUND: 250 (297 x .84)

* 91.6% OF THE INBOUND VEHICLES ARE FROM OFF SITE GENERATIONS

** 84% OF THE OUTBOUND VEHICLES ARE FROM OFF SITE GENERATIONS

SITE GENERATED TRAFFIC VOLUMES 1995
AS-OF-RIGHT PLUS INCENTIVES
SATURDAY PEAK HOUR

THE HARBOR AT HASTINGS
Hastings-On-Hudson, N.Y.

HENRY GEORGE GREENE A.L.A.

DWG. #CP-9C

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #10

If the development is to be staged or phased, a clear indication of the proposed timing of each stage of phase and the improvements included therein.

See Attachments:

Phasing Diagram

Drawing #11

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #11

Description of any off-site facilities or improvements to be provided by the applicant.

The development includes various off-site improvements as described in the Final Environmental Impact Statement. These include:

1. The widening of vehicular road surface on the Dock Street Bridge and addition of a new pedestrian sidewalk on the north side of the Bridge;
2. Increasing the turning radii of the north and south corners of the Dock Street Bridge, River Street intersection;
3. Redesign of Station Plaza to provide defined pedestrian crossing areas and two (2) east bound lanes to Southside Avenue;
4. Construction of a drop off and turn around area on Southside Avenue at the station area;
5. Installation of sidewalk shelters along Maple Avenue from an area opposite Spring Street to the Station Plaza area;
6. Rehabilitation of the railroad pedestrian overpass and addition of a landing at its western end to enable access to the site and railroad platform.

In addition to these items, various intersection improvements, specifically designed as mitigations will be included as follows:

1. Add a stop sign at the River Street intersection with Dock Street;
2. Modify the signal at the intersection of Warburton and Main to include an exclusive southbound phase;
3. Widen and restripe the intersection of Broadway, Farragut, Main;

4. Install a traffic signal and restripe the intersection of Farragut and Ravensdale.

The development shall also include the provision and operation of shuttle bus service to the site, the train station, and the central business district. The developer shall also provide for the creation of at least twenty-five (25) additional off-street parking spaces within the Village of Hastings in accordance with provisions to be established in the Declaration of Covenants and Restrictions.

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #12

Perspective drawings and narrative indicating the visual impact of the proposed development as viewed from the Hudson River and higher elevations inland of the subject property, including impacts on existing view corridors.

The Final Environmental Impace Statement includes specific sections on the visual conditions of the project site. These sections illustrate the existing conditions as well as the various alternatives. Out-takes of these sections are attached hereto. In addition, the developer has prepared and submitted computer aided design drawings (CADD) representing views of the site from eighteen (18) different locations. Copies of these CADD veiws are included with this application inclusive of a specifications list for each view.

N. Visual Characteristics

The Village of Hastings-on-Hudson is a hill top community with spectacular views of the Hudson River and New Jersey Palisades to the west from specific locations within the Village.

The project site was a relatively uniform relief, however the grade generally slopes down from east to west. The grades referenced in the text are in accordance with the National Geodetic Vertical Datum (NGVD) established in 1929. This datum is typically used by certified land surveyors, and is used in the flood insurance rate maps issued by the Federal Emergency Management Agency. At the base of the River Street ramp at the property line separating Village property (River Street) and the site, the grade elevation is approximately elevation 10.0. The existing grades adjacent to the Penn-Central right-of-way are generally elevation 10.0. The area along the bulkhead across the full length of the site is generally elevation 5.0. There are, however, high points of elevation 10.5 near River Street and low points of elevation 2.0 at the northwest corner of the former Service Manufacturing parcel. The grades vary throughout the site quite irregularly, with local high and low points. In addition, 56 percent of the existing land area is currently covered by buildings, many of which have slabs 2'-0" thick. The existing elevation of grade beneath these slabs (scheduled to be removed) is unknown. The construction of the proposed development will require the total regrading of the site due to the compaction program, remediation program, removal of existing building and slabs, and the flood plain elevation. The applicant estimates this new grade will be approximately elevation 6.5, as this is the average existing grade currently on the property.

Immediately east of the site is the Penn Central Railroad right-of-way, which is at (average) elevation 10 feet. Southside Avenue is immediately east of the railroad with elevations ranging from 10 feet to 22 feet. From Southside Avenue east, the ground begins to rise steeply. Ridge Street is at (average) elevation 50 feet. Warburton Avenue elevations range from 82 feet at the northern end of the property, 70 feet at the intersection with Washington Avenue, and 93 feet at the southern end of the property.

Plates 24 through 27 are section drawings which illustrate the grade conditions from the river edge, to Warburton Avenue at five specific locations across the site. These locations, as indicated on Plate 24, have been selected to correspond with areas, determined through the various public meetings, scoping sessions, hearings, and written comments, to be of specific concern with respect to views. These Plates include the following sections:

- Through the River Edge Apartments
- Through Fulton Park
- Through the Southside Avenue commuter lot (Warburton Bridge)
- Through Washington Avenue
- Through South Cove to Warburton Avenue (south of Ridge Road)

In addition to these sections, the following perspective drawings have been constructed from photographs to illustrate various views:

<i>View southwest from Fulton Park -</i>	<i>Plate 28</i>
<i>View west from Washington Avenue</i>	<i>Plate 29</i>
<i>View northwest from Warburton Avenue</i>	<i>Plate 30</i>
<i>View west from Warburton Bridge</i>	<i>Plate 31</i>
<i>View southwest from Station Plaza</i>	<i>Plate 32</i>
<i>View east from New Jersey Palisades</i>	<i>Plate 33</i>
<i>View northwest from Steinschneider Municipal Parking lot (upper level)</i>	<i>Plate 34</i>
<i>View southwest from Maple Avenue</i>	<i>Plate 35</i>
<i>View west from Dock Street Bridge</i>	<i>Plate 36</i>

At present, the aesthetic and visual quality of the site and waterfront property as a whole is determined by the size and nature of the industrial uses that dominate the property. The industrial buildings, which range in height from 20 feet to 70 feet, present an almost continuous barrier preventing visual access to the river by the residents of Hastings in the lower elevation areas slightly east of the project and partially obscuring views of the Palisades on the opposite side of the river. The Palisades at this location are part of a large parkland area extending far to the north and south.

Many of the existing industrial buildings on the site are constructed of brick, and the remainder are constructed of metal panels. Because of the height and materials of the buildings, the existing waterfront development contrasts sharply with the natural setting of the river environment. The large industrial buildings are also not in keeping with the present predominantly residential character of the Village. The unsightly structures that presently exist on the site can be seen from many view corridors in Hastings, and are the predominant elements when viewed from the river or the Palisades. This site has a strong influence on the appearance of the riverfront.

The Hudson River is partially visible from a number of locations throughout the Village. These include: the Fulton Park (library and Village Hall); the Warburton Avenue Bridge; points along Warburton Avenue south of the site; from Washington Avenue facing west; from Division Street facing west, etc. The river itself is not visible from any of the low lying properties directly east of the railroad

right-of-way as the existing industrial structures effectively block such views.

The visual character of the community-upland from the development site incorporates a variety of elements: the railroad tracks adjacent to the site; open space in the form of parking lots, landscaped and undeveloped areas; the topography of the sharp slope up to the center of the village and the ravine opposite the north cove which extends under the Warburton Bridge; and, a variety of residential, commercial and industrial buildings ranging in height from one to five stories.

There is a cluster of buildings around the intersection of Southside and Washington Avenue and extending up Washington Avenue to Warburton Avenue. North of the site, across the Dock Street Bridge, is another cluster of commercial and residential structures leading to the center of the village, as well as the Hastings Library and Village Hall.

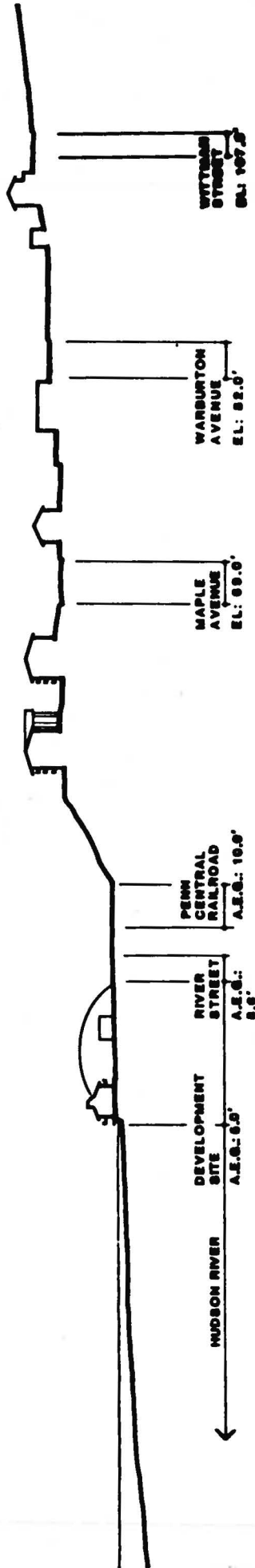
The village contains a variety of buildings, many of which date from the late nineteenth and early twentieth century. There is a mixture of wood frame and masonry construction. Along Warburton Avenue and Main Street, building heights vary from one to four stories. The Hastings Terrace residential complex along Broadway north of Main Street contains six and seven story apartment buildings.

As important as the view corridors provided from Hastings is the appearance of the Village from the Palisades and the river itself. The existing shoreline consists of deteriorating piers and bulkheads and three inlets: the inlet at the present tennis club; the "North Cove" opposite the location of the Warburton Avenue Bridge; and, the "South Cove" some thousand feet to the south. For approximately one third of the length of the waterfront, the existing industrial buildings are built within 15 to 20 feet of the river's edge. This dominance of industrial buildings along the shore diminishes the visual quality of the waterfront from the River and Palisades, and from upland areas of the Village.

Existing views up the river (north) and down the river (south) are available primarily from a limited area long the river's edge, due to the bulk of the existing buildings. From the river's edge excellent views are available up to the Tappan Zee Bridge and down to the George Washington Bridge, though these views are not currently accessible to the public.

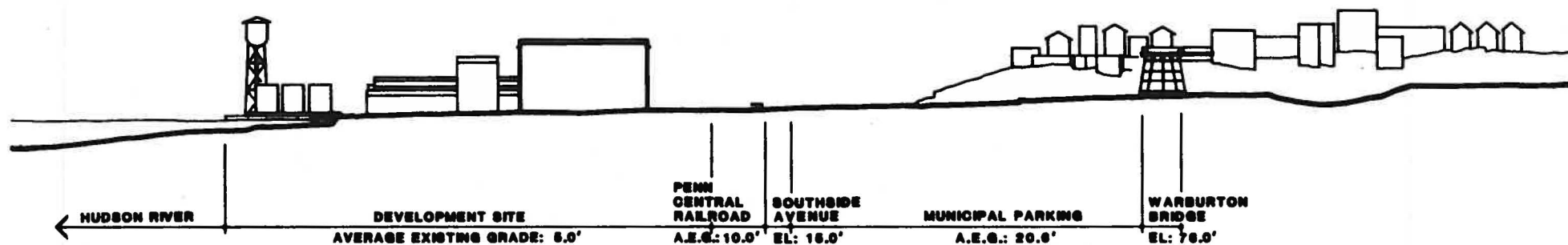
Excellent views are available from various locations on the existing site across the river to the Palisades. The majestic cliffs of the Palisades viewed from the site and many points in the Village of Hastings are part of the Palisades Interstate Park. The Park occupies 2,446 acres from Fort Lee, New Jersey to a point north of the New Jersey-New York border. Again, existing views of the Palisades from within the site are limited due to the bulk of the existing buildings.

In general, the visibility analysis techniques described in "Assessing the Impact of Development on Scenic Resources of the Hudson River," by Scenic Hudson Inc. have been used in analyzing views to and from the existing site and proposed development. Specifically, the size and setting of the proposed project have been identified; viewpoints have been selected for visibility assessment; the visibility of the project from each viewpoint has been determined; the project's visual magnitude, particularly in relation to existing conditions, has been analyzed; and the importance of various views has been discussed.

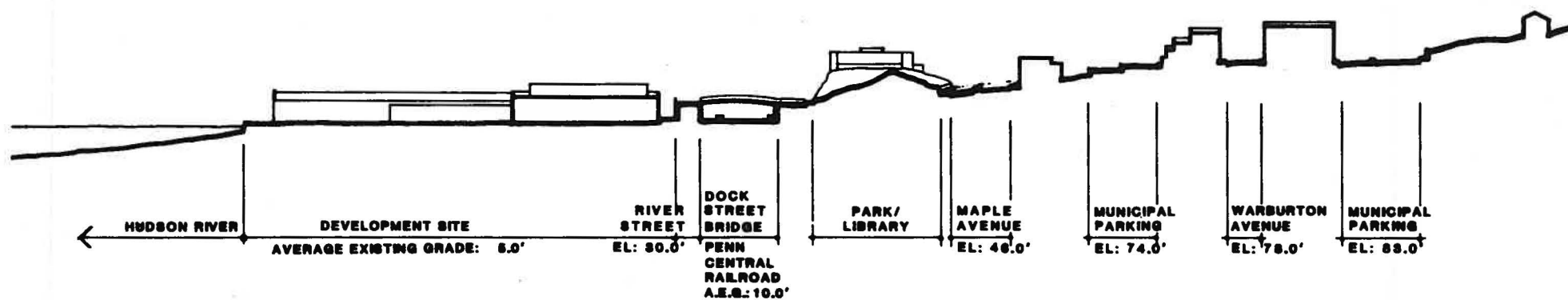


SITE SECTION **RIVER EDGE APARTMENTS**



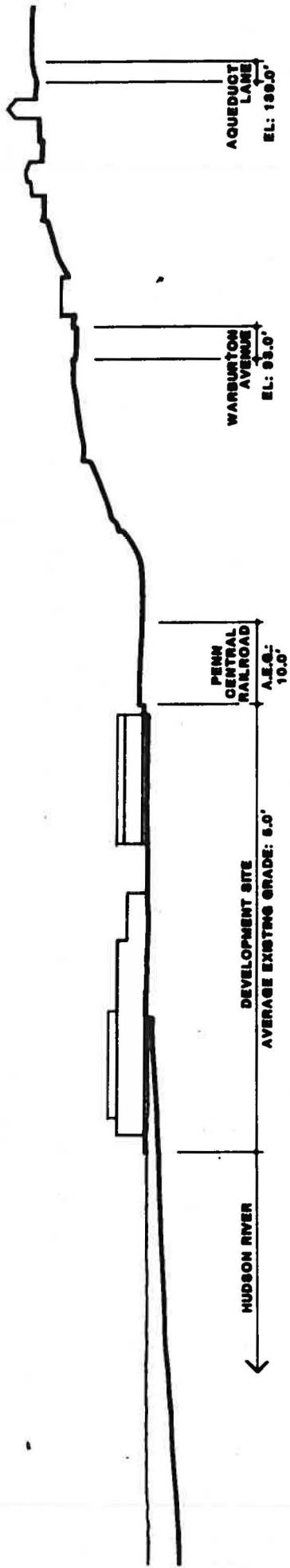


SITE SECTION
SOUTHSIDE COMMUTER LOT SITE

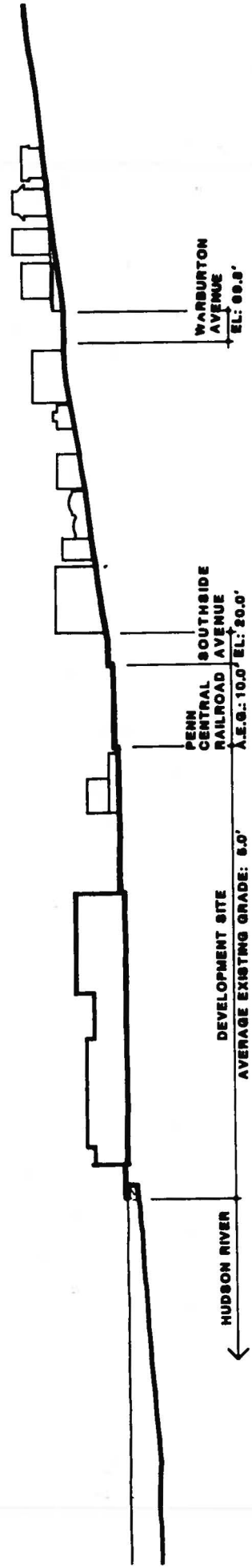


SITE SECTION
FULTON PARK



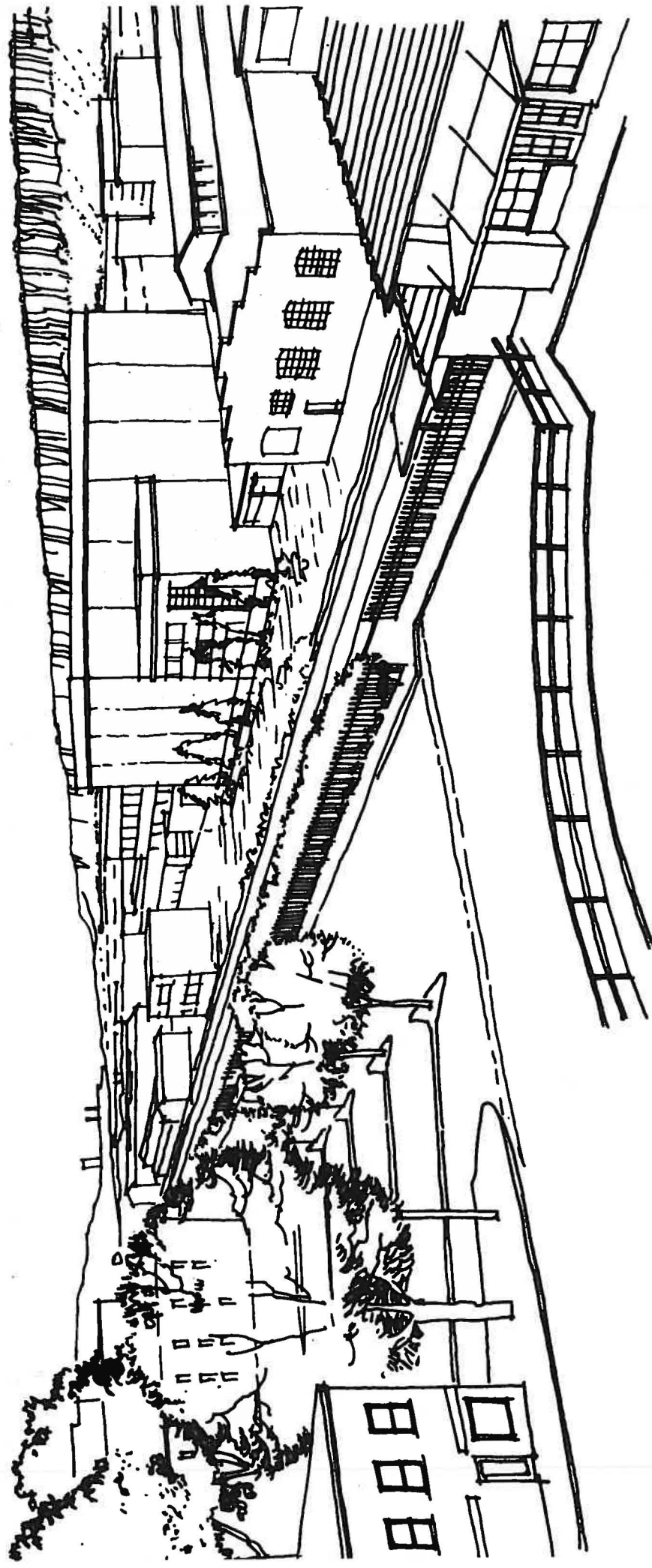


**SITE SECTION
SOUTH COVE**

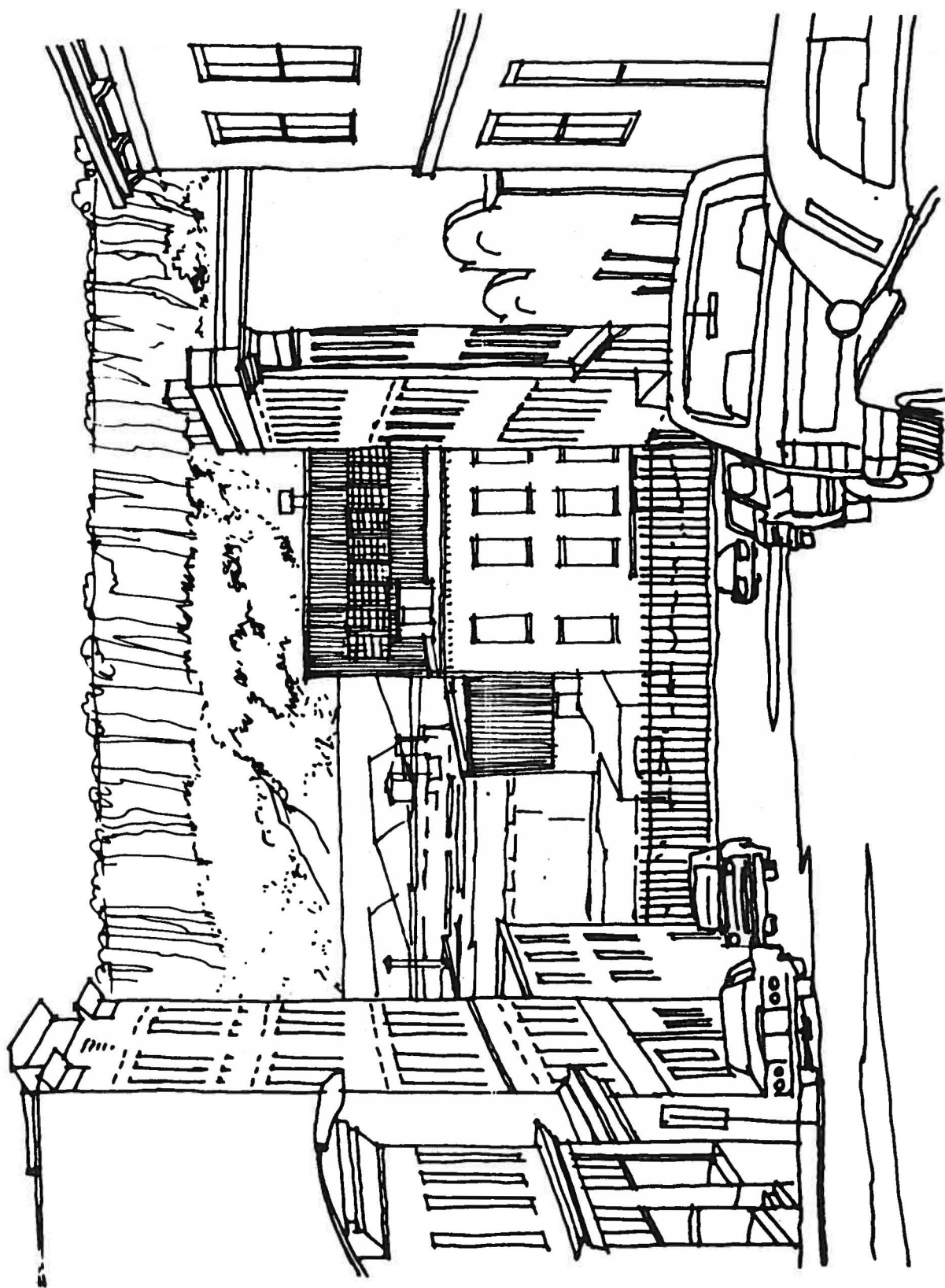


**SITE SECTION
WASHINGTON AVENUE**

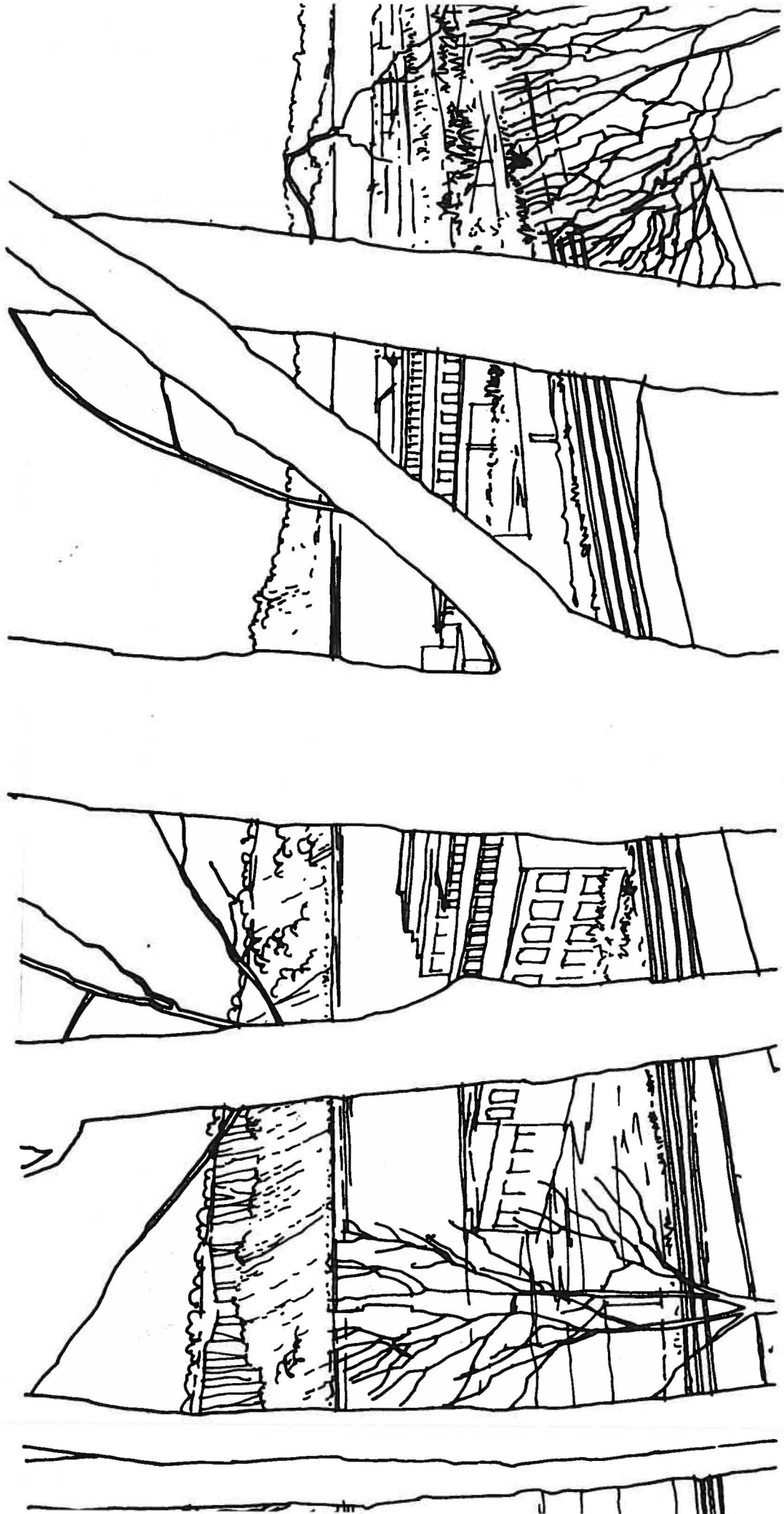




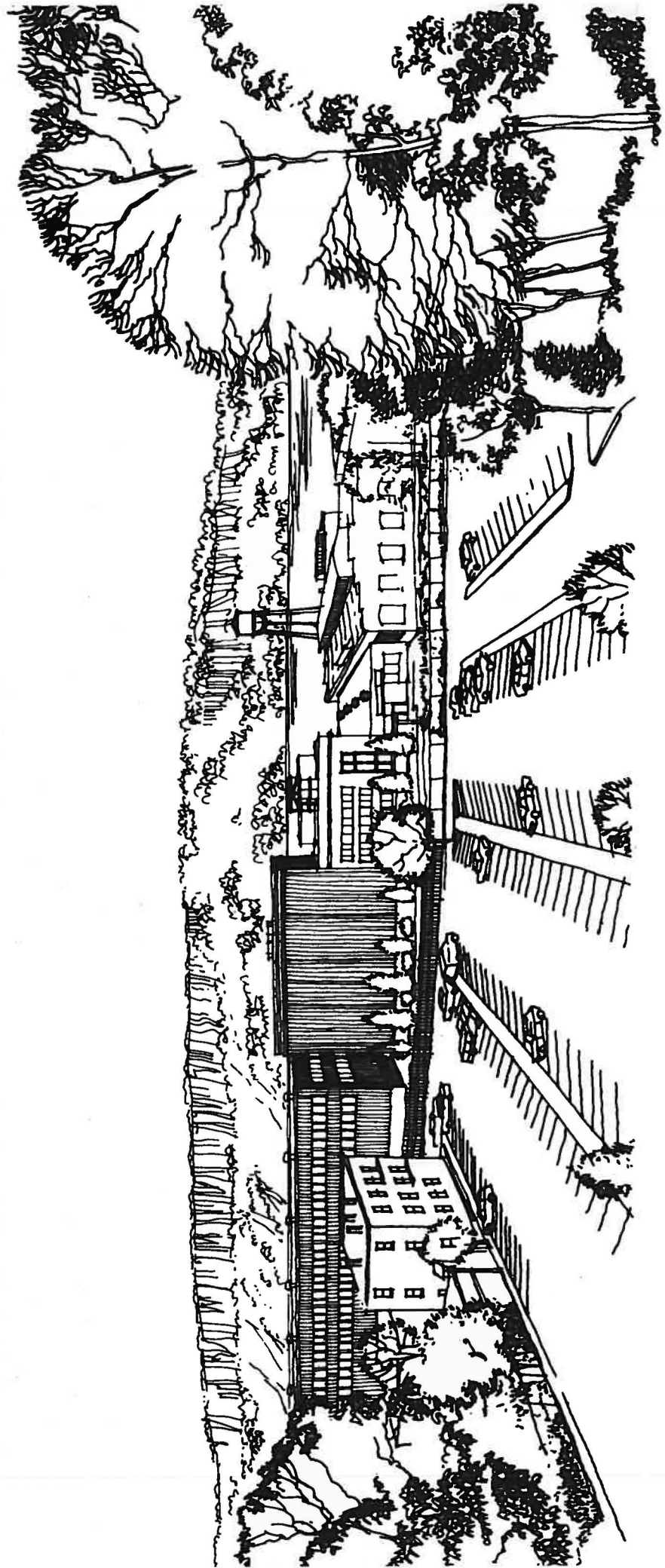
EXISTING SITE:
VIEW FROM FULTON PARK



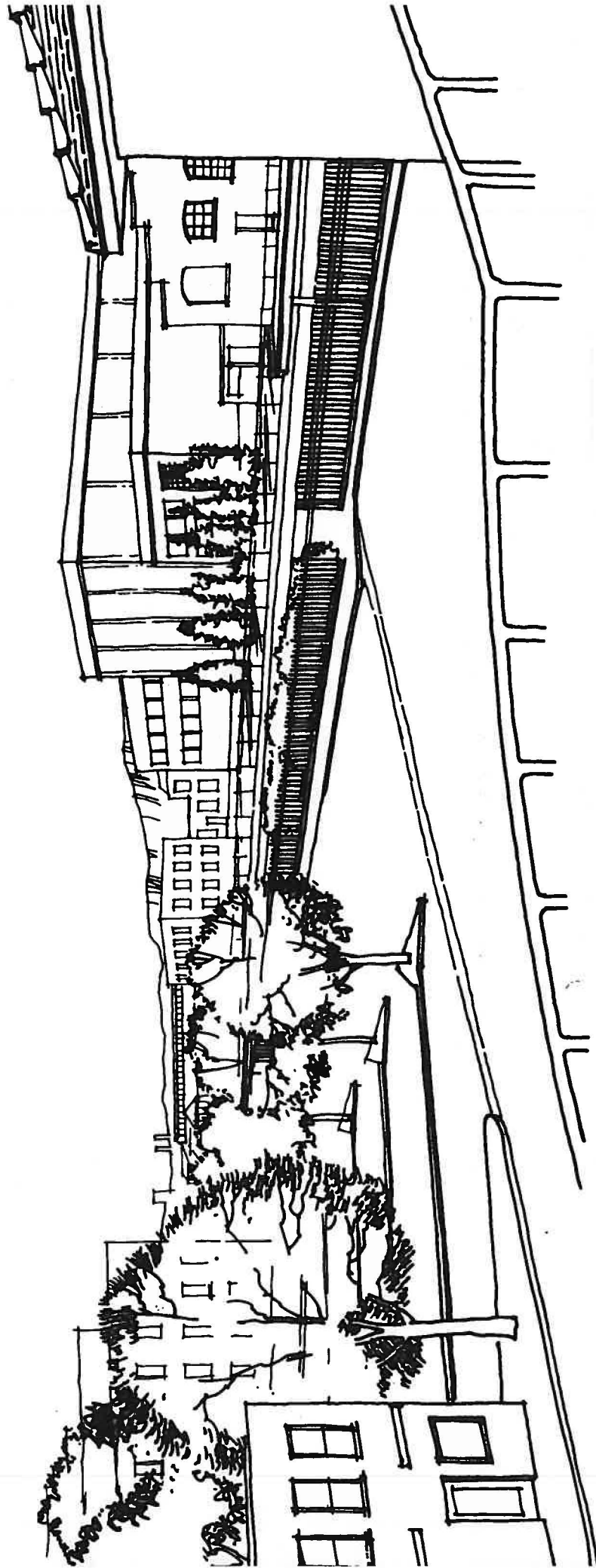
EXISTING SITE:
VIEW FROM WASHINGTON AVENUE



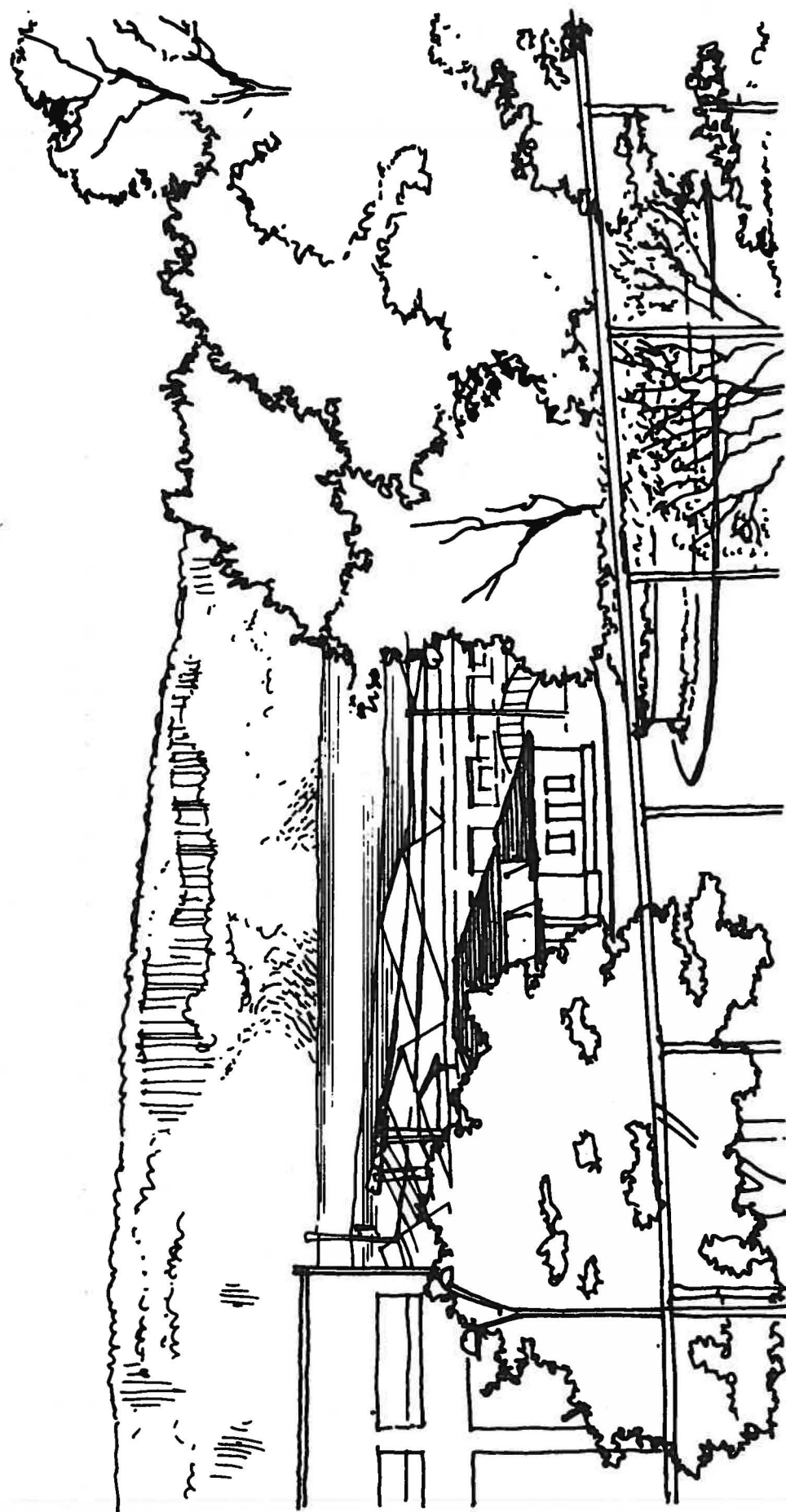
EXISTING SITE:
VIEW FROM WARBURTON AVENUE



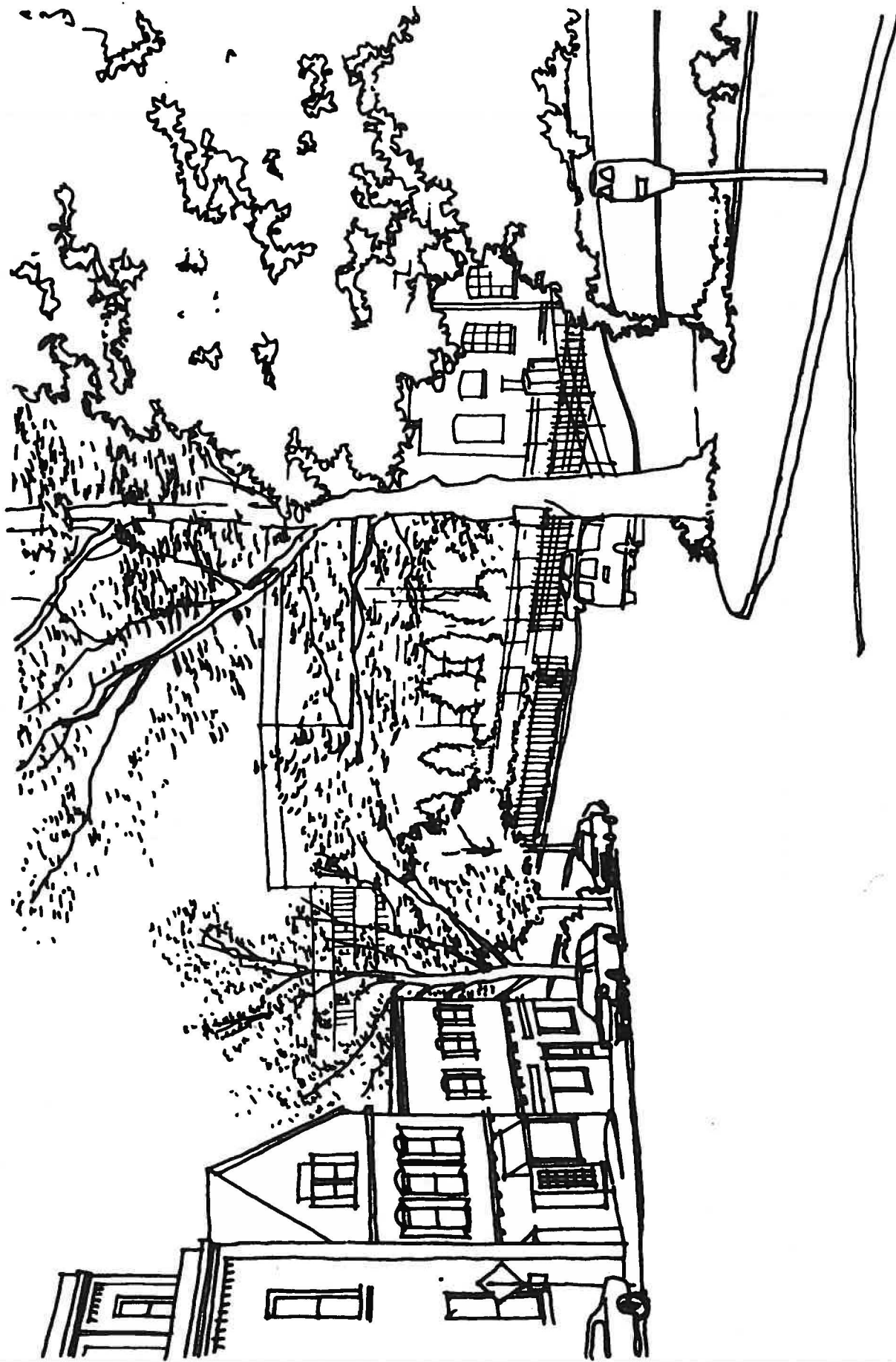
**EXISTING SITE:
VIEW FROM WARBURTON BRIDGE**



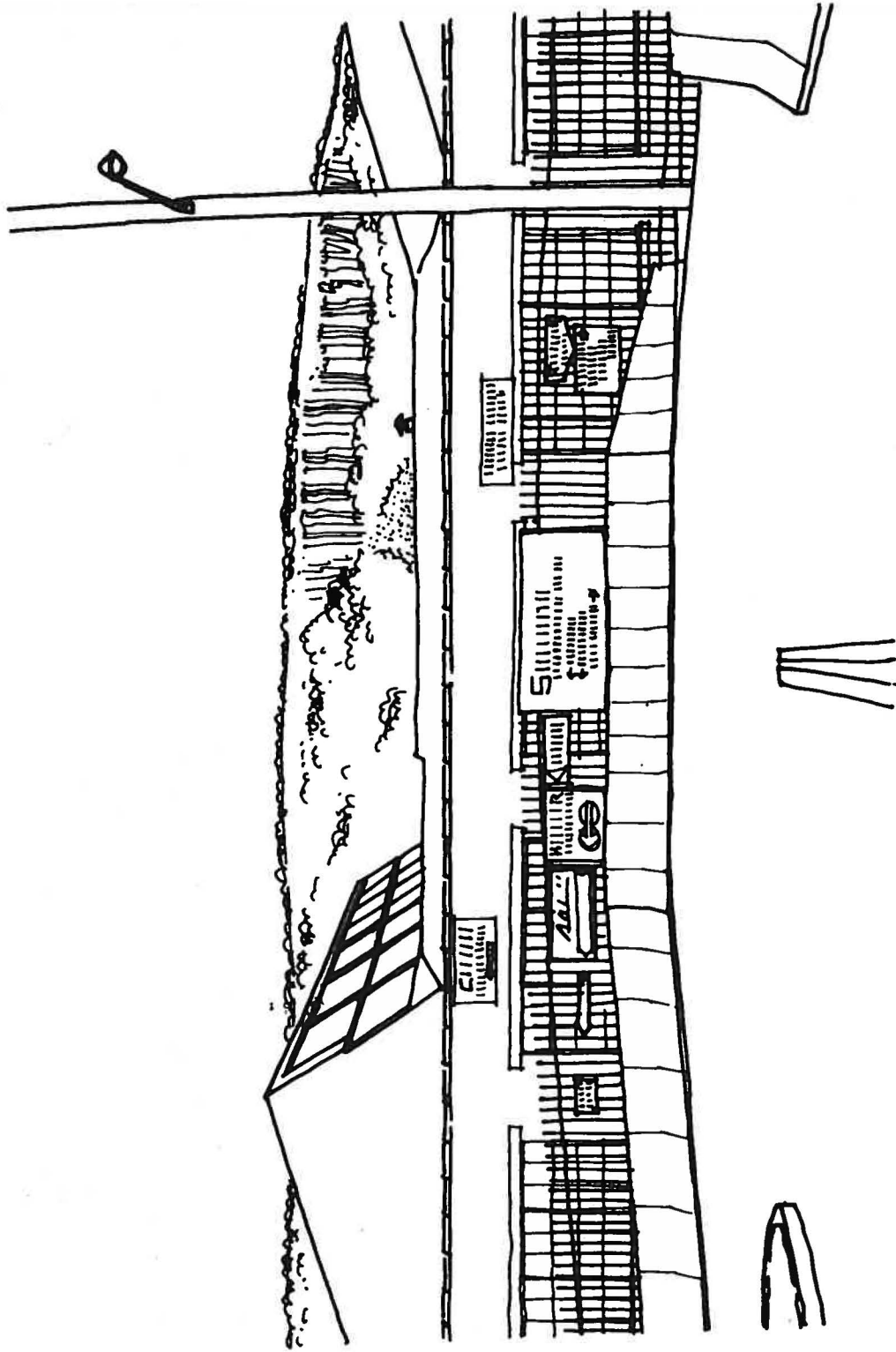
**EXISTING SITE:
VIEW FROM STATION PLAZA**



**EXISTING SITE:
VIEW FROM STEINSCHNEIDER MUNICIPAL LOT**



EXISTING SITE:
VIEW FROM MAPLE AVENUE



**EXISTING SITE:
VIEW FROM DOCK STREET BRIDGE**

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #13

Survey map prepared by a New York licensed surveyor depicting and describing by metes and bounds the shoreline of the subject property in accordance with the definition of "shoreline" set forth in Section 333.238 of this Local Law.

See Attachments:

Survey 1 of 2 Drawing #CP13-A

Survey 2 of 2 Drawing #CP13-B

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #14

Description and samples of exterior construction and paving materials.

The plans set forth herein represent the Developer's overall design concepts with respect to buildings and site design. They are however, schematic in nature and do not indicate final buildings or site design.

Item #17 of this Concept Plan includes descriptions of various aspects of the project inclusive of the considerations for selection of materials for exterior construction and paving.

Actual decisions as to materials will be made during the architectural and engineering design development phase of the design process. These items are therefore more properly provided at the site plan submission.

The Developer requests that the Board omit item #14 from the application requirements.

HARBOR AT HASTINGS

CONCEPT PLAN ITEM #15

Evidence of how the proposed zoning for MW-B designation would accomplish the purposes set forth in Section 333.211 and satisfy the requirements of Sections 333.241 through 333.248 above.

The MW-B District Text establishes the specific Purposes and Objectives of the Village which have formed the basis of the district regulations. The Harbor At Hastings Associates' proposal complies with the Purposes, defined in Section 333.211 of the Zoning Text, as follows:

1. To establish a comprehensive, carefully designed and orderly development plan for the riverfront area which will implement the comprehensive planning goals and objectives of the Village Board and which will protect the quality of the environment and the public health, safety and general welfare.

The proposal is a comprehensive plan containing multiple uses inclusive of both public and private amenities. The proposal provides for the clean-up of industrial residues, repair or replacement and maintenance of shore edge treatment, and both the short and long term maintenance of the public areas.

2. To encourage the development of larger, more centrally located tracts of waterfront land as single, unified and comprehensive projects, containing uses appropriate to a waterfront area.

The proposal is located on the 28.654 acre site in the central portion of the Village waterfront. It has been planned as a comprehensive development incorporating design concepts established to unify all aspects of the project as a single entity in a consistent fashion. The proposal includes residential, commercial, and public uses. Approximately 29% of the site area is open to the public (by easement in perpetuity) for use as park, promenade, and public boat ramp.

3. To counteract the deleterious influence of the existing Metro-North railroad right-of-way, and of existing under-utilized industrial buildings, on neighboring properties, and reduce the isolation of the area situated west of the railroad right-of-way.

The project provides uses and spaces that are designed and located so as to draw the Village across the tracks to the waterfront. Pedestrian access to the Site is enhanced with the extension of the Maple Avenue sidewalk across the bridge, and the renovation of the existing pedestrian overpass. These improvements will simplify access and enable the public to enjoy an 8 acre expanse of landscaped public space along the river. The extension of views from the Village across the Site, and the opportunity for the public to use the park, promenade, boat ramp, health and tennis club, community space, and retail facilities, will serve to integrally tie the waterfront into the Village fabric and its amenities to become a significant part of Village life.

4. To encourage the development of attractive, functional and appropriately scaled uses along the riverfront, in a manner which will provide economic support for the Village while affirming the character of the Village as a focus of riverfront activity.

The comprehensive planning of the project respects the topography of the Hudson River Valley and provides spaces and amenities designed to create an environment that is in scale with the Village and the river. The inclusion of non-residential space and fee simple housing units in the development will increase the Village Tax base by an estimated 12.6% and the School Tax base by 14.9%. The 8 acres of public space granted to the Village in perpetuity will be maintained without cost to the Village. The provision of the public spaces, park, promenade, boat ramp, and retail and commercial uses will create an environment of vitality and activity on the waterfront in a manner that is consistent with the homogeneous character of the Village.

5. To provide for public access along the riverfront for the purposes of recreation, leisure and other water related or water dependent uses.

Pedestrian access to the Site is enhanced by the extension of the sidewalk on Maple Avenue, across the Dock Street Bridge,

and the renovation and extension of the railroad overpass to enable access to the site. Vehicular access improvements include the widening of River Street at the west side of the bridge, the redesign of the Dock Street/River Street intersection to increase the vehicular turn radii both north and south, and increase site distances, and the redesign of Station Plaza. The development provides 8 acres of publicly accessible space along the waterfront. Public areas for passive recreation and leisure activities and community uses are available and, in addition, a public boat ramp with parking for cars and trailers is provided.

6. To help meet the needs of the community for alternate housing opportunities, including middle income and senior citizen housing.

The proposal includes alternate housing opportunities to help meet the various socio-economic needs of the community. Specific units will be available for senior citizen households to be equipped with amenities such as grab bars, emergency communication systems, and wheel chair access. These units can be chosen by the prospective resident in order to more specifically satisfy their needs.

The proposal also includes the development of housing units that will be made available to persons meeting the middle income eligibility standards defined in the Zoning Text.

The residential development in general, provides a variety of housing options including townhouses, simplex and duplex condominium units, fee simple units with plaza access, and condominium units in a multi-use building. The diversity of unit types and ownership choices will provide a variety of housing options, many of which are not presently available in Hastings.

*all
offensive*

The Harbor At Hastings Associates shall satisfy the requirements of Sections 333.241 through 333.248 as follows:

333.241 Waterfront Esplanade

The Harbor At Hastings Associates' proposal includes the waterfront esplanade as illustrated on Drawing #5, in accordance with Section 333.241. Compliance with all requirements for easements, construction security and maintenance shall be in accordance with the terms and conditions defined in the Declaration of Covenants and Restrictions.

333.242 Public Park

The Harbor At Hastings Associates' proposal includes the public park as illustrated on Drawing #6, in accordance with Section 333.242. Compliance with all requirements for easements, construction security and maintenance shall be in accordance with the terms and conditions defined in the Declaration of Covenants and Restrictions.

333.243 Long Term Maintenance and Repair of Bulkheads, Decks,
Pilings and Rip-Rap Slopes

1. Provision for the long term maintenance and repair required by Section 333.243 shall be in accordance with the terms and conditions defined in the Declaration of Covenants and Restrictions.
2. The cost estimates requested for maintenance and repair of these items cannot be provided until such time as the actual detailed design of these items has been completed. These cost estimates will be provided at that time.

333.244 Initial Repair or Replacement of Bulkheads, Platforms, Rip-Rap Slopes, Decking and Support Pilings for Decking.

The initial repairs or replacements required will be completed in accordance with the provisions of this section and the the terms and conditions defined in the Declaration of Covenants and Restrictions.

333.245 Public Boat Launching Facility

A public boat launching facility (see Drawing #6) and the required easement will be provided in accordance with the provisions of this section and the terms and conditions defined in the Declaration of Covenants and Restrictions.

333.246 Neighborhood Services

The Harbor At Hastings Associates' proposal includes 15,000 square feet of floor area to be devoted to personal service stores. This translates into 1,220 square feet of floor area per

40 units (based upon 491 units) which is greater than the minimum 1,000 square feet required by this section.

333.247 Emergency Access

The vehicular circulation pattern proposed for the Development (see Drawing #1) provides the ability to create a connection to a southbound emergency access route. The Harbor at Hastings shall provide for an emergency access easement to enable the required emergency access connection in accordance with the requirements of Section 333.247

333.248 Community Space

The Harbor At Hastings Associates' proposal provides for a 5,000 square foot indoor community space suitable for the uses described in section 333.248.

HARBOR AT HASTINGS

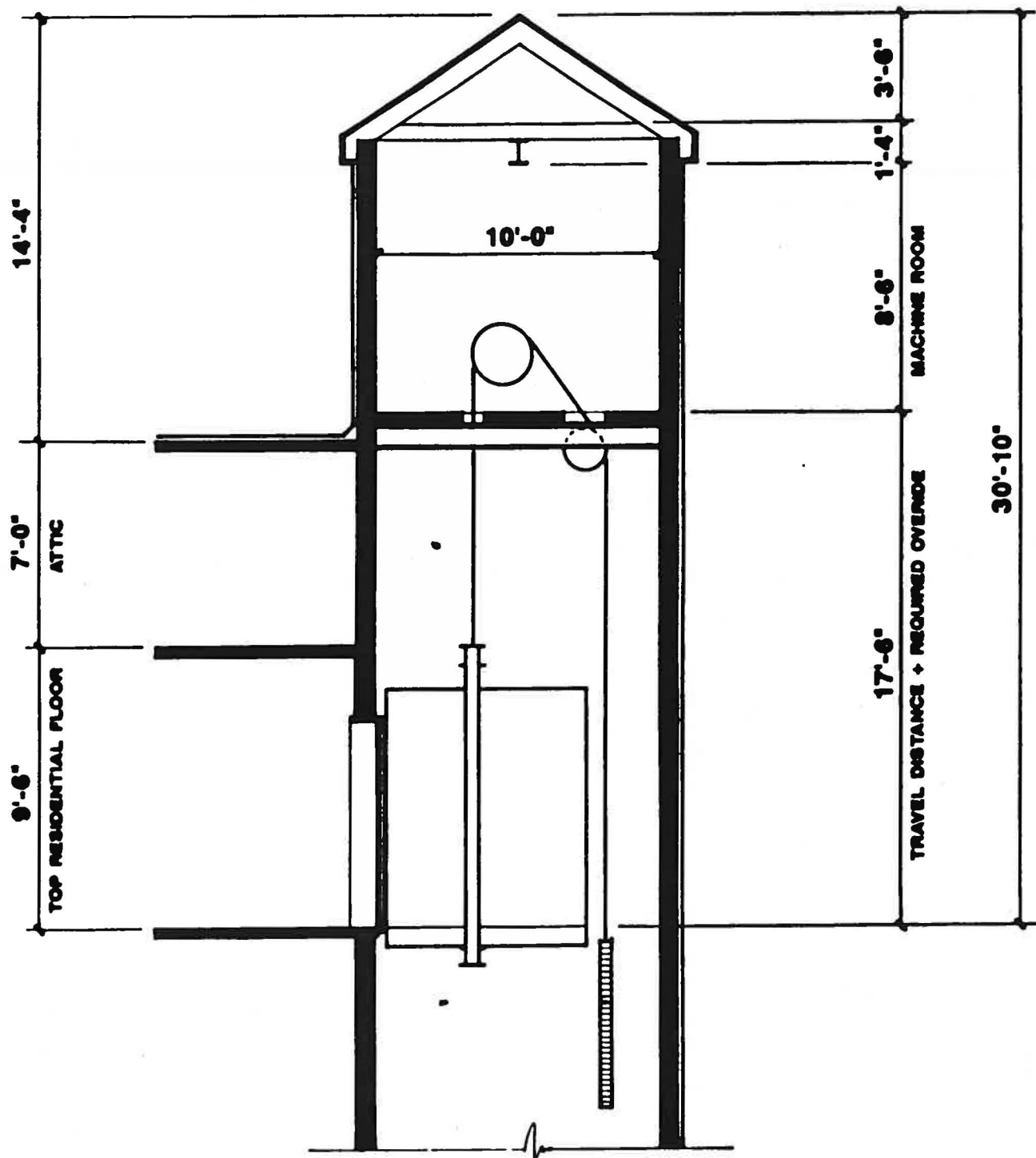
CONCEPT PLAN: ITEM #16

Explanation required under paragraph 5 of Section 333.232 above, pertaining to roof top elevator equipment, and a description of the proposed method of enclosing any such equipment.

There are various factors that must be considered in establishing the height of an elevator bulkhead above a building roof. The drawing included herewith has been developed in accordance with the requirements of the Pre-Engineered Passenger Elevator by Dover Elevators. The model illustrated is a traction elevator with a weight capacity of 3,500 pounds and a speed of 450 feet per minute. This model is a medium duty, medium speed elevator, designed for buildings of six stories and greater.

The travel distance and required over-ride height, measured from the topmost elevator landing, is 12'-6". The machine room, hoist beams and roof above, require an estimated additional 13'-4" (8'-6" + 1'-4" + 3'-6"). The total estimated height, measured from the topmost elevator landing to the roof of the elevator bulkhead, is 30'-10" (17'-6" + 13'-4"). In order to estimate the addition bulkhead height required above the building roof, the 30'-10" height is reduced by the floor to floor height of the uppermost floor plus the attic space, 16'-6" (9'-6" + 7'-0"). The resulting height of the elevator bulkhead and its roof, above the building roof is therefore estimated as 14'-4" (30'-10" - 16'-6"). (See attachment Drawing CP16-A - Elevator Bulkhead Requirements.)

The elevator bulkhead enclosure will be constructed of the same materials and finishes as all exterior building walls and roofs. The architectural design vocabulary and details will extend consistently from the buildings' base to the roof of the elevator bulkheads.



ELEVATOR BULKHEAD REQUIREMENTS

DWG. #CP-16A

THE HARBOR AT HASTINGS
Hastings-On-Hudson, N.Y.

HENRY GEORGE GREENE AIA

HARBOR AT HASTINGS

CONCEPT PLAN: ITEM #17

A preliminary statement of how the applicant intends to comply with the architectural and landscaping guidelines set forth in Sections 333.281 and 333.282 of this Local Law.

The guidelines outlined in Sections 333.281 and 333.282 of the Zoning Text were developed during the many years of public debate on the future of the waterfront. A substantial number of comments during the SEQRA process were specific to these items. The culmination of the SEQRA process was the adoption of the Zoning Text which is clearly responsive to the numerous concerns expressed during the many years of debate.

The Harbor At Hastings Associates' proposal for the MW B District has evolved during the SEQRA process in response to comments by Village officials, interested and involved agencies and the public. The proposal does, to the maximum extent practicable, with consideration given to the multitude of constraints placed upon this site by both the Zoning District regulations and the developers' requirements, comply with features outlined in the aforementioned sections. The following is a brief point summary of these features.

Section 333.281.1

The basic planning strategy was established based upon two primary factors: use and topography. The continuation of the "Civic Corridor" which begins at the east side of Warburton Avenue in the VFW park and presently ends at the Library and Fulton Park offered a means to extend the heart of the Village down to the water- front. This "corridor" will now extend across the Dock Street Bridge into a public plaza bounded by retail and commercial space, the 5,000 square foot community space, and terminate in the Village park. The view most frequently experienced by Village residents down Maple Avenue past Station Plaza and across the tracks which today is abruptly terminated by the existing metal panel building. will extend across green space and low-rise townhouses to the river and Palisades.

The topography of the Village and the unique features of the ravine have been respected and responded to with a formal gesture of architectural planning. The widening mouth of the ravine is expressed by the expanding crescent of the townhouse development. The low-rise townhouse buildings are a direct response to the lower elevations of the ravine east of the site. North of the ravine, respecting the natural topography of the Village, the proposed plan includes a five story structure opposite the Library and Fulton Park. The roof of this structure sits below the Library's first floor windows. As one crosses the Dock

Street Bridge, the view extends across the landscaped public plaza and the park to the river. A nine story structure stands north of the plaza opposite the higher elevation of the Village Hall.

South of the ravine, down Washington Avenue, one commands a spectacular, though fleeting, view from points as far east as Warburton Avenue. This view is preserved in the proposal, and enhanced by landscaping and the placement of architecturally significant elements on axis of the view. South of Washington Avenue, the Village topography rises quite steeply from the railroad tracks towards the east. The proposal has located the tallest structures in this area of the site. Building sections here range from 5 to 10 stories.

Section 333.281.2

Taller building sections and, in general, most buildings are oriented with their longer axis in an east-west direction. Certain building sections do run north-south however, so as to provide spatial definition to both private and public plaza areas, to offer river views from a greater number of residential units, and to provide for diversity and variation in the general planning of buildings on the site.

Section 333.281.3

The maintenance and enhancement of important views from the Village have been a primary consideration in planning of the site. Views from Fulton Park, Station Plaza, the Library, the Warburton Avenue Bridge, and the Steinschneider Municipal Parking lot have been significantly enhanced. The view down Washington Avenue is preserved and the views from Maple Avenue and the Dock Street Bridge are made available for the first time. In addition, and of significant importance, the proposal provides panoramic views, available to all residents of the Village, from the 8 acres of public open space in the park promenade and boat launch.

Section 333.281.4

The proposal locates the tallest building sections closer to the eastern border of the site in areas that are opposite the higher elevations of the Village.

Section 333.281.5

A setback of approximately 75 feet is proposed adjacent to the industrially zoned property south of the property line. This area will be extensively landscaped to provide adequate screening from adjacent uses.

Section 333.281.6

Building lengths have been limited and varied to provide diversity of form and design. The heights of building sections step up from the pedestrian plazas and down to the river.

Section 333.281.7

The design concept proposed for larger buildings and spaces employs the use of a 2 story datum line at which point the building facades step back away from plazas and pedestrian spaces. This strategy help to establish an element of human scale which will be further enhanced by architectural detailing. The comprehensive design of surfaces, window treatments, mouldings, lighting elements, landscaping components and other more detailed design features will provide the scale elements necessary to create a comfortable pedestrian environment within the development, both in the public and private spaces.

Section 333.281.8

The development will be designed "completely". Detailed attention and concern will be placed upon the design of the elements on the roofs as well as those at grade level. Certain building sections will be capped with pitched roofs and others topped with landscaped roof gardens. Dormer windows will

penetrate various areas of the roofscape along with other architectural elements. The variation of profile and roof treatment will increase visual interest and serve to reduce the apparent scale of the development.

Section 333.282.1

The final landscape design and planting specifications will incorporate proper consideration to the specific use and location with careful attention given to micro-climatic conditions. The landscape program will include a diverse mix of trees and plantings to provide variety, while maintaining an overall comprehensive design approach. All species will be selected to provide a long lasting, low maintenance and aesthetically pleasant environment.

Section 333.282.2

A landscaping program designed to screen adjacent properties will be designed and implemented. The program will include provisions for adequate visual separation of the different uses within the development. The screening program will consider the seasonal variation of species in the development of an effective program for year round benefits.

Section 333.282.3

*Uillage
Control
@ Site Plan?*

The selection of surface paving materials will be incorporated within the comprehensive planning approach to be implemented across the entire site. Building materials, landscaping elements and paving materials will be coordinated with respect to color, texture and life expectancy. A harmonious environment of buildings and landscape will be developed with paramount importance placed upon safety. Materials will be selected appropriate to their specific use and location.

Section 333.282.4

Site Plan?

A variety of different spatial conditions will be created within the development incorporating the concept of transitional areas between interior and exterior space. The use of architectural elements such as colonades, loggias and trellising will be considered in the architectural design vocabulary to be incorporated in final design. These types of elements will help add visual interest and spatial diversity to the project as well as to provide additional scale elements within the development.

Section 333.282.5

Site Plan

The landscape design program will include the planting of shade trees along sidewalks and streets in keeping with the

character of the Village. All plantings selected will be appropriate for the climatic conditions to be encountered on the site.

Section 333.282.6

Site Plan

Approximately 85% of the parking provided on the site will be within enclosed parking facilities, the roofs of which will be landscaped plazas. The ground areas surrounding the perimeter walls of the parking facilities will be bermed to approximately 4 feet above the garage slab. Architectural screening and landscaping will complete the perimeter condition, thus providing parking structures with a minimal visual impact.