

Hastings Waterfront Design Guidelines

Buckhurst Fish Hutton Katz Inc.

October 1988

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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

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

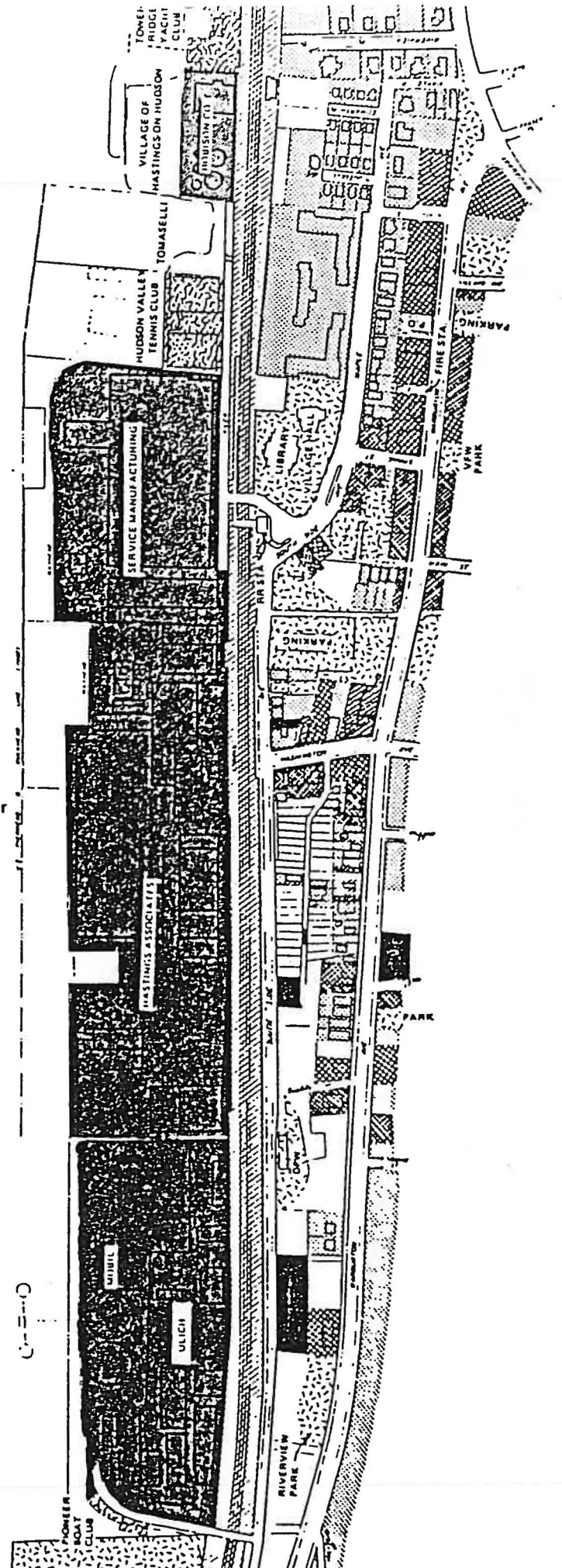
Off-Site Influences: Indicating major view points to the river across the waterfront property and key view corridors

EXISTING Land Use

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

Figure

Hudson River



1 Robinson
(1.7 acres)

2 Village
(1.2 acres)

3 Tomaselli

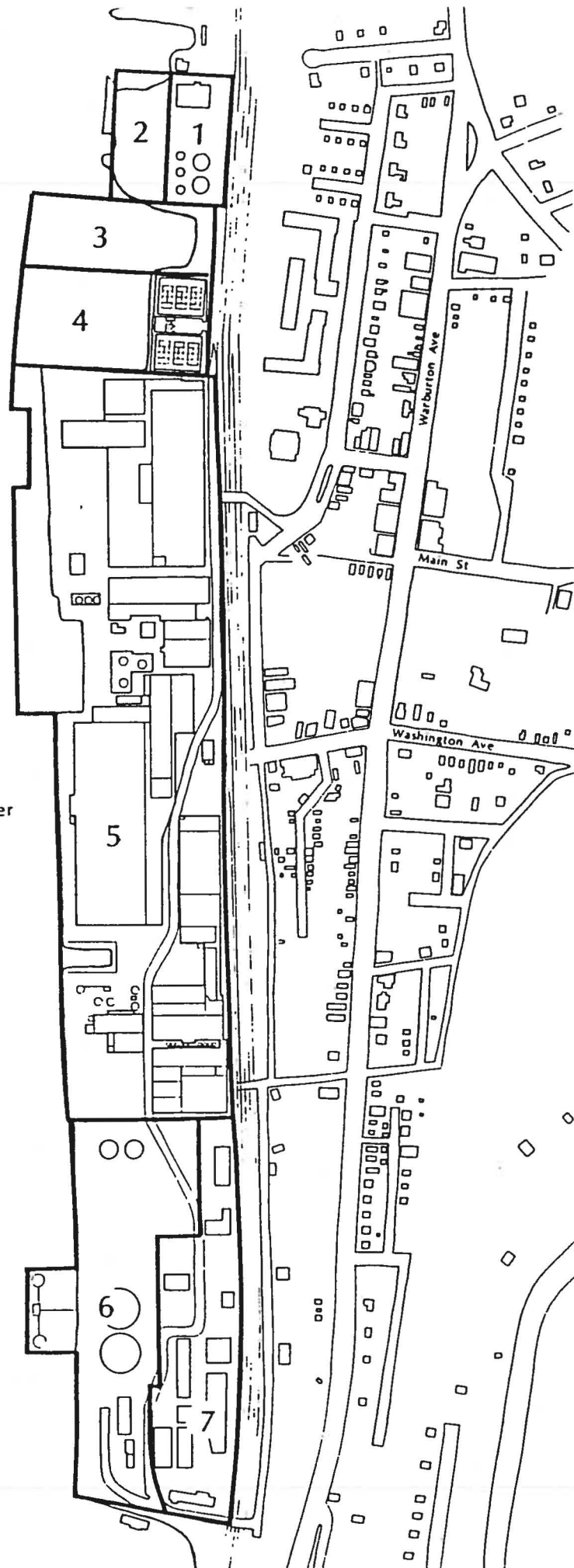
**4 Hudson Valley
Tennis Club**
(1.5 acres)

5 Henry G. Green
(27.28 acres)

6 Mobil Oil Corp
(8.19 acres)

7 Unlco Realty Corp
(6.31 acres)

Hudson River






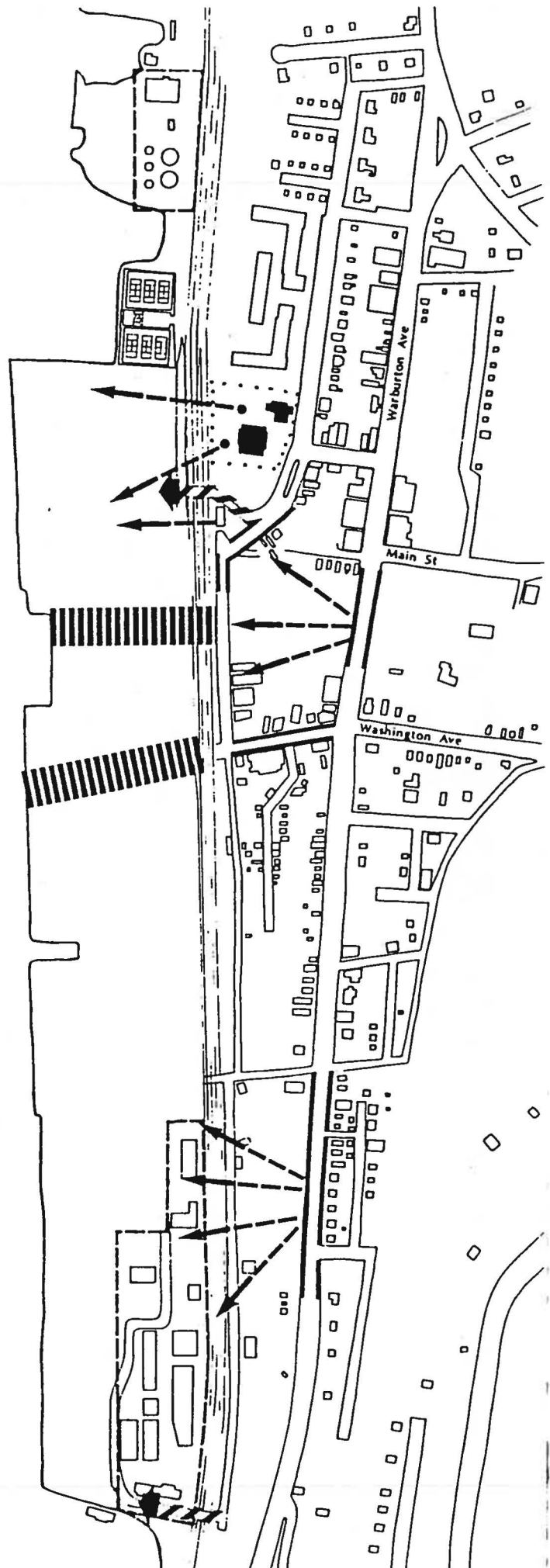
View Corridors	
Existing Road	
Access	
River Views	

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

Scheme

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

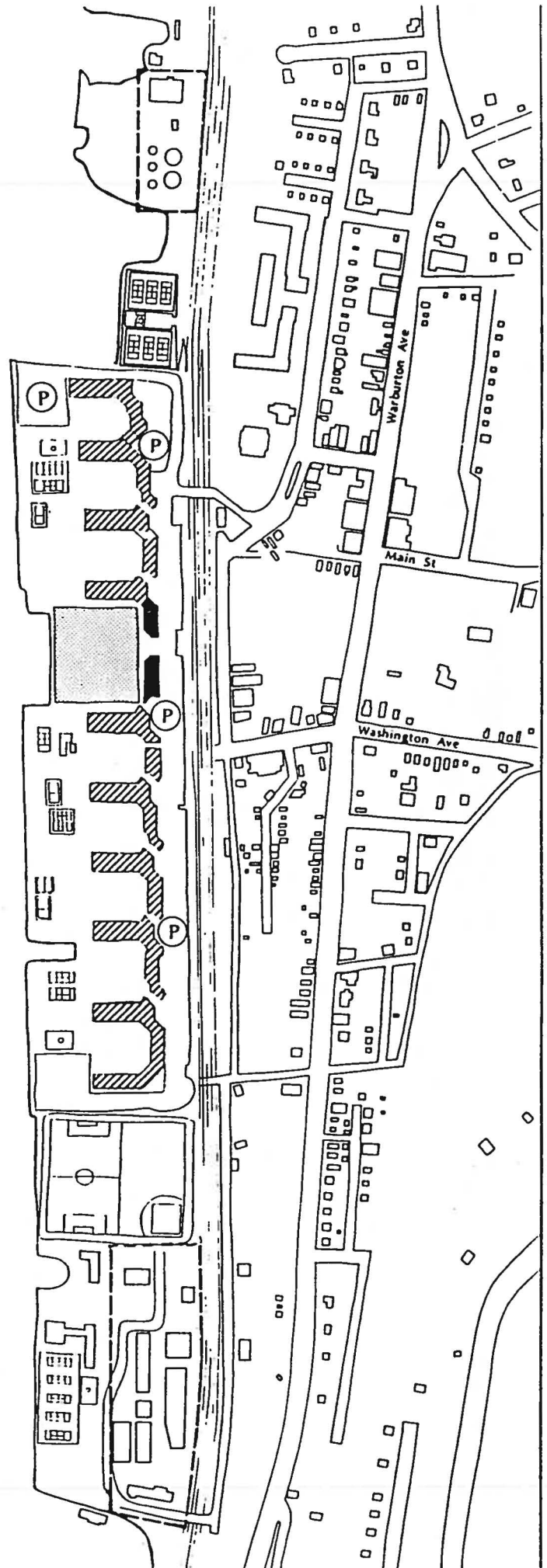
Residential
Commercial
Open Space
Parking



Figure

4

Hudson River



Scheme

Comprehensive Plan
Gruzen Partnership
July 1982

Site Area (land)

18.3 acres

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

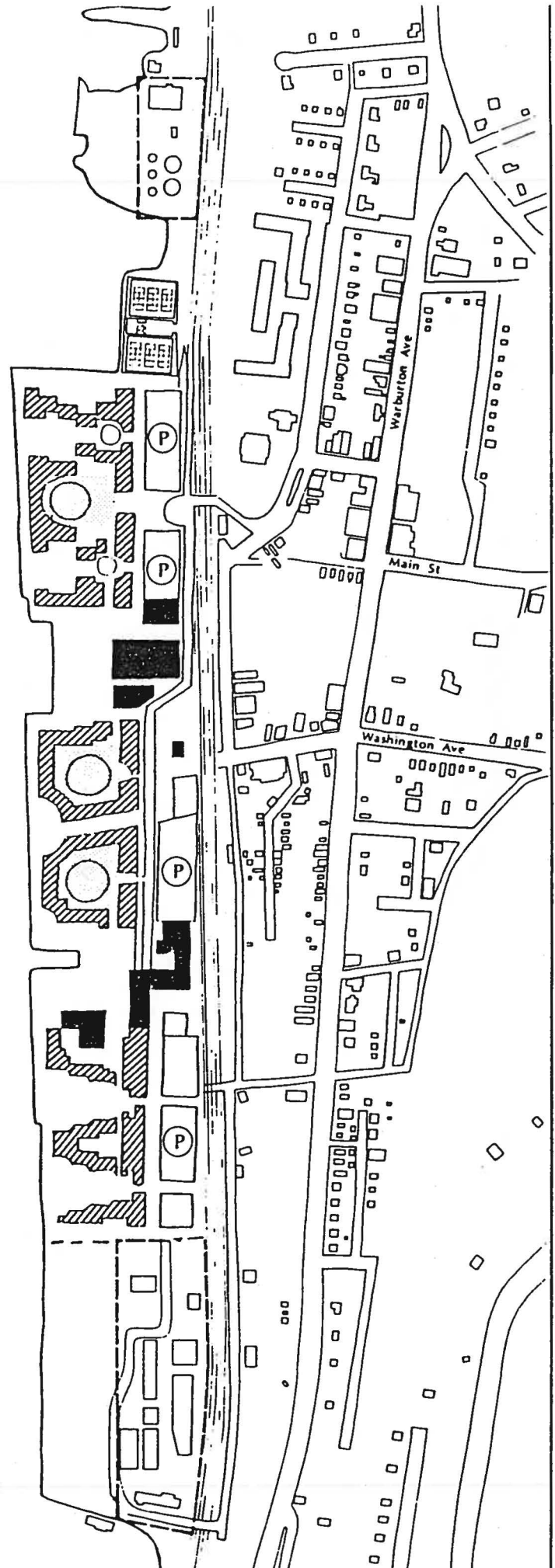
Residential
Commercial
Open Space
Parking



Figure

5

Hudson River



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

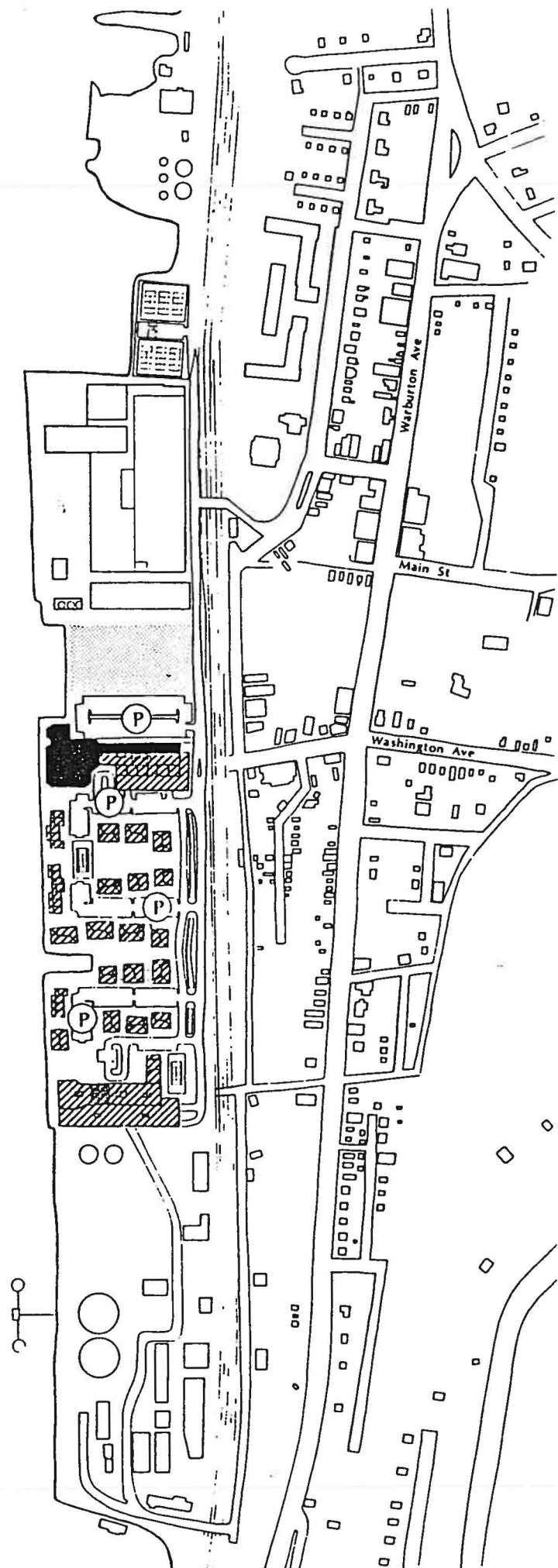
Residential
Commercial
Open Space
Parking



Figure

6

Hudson River



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

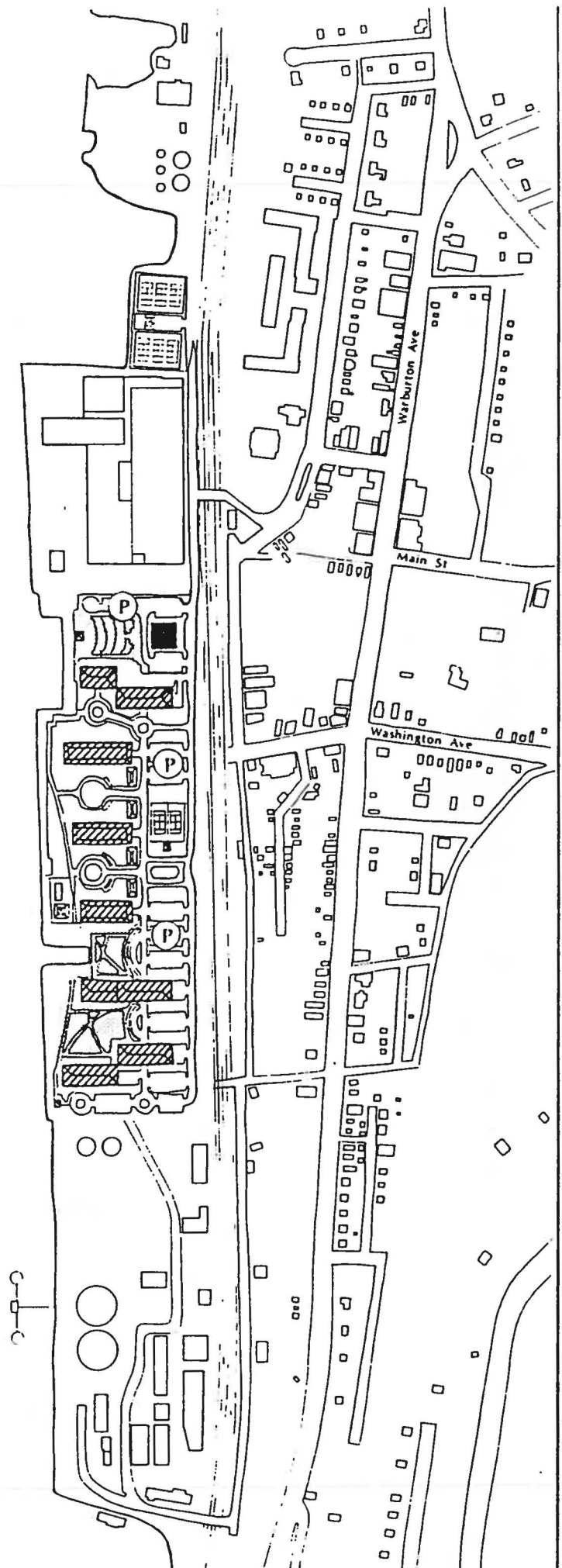
Residential
Commercial
Open Space
Parking



Figure

7

Hudson River



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

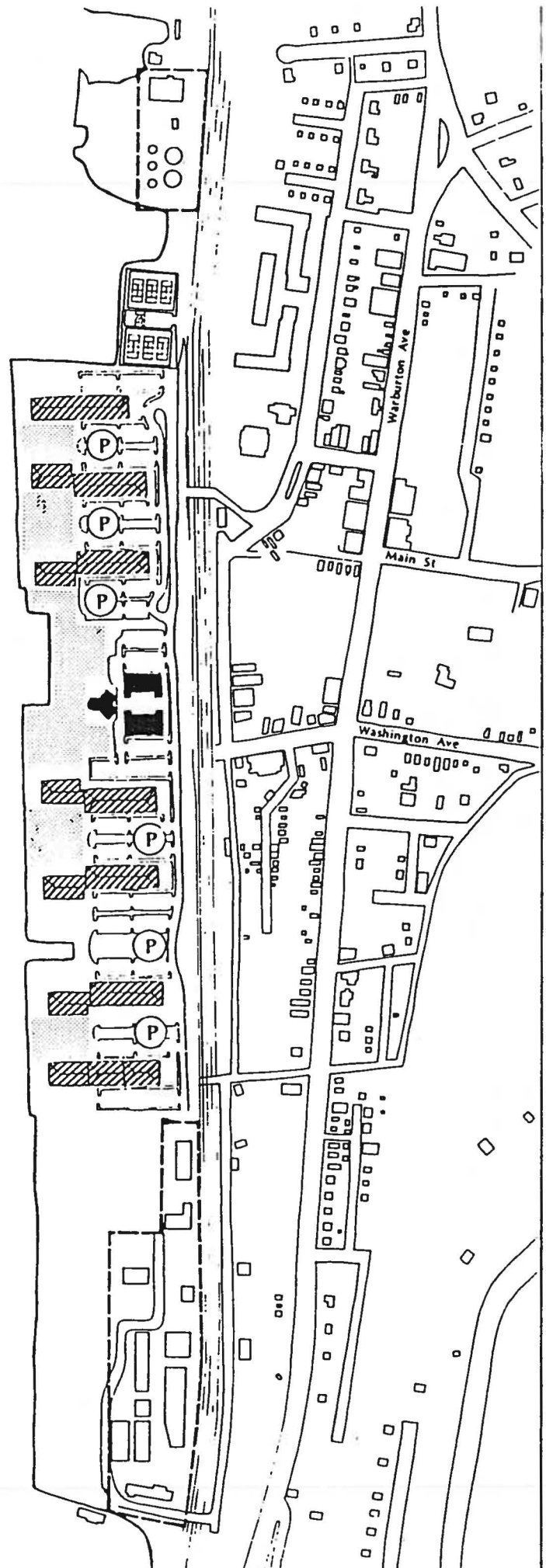
Residential
Commercial
Open Space
Parking



Figure

8

Hudson River



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:

- o Housing: to include townhouses as well as apartments;
- o Commercial uses: to include retail stores, restaurants and office space;
- o Open Space/Recreation: to provide a public promenade on the waterfront; park areas; and a Village boat launch facility;
- o 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):

- o Access to the property via the existing Dock Street bridge;
- o An additional access point, such as via the existing South End bridge;

- o On-site north-south collector road located along the eastern edge of the property;
- o 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:

- o Seperate parking facilities are provided to serve proposed housing, commercial uses and public recreation facilities;
- o 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);
- o 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;
- o 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:

- o At least two access points are to be provided to the development site across the Metro North tracks;
- o A Village-owned waterfront promenade running the entire length of the property should have a minimum width of 20 feet;
- o A significant Village-owned park should be located within the property site adjacent to the promenade;
- o The park should cover at least ten (10) percent of the total land area contained within the proposed development site;
- o 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):

- o Buildings should be oriented east-west in order to open up views of the river from upland areas;
- o 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

Possible Local
Service Roads

Preferred Car
Parking Zone

Hudson River

N-S Collector
Road

Mobil
Property

Village Hall

Access

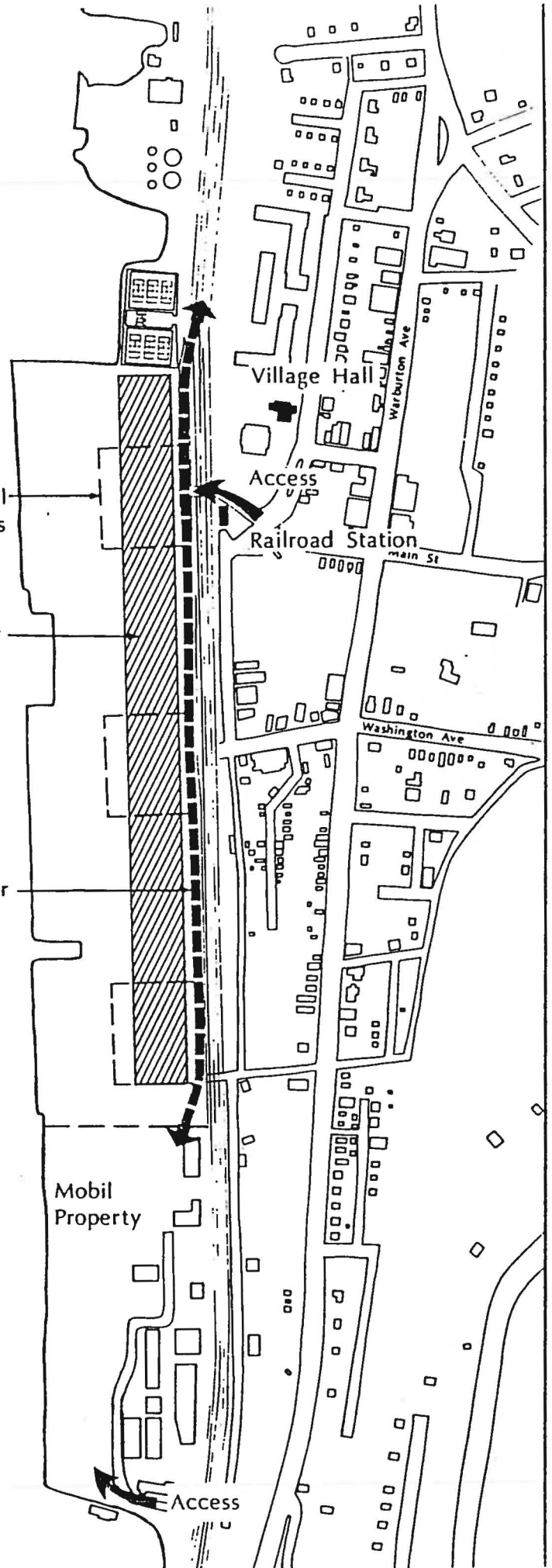
Railroad Station

Washington Ave

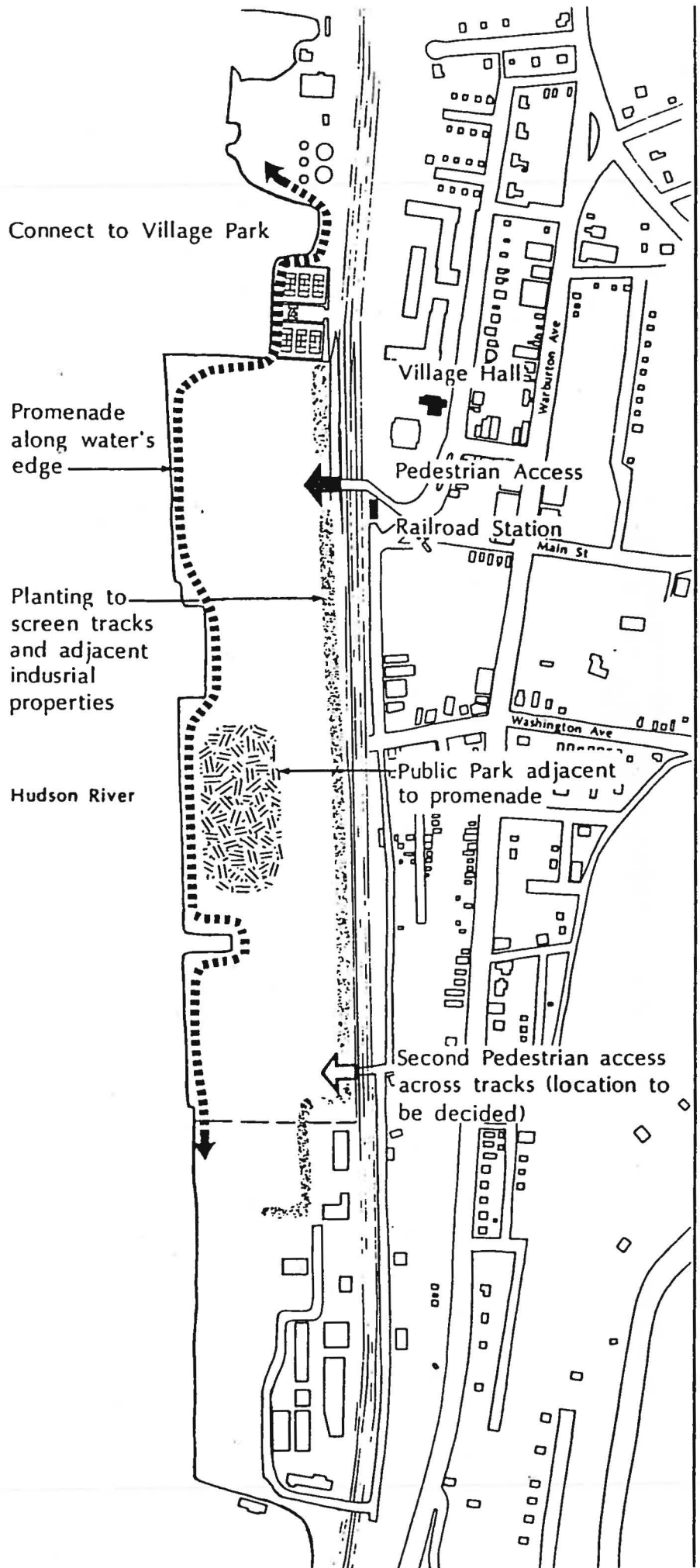
Main St

Verburton Ave

Access



Pedestrian Access
and Open Space



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

Village Hall

Railroad Station

Main St

Washington Ave

Warburton Ave