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HASTINGS

WATERFRONT

STUDY

BIBLIOGRAPHIC DATA SHEET		1. Report No.	2.	3. Recipient's Accession No.
4. Title and Subtitle HASTINGS WATERFRONT STUDY Village of Hastings-on-Hudson Westchester County, New York			5. Report Date 12/74	6.
7. Author(s) Hart, Krivatsy, Stubee - Planning, Environmental Design			8. Performing Organization Rept. No.	
9. Performing Organization Name and Address Village of Hastings-on-Hudson Village Hall Hastings-on-Hudson, New York 10706			10. Project/Task/Work Unit No.	
			11. Contract/Grant No. P 1038	
12. Sponsoring Organization Name and Address New York State Office of Planning Services 488 Broadway, Albany, New York 12207 Department of Housing and Urban Development 451 Seventh Street, S.W., Washington, D.C. 20410			13. Type of Report & Period Covered Final	
15. Supplementary Notes N.A.			14.	
16. Abstracts The goals of the study were to eliminate objectionable oil truck traffic from the center of the Village, to increase Village revenue from the waterfront, and to provide public recreation access to the river. To achieve these goals, the following actions are recommended: a. Form an IDA to purchase the 15-acre Tappan Tanker site. Lease this site on a long-term basis to a utility for dead oil storage in order to pay off the bonds. Upgrade other small industry on the site. b. Purchase the Hastings Petroleum Co. 1.7 acre site for use as a village park. c. Purchase part of the state underwater land for eventual construction of narrow park strip along water. d. Obtain public easements across residentially zoned properties west of the railroad and north of the Hastings Yacht Club. e. Complete other agreements that will permit construction of a public walkway along the <u>entire waterfront.</u>				
17. Key Words and Document Analysis. 17a. Descriptors N.A.				
17b. Identifiers/Open-Ended Terms N.A.				
17c. COSATI Field/Group				
18. Availability Statement Release Unlimited			19. Security Class (This Report) UNCLASSIFIED	21. No. of Pages
			20. Security Class (This Page) UNCLASSIFIED	22. Price

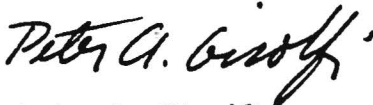
December 10, 1974

Mayor and Board of Trustees
Village of Hastings-on-Hudson, New York

Gentlemen:

The following is our final report for the Hastings Waterfront Study. We have enjoyed working closely with you during the last several months, and we are encouraged by the steps which you are taking to implement the recommendations of this study.

Very truly yours,

A handwritten signature in cursive script, reading "Peter A. Gisolfi".

Peter A. Gisolfi

Hart • Krivatsy • Stubee
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HASTINGS WATERFRONT STUDY

FINAL REPORT

December, 1974

Hart, Krivatsy, Stubee

Planning, Environmental Design

80 West 40th Street, New York, New York 10018

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I. Introduction

The Hastings waterfront contains over 40 acres of industrial land, located west of the Penn Central railroad tracks. It can be divided into three areas:

1. The Anaconda plant occupies almost 30 acres of land near the railroad station. It forms the industrial base of the village and over 10% of the village rateables. We assume no change in the immediate future.
2. South of Anaconda is a 15-acre tank farm and warehousing area owned by Tappan Tanker. The oil warehousing operation, currently leased to Mobil Oil Company, generates a great volume of oil tanker truck movement through the village center. A major aim of the study is to find a better use of this property.
3. North of Anaconda, on three acres of land, are a marina, a small oil tank farm and distribution operation and a yacht club. This area represents an opportunity for the village to develop public recreation on the waterfront.

There are three goals of the waterfront study: to reduce the tanker truck traffic, to develop waterfront recreation areas open to the public and to improve the economics of the waterfront. We found there are few feasible ways of achieving these goals. In this report, we explore alternatives for the waterfront and recommend that the village play a major role in two areas: first in finding a better use for the Tappan property; second, in creating a waterfront park north of Anaconda.

TABLE 1. HASTINGS WATERFRONT PROPERTIES

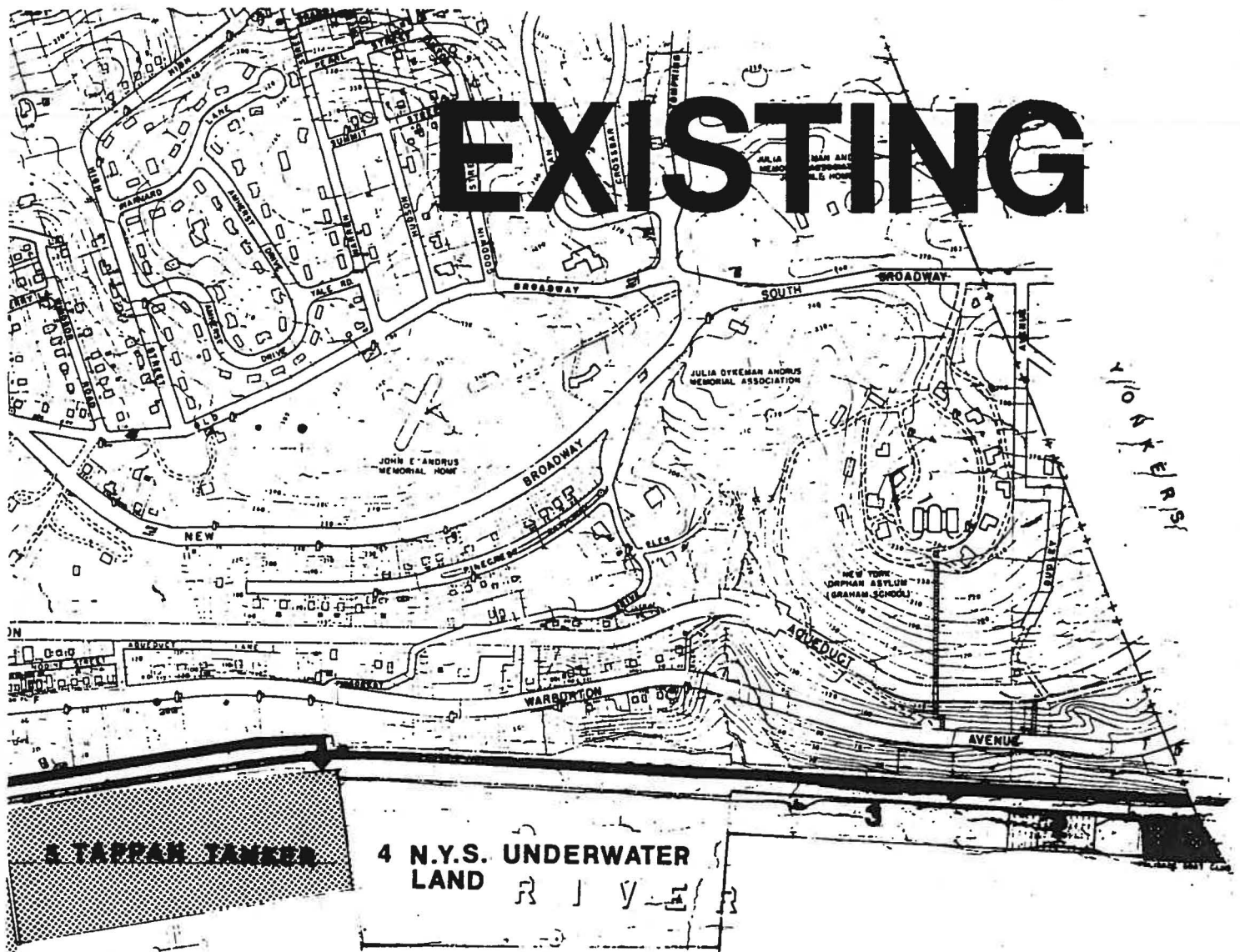
NO.	PARCEL	OWNER	FRONT- AGE (ft.)	----- TOTAL	1-AREA, in acres* LAND	WATER	ASD VALUE, LAND	AV LAND (per sq. ft.)	IMPROVEMENTS	ASD VALUE IMPROVEMTS	TOTAL ASD VALUE	VILLAGE TAX 1972 - 1973
1	1 -P31 1 -P34	Palisades Boat Club	400	1.5	0.8	0.7	\$ 2,200	\$.03	clubhouse	\$ 10,400	\$ 12,600	\$ 338.86
2	600/30-43	Village of Hastings	350	1.2	--	1.2	700	**	none	---	700	exempt
3	1 -P35	New York Orphan Asylum (Graham House)	1100	3.8	--	3.8		**	none	---	***	exempt
4	1 -P53	New York State	1564	21.3	--	21.3	8,100	**	(one barge)	---	8,100	exempt
5	4 -P58	TTT Properties, Inc.	1334	15.0	14.5	0.5	385,700	.60	oil tank farm and dock; office and warehouse	472,000	857,700	23,066.98
6	8 -P89, 91A, P91, 89A, P93, P94,	Anaconda Wire and Cable Company	2400	28.4	25.0	3.4	990,200	.80	copper wire factory, offices, research facili- ties, warehouse, part leased to cosmetics assembler and tennis club	3,842,100	4,832,300	129,959.88
7	13-P113	Hastings Marina Corp.	330	4.5	1.5	3.0	37,000	.20	docks, clubhouse	8,000	45,000	1,210.23
8	13-P116	Tomaselli, Eugene et al	240	3.2	--	3.2	13,800	.10	none	---	13,800	371.14
9	13-P121	Hastings Petroleum Corp.	407	1.7	1.7	--	59,700	.80	small barge dock and oil tank farm garage	55,700	115,400	3,103.57
10	13-P127 P127A	Tower Ridge Yacht Club	213	0.8	0.7	0.1	2,500	.10	clubhouse	3,000	5,500	147.92
11	14-P127C P127B2	Jar Management Corp.	610	2.9	--	2.9	300	**	none	---	300	8.07
12	14-127B 131, 131A	H. Aranow	335	1.6	--	1.6	200	**	none	---	200	5.38
13	14-131B	P. Freitag	204	0.8	--	0.8	***	**	none	---	***	***
14	14-135	River Pines Association	303	1.2	--	1.2	***	**	none	---	***	***
15	14-137	Jar Management	292	0.8	--	0.8	100	**	none	---	100	2.69
TOTAL - HASTINGS WATERFRONT			10,082	88.7	44.2	44.5	\$1,500,500*			\$4,391,200	\$5,891,700*	\$158,214.72

* approximate

** less than 1¢

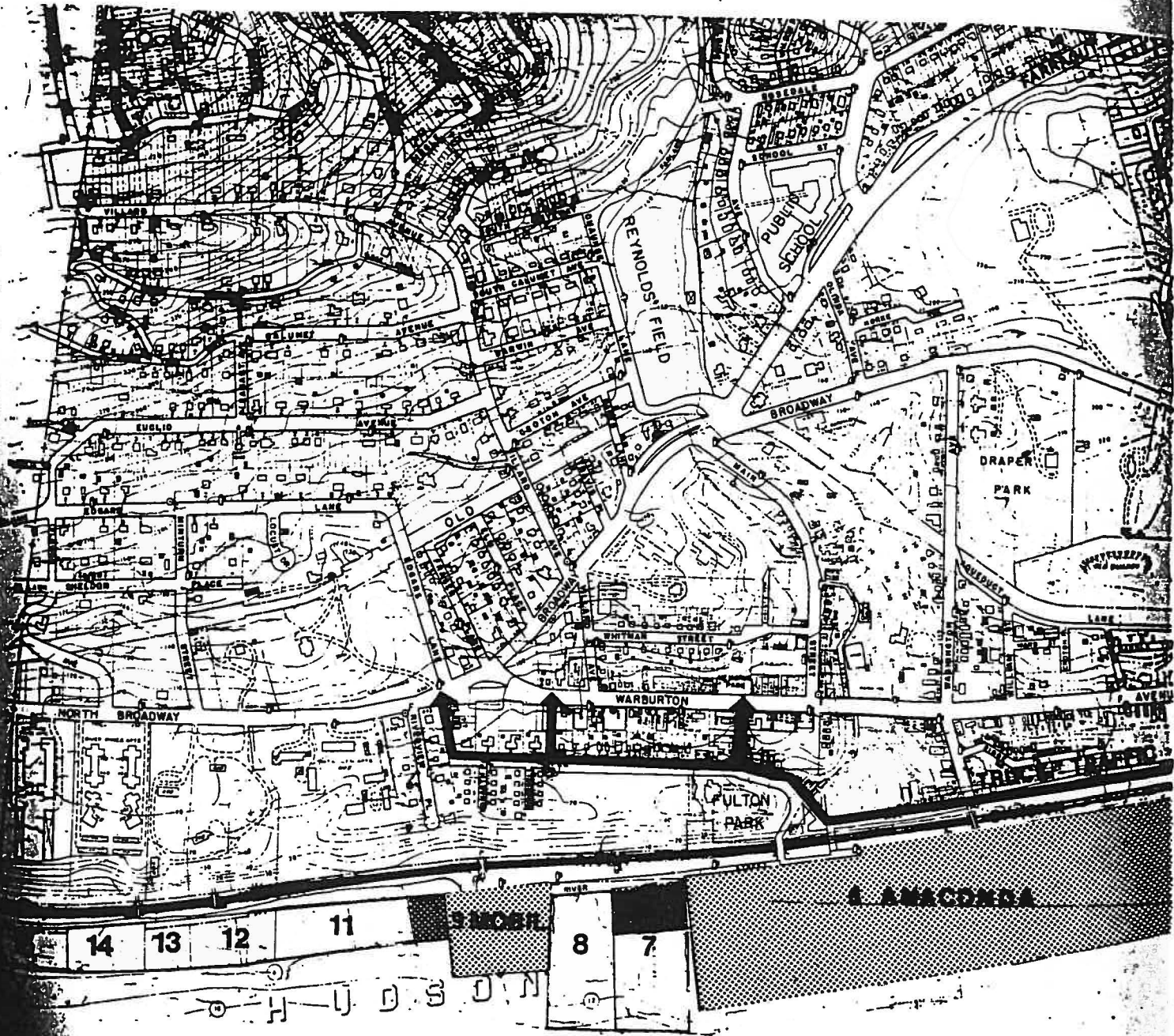
*** exact figure not available from tax rolls,
but value is estimate to be relatively low.

Source: Village Tax Rolls, HKS



HART · KRIVATSY · STUBEE

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Comprehensive Planning and Management Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Comprehensive Planning and Management Assistance Program for the New York State Office of Planning Services. It was financed in part by the State of New York.



II. South of Anaconda

A. Tappan Tanker

The Tappan property is the site of the Zinsser chemical plant. Zinsser dates back to 1897 and was discontinued in the late 1950s. In 1961, the western half of the site, used as a village dump, was filled and an oil tank farm was constructed, including a deep water port and four tanks with a combined capacity of 13 million gallons. In 1971, the Mobil Oil Company leased the facility with the intention of constructing two additional tanks for gasoline storage. The village then adopted an ordinance limiting bulk gasoline storage to 20,000 gallons. The plans for gasoline storage were then set aside. Mobil continues to operate the farm as an oil warehousing facility, storing heating and industrial oil for local oil distribution firms. Mobil has a purchase option; their lease expires in April, 1975.

The eastern half of the property is a low-quality private industrial park, with a main office building and several industrial and commercial tenants, including the Ulich dye plant, Petro oil company, and several firms that use the buildings and yards for storage.

Access to the site along Southside Avenue is unsatisfactory for large traffic volumes. Adequate access would require extension of Southside Avenue to Warburton Avenue. From the point of view of the village, the current facilities contribute little. In return for the noise and danger of truck traffic and the cost of road repairs and maintenance, the village tax bill is about \$23,000 per year.

The owners have no specific development plans; they plan to sell the property. The asking price is \$2½ million. The owner is currently negotiating the sale of a portion of the site to the Ulich Company, and claims that if Mobil does not exercise its 1975 option, he will sell the tank farm to one of several other bidders.

We have considered six alternatives for the property: industry, office, land trade, housing, industry with dead oil storage, and the status quo. The first four alternatives would involve removal of the tank farm and complete redevelopment of the site. In all alternatives we estimate for planning purposes that the cost or value of the property is considerably in excess of the current assessed value of \$857,700. This initial land cost, coupled with site preparation costs, is a severe limitation on development possibilities.

1. Industry

The property is currently run as an industrial park. Aside from the tank farm operation, the uses attracted to the site have been low-performance, low rent-paying industry and storage. This reflects both the general lack of demand for waterfront industrial property and the owner's low level of maintenance. One hope is that if the tank farm were removed and the image of the property changed, then higher performance industry could be attracted to sites in an industrial park.

The problem is that such a development operation would probably be unprofitable. Prime industrial sites market for a maximum of \$5 per sq. ft. in Southern Westchester County. Even if adequately paved, served, etc. this property is not a prime location. We estimate that prepared sites could be marketed in the range of \$3-\$4 per foot. However, the site acquisition cost alone is not likely to be far from that range. There is little or no margin for financing site improvements. No public subsidies are available for this purpose.

2. Office

A prestige-oriented head office and research and development center in southern Westchester should be able to afford fairly high land costs. But the cost of changing this property to a prestige location is also high. Problems include:

- a. road -- a new bridge or road to Warburton Avenue is needed to accommodate employee and service vehicles
- b. soil conditions -- buildings would require excessive foundation cost
- c. amenities -- the railroad and Anaconda plant would have to be screened
- d. location -- the site is inaccessible to a major highway to accommodate the peak hour traffic load.

3. Land Trade

The Burke estate, owned by the School Board, could be more easily developed as a site for a prestige corporate headquarters than the Tappan property. One alternative is for the Board to purchase the Tappan terminal as a high school or playing field site, and finance the purchase by rezoning the Burke estate and

selling it to an appropriate developer. This would increase traffic in the village center, but would also increase village revenues and be a means of acquiring recreational land at the waterfront. However, the opposition of nearby residents to this alternative may make it impractical.

4. Housing

Construction of luxury housing could both open the riverfront to the public and be a source of revenue for the village. It would require substantial site-related expenditures for access, piling and screening. We assumed a program of mainly two-bedroom luxury units with structured parking located between the housing units and the railroad, and a tree cluster or other suitable screen near Anaconda. We examined two alternative densities:

- a. Low Rise: 375 apartments; 3-6 story buildings; 25 units per acre; 1,000 people.
- b. High Rise: 750 apartments; towers; 50 units per acre; 2,000 people.

According to several developers, a luxury housing project (with condominium units priced at \$70,000) can support a maximum of \$10,000 per apartment for "excess costs"-- land

acquisition, access and site improvements, and excessive foundation costs due to poor soil conditions. Using that guideline, the low rise alternative could support up to \$3,750,000 in such costs. The Tappan site probably would require more than that amount: public subsidies, perhaps in the form of road construction, would probably be required by this project. However, a successful project could result in an increase of village revenue in excess of the public subsidy and increased services required.

The developers consulted all considered the low-rise alternative unworkable; they limited serious discussion to the high density high-rise alternative. Though judged financially feasible, there were reservations about the effect of an industrial neighbor -- Anaconda -- on the marketability of the housing. Also, such a substantial project is not likely to be politically attractive to the village.

The fifth and sixth alternatives do not involve removal of the tank farm:

5. Industrial Park with "Dead Storage" of Oil

In September, 1973, the New York State Public Service Commission ordered the State's utilities to maintain an emergency fuel supply

in case of possible future shortages. All were required to increase their reserves to a 45-day supply of residual oil. Three companies -- Con Edison, Central Hudson and Orange and Rockland -- will require additional storage facilities to meet this requirement. They represent a potential market for the oil storage facilities on the Tappan property.

The utilities require "dead storage". Supplies would come in by tanker and exit by barge. In case of a tugboat strike, tank trucks would be used, but in normal periods there would be no trucking of oil.

Con Edison discussed the property with the owner several years ago before the PSC ruling was made. The Con Edison representative claims that a satisfactory selling price could not be reached. Since the property is still under option until 1975 by Mobil and since the utilities are required to take steps in the near future, it appears unlikely for a deal to go forward without intervention by the public sector.

One alternative is for the village to create an Industrial Development Agency to acquire the property and develop it as an industrial park, with a utility as a major tenant. The Agency could use its tax-free

bonding power to public advantage. The income from a long-term lease with a utility would help assure the financing of the purchase. Preliminary estimates indicate that compared to the current land ownership and land use, it would probably provide a substantial net increase in village revenue. The low-grade industrial area on the eastern half of the property would be cleaned up and developed with new industries to expand the tax and industrial base and for village needs.

This alternative would eliminate objectionable truck traffic, possibly be a source of increased revenue and give the village control of the property. The additional income would be used to finance action on park development elsewhere on the waterfront.

6. Improved Status Quo

Unless the village takes action on the Tappan property, the oil terminal operation is almost certain to continue. If Mobil purchases the Tappan property, they plan to sell the Robison property (parcel no. 13-P121) and move the small tanks and garage to the vacant land at Tappan. The village could then negotiate a very favorable purchase of the Robison land for a village park in return for cooperation with Mobil's plans.

This alternative would neither alleviate the truck problem nor increase the village rateables. But it would involve no risk and would provide an inexpensive way for the village to start developing its waterfront park. We would consider it a fall-back position.

Strategy. The most promising alternative is the industrial park with dead storage of oil. This is a unique opportunity for the village to eliminate tanker truck movement and perhaps substantially increase revenues. The three utilities are currently making arrangements to meet the new requirements and plan to make financial commitments shortly. The next step is for the village to explore the recommendation in greater detail and to begin serious negotiations. We, therefore, recommend the following:

1. The Village Board should establish an Industrial Development Agency.
2. The Agency should continue to investigate the plan and negotiate with the property owner and utilities.
3. HKS would assist the Agency and the Board to formulate a detailed plan and carry it out.

B. Underwater Land

South of Tappan Tanker lies a 21-acre parcel of State owned underwater land. The village is currently negotiating with the State for the purchase of the land for recreational purposes. Two alternatives were investigated:

1. Acquire most or all of the 21 acres for extensive recreational use. Fill the land gradually over a long time period. One problem is that according to the Clark Associates report of 1970, the area has difficult fill conditions due to a bottom of alluvial muck. Also, the State has indicated that it may require a fairly high price for the entire 21 acres.
2. Acquire a small strip of shorefront land for a waterfront promenade. This would be less expensive and take less time to fill.

Another problem is the environmental effect of landfill on the river and its life support systems. This has been discussed with research scientists at the Boyce Thompson Institute, with officials of the State Department of Environmental Conservation and the U. S. Army Corps of Engineers. Previous to buying the land from the State, both of these agencies must tentatively approve the Village's plan for filling.

III. North of Anaconda

There are only two likely alternatives for the 3-acre area north of Anaconda. If the village takes no action, the area will probably remain as it is, with a marina, a small oil distribution facility, and a yacht club. But if the village takes action, this could be the opportunity to develop an excellent waterfront recreation area at relatively modest expense.

Of Hastings' two-mile waterfront, the North-of-Anaconda area is the most suitable area for water-oriented recreational and commercial development. There are several clear advantages:

1. It is currently an active recreation area. There is a marina, a yacht club, and indoor tennis, and it has long been used informally for walks and swimming. There is something to build on.
2. Access is good. Over 30% of the village population lives within walking distance. A large amount of parking is available in the station lot. There is a well-maintained, village-owned bridge over the railroad.
3. It is centrally located. The recreation area is near the village center and can be seen from it. The nearby park will be able to attract more people than a remote one. Also, the crowds attracted to special waterfront events can benefit the village commercial center.

4. It is easy to develop. The one parcel that must be acquired is relatively inexpensive. The park can be developed piecemeal, in stages.

We recommend the following plans for the land:

1. The Robison property has 1.7 acres. It should be acquired and developed with the following facilities:
 - a. public boat launch
 - b. passive recreation area, with benches and trees for young children, parents, elderly and the lunch-time crowd.
 - c. playground equipment and other active recreation for children and adolescents.
 - d. active recreation facilities for adults, with specific facilities such as tennis courts, paddleball and basketball, to be chosen by the village.
2. The Tower Ridge Yacht Club has recently constructed a bulkhead along its northern property line to develop a protected boat launch and marina. In return for a pedestrian easement across the yacht club land, the village could acquire and pave River Street to the yacht club gate.

3. North of the club, a horseshoe beach has formed on what is mapped as underwater property. The owner has indicated a willingness to cooperate with projects that would benefit the village. The village should negotiate with the owner to acquire the property and develop a public beach there.
4. A narrow riverfront promenade can be developed along the river north to the Dobbs Ferry line. The village should negotiate with other upland property owners.
5. Expansion of the Park. The yacht club is an asset for the recreation area. Should they ever decide to move, however, the village should acquire the land. The "Marinello property", a stretch of underwater land north of the marina, could also later be acquired and filled.
6. Restaurant and Commercial Facilities. It appears likely that with an imaginative riverfront plan, a restaurant could be developed in the park. A long-term lease with a restaurant operator could defray a substantial part of the expense of acquiring the land.

Strategy: The Robison property is not now for sale. It may come on the market in the near future or could be acquired through condemnation.

In either event it is difficult to estimate the likely cost to the village of acquiring the property. It is likely to be somewhat more than the current assessed value of \$115,400. An appraisal would be advisable for the purpose of negotiation or condemnation.

We recommend that the Board:

1. agree that it is favorably disposed in principle to having a bond issue to purchase property for park use north of Anaconda, provided the negotiated price is judged reasonable.
2. direct the Village Manager to pursue the park scheme -- starting with serious negotiations with Robison, the yacht club, the owners of underwater property and with restaurant chains.
3. direct the Village Manager to have an appraisal made of the property -- this will be useful for purposes of negotiation and for attracting a restaurant operator.

IV. Anaconda

With the cooperation of Anaconda, the Village could develop a walkway through the Anaconda property that would open the waterfront to the public. It would be a central link in a public walking and cycling path that we propose be developed along the entire waterfront. This idea has been discussed with the president of Anaconda, James Marvin, and was received favorably.

V. Summary

In summary, we recommend that the Village at this time take action on projects to the north and south of Anaconda. Two projects have high priority:

1. Establish an Industrial Development Agency to further explore the development of a waterfront industrial park. Successful development of this industrial area would accomplish the following: eliminate hazardous, polluting, and unsafe oil truck traffic; clean up a blighted industrial area; increase village revenues and increase employment opportunities for low and moderate-income residents of the village.
2. Negotiate the purchase of the Robison property and complete planning for a waterfront recreation area north of Anaconda. Successful development of this recreation area and adoption of recommendations 3, 4 and 5 will provide recreation opportunities for all Hastings residents, especially those of low and moderate income who live within walking distance of the proposed facility. Using part of the waterfront for recreational activity will be a more rational utilization of this unique natural resource.

Three other actions should also be pursued:

3. Purchase or obtain easements across underwater land north of the Hastings yacht club.
4. Develop a feasible plan for the purchase of State-owned land south of Tappan Tanker.
5. Complete other agreements that will permit construction of a public walkway along the entire waterfront.

HASTINGS WATERFRONT STUDY
APPENDIX NO. IV

BRIEF HISTORY OF THE HASTINGS WATERFRONT

By David MacEachron

In 1683 Hastings waterfront was part of the great estate granted by King James II to Frederick Phillipse. Prior to the coming of the white men, Sintsinets tribes of the Mohegan nation lived along Hastings shores. The Phillipse family were Tories and their lands were seized to be sold to small farmers following the Revolution. A half century after the Revolution, the area of Hastings was still thickly wooded and sparsely populated.

The Hastings waterfront played a role in the Revolution. Cornwallis with a force of 6,000 crossed the river from Hastings to Paramus and from there to march on Fort Lee. From an inlet in Hastings, Americans took food across the river at night to Washington's forces at Tappan.

The first industry on the waterfront was a mill, erected in the early 1830's. A road was graded down the steep river bank. In the 1830's and 1840's various light industry rose and declined: fertilizer, sulphur and cheap liquor together with a glass blowing factory. Marble quarries on the waterfront were reopened in 1834. Marble and granite from Hastings quarries were shipped out by water up and down the Atlantic coast. Quarry activities in Hastings largely ended about the time of the Civil War.

In this same period, there were two major developments which still greatly influence the waterfront. Between 1834 and 1838 the aqueduct was put through. Around 1847 the railroad along the Hudson was built, ending the use of the inlet which entered the ravine under the Warburton Avenue bridge. Prior to the coming of the railroad, this inlet served as a port for goods that were hauled up Factory Lane which joined Landing Road (as Main Street was called until 1883) about where the Hook and Ladder is now located.

At the time of the Civil War there were lime kilns situated on the site of the Hudson River yards. Dolomite for the kilns came from the veins which produced the marble quarries. Also during the 1860's came the two sugar mills on the waterfront, owned by E. F. Hopke, one south and one

north of Washington Avenue. In the early 1870's these were the largest industry in the Village. The destruction by fire of both plants in 1876 and 1877 brought depressed conditions to Hastings.

The beauty of the Hastings waterfront inspired an important Hudson River artist, Jasper Cropsey, who had his studio on Washington Avenue. Benson Lossing's classic, The Hudson: From the Wilderness to the Sea, first published in 1866, describes the view from Hastings as "the most picturesque portion of the 'Palisades'."*

In the 1880's the largest employer in the Village was the Treanor Stone Works located on the present site of the Anaconda wire mill. Stone was brought via the river from Oxford, New York. Likewise, on the waterfront in the 1880's there were the Adament factory making wall plaster and the Hastings Pavement Company. The beginnings of copper and brass manufacture in Hastings can be traced to the founding of the National Conduit and Cable Co. in the mid-1880's.

The 1890's are considered by Adam F. Downar, who wrote a series of articles for the Hastings Press in 1939 on industry in Hastings, as the period when the outlines of the modern waterfront began to emerge. National Conduit and Cable was reorganized and began making wire. After various changes this concern was taken over by Anaconda in 1919. Zinsser Co. was incorporated in 1897 establishing a chemical industry which persists on a smaller scale to the present. The Tower Ridge Yacht Club was founded in 1890 and until World War I, Hastings was a summer resort area. Wealthy New Yorkers sailed to Hastings and stayed in river-front cottages or summer houses. An early village ordinance, enacted in June 1891, forbade any steamboat or barge while making excursions for pleasure from landing passengers at Hastings except on grounds of persons licensed by the Village to receive excursions or picnic parties. All excursions on Sunday were forbidden. When a developer began filling in the shore with garbage, the Hastings beaches were no longer considered safe and the resort era for the northern waterfront ended.

At least as late as 1900 maps show a hotel to the west of what is now Spring Street. During this period, there were also coal and lumber yards on the waterfront.

* 1972 edition, New Hampshire Publishing Co., p. 355

From 1910 to the end of the decade was a period of rapid industrial development on the waterfront. The North Plant of what is now Anaconda was built in 1911 on the site of the Adament factory. During World War I, Zinsser Co., which had specialized in producing tannic acid from Chinese and Turkish gall nuts, turned to producing mustard gas. The importance of this activity was attested by the fact that 200 soldiers were stationed in Hastings to guard it. The soldiers were housed in a barracks on Warburton above Pinecrest and the officers were in a building on the west side of Warburton which stood where the little playground is now located.

The 1920's saw a rapid expansion of the residential sections of the Village. By 1929 Hastings was more residential than industrial. With the depression of 1929 the industries of Hastings were hard hit and there was persistent unemployment through the decade of the 1930's.

Robison, Inc. established a home fuel supply depot on the northern part of the waterfront in 1935. Today this concern has five tanks with a total capacity of 1.5 million gallons on 4 acres. It has a small dock and receives 14 to 16 barges per year. In 1960 Robison became a wholly-owned subsidiary of Mobil Oil Corporation.

The Hastings public dock was transferred to Anaconda sometime during the 1930's. This dock was reportedly last used during the mid 1920's. Apparently a land exchange was made with the Village acquiring Anaconda land.

In 1955 Zinsser was bought out by Harshaw Chemical. After a brief stay in Hastings, Harshaw moved away and the Zinsser property, after a period of standing vacant, was purchased by Tappan Tanker in 1961.

After the marble quarries ceased to be profitable, they eventually came into the possession of a local physician who was also an amateur naturalist. He gradually created a botanical garden in the quarry. Upon his death the family first attempted to maintain the gardens, but finding this too burdensome they sought to give them to the Village as a park. This offer was declined. Subsequently, the quarry was purchased by the Village as a dump.

The last major pieces of undeveloped property with a river view on the northern waterfront, the land west of Maple Avenue to the north of the Municipal Building, was subject of the Zoning Board of Appeals action

in 1958 when the County Construction Corporation asked for three variances relating to the size of yards. The land was already zoned to permit three floor apartments so a use variance was not involved. Subsequently, the River Edge apartments were built.

In 1958, Raymond May Associates delivered their report on Hastings development to the Planning Board and the Trustees. The Raymond May recommendations are given added interest by the fact that a large citizens' advisory group was established representing many different sections of the Village to meet with the consultants. The only suggestion in the Raymond May study was a proposal to fill the underwater land south of what is now Tappan Tanker in order to create 21 acres for a park and a small boat facility. Should this be done, the study pointed out that Railroad Avenue would have to be widened and the Village would have to take over the overpass. This park, it was suggested, could include a regulation baseball field and picnic areas.

The coming of the Tappan Tanker Terminal (George Rohrs, President) to Hastings in 1961 touched off a series of disputes which continue to the present time. Tappan Tanker was a fuel oil operation; it was not until Mobil became interested in the property that the use of the tanks for gasoline was proposed. The first dispute concerned a proposal, which apparently figured in the decision by the Board of Trustees to grant Tappan Tanker the necessary permits to do business in Hastings, to build a road southeastward, connecting Southside Avenue with Warburton Avenue. The purpose, of course, was to divert the anticipated increased truck traffic from the center of the Village.

At a meeting of the Board of Trustees on February 7, 1962, the Village engineer, Harold R. Becker, supported by several citizens with expert engineering knowledge,* asserted that the originally proposed "long road" designed to join Warburton about 240 feet south of Rawley's Bridge, was not feasible. He asserted that it would have to cross a garbage-filled area and a county trunk sewer line. A public meeting was held on April 30, 1962 to consider both the long and short road. (The latter about

* Louis Coakley of Coakley & Booth; Harold Fisher of Villard Contracting; Thomas Kavanagh of Prager, Kavanagh & Waterbury; and Eugene Rau of J. Rich Stears.

half the length of the long road and joining Warburton farther north.) Considerable opposition to either road was expressed by residents of the area on the grounds that it would depreciate the value of their homes. In the course of the hearing, Mr. Rohrs spoke of Tappan Tanker Terminal generating three truck trips an hour in a sixteen hour day with no trucks on the weekend. Petro which also came to the area at the same time had, in addition, a fleet of 35 trucks, but no estimate was made of how many trips would be involved.

At a meeting of the Board of Trustees on May 7, 1962, it was voted four to one to authorize construction of the short road. (Mayor Wagner, the only member of the Board who is still on the Board, voted with the majority.) The village counsel, Eugene Russell, was also authorized to renegotiate the arrangement with Tappan Tanker. At this same time, the widening of North Street was under consideration as a further way to alleviate traffic in the Village. Village records shed no light on why the road was not built.

In 1966, plans to build the Hudson River Expressway through Hastings aroused opposition in the Village as it did in many other riparian villages. William Ewen of Hastings, chairman of the Hudson River Citizens' Commission, was a leader of the fight to block the southward extension of the Expressway.

Complaints about increased truck traffic became frequent after Tappan Tanker began operating. Complaints against pollution being caused by Tappan Tanker were also frequent. Some time during the 1960's Trammel Crow, a large Dallas-based development firm, became the majority owner of the 15 acres which constituted Tappan Tanker Terminal. This parcel consists of approximately six acres along the river where the oil terminal is situated and nine acres to the east which is leased to a variety of smaller concerns.

In 1970, Mobil Oil Corporation indicated interest in leasing the Tappan Tanker Terminal and at the same time a request was made to the Board for permission to build additional storage tanks for gasoline and oil. At the Board meeting of August 3, 1970, it was reported that this request had been unanimously rejected. An informational public hearing was held on September 8, 1970 at which a large number of citizens were present. The Board's decision to reject the request for additional tanks and for the right to store gasoline at Tappan Tanker was approved. On May 1, 1971 Mobil Oil Corporation actually began leasing. They indicated the waste chemical disposal operation which Tappan Tanker had operated until then would be phased out.

On May 3, 1971, Dr. Gerald Finkelstein presented a statement to the Board on behalf of the Hastings Waterfront Committee urging that storage of gasoline in the large quantities required by filling stations should be prohibited and that storage of fuel oil be limited. At its regular meeting on June 7, 1971, the Board adopted an ordinance limiting the bulk storage of gasoline in Hastings to 20,000 gallons. At this same meeting the Waterfront Committee presented a petition urging the regulation of gasoline storage and truck traffic which had been signed by over 450 citizens.

The question of a road connecting Southside Avenue to Warburton was raised in another form by the TOPICS study of traffic in Yonkers and neighboring municipalities. This study proposed again a by-pass of the Hastings business district by linking Warburton to Southside to make a route which would take traffic on North Street past the northern end of the business district. Earlier the Raymond May Associates had made a similar recommendation and the Clark Associates also made suggestions for relieving traffic on Southside. The Board of Trustees, however, approached the matter with caution recalling earlier opposition to the proposal for the Southside-Warburton connection. A resolution to approve the general concept in the TOPICS was adopted in June 1971 ostensibly to reserve the possibility of gaining eventual federal aid on the project. A subsequent cut in federal funds for this program has rendered the matter moot.

In November 1971, the League of Women Voters, which had been making a detailed study of the waterfront over a period of months, conducted a walk along the waterfront for any Hastings residents interested. Substantial numbers toured the waterfront from Tappan Tanker on the south to the marina, Robison, Inc., and the Tower Ridge Boat Club on the north. At about this same time Anaconda had leased a section of its facility to Cosmetically Yours. The latter subsequently sub-leased a portion of its area to the River Tennis Club.

A proposal for a sea plane flying club based on an old barge south of Tappan Tanker was fitfully considered from the mid 1960's down to the winter of 1972. In January 1972, the Board definitely decided against such a proposal on various grounds and ordered Mr. Larry Nardechia to remove the barges he had moored on Village property.

In the spring of 1972, the Village Manager began an inquiry about some 22 acres of state-owned underwater land south of Tappan Tanker. Efforts

to secure this land for the Village are continuing to the present. In the fall of 1972, the Manager undertook to secure funds from the State Office of Planning Services for a study of the waterfront and its possible uses.

The Hastings Safety Council held an open meeting in January 1973 to discuss its study of truck traffic in the Village. Its most significant recommendation was that the Village purchase the Tappan Tanker Terminal as the best means of reducing the truck traffic originating on the waterfront.

CREDITS

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