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PRELIMINARY REPORTS
OF
WATERFRONT COMMITTEES

JANUARY 1987

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HASTINGS-WATERFRONT

January 12, 1987

ACCESS COMMITTEE GUIDELINES ON THE HASTINGS WATERFRONT

The following guidelines agreed upon by the Vehicular and Pedestrian Access Committee are meant to apply to the entire waterfront of Hastings, with regard to both imminent and possible future development.

SUMMARY OF BASIC POINTS

The Access Committee agreed there should be no fewer than two public streets for vehicular traffic joining the main part of Hastings with the waterfront area; any new housing should be built as an extension of the village street system; there should be easy access to a public promenade that runs along the entire length of the waterfront.

GUIDELINES

1. Loop Access to the Waterfront

There should be a minimum of two public vehicular routes joining the main part of Hastings with the waterfront area across the Metro-North railroad tracks; that is, an access "loop" is a necessity. It is not prudent to depend on the single existing bridge at the train station (the Dock St. bridge) to handle the entire increase in residential, commercial, recreational, and public service traffic that development of even one parcel of the area will bring with it.

Possibilities include construction of an underpass, improvement of the existing south end bridge (and converting it to public use), or construction of a new bridge in the vicinity of Quarry Road or Washington Avenue.

2. Access to the New Village Streets

Any new housing should be built as an extension of the village street system, that is, on streets that occur frequently, in a regular pattern, and that are entirely open to the public like any other streets in Hastings. One of the prime goals of the community in seeing the waterfront developed is to open the area to all residents of the village. The concept of a "development" that is a private or even semi-private enclave contradicts this goal and would encourage separateness from the rest of the village. All streets should be built fully to village standards and east-west streets should open through to the waterfront promenade and its views. This goal of full public access to the new part of the village is sufficiently important to warrant the village undertaking maintenance of these streets if that becomes necessary to avoid their designation as private streets. Diagrams of two possible street patterns are attached.

(Note: The above statement represents the nearly unanimous opinion of the Access Committee; however, there was minority support for

a willingness to consider "private" streets, privately maintained and open to the public.)

3. Public Access to River Views

Access to Hastings' unmatched river views should be provided by a promenade that extends along the entire north-south length of the waterfront. This promenade must be easily accessible to the public. There should be no suggestion, either explicitly by signs or implicitly by the way streets and buildings are designed, that the public is intruding on private areas to reach the promenade or is being "permitted" to look at the river view at the discretion of a private body. Public access to the new Battery Park City esplanade in lower Manhattan is a useful model in this regard.

4. Spine Road

A spine road to handle north-south traffic should be built to village standards for the entire length of the waterfront area between the train tracks and the new streets, open to all traffic without restriction. There should also be consideration of both the need for, and room for, a north-south road (either continuous or intermittent) between the new streets and the waterfront promenade. (See attached diagrams of two possible street patterns.)

5. Pedestrian Access to the Waterfront

There should be pedestrian walkways across the tracks in addition to pedestrian use of any vehicular crossings. The pedestrian crossing points should be located at such logical points as to give access to the park, plazas, and promenade.

6. Parking

Satisfactory parking facilities are necessary for the concept of access to have any reality. The people living in the waterfront area need parking, as do village residents coming to the area for recreation (including use of the parks, plazas, promenade, and boat launch) and shopping. New housing should incorporate parking for two cars per dwelling unit with at least one of these spaces in a garage. On weekends and holidays, when recreation traffic will be at a peak, the station parking lot will provide useful overflow parking provided adequate pedestrian access to the waterfront area is available. Parking for shopping and commercial space should follow the requirements of the Village Zoning Ordinance. Key recreational facilities such as the village park and the public boat launch will require adequate parking. Some parking should be planned to ease public access to the promenade and plazas.

7. Pedestrian Access Through the Mobil Site

The village should be aware that suggested deed restrictions on the Mobil site might interrupt the pedestrian promenade. Since a continuous promenade is a high priority, an arrangement might be negotiated with Mobil that allows for continuity of the promenade.

8. Vehicular Traffic Impact

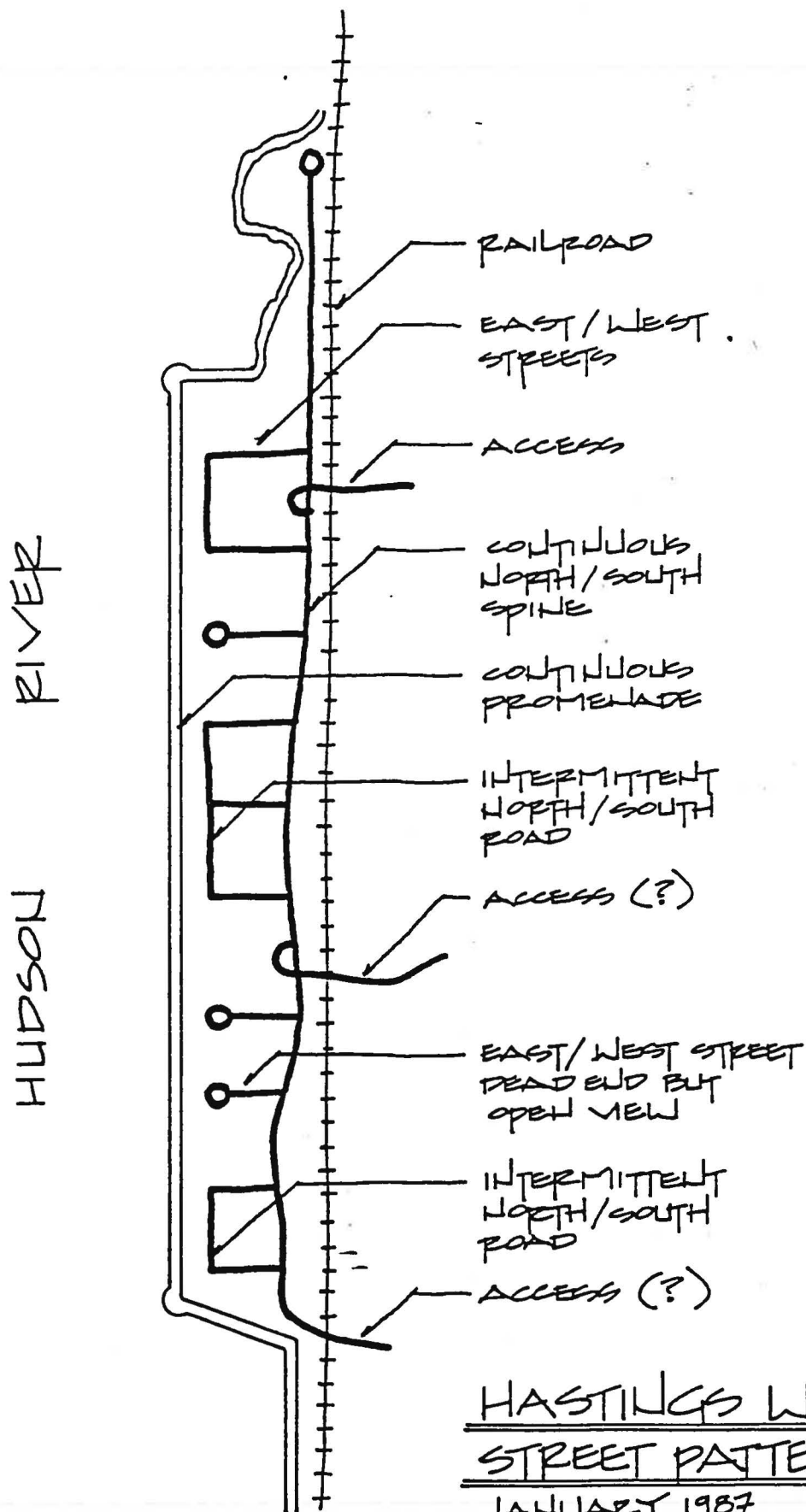
The village should prepare its own realistic traffic impact study to determine what will be an acceptable level of traffic as a function of new waterfront development. This will help to determine the acceptable density of dwelling units and other uses.

9. Overall Access Plan

Since development of the waterfront will require many access improvements, an overall physical plan of this critical area must be prepared by the Village. This will allow the village to allocate various improvements to different developers in a fair and reasonable manner.

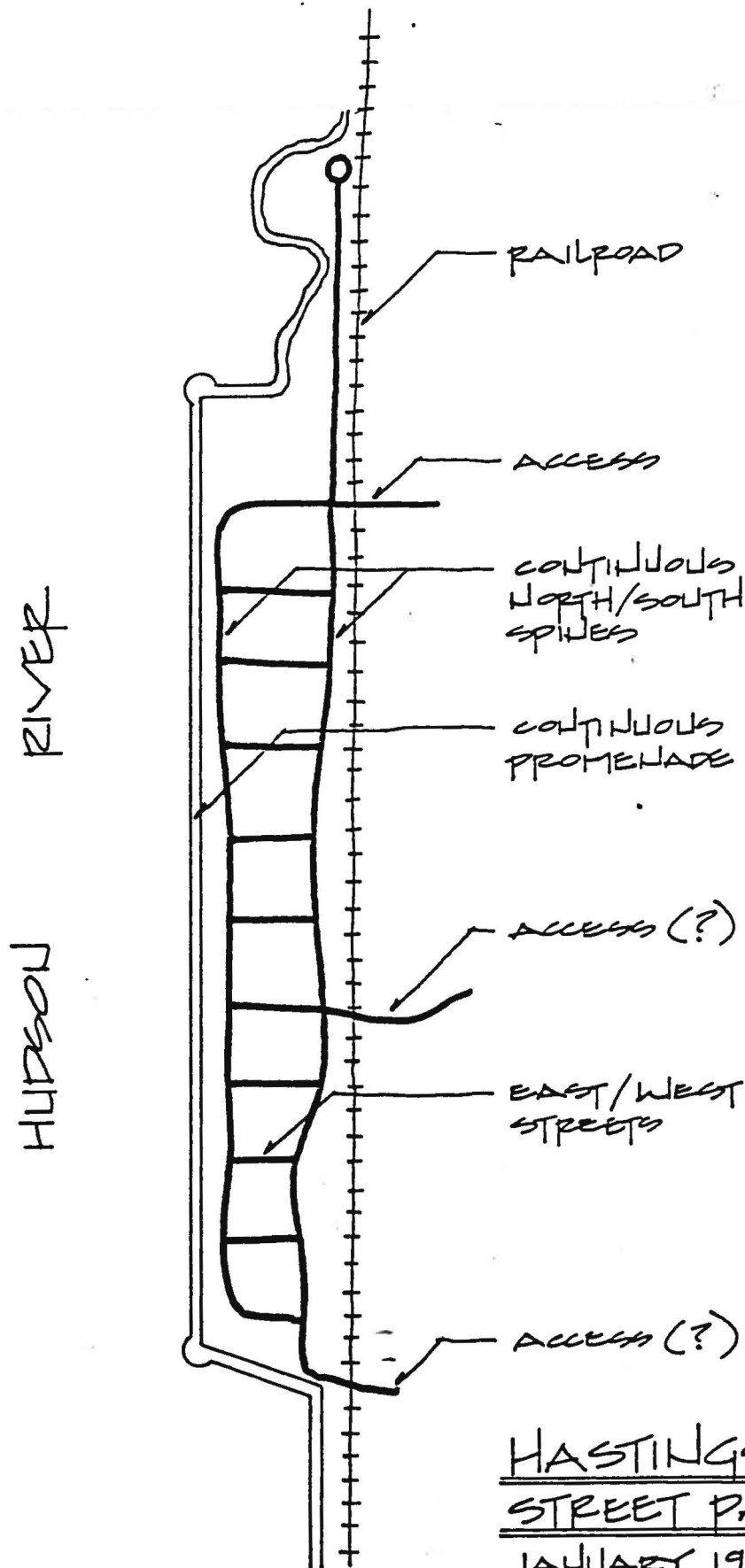
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HASTINGS WATERFRONT
STREET PATTERN 'A'
JANUARY 1987





HASTINGS WATERFRONT
STREET PATTERN 'B'
JANUARY 1987



This report represents the conclusions to date for the Views and Aesthetics Committee. We feel that this report may be amended, based on our conversations with members of other committees and on efforts to integrate this material with reports from other committees. The members of this committee are as follows: Lucile Alter, David Harrison, Harriet Holdsworth, Wendy Mesnikoff, Peter Patterson and Phyllis Vins. The minority views that are included in the report are those of David Harrison.

WATERFRONT: VIEWS AND AESTHETICS

The Dimensions of Waterfront Development

What happens on the Hastings waterfront has several critical dimensions. A time dimension reflects the historic nature of the Rivertowns--this is still evident in some structures that go back to the early settlement of our region. The River towns represent an accumulation of architectural styles over generations--but structures are, with the exception of some huge waterfront industrial complexes, generally small in scale. Another aspect of time is the implications for the future. Waterfront development will become a conspicuous feature in the towns where it occurs and it will have a major impact on the nature of the population--a trend against the social and economic diversity that has characterized these communities and which is reflected in people's homes and neighborhoods. Waterfront development, by incrementing population in concentrated areas, will add to burdens of traffic in the River towns. This is compounded by intense development over the entire area. To the extent that a sense of quiet and uncrowdedness is a part of the aesthetics of these towns, all development poses a challenge to achieve a controlled and moderate growth.

Economic changes are an inseparable factor in the future of the waterfronts. Shifting economic and transportation patterns have altered the industrial base of the historic waterfronts. Many small and not so small factories have closed down. Jobs now lie in expanding industrial parks away from the river, as well as in the city, and the current demand is for housing for an increasingly educated and affluent workforce. This is a change that must be accommodated.

Implicit in these preceding dimensions is a regional aspect: Hastings is not an isolated community--it is linked to the lower Hudson Valley by history, economics and by aesthetics because of the spectacular beauty of the area. Decisions we make should, in part, reflect our regional responsibility. As citizens of Hastings we have the right and responsibility to support plans that are protective of the appearance and village character of Hastings, especially where it concerns our unique views of the river and the Palisades and our need to regain access to our waterfront. The majority of the Aesthetics and Views Committee believes that because of the special nature of the waterfront, the community should impose guidelines on this site that are not necessarily imposed on the rest of the community. A minority view holds that special regulations may be unduly punitive to developers.

A Larger Responsibility.

This majority position is not just representative of a few or even of just Hastings residents, but of a significant population in the upper and lower Hudson Valley as expressed in recent New York Times articles: November 11, "New York Harbor Redesigns;" November 14, "Do High Rises Bring Waterfront Down to Earth?" December 7, "Croton on Hudson Wary on Condo Plans;" and while Yorktown is not a Rivertown, its problems are similar--January 4, "Yorktown Closes Door on Condos." This last article reflects concern with the unsatisfactory economics of condos

and high density.

Organizations such as Scenic Hudson, The Hudson River Fishermen's Association and the Clearwater are among the groups that for years have been actively concerned with preserving and protecting the beauty and ecology of the Hudson and Palisade environment. This concern is an historic one that goes back to 1894 when a group of private citizens formed the Palisade Protective Association, the outcome of which was the Palisade Park and Parkway, which in turn became models of environmental planning and design for the whole country.

Hastings: the Nature of the Place.

In many ways, Hastings represents small-town Americana--its few blocks of shops in 3 story buildings, with residential apartments on the upper floors. The architectural style is a mellowing hodge-podge. Buildings are unpretentious, but well-maintained. They quickly give way to the north and east to tree-lined streets with modest homes. Here and there, scattered around the Village are some grander structures--relicts of former estates or simply homes in a more imposing style. To the south of the central shopping area there are a few blocks of "old town" residential flat buildings, mostly 3 stories. A few 4 and 5 story buildings are walk-ups. To the west is the waterfront. Long an economic resource, with industrial plants along the railroad tracks, but also a painful reminder of the consequences of poor planning and lost opportunities. The waterfront is now underused and the Anaconda plant a crumbling wreck.

Hastings is a suburb and housing developments, Waverley and Park Knolls, fit the usual suburban mold in some ways. Shadowlawn, a well-built development of the 30's, has held up very well. However, time, varied terrain, magnificent views and giant trees give these developments some uniqueness.

A few large elevator apartments intrude an urban quality: La Baranca, with its Mediterranean stuccoed exterior darkened with age and shab appears to have grown on the site along with the surrounding trees, and in the summer the massive buildings of Hastings Terraces now appear more tied down to earth because of the towering trees that arise to the tops of the buildings. In the winter, the Terraces 6 story bulk is more conspicuous. The Townhouse is an unappealing sprawl--how did it happen? The same might be said for two of the three garden apartment developments along North Broadway and those north of the library, for they serve as a wall against the river view.

We can't claim to be a pristine small town. But considering that Hastings is 40 minutes from mid-town Manhattan, its small town qualities combined with its hillside contours, and ever-present glimpses of the river and the Palisades entitle us to believe that this is a special place; an island in the midst of a sprawling urban amoeba. Waterfront development offers the Village an opportunity to greatly enhance its specialness by reclaiming its access to the river and improving its views. Because we have lost so much doesn't mean that we should settle for a little bit more. We must be sure we seize the present opportunity and design a better future.

Recommendations for Waterfront Guidelines.

We have a small but exceptionally beautiful piece of the Hudson shoreline and it is up to us to do our utmost to preserve this beauty for the benefit of all who come this way. We can do this by writing into our zoning codes basic requirements and standards that developers must be held to. We recognize the dilemma that this poses: steering a course between being too open and too restrictive, establishing guidelines that don't preclude creative design or rule in the fad of a decade.

1. Buildings should be no higher than 3-4 stories. The design and configuration of these buildings should be varied in form and consistent in quality throughout the construction.

2. The buildings should be clustered in groups that will not wall off the River, but that will provide views through to the River from many angles.

3. The scale of these buildings should be consistent with the majority of the surrounding village buildings, i. e. "The real challenge is to keep a scale that is economically viable, but small in scale and engaging enough to be humane." (James Dausch, developer of South Street Seaport.)

The Views and Aesthetics Committee believes that regaining and keeping the River and Palisades view is a major consideration. To this end all oppose any building concept that presents a wall blocking views--even a low-rise wall of a few stories can have this effect. A minority opinion holds that narrow towers are the most effective way to maximize vistas and gain access to the waterfront, whereas a majority believes that what is on the waterfront as well as what is beyond it contributes to the total visual impact and therefore, the majority favor low-rise construction as more harmonious with the character of the community.

Often economy dictates a carefully designed facade and neglects what lies behind. Back entrances of residences and shops should include adequate storage areas, shielding walls or fences, both for convenience of users and view protection of the public.

The minority opinion is that so long as the building codes are satisfied, we should not control these features.

4. While information from the EIS will be critical in determining density, decisions in other communities regarding waterfront development give us some direction: 11 units per acre in Croton, 7 in the plan being developed for Irvington and 5 for Piermont. Density on the Hastings waterfront should fall within this range--the lower, the better.

There is a strong consensus that density and aesthetics are closely linked. The negative impacts of dense development--extensive parking lot sprawl or parking facilities, view blocking structures and limitation of greenspaces--all weigh against the needs for view preservation and the general attractiveness of the waterfront.

5. Building material should be of natural materials--wood, brick, cement in moderation--as opposed to reflecting metals, brightly colored plastics and panelings.

The minority believes the developer has the final decision in the choice of aesthetic alternatives and that the Village can only urge, but not decide these issues.

6. Parks, plazas and/or greenspaces are vital because they afford us vistas through and around constructed areas and a visual respite from concentration of buildings. A promenade that runs the length of the waterfront not only serves to link public areas, but it enables people to enjoy the beauty of the waterfront and the Palisades in a more immediate way. A boatlanding area facilitates an additional dimension of enjoyment of the beauty of the River.

There should be a distribution of open space (whether private or public) at intervals across the length of the waterfront so that views are protected throughout the Village. However, it is vital that public areas be of adequate size so they don't become "canyons" between rows of buildings. A creative arrangement of open spaces should avoid a "checkerboard" patchwork of parks and

buildings.

The Promenade should be 20' wide to provide for sitters and strollers. A narrow walkway that may become crowded would detract from a leisurely atmosphere that is integral to enjoying the views.

Also, care should be taken to identify the most valuable vistas from the waterfront, as well as from the Village, and these should be protected as a public heritage.

7. Landscaping/plantings should take into account the aesthetics of looking over and being on the waterfront.

Trees have a special role in moderating the scale of construction and plantings provide screening and softening of the various buildings and areas. While trees immediately adjacent to buildings may be very beneficial, vistas of the river should be protected. Plantings throughout should be hardy and resistant to the exposed environment. Careful use of plantings could also serve to separate private and public areas and to disguise any fencing that proves essential. Low evergreens could contribute to wind break and help to buffer parking areas without obstructing views.

Another aspect of aesthetics is the experience of being on the site--publicness and aesthetics are joined. The placing of plantings and variations in terrain in public areas should give protection from the prevailing west winds and maximize exposure to the low fall and winter sun. Natural materials should be used for planters and walkways whenever possible.

8. Because of the need to raise buildings up to protect occupants from the flood plain, special care must be given to the handling of ground-level parking areas in most or all buildings. Rows of parking facilities could lead to design monotony. In general, structural and stylistic monotony should be avoided, even though these serve as construction economies.

9. All lighting should be consistent in height with the Village lighting and because much of the Village will look down on the waterfront, lighting at night must be designed to avoid glare. Capping of lights and the types of lighting used should take into account the glare-effect on the rest of the community. The Village may have to make some accommodations to protect new residents from glare from above. Also, utility lines should be underground.

10. Because of the conspicuous nature of waterfront development, extra precautions should be taken that guidelines allow for continuing protection of the overall quality and maintenance of both structures and landscaping. Accountability is important--who is responsible for what and for how long. There must be protection against erosion of standards.

The minority believes that this type of regulation places an undue burden on developers and on residents. These should be enforced only if such regulations are imposed on the entire Village.

11. Commercial signs should be of limited size and restricted to areas immediately over shops, restaurants and other businesses that may locate on the waterfront.

PRELIMINARY REPORT OF FUNDING COMMITTEE

The purpose of the committee was to explore possible sources and methods of funding for various necessities and amenities on the waterfront which it determined may result from the development of the waterfront. The committee identified various funding sources and has attempted to match them with the specified necessities and amenities. Numerous items which are inherently part of a development (i.e., landscaping, interior roads) were assumed to be developer costs. In addition, it was assumed that the entire waterfront from Service Manufacturing south would eventually be developed for residential use. The committee evaluated funding services both to build and maintain the necessities and amenities. It recommends that the development be viewed as revenue neutral: a developer should not be determined by inequitable taxation; nor should the village spend money for services to the site in excess of tax dollars provided from the site.

POSSIBLE SOURCES OF FUNDING:

1. Developer Funding: A developer would be required to either build the necessity/amenity or contribute to a fund which would build it.

2. Special Assessment District: A district consisting of waterfront property requiring change of zoning for

properties now owned by Mobil, Hastings Associates, Service Manufacturing and perhaps Uhlco. Certain capital projects required as a result of the development of the waterfront could be paid for through special assessments, or debt service on bonds could be paid through special assessments. The legal feasibility of this concept has not been investigated.

3. Privatization: The operation of a necessity amenity by a private entity would pay for the maintenance and possibly fund the building of it.

4. Bond Issue: The Village of Hastings on Hudson would issue a bond in order to raise sufficient capital to pay for a capital expenditure. The bond issue would be paid for using some of the other funding services and methods specified in the report (i.e., special assessment district, user fees, general revenue fund).

5. User Fees: The user of an amenity or necessity is required to pay a fee. The fee would then pay for the maintenance as well as the building of the amenity/necessity.

6. Private Source: Certain items may be built by a beneficiary (i.e., Metro North) or by grant from another government agency.

7. General Revenue Funds: Funds from the Village budget, increased by taxes from waterfront development not by expenditure on the development.

NECESSITIES/AMENITIES

This list is not all inclusive and not in order of priority.

1. Train station access on the south end: There is presently no pedestrian access to the train station on the south side of the Dock Street (Train Station) Bridge. Funding Source for construction and maintenance: Metro North and Developers.

2. Pedestrian Bridge: Pedestrian bridge from bottom of Washington Avenue across train tracks. Funding Source for construction and maintenance: Developers and Village General Fund.

3. Promenade: Running along the waterfront. Funding Source: Adjoining developer will build and maintain.

4. Village Park at North End/Boardwalk: Village General Fund.

5. Extension of exit ramp at Dock Street Bridge: Rather than a sharp right or left turn, the exit ramp would be extended into Service Manufacturing property in a circular pattern to accommodate traffic. Funding Source: Developers and/or Special Assessment District.

6. Provision of Park Land or Funds for Acquisition of Park Land: Possible acquisition of part or all of the Mobil property for a park. Funding Source: Developers and/or Bond Issue.

7. Boat Launch: A ramp and access road. Funding Source: Village General Fund and User Fee.

8. Additional Train Parking: Residents on the south end of the Hastings Associates' Property as well as future residents on the Mobil and Uhlco properties would drive to the station. As a result, additional train parking may be needed. Funding Source: Bond Issue paid by user fees.

9. River Street Rebuilding: River Street north of the Dock Street Bridge will need to be paved for increased usage stemming from village park. Funding Source: General Revenue Fund.

10. Mooring for Sojourner Truth: Self-explanatory: Funding Source: Private sources tapped by Sojourner Truth and negotiations between Sojourner Truth and developers.

11. Marina: Publicly available dock space. Funding Source: privatization

12. Incremental Increase in Insurance Costs for Additional Necessities/Amenities: Funding Source: Village General Fund

13. Widen Zinsser Bridge: If the Mobil property is made into a village park or is developed, access to the Zinsser Bridge must be obtained and the Zinsser Bridge must be widened. Funding Source: Special Assessment District, Developers.

14. Additional Vehicular Bridge: If the entire waterfront were to consist of 500 units or more, an additional

vehicular bridge may be required. Funding Source: Special
Assessment District and/or Developers.


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USAGE COMMITTEE ON THE HASTINGS-ON-HUDSON WATERFRONT

Draft Statement of Principles for Development of the
Entire Hastings Waterfront With Respect to
Residential/Commercial/Recreational Usage

1. The waterfront should be seen as a whole. A physical plan and appropriate zoning should be developed for the entire area. The waterfront should provide a balance of new residences, new commercial space and new public recreational areas.
2. The entire Hastings waterfront should be an extension of the village of Hastings-On-Hudson, not an area of enclaves. The waterfront area should become a neighborhood in which units are located on public streets.
3. The buildings on the waterfront should not be higher than three stories on top of parking, with an approximate height limit of 35 to 40 feet.
4. The maximum number of housing units for the entire waterfront's approximately 35 developable acres should be in the range of 250 to 300 units. The maximum allocated to the Hastings Associates 18 acres should not exceed 50% of the total allowed. At least 80% of the total housing units on the waterfront should be held in fee simple ownership (individual attached houses on individual lots).
5. Serious consideration should be given for the inclusion in any development plan of a proportion of moderately priced housing for senior citizens and other residents.

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6. New limited commercial usage should be included. Most appropriate are those that serve the needs of the residents of the village and nearby areas: office space, service businesses, restaurants, etc:
 7. At the waterfront there should exist a public walkway or promenade (25 to 40 feet wide) running the entire length of the river frontage.
 8. The future use of the entire 8 acre Mobil site is of critical importance to the waterfront. The village of Hastings-On-Hudson should not allow a deed restriction which would prohibit future park or marina use. Every effort should be made to acquire the land for the village.