Village of Hastings-on-Hudson
Draft Comprehensive Plan

Prepared by the Hastings-on-Hudson Comprehensive Plan Committee

with

Phillips Preiss Shapiro Associates, Inc.
Planning & Real Estate Consultants

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VILLAGE OF HASTINGS-ON-HUDSON
DRAFT COMPREHENSIVE PLAN

VILLAGE OF HASTINGS-ON-HUDSON,
WESTCHESTER COUNTY, NEW YORK

Prepared for

The Village of Hastings-on-Hudson, NY

Prepared by

Hastings-on-Hudson Comprehensive Plan Committee

with

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CHAPTER 1 INTRODUCTION

OVERVIEW

The Village of Hastings-on-Hudson ("the Village") is located on the eastern bank of the Hudson River about 20 miles north of midtown Manhattan. Panoramic views of the Hudson River and Palisades are offered throughout this compact community, which is two square miles in area. Because of its setting, the Village has long attracted artists and writers who strive to capture and share its beauty. At the same time, however, access to the Hudson River has also made the Village a desirable place for industry, which historically attracted a diverse workforce.

The main goal of the Comprehensive Plan is to protect those assets which make the Village such a desirable community to live in while planning for and responding to potential impacts to its community character. It provides a positive vision for a sustainable community that balances financial realities, potential development, quality of life issues and much more. It captures our aspirations for what we can be while holding on to what we treasure. The Village's assets include: location, population diversity, historic architecture, natural resources and tree-lined corridors and small town feel. Potential impacts include the anticipated redevelopment of the contaminated Waterfront area, the potential development of long-held large tracts of land whose landscape defines the Village's corridors, rising housing prices, and the continued escalation of property taxes due in part to the loss of tax ratable waterfront industry.

Although the Village has periodically updated its zoning code over the years, a formal comprehensive plan has never been prepared. However, the Village government and its associated committees have, over the years, prepared a number of planning documents and assessments that have provided guidance to the Village government. Some of the more important documents are listed below. The Comprehensive Plan builds upon these earlier planning efforts, often logically expanding on these earlier documents:

- *The Planning Principles (1988)*
- *Planning Review (1996)*
- *The Community Vision Plan (1998)*
- *A Redevelopment Plan for Hastings-on-Hudson Waterfront (2001)*
- *Walkable Communities Workshop Report (2003)*
- *Waterfront Implementation Strategy (2004)*
- *Assessment of Park and Recreation Facilities and Fees in Lieu of Parkland (2005)*
- *Quarry Study Committee Report (2005)*
- *Report of the Large Tracts Subcommittee of the Planning Board (2004, revised 2006)*
- *Transportation Plan and Pedestrian Enhancements (2007)*

- *The Draft Local Waterfront Revitalization Program Plan (2004, updated 2007)*

The Village has been moving toward adopting a comprehensive plan for several years. In July 2007, the Village Board of Trustees ("the Trustees") passed a resolution to initiate the development and consideration of a comprehensive plan for the Village. Later that year, the Comprehensive Plan Committee ("CPC") was empanelled. The CPC was made up of 11 resident volunteers from a variety of neighborhoods within the community and who have diverse backgrounds and experiences.

PROCESS

From the start, the CPC's goal was to create a Comprehensive Plan that would grow out of the Village's strong sense of community involvement and activism.

Starting in October 2007, the CPC met twice a month at the Community Center. By early 2010, the CPC had met more than 50 times. All but one meeting were open to the public and recorded by WHOH-TV. In addition, an e-mail address was made available to the public for the CPC to answer questions and receive feedback. Each month, a different member of the CPC responded to the e-mail. The Village set up a webpage for the Comprehensive Plan, which became a repository for all information related to CPC activities and reports.

The CPC began by gathering data. CPC members divided into subcommittees that were focused on land use and zoning; transportation and infrastructure; economics; community background, and history and planning history; demographics; regional and local setting and intergovernmental and municipal structure; community facilities and cultural resources; community services and scenic, historic, recreational and natural resources; and sustainability.

As part of a studio project during the spring 2008 semester, 11 graduate students from the Urban Planning Department of Hunter College, lead by CPC member Richard Bass, began to study the Village. The students interviewed most of the elected leaders in the Village and conducted two extensive surveys to reach the broader community.

The students distributed a community survey to the Village's email list. The survey was sent to almost 1,100 email recipients and 388 usable responses were received. While not a controlled scientific study or strictly limited to just Village residents, the survey did start to identify community concerns. Almost 75% of respondents were over the age of 45. While this number was slightly disproportionate to the total population, the distribution was useful in the CPC's later focus on the Village's aging population and its needs. Economic development and Waterfront redevelopment were the most important issues to respondents. The survey also revealed that pedestrian safety and sidewalks

were a greater concern than traffic and congestion. Two-thirds of respondents indicated they would like to retire in Hastings, with the majority hoping to reside in their current residence. Finally, the majority of respondents indicated they would participate in and support regional and historic tourism.

The following are key findings:

- 40.6% of respondents indicated that their 'vision' for the future of Hastings is as a regional destination.
- 84.8% of respondents either agreed or strongly agreed that there is a need for waterfront redevelopment as soon as possible.
- 91.8% of respondents either agreed or strongly agreed that the Village needs to encourage 'Downtown' economic development.
- 53.7% of respondents strongly agreed that property taxes in Hastings are too high.
- 54.5% of respondents strongly agreed that the Village should improve pedestrian safety.
- An overwhelming 73.5% of respondents indicated that the Village needs to maintain its excellent public schools.
- 76.5% of respondents characterized the Village's downtown business area as serviceable, but lacking much of what is desired.
- 49.1% of respondents indicated that more than 50% of their shopping is done outside of Hastings.

In spring 2008, the CPC began a series of public visioning sessions designed to elicit information from residents about the Village's future and other issues and topics likely to be covered in the Comprehensive Plan. These sessions were held in various locations throughout the Village to draw as much community participation as possible. Some of the meetings targeted specific groups such as high school students, seniors and middle school students. The small group community meetings took place at the following locations:

- Holly Place neighborhood (May 2008)
- Hillside Elementary School cafeteria (May 20, 2008)
- Barnes Room at Hastings Library (May 22, 2008)
- Spring Fling (May 2008)
- Uniontown Fire Station (June 5, 2008)
- Barnes Room at Hastings Library, regarding Seniors (June 8, 2008)
- Hastings-on-Hudson High School, (September 25, 2008)
- Hastings-on-Hudson Middle School, (December 11, 2008)

At each meeting, participants were asked: 1) to identify the best things in the Village; 2) who are we – as a village, a community?; 3) what's working, or not working, in Hastings;

4) who do we want to be?; and 5) is there anything you would like us to take back to the committee?

On June 18, 2008, John Dennehey, a planner from Hudson River Valley Greenway led a community visioning meeting. Small groups, each led by a member of the CPC, discussed: 1) what would you like to see in Hastings? Services? Amenities? 2) should Hastings be a destination for visitors or a resource for residents? Or both? 3) where do you see Hastings in 10 years? 20 years? The results of the meeting were compiled and posted on the CPC's website.

In January 2009, the Village hired Phillips Preiss Shapiro Associates, Inc. "PPSA" to serve as the CPC's consultants. PPSA began by gathering background data and information. PPSA reviewed previous plans and Geographic Information System "GIS" data. They toured the Village with the Village Deputy Manager and Village Planner.

PPSA then conducted stakeholder meetings with representatives from the community including: Fran Frobel, Village Manager; Susan Maggiotto, Deputy Village Manager; Mike Gunther, Superintendent of Public Works; Dave Bloomer, Chief of Police; Angela Witkowski, Director of Planning; Sue Feir, Library Director; Raf Zaratzian, Deputy Treasurer/Technology Director; Ana Hiraldo-Gomez from the Westchester County Department of GIS; Ron Gagliari, Fire Chief; Patty Speranza, Planning Board Chair; Peter Swiderski, then Trustee and incoming Mayor; and Mayor Lee Kinnally, the outgoing Village mayor.

At PPSA's initial meeting with the CPC in February 2009, PPSA led a S.W.O.T. (strengths, weaknesses, opportunities and threats) analysis with the CPC where the committee members were asked to identify the Village's strengths and weaknesses, as well as opportunities, threats and ideas for the future. The analysis revealed that six major topic areas were of utmost importance to the Village: large tracts, including the Waterfront; the Downtown; vehicular, pedestrian and bicycle circulation; infrastructure; environmental sustainability; and neighborhoods and quality of life. These areas became the framework for the Comprehensive Plan.

In March 2009, PPSA held a kick-off meeting with the community, building upon the June 2008 Visioning Session, as well as the CPC S.W.O.T. analysis. Participants at this meeting re-iterated many of the concerns voiced at the 2008 June Visioning Session. These concerns revolved around three issues:

Economic development to increase annual municipal tax revenues to be greater than annual municipal costs. How should the Village position itself for the next ten years to improve its fiscal health as taxes continue to rise?

Environmental sustainability to protect natural resources such as landscapes, water bodies and steep slopes, as well as implement sustainable "green" practices into Village operations and the every-day lives of residents.
Preservation of community character to protect the diversity of the Village's citizenry, its small town feel and its neighborhoods, while planning for changes related to the redevelopment of the Waterfront and other large tracts.

The CPC and PPSA then led two community workshops. The first, held in the Community Center on May 2, 2009, focused on the large tracts including Waterfront and the Downtown. The second workshop, held on June 15, 2009, focused on vehicular, pedestrian and bicycle circulation; infrastructure; environmental sustainability; and neighborhoods and quality of life.

After each workshop, PPSA drafted recommendations based on its research and public feedback received at that time. In September 2009, the CPC divided itself into subcommittees and over the next six months reached out to the community to review, distill and revise the draft recommendations. The CPC set up a blog to discuss the Village and the Comprehensive Plan. The blog was used for review of the circulation recommendations. Community volunteers joined the CPC in the subcommittee review. The draft recommendations were posted on the CPC website and residents were invited to attend meetings that were held on specific topics, so to provide input on the recommendations.

The recommendations outlined below, and elaborated on in subsequent chapters of this draft Comprehensive Plan reflect, in part, this public outreach process.

Goals and Objectives of Comprehensive Plan
Three major goals for the Plan emerged through the comprehensive planning process as priorities for the community. It reflects a tradition of discussion and visioning flowing from the previous planning documents and planning events and does not represent a radical break with the past but rather draws on and embraces many (though not all) of the principles established previously. Each of the objectives and strategies described in the subsequent chapters further at least one of these goals.

1. **Foster economic development.** Residents want land uses that will generate tax ratables. As a result, the recommendations aim to create economic development opportunities in the Downtown and on some of the Large Tracts, especially on the Waterfront. The recommendations also outline actions intended to be fiscally responsible for the Village.
2. **Promote environmental sustainability.** This goal includes the protection of natural resources, landscape, steep slopes and water bodies. The goal also recognizes the new "green" value system in this country. As such, the

recommendations aim to promote walking and bicycling, protect open spaces and natural features, preserve and reuse buildings, envision a cleaned-up Waterfront and promote "green" design and more sustainable practices in the Village.

3. **Protect and enhance community character.** The Village is located on the shores of the Hudson River in close proximity to New York City, and has a cherished small town feel. These qualities help define the Village's community character. The recommendations aim to protect what is special about the Village. This Plan maps out a vision which anticipates and prepares for future change, whether it is the clean-up and redevelopment of the Waterfront, the development of several Large Tracts, or adapting to climate change.

DOCUMENT ORGANIZATION

Chapter 2 provides background information on the Village's existing demographics and land use. The remainder of the Plan is comprised of six chapters addressing the following topics:

- The Downtown;
- Large Tracts including the Waterfront;
- Circulation: vehicular, pedestrian and bicycle;
- Environmental sustainability;
- Infrastructure; and
- Neighborhoods and quality of life including fiscal responsibility, historic preservation and affordable housing.

A later chapter 9 will outline the approach to implementation of the recommendations. This will include amendments to the Village's Zoning Ordinance, as well as actions for various Village departments and boards*. (This chapter is not in this draft: the Board of Trustees will prepare that after approval of the Comprehensive Plan.)*

In each of chapters 3 through 8, specific objectives are listed. Detailed strategies for reaching each objective also are included. The objectives and strategies for the Plan aim to protect the high quality of life enjoyed in the Village, while making the Village more "sustainable" and better prepared to handle its future.

The Plan provides an overall vision for the Village of Hastings-on-Hudson for the next five to ten years. For this vision to become a reality, the actions that Village entities need to take and the responsibility for each recommended strategy is described in the succeeding chapters. The Trustees should commit to reviewing the Comprehensive Plan and its contents every five years, in order to assess and address the continued relevancy of the Plan. The CPC recommends that the Trustees establish annual goals

and annually dedicate time in a Board meeting for public discussion of progress towards the Plan's goals.

The process of creating this Plan recognized and built on the strong sense of community activism among the residents of the Village. Because of the high level of community involvement in the preparation of the Comprehensive Plan, it captures the enthusiasm of the Village as a community and will hold the Village in good stead for the years to come.

THE DOWNTOWN

Objectives:

1. Promote and enhance Downtown amenities and social character.
2. Create an inviting dining and shopping destination to attract the Village's residents and visitors to the Downtown.
3. Protect and enhance the Downtown's historic scale and character.
4. Improve, where possible, possibilities for parking.
5. Improve and enhance connections between the Downtown and the rest of the Village.

LARGE TRACTS

Objectives:

1. Protect and enhance gateways into the Village and the Downtown.
2. Protect and enhance the environmental quality of the Village through preservation of environmentally sensitive areas.
3. Preserve the quality of existing parkland.
4. Diversify the tax base.
5. Provide residents and the development community with transparent, simplified procedures for project review and approval.
6. Provide community members with adequate information on prospective developments.
7. Enhance opportunities for public participation in the decision-making process.
8. Preserve community character by protecting existing open space and public institutions.

Specific Objectives for the Waterfront:

1. Ensure fiscally responsible development.
2. Design a plan for the Waterfront that promotes appropriately scaled development that will provide economic support for the Village.
3. Maximize public enjoyment of the Waterfront.
4. Ensure environmentally smart development.
5. Preserve public views of the Hudson River, Palisades and NYC Skyline.
6. Preserve historical architectural features in the area.
7. Investigate improvements to circulation to and through the Waterfront.

8. Proactively seek out opportunities for the Waterfront that are consistent with the goals and vision of the Plan and the results of Form-Based Zoning.
9. Ensure that built areas do not create self-contained enclaves that impede public access to the Waterfront.

CIRCULATION

Objectives:

1. Provide and maintain sidewalks, stairs and street intersections so pedestrians from all parts of the Village will be able to walk safely to the Downtown, the Metro-North station, schools and between neighborhoods.
2. Improve roadways and intersections to reduce pedestrian and motorist conflicts.
3. Provide and maintain streets and intersections so motorists can safely drive to the Downtown, the Metro-North station and schools; and to access Broadway, Warburton, the Saw Mill River Parkway and Jackson Avenue.
4. Improve bridge connections for cars, bicyclists and pedestrians, particularly to Route 9A along Ravensdale Bridge, as well as Dock Street and Zinsser Bridges to the Waterfront.
5. Provide and maintain trails so pedestrians can enjoy recreational walks, walk to the Downtown and walk to schools.
6. Provide and maintain bike routes.
7. Support use of public transportation, including the Bee-Line Bus and Metro-North railroad.
8. Implement circulation changes in a fashion that permits drivers, pedestrians and bikers to adapt and keeps streets, sidewalks, intersections and trails safe.

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ENVIRONMENTAL SUSTAINABILITY

Objectives:

1. Be aware of and implement best practices for mitigating and adapting to global climate change.
2. Reduce energy consumption and the carbon footprint of the Village-owned and managed properties and resources.
3. Encourage sustainable design and construction in the Village.
4. Reduce energy consumption and the carbon footprint of the Village's' residents.

INFRASTRUCTURE

Objectives:

1. Minimize stormwater runoff.
2. Preserve and protect floodplains and water bodies.
3. Preserve, protect and restore wetlands.
4. Anticipate more intense storms and higher water levels associated with climate change.
5. Conserve water.

QUALITY OF LIFE

Objectives:

1. Ensure that the Village remains affordable to a wide variety of people.
2. Protect the Village's valuable historic resources.
3. Continue to explore opportunities for inter-municipal cooperation with neighboring communities and school districts for shared community services and reduced costs.
4. Work cooperatively to ensure that schools and other community services are sufficiently supported.
5. Recognize the value of volunteerism in the community and encourage residents to take an active role in the future of the Village.
6. Promote opportunities for more public art.
7. Ease the property tax burden on Village residents.

CHAPTER 2. VILLAGE OVERVIEW

HISTORY

The land that comprises the present-day Village of Hastings-on-Hudson was once home to an Algonquin tribe known as the Weckquaesgeeks. During the summer months, the tribe camped at the mouth of the ravine where the Warburton Avenue Bridge now stands. The tribe fished, hunted and cultivated small plots of land along today's Maple Avenue. The tribe moved inland to Uniontown during the winter months. In 1682, Dutch carpenter Frederick Philipse traded with the Native Americans for their land (present-day Hastings-on-Hudson and Dobbs Ferry). In 1693, Philipse was granted title to the much larger Manor of Philipsburg, which extended from Spuyten Duyvil at the tip of northern Manhattan in the south to the Croton River in the north. The land was divided and leased to tenant farmers of Dutch, French and English origin.

During the Revolutionary War, the land of the present-day Village was designated as "neutral territory" between the American Continental Army and the British Army, though in actuality this made the area subject to numerous skirmishes and raids. The result of one such a raid by a group of Hessians was the Battle of Edgar's Lane in September 1778. The Village's harbor was used by Patriots to store boats and smuggle supplies to Washington's army camping on the other side of the river.

After the American Revolution, the State of New York confiscated the land of Royalist Colonel Frederick Philipse and sold off his land to tenant farmers. Westchester County was subsequently divided into towns and the present-day Village, which came to be known as Hastings-Upon-Hudson, arose from a portion of the Town of Greenburgh. The Village began its century-long transformation from farming village to residential suburb when the Croton Aqueduct was constructed in the 1830s and 40s to transport water from the Croton River to New York City to the south. The opening of the New York and Hudson Railroad line in 1849 further spurred growth in the Village by increasing the ease with which people could travel to and from New York City. (Previously the trip was made by road or by water via steamboat). Rail transportation opened up the Village as a leisure destination for wealthy New Yorkers who built summer homes there beginning in the mid-nineteenth century.

During the nineteenth century, diverse manufacturing developed along the waterfront and immigrants arrived, mostly from Europe, to work in the factories. The construction of the Croton Aqueduct brought an influx of Irish immigrants to the Village in the 1830s. The Hudson River Steam Sugar Refinery opened during the late 1840s and was staffed primarily by German immigrants. Fire destroyed many of the waterfront buildings during the mid 1870s, including the sugar refinery. The owners declined to rebuild, and the resulting job loss led to the many of the German immigrants leaving the community. The remaining residents voted to incorporate the Village in 1879 as Hastings-on-Hudson.

The old marble quarry ("Quarry"), located just south of Washington Avenue, southwest of Draper Park and adjacent to the Old Croton Aqueduct, was the site of Hastings' first industry. The first quarryman was Van Brugh Livingston, who began cutting and selling the stone in 1828. In 1834, the site was sold to George Harvey, an English watercolorist and friend of Washington Irving who played a key role in the design and construction of Sunnyside, Irving's home. In 1836, an inclined railway was built to carry the marble down to a wharf on the Hudson River, where it was loaded onto sloops.

The white marble from the Hastings Quarry was highly prized and, in the mid19th century, it was used in the construction of the Marble Collegiate Church in Manhattan, the Custom House in Charleston, South Carolina and the Court House in Richmond, Virginia, as well as many local landmarks.

In 1936, the Quarry was bought by Hastings philanthropists Arthur and Alice Langmuir and transformed into a widely acclaimed and richly landscaped park and bird sanctuary, inspired by the Parisian park, Buttes Chamount, also built in an old quarry.

New industries sprang up on the Waterfront with jobs for the recent immigrants from southern and eastern Europe. Hastings Pavement manufactured pavers that were installed in places such as Central Park in Manhattan and Prospect Park in Brooklyn. Zinsser Chemical produced tannic acid and refined wood alcohol. National Conduit and Cable Company supplied electrical cable wrapped with oil-impregnated paper for insulation. During World War I these industries began producing military supplies. Zinsser Chemical made photochemicals and dyes. The National Conduit and Cable Company made artillery, weapons, machine gun shells and bullets.

During the early twentieth century the Village continued to grow with an influx of immigrants. In 1910, 41% of the Village's residents were foreign-born. By 1920, 70% were immigrants. New residential neighborhoods developed and schools, churches and a library were built. The different immigrant populations congregated in various clubs, bars and other social organizations. Industry on the waterfront thrived, but not without disruptions. In 1921 National Cable Company went bankrupt. American Brass bought the property in 1923, and it later became Anaconda Wire and Cable Company.

The Village's industries played an important role in World War II. Anaconda produced over one-fourth of the cable on Navy ships. Zinsser Chemical produced dyes and flares.

While Hastings Pavement moved to Long Island in 1944, Anaconda manufactured electrical and television cable after the war until the plant closed in 1975. The 15 acre site on the southern end of the waterfront with its deep water port was used by Tappan Tanker which eventually subdivided the site. Eight acres were sold to Mobil Oil and the

remainder to Uhlich Color Company, a pigment manufacturer which operated on the waterfront until the 1990s. Chevron is now a stakeholder in the Tappan Terminal, and held as a responsible party as well.

Over a century and a half of manufacturing on the waterfront left significant levels of land and river contamination, which continue to require remediation.

CURRENT POPULATION AND DEMOGRAPHICS

Since 1980, the population of the Village has declined, although the rate of population loss decreased during the 1990s. The population of the Village saw a 7% decrease between 1980 and 1990, but has declined only 4% between 1990 and 2000, with a 2000 population of approximately 7,648 people (See Table 2-1). In contrast to the Village, Westchester County has seen an overall growth in population during the same time period, increasing 1% during the 1980s and 6% during the 1990s.

Table 2-1: Population Trends, 1980 to 2000

	1980	***1990***	***Percent Change (1980-1990)***	***2000***	***Percent Change (1990-2000)***	***2008 (Westchester County Estimate***	***Percent Change (2000-2008)***
Village of Hastings-on-Hudson	8,573	8,000	-7%	7,648	-4%	7,919	4%
Westchester County	866,599	874,866	1%	923,459	6%	953,943	3%

Source: Westchester County Department of Planning, U.S. Census Bureau, Census 2000, 1990 Census, 1980 Census

The Village's age distribution is consistent with many suburban locations in Westchester County with the residential population dominated by families. In fact, according to the 2000 census, the combined population of residents under age 24 and from age 35 to 54 comprised 65 percent of total Village population. In general, the percent change in age distribution from 1990 to 2000 indicates a notable loss of young residents, particularly in the 25 to 34 age group, which decreased 36 percent during the 1990s (See Table 2-2).

Table 2-2: Age Trends, 1990 to 2000

Age Group	*1990*	*Percent*	*2000*	*Percent*	*Percent Change (1990-2000)*
Under 5	487	6%	369	5%	-24%
5 – 14	983	12%	1,215	16%	24%
15 – 24	775	10%	635	8%	-18%
25 – 34	1,106	14%	708	9%	-36%
35 – 44	1,338	17%	1,265	17%	-5%
45 – 54	1,035	13%	1,489	19%	44%
55 – 64	895	11%	786	10%	-12%
65 – 74	743	9%	635	8%	-15%
75+	578	7%	546	7%	-6%
Total	**7,940**	**100%**	**7,648**	**100%**	
Median Age	**N/A**		**42.3**		

Source: U.S. Census Bureau, Census 2000, 1990 Census

The number of school aged children in the Village increased from 1,257 in 1990 to 1,546 in 2000, even while the overall population decreased (See Table 2-3). In Westchester County, approximately 82% of residents lived in family households in 2000, representing a very small decrease (-0.3%) in residents living in family households relative to the population size between 1990 and 2000. Average family size in The Village and Westchester County in 2000 are comparable (3.05 in the Village vs. 3.21 in Westchester County), although The Village saw a slightly greater increase (2.3%) in family size over the decade.

Table 2-3: Family Trends, 1990 to 2000

Village of Hastings-on-Hudson	*1990 Total*	*Percent of Population 1990 (8,000 persons)*	*2000 Total*	*Percent of 2000 Population (7,648 persons)*	*Percent Change of Totals 1990-2000*	*Percent Change Relative to Population Size (1990-2000)*
Persons in Families	6,478	81.0%	6,379	83.4%	-1.5%	2.4%
Average Family Size	2.98	-	3.05	-	2.3%	-
School Aged Children (Age 5-17)	1,257	15.7%	1,546	20.3%	23.0%	4.6%

Westchester County	*1990 Total*	*Percent of 1990 Population (874,866 persons)*	*2000 Total*	*Percent of 2000 Population (923,459 persons)*	*Percent Change of Totals 1990-2000*	*Percent Change Relative to Population Size (1990-2000)*
Persons in Families	719,519	82.2%	755,908	81.9%	5.1%	-0.3%
Average Family Size	3.16	-	3.21	-	1.6%	-
School Aged Children (Age 5-17)	132,551	15.2%	166,555	18.0%	25.7%	2.8%

Sources: U.S. Census Bureau, Census 2000, 1990 Census

The student population in the Hastings-on-Hudson Union Free School District has fluctuated over the past several decades (See Table 2-4). In 1980, there were 2,101 residents under the age of 18, and in 2000 there were 1,912. Although the number of school age children actually decreased, the school system still experienced overcrowding due to changes in the composition of the school age population. There were 48 percent more children under five in 1990 than in 1980. The baby boom in the late 80s was largely responsible for a 76 percent increase in enrollment in the middle school between 1990 and 2000. Hastings experienced overcrowding in the middle school in 2000-2001 and in the high school in 2007-2008 as this large cohort moved through the system.

Table 2-4: School Enrollment Trends

Grades	*1980*	*1990*	*Percent Change 1980-1990*	*2000*	*Percent Change 1990-2000*	*2007/08*	*Percent Change 2000-2007/08*	*2011/12**	*Percent Change 2007/08-2011/12*
K-4 (Age 5-9)	362	402	11.0%	618	53.7%	545	-11.8%	-	-
5-8 (Age 10-14)	478	317	-33.7%	558	76.0%	493	-11.6%	545	10.5%
9-12 (Age 15-17)	561	316	-43.7%	402	27.2%	575	43.0%	493	-14.3%

*Projection based on 2007/08 Enrollment

Source: Student Project Hastings-on-Hudson Comprehensive Plan (The Hunter College Urban Planning Studio), May 2008.

There were 3,193 housing units in the Village in 2000, of which 100 or approximately 3% were vacant (See Table 2-5). Of the 3,093 occupied units, 66% were owner occupied and 34% were renter occupied. A majority of owner occupied homes in the Village were single-family detached units (79%), whereas 91% of all renter occupied homes were two-family units or greater.

Table 2-5: Tenure by Units in Structure, 2000

Type	*Owner Occupied*	*% Owner Occupied*	*Rental*	*% Rental*	*Vacant*	*% Vacant*	*Total*	*% Total*
1, detached	1,623	79%	76	7%	43	43%	1,743	55%
1, attached	62	3%	19	2%	14	14%	95	3%
2	90	4%	175	17%	10	10%	275	9%
3 or 4	52	3%	220	21%	11	11%	283	9%
5 to 9	59	3%	229	22%	22	22%	310	10%
10 to 19	44	2%	101	10%	0	0%	145	5%
20 to 49	33	2%	106	10%	0	0%	139	4%
50 or more	80	4%	124	12%	0	0%	204	6%
Total	**2,043**	100%	**1,050**	100%	**100**	100%	**3,195**	100%

Source: U.S. Census Bureau, Census 2000

Housing growth in the Village has slowed substantially in recent years, with only 3% of the Village's housing stock constructed between 1980 and 2000. In contrast, just over half (52%) of the Village's housing stock was constructed prior to 1940. An additional 33% of the housing stock was constructed between 1940 and 1959 (See Table 2-6).

Table 2-6: Year Structure Built, 2000

Year Built	*Total Units*	*Percent of Total Units*	*Owner-Occupied*	*Percent of Total Units*	*Renter-Occupied*	*Percent of Total Units*	*Vacant*
1990 to 2000	27	1%	20	1%	7	0.2%	N/A
1980 to 1989	77	2%	54	2%	23	0.7%	N/A
1970 to 1979	107	3%	43	1%	59	2%	N/A
1960 to 1969	278	9%	185	6%	93	3%	N/A
1950 to 1959	574	18%	363	11%	183	6%	N/A
1940 to 1949	471	15%	243	8%	191	6%	N/A
1939 or earlier	1,659	52%	1135	36%	494	15%	N/A
Total	**3,193**		**2,043**		**1,050**		**100**

Source: **U.S. Census Bureau, Census 2000**

Of the Village's owner occupied households, over half (58%) moved to the Village prior to 1990; this is slightly greater than, but on par with, tenure for owner occupied units in Westchester County (54%). Approximately 81% of renter occupied households moved to the Village between 1990 and 2000, representing a greater turnover rate for Village renters than was observed in Westchester County. 74% of county-wide renters moved to Westchester County during the same time period (See Table 2-7).

Table 2-7: Tenure by Year Householder Moved Into Unit, 2000

Owner-Occupied	***Village of Hastings-on-Hudson***	***Westchester County***
Moved in March 1999 to March 2000	122	16,605
Moved in 1995 to 1998	370	44,657
Moved in 1990 to 1994	355	31,927
Subtotal for 1990 to 2000	*847*	*93,189*
Moved in 1980 to 1989	417	42,201
Moved in 1970 to 1979	324	31,859
Moved in 1969 or earlier	455	35,516
Total	**2,043**	**202,765**
Renter-Occuped		
Moved in March 1999 to March 2000	296	30,337
Moved in 1995 to 1998	401	47,888
Moved in 1990 to 1994	150	21,094
Subtotal for 1990 to 2000	*847*	*99,319*
Moved in 1980 to 1989	69	16,397
Moved in 1970 to 1979	54	10,882
Moved in 1969 or earlier	80	7,779
Total	**1,050**	**134,377**
Total Owner- and Renter-Occuped	**3,093**	**337,142**

Source: U.S. Census Bureau, Census 2000

The Village is a primarily white community, as observed in 1990 and 2000. Residents who self-identified as white comprised approximately 89% of the population in both 1990 and 2000. Table 2-8 indicates that the African-American and Hispanic-Latino population seemed to decrease during the 1990s. This likely, for the most part, is attributable to the new "Other Races or Two or More Races" category of the U.S. Census Questionnaire, which captures many of people who would otherwise describe themselves as African-American or Hispanic.

Table 2-8: Hastings-on-Hudson Population by Race and Origin, 1990 and 2000

	1990		*2000*		*Change*	
	Number	***Percent***	***Number***	***Percent***	***Number***	***Percent***
Total Village Population	8,000	100.0%	7,648	100.0%	-352	-4.4%
White	7,129	89.1%	6,796	88.9%	-333	-4.7%
Black or African-American	399	5.0%	197	2.6%	-202	-50.6%
Asian/Pacific Islander/American Indian	409	5.1%	363	4.7%	-46	-11.2%
Other races/two or more races	63	0.8%	292	3.8%	229	363.5%
Hispanic or Latino (of any race)	372	4.7%	317	4.1%	-55	-14.8%

*The category "two or more races" was not available prior to the 2000 Census.

**Many people describe themselves as Hispanic or Latino *and* White/Hispanic or Latino and Black

Sources: U.S. Census Bureau, Census 2000, 1990 Census

As shown in Table 2-9, the Village's median household income of $83,188 in 2000 was approximately 31% greater than Westchester County's median of $63,600. Similarly, the median family income of $111,337 in the Village was 39% greater than that of Westchester County.

Table 2-9: Median Household Income in the Village and County, 2000

Median Household Income, 1999	
Village of Hastings-on-Hudson	*Westchester County*
$83,188	$63,582

Median Family Income, 1999	
Village of Hastings-on-Hudson	*Westchester County*
$111,227	$79,881

Source: U.S. Census Bureau, Census 2000

Based on the 2000 census, a total of 4,108 Village residents were in the workforce, with 3.7% unemployed, slightly lower than the County rate (See Table 2-10).

Table 2-10: Employment Status for Population 16 and Over, 2000

	Village of Hastings-on-Hudson	***Westchester County***
In Labor Force	4,108	452,600
Employed	3,955	432,600
Unemployed	153	19,817
Not in Labor Force	1,819	263,735
Unemployement Rate	3.7%	4.4%

Source: U.S. Census Bureau, Census 2000

The top three industry categories that employ the Village's' working population include: educational, health and social services (33%); professional, scientific, management, administrative and waste management service (17%); and finance, insurance, real estate, and renting and leasing (13%). (See Table 2-11).

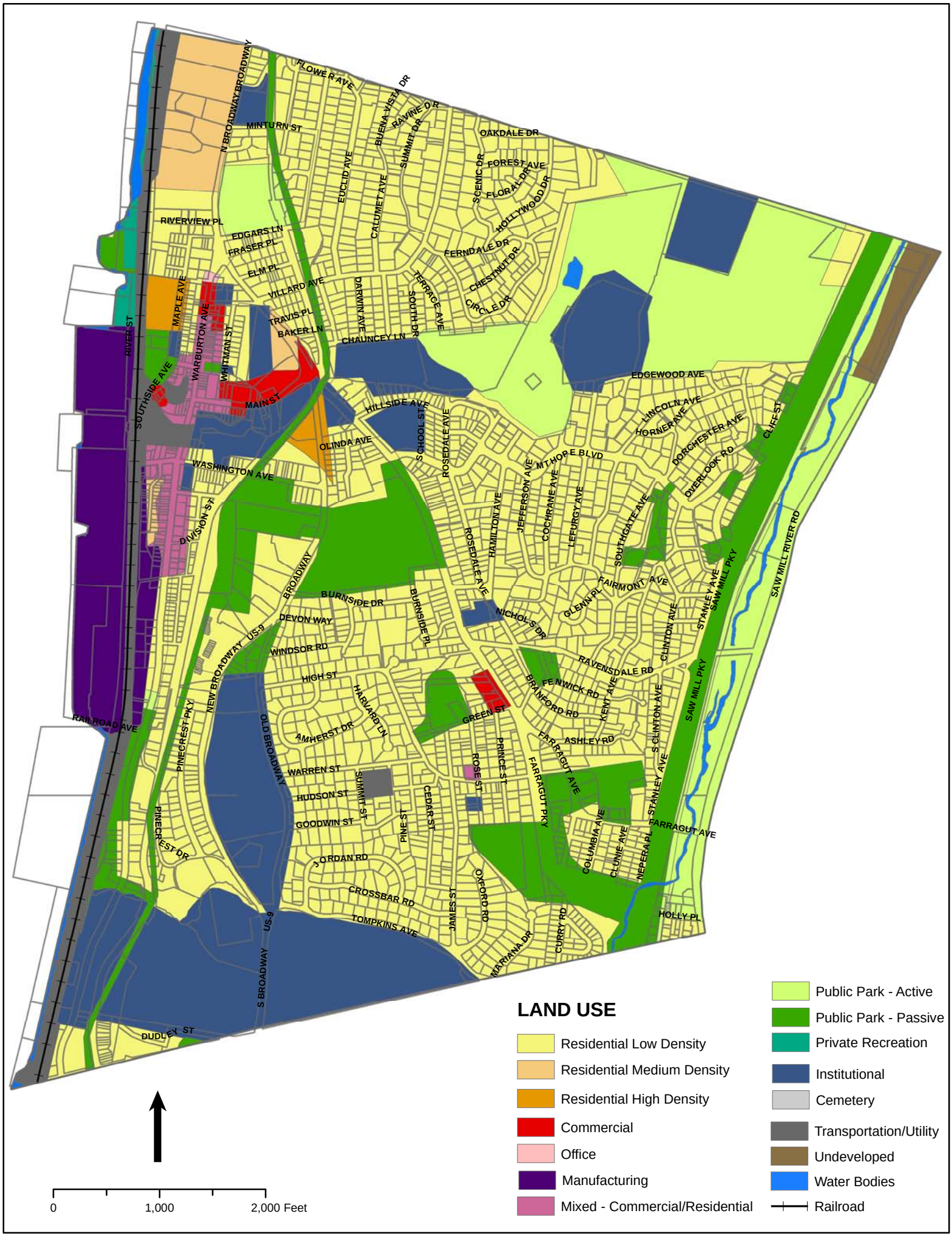
Table 2-11: Employment by Industry for Population 16 and Over, 2000

Industry	*Number*	*Percent*
Agriculture, Forestry, Fishing and Hunting, and Mining	-	0%
Construction	110	3%
Manufacturing	197	5%
Wholesale Trade	63	2%
Retail Trade	182	5%
Transportation and Warehousing, and Utilities	52	1%
Information	342	9%
Finance, Insurance, Real Estate, and Renting and Leasing	501	13%
Professional, Scientific, Management, Administrative, and Waste Management Services	657	17%
Education, Health and Social Services	1,315	33%
Arts, Entertainment, Recreation, Accommodation and Food Services	224	6%
Public Administration	132	3%
Other	180	5%
Total	**3,955**	100%

Source: U.S. Census Bureau, Census 2000

LAND USE

Hastings-on-Hudson is essentially fully developed, although there are opportunities for redevelopment and limited areas for development. There are few vacant parcels throughout the Village, but obsolescent uses and infill sites are concentrated on the Waterfront and in the Downtown. (A map showing existing land uses in the Village in 2009 is on the following page. A map showing the Village's existing zoning follows the land use map.)


FLOWER AVE
N BROADWAY
BROADWAY
MINTURN ST
BUENA VISTA DR
RAVINE DR
SUMMIT DR
OAKDALE DR
EUCLID AVE
CALUMET AVE
SCENIC DR
FOREST AVE
FLORAL DR
HOLLYWOOD DR
RIVERVIEW PL
EDGARS LN
FRASER PL
ELM PL
FERNDALE DR
CHESTNUT DR
VILLARD AVE
DARWIN AVE
TERRACE AVE
SOUTH DR
CIRCLE DR
MAPLE AVE
WARBURTON AVE
WHITMAN ST
TRAVIS PL
BAKER LN
CHAUNCEY LN
RIVER ST
SOUTHSIDE AVE
MAIN ST
EDGEWOOD AVE
HILLSIDE AVE
SCHOOL ST
ROSEDALE AVE
LINCOLN AVE
HORNER AVE
DORCHESTER AVE
CLIFF ST
OLINDA AVE
WASHINGTON AVE
MTHOPE BLVD
JEFFERSON AVE
COCHRANE AVE
LEFURGY AVE
OVERLOOK RD
DIVISION ST
HAMILTON AVE
SOUTHGATE AVE
SAW MILL RIVER RD
BROADWAY
BURNSIDE DR
BURNSIDE PL
FAIRMONT AVE
GLENN PL
STANLEY AVE
SAW MILL PKY
DEVON WAY
NICHOLS DR
US-9
WINDSOR RD
CLINTON AVE
RAVENSDALE RD
HIGH ST
FENWICK RD
KENT AVE
BRANFORD RD
NEW BROADWAY
HARVARD LN
GREEN ST
RAILROAD AVE
OLD BROADWAY
AMHERST DR
FARRAGUT AVE
ASHLEY RD
PINECREST PKY
PRINCE ST
S CLINTON AVE
WARREN ST
ROSE ST
FARRAGUT PKY
SUMMIT ST
HUDSON ST
CEDAR ST
S STANLEY AVE
GOODWIN ST
PINE ST
COLUMBIA AVE
CLUNIE AVE
NEPERA PL
PINECREST DR
JORDAN RD
OXFORD RD
CROSSBAR RD
JAMES ST
HOLLY PL
TOMPKINS AVE
CURRY RD
MARIANA DR
S BROADWAY
DUDLEY ST
LAND USE
Residential Low Density
Residential Medium Density
Residential High Density
Commercial
Office
Manufacturing
Mixed - Commercial/Residential
Public Park - Active
Public Park - Passive
Private Recreation
Institutional
Cemetery
Transportation/Utility
Undeveloped
Water Bodies
Railroad
0
1,000
2,000 Feet

FUTURE STATISTICS

The Comprehensive Plan was drafted during the 2010 census and so lacks the latest demographic statistics. As these numbers become available, the Board of Trustees believes that there is merit in updating these statistics and determining if there are noteworthy trends in demographics which may affect the recommendations. Such trends may be significant increases in children or the elderly, and shifts in income distribution which may underscore affordability issues. Similarly, changes in zoning and new development may result in higher numbers of housing stock and concurrent population shifts.

CONSISTENCY OF COMPREHENSIVE PLAN WITH OTHER PLANNING INITIATIVES

There are several planning initiatives that the Village participates in. These are:

- The Village of Hastings-on-Hudson is a member of the **Historic Hudson River Towns** (originally called Historic River Towns of Westchester County), a consortium of municipalities along the Hudson River from Albany to Yonkers, including: Peekskill, Cortlandt, Croton-on-Hudson, Briarcliff Manor, Town and Village of Ossining, Mt. Pleasant, Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, Hastings-on-Hudson and Yonkers. Historic Hudson River Towns (HHRT) is a non-profit organization comprised of representatives of the participating municipalities to coordinate comprehensive plans and tourism marketing efforts. Westchester County provides technical support and funding for HRTW tourism related activities. The Comprehensive Plan calls for continued membership and participation in HHRT.
- Hastings-on-Hudson has adopted the Westchester County Greenway Compact Plan. The Village has become a participating community in the Greenway Compact. Westchester County is one of 13 counties that make up the Hudson River Valley Greenway. The Greenway was established by the State of New York by the Hudson River Valley Greenway Act of 1991. The Greenway is a voluntary regional cooperation among 242 communities within 13 counties bordering the Hudson River. The Greenway was created to facilitate the development of a voluntary regional strategy for preserving scenic, natural, historic, cultural and recreational resources while encouraging compatible economic development and maintaining the tradition of home rule for land use decision-making. The 1991 act established the Greenway Council, a New York State Agency to:
    - Work with local government to enhance local land use planning;
    - Create a voluntary regional planning compact for the Hudson River Valley; and

- Provide community planning grants, compact grants and technical assistance to help communities develop a vision for their future.

- The Village of Hastings-on-Hudson is also part of the **Hudson River Greenway Water Trail**. In 2001, the State granted the Hudson River Valley Greenway money to establish a Hudson River Water Trail stretching from Battery Park in the upriver Village of Waterford to Battery Park City at the southern tip of Manhattan. This water trail provides access for kayaks, canoes and small boats along 156 miles of the Hudson River. This program recognizes and designates communities that protect and celebrate their heritage, use their historic assets for economic development and community revitalization and encourage people to experience and appreciate local historic resources, through education and heritage tourism programs. In Hastings-on-Hudson, Kinnally Cove is a designated site along the Hudson River Greenway Water Trail. The Comprehensive Plan is consistent with the goals of the Hudson River Valley Greenway Water Trail.
- **Westchester 2025** is an initiative of the County Planning Department and the Westchester County Planning Board to respond to the challenge of working within the multi-jurisdictional and sophisticated environment of Westchester County by promoting intergovernmental cooperation and urging participation of County municipalities in regional and sub-regional planning efforts. Their plan, "Westchester 2025" is an update of the current plan "Patterns" and has several goals:
    - Provide a regional perspective and offer critical guidance on land use, development and zoning actions being considered by local governments.
    - Promote appropriate and sustainable development of land in coordination with transportation and infrastructure, guided by the goals, policies and strategies of "Patterns".
    - Initiate studies on inter-municipal topics that assist local land use and zoning decision-making by municipalities.
    - Provide essential technical assistance on planning and zoning actions to municipal officials and county departments.

  The Hastings-on-Hudson Comprehensive Plan is consistent with the current "Patterns".
- **Climate Smart Communities Program** is a partnership of state and local governments whose goal is to combat climate change. The program emphasizes local actions that will save taxpayer dollars and support other community goals while protecting the climate. State agencies collaborating in the Climate Smart Communities program include the New York State Department of Environmental Conservation, the New York State Energy Research and Development Authority, the New York State Department of State and the New York State Public Service Commission.

- **Westchester County Affordable Housing Allocation Plan 2000-2015** was released in 2004 and assigns each municipality a number of affordable units to provide by the year 2015. The County's allocation methodology revolves largely around smart growth principles, and assigns affordable units in areas with jobs and bus transportation. The specific factors taken into consideration are:
    - Land area of the municipality.
    - Municipal employment growth over the past 10 years.
    - Relative wealth of its citizens.
    - Number of overcrowded units.
    - The availability of public transportation, measured by Bee-Line bus mileage as a percentage of County-wide mileage.

Hastings was allocated 100 units in this plan. To date, we have built 18.

Westchester County's settlement on the affordable housing discrimination lawsuit was being worked on during the drafting of this plan. It may impose hard targets on the Village which should be factored into this plan and affect our goals as well.

The Village's Comprehensive Plan is consistent with the recommendations of this plan as detailed in the Chapter 8.

In sum, the Village of Hastings-on-Hudson Comprehensive Plan is fundamentally consistent with the above plans.

CHAPTER 3 THE DOWNTOWN

INTRODUCTION

The Village's Downtown is a compact, densely built-up area centered on the intersection of Main Street and Warburton Avenue. Its approximate boundaries are Southside and Maple Avenues to the west, Broadway to the north and east and Washington Ave to the south.

The Village is fortunate to have a Downtown that has a "sense of place" with features that many suburban shopping areas lack. Its pedestrian-friendly topography and streetscape, historic buildings and "mom and pop" stores with apartments on upper floors gives the Downtown a small town feel. The Warburton Bridge, the Public Library and adjacent Fulton Park offer panoramic views of the Hudson River and Palisades. Long-time stores, services and restaurants contribute positively to Downtown's image and sense of community, as do the Village Hall, Post Office, Community Center, VFW Hall and Veterans Memorial Park. The Croton Aqueduct trail passes through the eastern portion of the Downtown. Residences also help define the character of Downtown helping it feel well-used and vibrant. In addition to apartments above commercial ground floor uses on Warburton Avenue and Main Street, there are single-, two- and multi-family buildings surrounding the Downtown along Maple Avenue and Broadway, as well as in the heart of Downtown along Whitman Street. The Downtown is served by public transportation, including the Metro-North Commuter Railroad and Westchester County bus lines.

Land Uses

Most commercial uses in the Village can be found Downtown in a dense core of street-level storefronts with residential and office uses on upper floors. There are local branches of national banks and insurance companies. The only major chain store is the A&P supermarket at the corner of Broadway and Main Street. The Downtown is predominantly made up of "mom and pop" stores. Specialty stores and food related businesses make up a greater portion of the retail mix than clothing and apparel stores. Table 3-1 below provides a breakdown of businesses operating in the Downtown. Those categorized as services include banks, real estate offices, laundries, and a video store. Food related businesses include grocery stores, a supermarket, restaurants and delis. Retail includes clothing stores, book stores, and stationery stores, while professional offices include architecture firms, law and medical offices.

Table 3-1: Breakdown of Businesses Operating in the Downtown, April, 2009

Type	Number	Percent
Services	32	31.7
Food-Related	22	21.8
Automotive	4	4.0
Retail	18	17.8
Professional Services	25	24.7

Source: Hastings-on-Hudson Planning Department

Downtown is home to a variety of types and forms of residential uses. A Village inventory of downtown apartments indicates that approximately 60 apartments are located along Main Street and Warburton above ground-level retail and commercial spaces. These 60 units include 25 condominium apartments located at 45 Main Street, a mixed-use building completed in 2008.

There are also densely developed single- and two-family residential homes along Maple Avenue, Whitman Street and in adjacent neighborhoods. Multi-family residential-only buildings include the four-story, three-building, 122-unit River Edge Apartments on Maple Avenue north of Village Hall and the six-story, two-building, 121-unit Hasting Terrace apartments along Broadway just north of the A&P.

Downtown institutional buildings include the Grace Episcopal Church and the former Catholic elementary school owned by St. Matthew's Roman Catholic Church, now leased to a special education facility.. The largest institution by acreage in the Downtown is the Newington-Cropsey Foundation, which operates a private museum at the end of Cropsey Lane. The foundation grounds include gardens, a house museum, a studio, and the Gallery of Art, which houses the Foundation's permanent collection of Jasper Cropsey's work. There are also temporary exhibition galleries and conference rooms. The estate is open to the public by appointment from 1 pm to 5 pm on weekdays.

Other facilities and civic institutions found in the Downtown include: Hook and Ladder Company No. 1, Fire Department Ambulance Corp. headquarters, and Protection Engine Company No. 1. The recently constructed James Harmon Community Center, which opened in 2008, provides social and recreational programs, as well as offices for the Parks and Recreation Department, the Senior Outreach Coordinator, and the Youth Advocate. The center is also home to WHOH-TV and provides space for large community meetings and events.

The community recognizes the importance of identifying and protecting important viewsheds in the downtown area.

Zoning

Reflecting the variety of uses, the Downtown area falls into eight zoning districts. In 2003, as a result of the *Downtown Zoning Study*, the Zoning Code for the downtown districts was amended to more accurately reflect the existing downtown land uses and to reduce the most prevalent nonconformities in the existing zones. The current zoning for the Downtown includes the following districts[i]:

- The **Limited Commercial (LC)** zone, which contains the A&P site at the northwesterly corner of Broadway and Main Street, permits retail stores, banks, restaurants and personal services as principal uses. The minimum lot size is 40,000 square feet.
- The **Central Commercial (CC)** zone, located along Warburton and Main in the heart of Downtown, encourages mixed-use buildings with apartments above ground floor commercial uses. Dwelling units are permitted on the ground floor but only if they are not located on that portion of the ground floor story that abuts a street, is compatible with neighboring properties, and is consistent with the commercial nature of the CC District. The minimum lot size is 2,500 square feet and permits the same uses as the LC zone, as well as offices, funeral parlors, hospitals and churches.
- The **Central Office (CO)** zone is located in the Downtown in a triangle of land bounded on the south by Villard Avenue, on the west by Warburton and on the east by Broadway just south of the Broadway/Warburton intersection. It is also located on the west side of Warburton between North Street and the Broadway/Warburton intersection. The zone permits professional and governmental offices, business offices and one- and two-family residences.
- The **One Family Residential (R-7.5)** zone, located in the Downtown on both sides of Whitman Street, is a single-family zone, which permits single-family homes on lots a minimum of 7,500 square feet in size.
- The **Two Family Residential (2R)** zone, located in the Downtown on the east side of Maple Avenue from Spring Street to North Street. It is located on both sides of Maple Ave north of North Street. It is a medium-density zone, which permits single-family homes on lots a minimum of 7,500 square feet in size and two-family homes on lots a minimum of 10,000 square feet in size.
- The **Multi-family Residential (MR-1.5)** zone, located in the Downtown along Maple Avenue, permits three or more dwelling units, as well as hotels. The minimum front and side yard setbacks are twelve feet, permitting for dense development.

[i] This list does not include the Two-Family Residence (2R-3.5) and Multiple Residential-Office (MR-O) districts that were included in the 2003 Downtown Zoning Study but which fall south of Washington Avenue and, therefore, out of the study area.

- The **Multiple Residential Commercial (MR-C)** zone, located on both sides of Washington Avenue west of Warburton, permits the same uses as the **Multiple Residential Office (MR-O)** zone with different bulk requirements. The Village Board of Trustees adopted both the MR-O and MR-C zones in 2005 to permit higher-density residential uses as part of a mixed-use building.
- The **Public Park Recreation and Playground (PR)** zone includes Village-owned parks, playgrounds and recreational areas. Downtown parcels designated in the PR zone include the Village Hall, Hastings Library, Fulton Park, the VFW Hall and Veterans Memorial Park.

Market Support

The geography and location of the Downtown presents a unique set of challenges in attracting visitors and expanding downtown businesses' market share. The fast-moving traffic on Broadway is an impediment to pedestrian traffic coming to Downtown from points east. Broadway's traffic and the lack of gateways signifying the entrances to Downtown serve as a visual barrier as motorists pass through the Village along Broadway. They may not realize there is an historic downtown just to the west. The Village's location by the Hudson River cuts off the potential trade area for the Village to the west. Shoppers can come only from the north, east and south. The Downtown has no direct, convenient major highway access other than the Saw Mill Parkway, which is relatively remote from the Downtown itself.

While the Downtown is a local attraction, it faces challenges from other attractions in the area, such as the big-box retail located on Central Avenue in Yonkers and the retail mall anchored by a Home Depot, COSTCO, and Stew Leonard's on Austin Avenue in Yonkers. Furthermore, more than a million square feet of retail is being constructed in the Ridge Hill development just south-east of the Stew Leonard's complex and further development is planned in the Stew Leonard's complex.

According to Census 2000, the Village's residents have higher median incomes compared to other towns in Westchester County and the region, which provides a strong economic base for local businesses.

The "primary trade area" for downtown businesses can be defined as the geographical area around a particular shopping district from which approximately 60 to 70% of the facility's customers come. Although no formal survey of customers to the Downtown was conducted as part of the Comprehensive Plan process, discussions with local business owners indicated the Village's residents represent the primary trade area for local businesses. In other words, residents make up the majority of customers in Downtown. Shoppers from North Yonkers also make up a significant portion of the total customer base of the Downtown and could be considered part of the larger, secondary trade area.

The tertiary trade area includes the rest of Yonkers and the surrounding communities and may extend as far south as Riverdale in the Bronx.

The Hastings Chamber of Commerce, consisting of local business owners, advocates on behalf of local businesses, increases effective communication between merchants and the local government, and voices the concerns and interests of the local business community. It assists local businesses in identifying and obtaining available government grants and tracks local development and landlord issues. The Chamber maintains a website with a directory of local businesses, a map of the Downtown, a calendar of events, and recent news. The Chamber's resources of time and money are limited; leaving little opportunity for management initiatives, such as marketing, tenant recruitment and event planning. Most downtown businesses operate on thin profit margins, potentially making the creation of a Business Improvement District difficult. Village marketing initiatives are spearheaded by volunteers.

In 2007, the Mayor and Board of Trustees established the Economic Development Committee "EDC" to promote and encourage the location and development of new businesses in the Village, and to encourage the maintenance and expansion of existing businesses in the Village. Members of the EDC are appointed to serve as an advisory board to the Mayor, Board of Trustees and the Village Manager. The EDC's main area of focus is revitalization of the Downtown.

Throughout the Comprehensive Plan process, feedback provided by residents, CPC members and members of the business community about the needs of Downtown has proven valuable. For example, a consensus emerged that the Downtown needs a central outdoor gathering place. The Downtown's streetscape reflects its nineteenth century origins, which served the flourishing waterfront. However, today it has little connection to the waterfront. The Downtown is a valuable asset for the Village, but there is much that could be done to improve the area.

Considering these factors and the goals outlined above, the following objectives have been set for the Downtown:

1. *Promote and enhance Downtown amenities and social character.*
2. *Create an inviting dining and shopping destination to attract the Village's residents, visitors and tourists to the Downtown.*
3. *Protect and enhance the Downtown's historic scale and character.*
4. *Address parking.*
5. *Improve and enhance connections between the Downtown and the rest of the Village.*

Recommendations

Objective 1. Promote and enhance Downtown amenities and social character.

Strategy 1.1: Improve Downtown's gateways and create a sense of arrival.

Unlike most business districts which are at simple crossroads, the Village's Downtown has an unusual configuration of streets with multiple gateways. These include: Main Street at the "five corners" intersection; Warburton from its intersection with Broadway; Warburton from its crossing with Washington Avenue; and Southside Avenue and the Metro-North train station. However, the existing gateways do little to welcome or orient visitors through signage, landscaping and/or other visual cues that one has "arrived in Hastings-on-Hudson." A visitor unfamiliar with the Village who is driving down Broadway, walking the Aqueduct between Washington Avenue and Edgars Lane, or passing by on Metro-North, may not realize that the Downtown is there.

Each of the Downtown's gateways is in need of landscaping and other treatments to signify entry into an important district. Simple solutions for addressing this problem involve streetscape improvements and signage identifying the boundaries of the Downtown.

The Village should:

- Continue streetscape, other design improvements and promotional/directional signage along major corridors in and out of Downtown, as well as at the Metro-North Station, to enhance its identity and help create a true sense of arrival. Provide a directory of businesses in a kiosk at the Metro-North station.
- Work with A&P to encourage the development of an active use facing the "five corners" intersection with improved landscaping. This spot could also be an appropriate location for a kiosk welcoming pedestrians arriving from the Aqueduct Trail or elsewhere in the Village.
- Provide another community banner at the southern side of "five corners" in addition to the ones on the east side of the intersection for better visibility for north-south bound traffic.
- Utilize a downtown logo and banners. A banner across Warburton could announce events. The logo could be modified for use for any streetscaping elements such as banners, trashcans and benches.
- Incorporate Historic River Towns of Westchester way-finding signs throughout the Village, to direct visitors Downtown.
- Locate a kiosk at the corner of Broadway and Main Street adjacent to the Aqueduct Trail welcoming pedestrians to Downtown and to inform them about local businesses, festivals, trail maps, news, etc.

Strategy 1.2: Enhance the number and quality of permanent Downtown outdoor gathering/sitting areas.

The Village has several outdoor locations in the Downtown where residents and workers informally gather, interact or engage in "people watching." Some of these designated "gathering spaces" are small and well used, such as the lawns and seating areas of Fulton Park next to the library, offering panoramic views of the Hudson and Palisades. Other gathering spots include the grassy slope, small raised paved plaza with benches and the stone wall of Veterans Memorial Park in front of the VFW Hall; benches in front of the Chase bank; and the brick sitting area located at the entrance of Boulanger parking lot. There are also gathering areas, which are not necessarily intended for such purposes such as the sidewalk where the alley from the Boulanger parking lot meets the sidewalk along Warburton. None of the gathering spaces the Downtown is designed to handle large crowds, outdoor performances or outdoor dining. None of these locations is particularly well-suited for a large, community-wide event or festival.

The Village should consider:

- Reconfiguring and improving current downtown outdoor spaces to increase capacity and make them more inviting. For example, the concrete plaza in front of the VFW could be reconfigured to be a more inviting, central meeting place. This plaza faces the lawn in front of the library. Tree plantings and other landscaping along Spring Street could visually connect the two existing open spaces.
- Develop an outdoor space at the Community Center where people can sit and informally gather.
- Provide additional gathering spaces with benches, trash receptacles and lighting. Care should be taken that the locations of such facilities balance the benefits to the community against the interests and concerns of the residents in the downtown.

Objective 2. Create an inviting dining and shopping destination to attract the Village's residents and visitors to the Downtown.

At present, the Downtown has a variety of anchors for its residents—the supermarket, the Post Office, the Library, Village Hall and the Community Center. However, besides the supermarket, there is not a critical mass of businesses and restaurants to draw significant numbers of visitors from outside of the Village. The Downtown also is home to a variety of specialty businesses including boutiques, cafes and hardware stores.

On Saturdays from June to mid-November, the Village hosts a Farmers' Market, which attracts residents and non-residents to the Library parking lot. "Friday Night Live," a monthly event held on the first Friday evening of each month has brought visitors to the Downtown to shop, dine and enjoy local art & music talent. The challenge is to get these

visitors to return to the Downtown when there is no special event, and to create synergies between the special events and the Downtown's businesses.

Strategy 2.1: Develop a Downtown Management Structure.

The Village should:

- Develop a Downtown management structure to market the Downtown for special events; prepare marketing packets for various market niches; work with property owners and shopkeepers on façade improvements and other initiatives; work with local brokers on tenant recruitment, and perform daily maintenance and upkeep of the Downtown. The Downtown management structure should include the Village Manager and representatives from the Village Economic Development Committee and the Chamber of Commerce.
- In the long term, consider hiring a part-time Downtown Coordinator, possibly in collaboration with another community.

Strategy 2.2: Expand and diversify the selection of retail stores and restaurants.

Many of the businesses within the Downtown are service-oriented and take up important ground floor retail space along the shopping corridors. These businesses do not generate significant pedestrian traffic and discourage window-shopping. In addition, residents in the Downtown have expressed a desire to have more neighborhood and convenience retail to serve their everyday needs. The Village and Chamber of Commerce recently created a toolkit for business owners in the Village, as well as those looking to open businesses in the Village. The toolkit provides information on permitting, downtown zoning and other land use regulations and stores available for rent. It can serve as a marketing tool to attract new retail tenants to the Downtown.

In order to attract more businesses to locate in the Downtown, the **Downtown Management Structure,** working with the Chamber, should:

- Engage in a targeted, locally-based tenant recruitment process by working with local commercial real estate brokers to attract:
    - More diverse retail uses including ethnic restaurants and additional clothing stores. These new businesses could draw more people to the Downtown for goods and services not found in other nearby communities.
    - Quality neighborhood and convenience retail which would draw residents to the Downtown on a more regular basis.

Strategy 2.3: Retain and strengthen calendar of events.

The Village and Chamber of Commerce have established an impressive list of events and programs including Spring and Fall Flings, "Friday Night Live" and the "Museum in

the Streets." Additional ideas to explore include: Little League parades, music festivals, and a multi-cultural food and arts festival. Such events would appeal to multiple demographics and would introduce (or reintroduce) Downtown to new patrons.

The Downtown Management Structure working with the Chamber should:

- Continue to seek opportunities to coordinate events and projects with the Downtown's businesses to bring people to the area.

Strategy 2.4: Explore additional areas for outdoor special events.

Currently, the only spaces in the Downtown used for outdoor special events are held either in a contained location, such as at the Village Hall parking lot, which is closed in order to be the site of the seasonal farmers' market; by closing off sections of Warburton Avenue between Main Street and Spring Street, which has been done for Spring and Fall Flings and the Friday Night Live events, or using the VFW lawn.

Aside from temporarily closing of streets and parking lots for outdoor special events, the Downtown does not currently have one central gathering place to invite and accommodate large crowds—a place that can be promoted for special events.

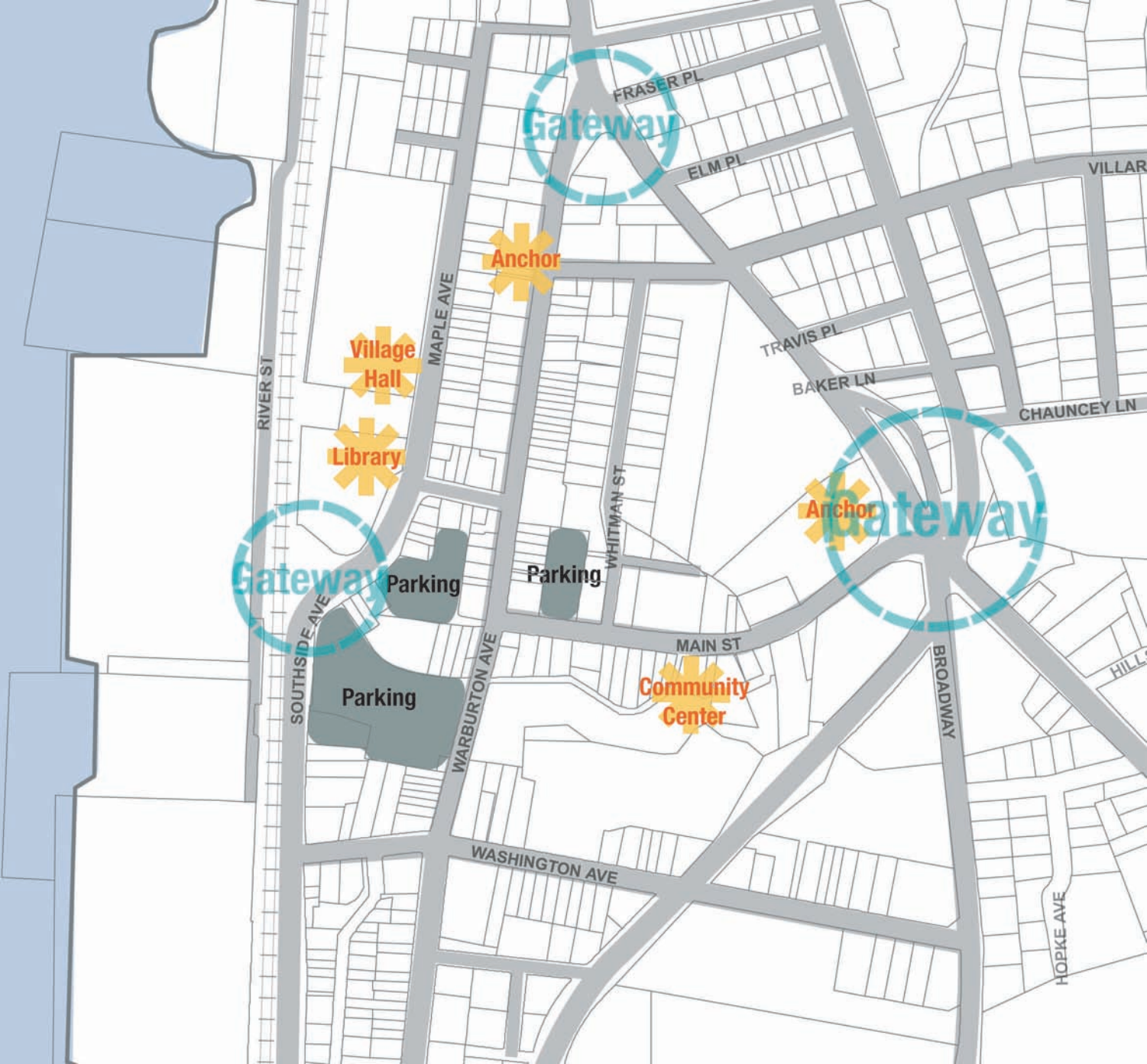
The Village should consider:

- Creating more event spaces in the Downtown by experimenting with holding events at locations such as Zinsser parking lot, Boulanger Parking Lot and Steinschneider parking lot as well as other locations.
- Working with the organizers of the Farmers' Market to provide temporary, safe storage for market purchases while shoppers take time to visit other locations in the Downtown.

Strategy 2.5: Work with landlords on building and streetscape improvements.

To improve building facades and make streetscape improvements, the Downtown Management Structure working with the Chamber should:

- Reach out to landlords to convey the importance of facade and streetscape improvements.
- Speak with landlords about installing interim uses in vacant storefronts, such as galleries for art exhibits or performance spaces.
- Obtain funding from outside sources for technical assistance for storefront and building facade improvements. The appearance of the Downtown is very important towards expanding the customer base. The Village should pursue grants and involvement in technical assistance programs for storefront and facade improvements.


FRASER PL
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RIVER ST
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WHITMAN ST
Anchor
Gateway
Gateway
Parking
Parking
SOUTHSIDE AVE
MAIN ST
Parking
WARBURTON AVE
Community Center
BROADWAY
HILL
WASHINGTON AVE
HOPKE AVE

Strategy 2.6: Continue to support residential units above ground floor units.

The residential population within the Downtown commercial district provides customers for Downtown businesses and fosters a habitable, warm, attractive community district.

The Village should:

- Continue to permit and encourage downtown living in the CC zone.

Strategy 2.7: Support and promote efforts to encourage Tourism in the Rivertowns

Promote activities and efforts, including participation in local tourism boards, which will draw visitors to Hastings and the Rivertowns. This can include outreach efforts to local hotels, guidebooks, and advertising campaigns. It can promote specific destinations or activities, like walking the Aqueduct or Riverwalk trails, and steer, where appropriate, visitors to our downtown stores and restaurants.

Objective 3. Protect and enhance the Downtown's historic scale and character.

Buildings along Warburton, Main and Spring Streets display an eclectic mix of architecture, both cohesive and varied. Most buildings are two or three stories tall with residential and office uses on upper floors. Most facades meet the edge of the sidewalk, although some are set back, providing a yard or porch in front of the buildings. Some buildings have no side yards, while others have driveways or alleyways separating them from their neighbors. Most facades include a large display window capped by a storefront cornice on the ground level with rows of residential windows above. Other buildings include historic churches, the original Village movie house, fire houses, the stately VFW Hall, the Post Office, and the Community Center. However, the scale of buildings in the Downtown is generally uniform, creating a small town, pedestrian-friendly atmosphere.

The bulk, massing and materials of recent infill construction in the downtown area, as well as the resulting obstruction of views towards the Hudson and Palisades, prompted community concerns about the lack of downtown design guidelines for infill construction and major renovations of existing buildings, as well as the need for greater protection of important viewsheds and historic resources.

Currently, the Architectural Review Board (ARB) has prepared draft design guidelines for the Central Commercial zoning district downtown. According to the draft guidelines document available at the time of this writing, the purpose of the guidelines are to preserve and enhance the character of the Central Commercial District; ensure that

renovation and new construction are consistent with the scale, range of architectural styles, and history; inform property and business owners, developers and residents about the architectural significance of the buildings and streetscape; encourage aesthetic improvements that will benefit both the community and its businesses; and encourage positive private-public partnerships to establish and maintain a high aesthetic standard.

In order to protect the unique architecture and streetscape, the following strategies should be considered.

Strategy 3.1: Promote compatibility in scale, density, design, and orientation between new and existing development.

Redevelopment and infill development should be designed to complement the existing scale of historic buildings in Downtown. Quality design should be utilized to keep the pedestrian-friendly nature of the streets, including consistent setbacks, upper-stories that step back from the street, clear entrances facing streets, and building materials and design that echo historic qualities. A combination of zoning standards, design guidelines, and design review procedures should work in concert to help ensure that new development adds to the handsome character of the community.

Strategy 3.2: Adopt design guidelines, with appropriate Village enforcement, to supplement and be consistent with zoning standards.

While zoning can address key issues, more detailed design guidelines should be adopted to guide the actions of the Architectural Review Board and proposed Historic Review Board *(see Chapter 8 Quality of Life)*. The Architectural Review Board has prepared draft guidelines which address many of these key issues and should, upon review and revisions as appropriate, be adopted to give them official standing.

Strategy 3.3: Investigate creating a Downtown Historic District.

There is currently no historic preservation local law, district, commission or other regulatory structure to protect historic buildings. The Village should investigate creating a Downtown Historic District or other regulatory structure. Please see Strategy 2.1 in Chapter 8 for a possible implementing mechanism.

Strategy 3.4: Provide a consistent palette of lighting, signage, landscaping and sidewalks throughout the Downtown's public domains.

The Downtown would benefit from a coordinated and consistent urban design including adequate sidewalks, crosswalks, street lighting, street trees and landscaping and banners.

The Village should:

- Work with the Chamber of Commerce and downtown businesses to provide a consistent palette of lighting, landscaping and sidewalks throughout the Downtown's public domains. These include pedestrian-scale lighting, benches, trash receptacles and street trees. These streetscape elements should adhere to and respect the Village's rich architectural heritage. Update and refresh existing street amenities (e.g. trash cans, lighting, etc.).
- Encourage better but still varied signage; employ a sign amortization law to bring all signs into compliance after ten years. A mix of signs adds to the charm of the Downtown, but within certain boundaries. Signs blocking window displays and views into stores should be discouraged. In short, the Village should employ a handful of prohibitions and advisory guidelines to promote varied but tasteful signage.

Objective 4. Improve possibilities for parking.

Downtowns such as the Village's will never have convenient parking similar to what consumers would find at venues like a mall. It would be impractical to do so as malls and shopping centers have two square feet of parking to every square foot of retail—something that could only be accomplished at great expense or the detriment of the Downtown's historic assets and small-town feel. Results from the various public outreach sessions conducted for the Comprehensive Plan indicates that many residents avoid the Downtown because they fear they will not find a place to park–but the reality is more complicated.

Although various municipally-sponsored studies have shown that there is adequate parking in the Downtown, the perception persists that there is not, which business owners say has a detrimental impact on their bottom line.

Business owners also would like to see better coordination between street cleaning and shop hours, as well as spaces where employees can park for the duration of their shift so as not to use spaces that could be made available for customers.

Customer parking in the Downtown also creates problems for residents who live in the Downtown. In addition, Metro-North commuters park in already congested residential

neighborhoods around the Downtown, taking spaces from the residents who live there. Feedback from community meetings indicated that residents on the following streets experienced the spillover effect of visitors to the Downtown and Metro North commuters: Washington Avenue between Warburton Avenue and Broadway; Maple Avenue, Warburton Avenue, Southside Avenues; and Villard Avenue between Warburton and Broadway. The Downtown is mostly built out, and there are few places where new parking could be added. There is currently no official Village parking strategy.

Strategy 4.1: Reevaluate the management of on-street parking resources.

The Village should:

- Develop a downtown parking management strategy. The plan should inventory downtown parking capacity and compare it to benchmark standards for similar size downtowns. The management strategy should address quantity of spaces, cost of metered spaces, duration of meters and include a review of local laws and trends in zoning in other communities regarding parking.
- Review commuters' use of adjacent streets and evaluate the impact on downtown residents. Investigate the process for residential parking permits for downtown residents.
- Determine the use of downtown parking by employees of downtown businesses and the Village staff. Investigate parking by permit for downtown employees.
- Consider that the essence of parking management is to emphasize where (convenient location), what (safety-minded design features), and when (shared parking arrangements), in addition to costs.

Strategy 4.2: Examine current parking rates and charges.

The Village should:

- Revisit parking rates and charges on a biannual basis. The long-term goal is to make sure that the most convenient spaces are available to shoppers (e.g. ensuring merchants don't park in front of their stores taking the best space away from potential customers), and that the less convenient spaces are used by people who park for extended periods, for example merchants, workers and downtown residents.

Strategy 4.3: Set up a fund specifically for downtown parking and pedestrian improvements.

The Village currently directs all parking revenue into the general fund and there is no dedicated funding for sidewalk and other streetscape improvements. Sidewalk improvements are considered a "special fiscal project," carried over by previous budgets, but not included in spending projections.

The Village should consider:

- Setting up a fund that could be generated from parking meters and fees and also perhaps parking tickets. This revenue could be used for streetscape improvements and maintenance in the Downtown.

Strategy 4.4: Proactively address the spillover impact of customer parking in residential neighborhoods.

The Village could:

- Consider issuing residential permits so that non-residents' cars would not be able to park on the street in residential neighborhoods during certain hours.

Strategy 4.5: Demand high quality design for parking areas.

Avoid a sea of surface parking along downtown streets.

The Village should:

- Draft design standards that limit the impact of parking by locating it away from major street edges and providing landscaping within and on the edge of surface lots.

Strategy 4.6: Promote shared parking for multiple uses.

The majority of the Downtown's parking spaces are utilized during the day by commercial and office uses. In the event residential development increases in the Downtown, shared parking could be utilized to partially reduce the need for new parking spaces.

The Village should:

- Work with Citibank and A&P to use their parking for Community Center activities.
- Work with local churches and other private landowners to utilize parking lots during weekdays.
- Work with waterfront property owners to provide commuter parking in the short term.

Objective 5. Improve and enhance connections between the Downtown and the rest of the Village.

The Village is already a very pedestrian-friendly community with its unique trail system and recent sidewalk improvements. However, there are still strategies which could

further enhance the walkability of Downtown, as well as enhance the ability of visitors to reach the Downtown on foot or bicycle.

Strategy 5.1: Improve pedestrian/bicyclist circulation to and throughout Downtown.

The Village should consider pedestrian safety and the overall pedestrian experience in all infrastructure and development projects in the Downtown, including sidewalks, benches, and safe crossings. Successful traffic-calming strategies should be used, for example colored or bricked crosswalks, yield-to-pedestrians signs and bump-outs (aka neckdowns) for safer pedestrian crossing of downtown streets. In areas of heavy pedestrian traffic, new curb cuts can narrow sidewalks and have a negative impact on walkability. Infill or redevelopment sites should be designed to the highest quality, pedestrian-friendly design standards.

The Village should:

- Improve pedestrian/cyclist circulation in the Downtown. The Downtown between Broadway and Maple Avenue is generally very walkable. However, certain crossings could be improved. Investigate whether painted crosswalks, yield-to-pedestrian signs or other measures would be appropriate at certain, well-traveled, mid-block crossings as well as existing crossings such as at the Warburton-Boulanger parking lots, Warburton/Spring Street and Main Street in front of the Community Center.
- Improve pedestrian/cyclist circulation to the Downtown from other parts of the Village. The intersections at Broadway/Main and Broadway/Warburton are particularly difficult to negotiate on foot or bicycles. At these intersections, review if it is safe to create newly painted sidewalks and signs that warn drivers to stop for pedestrians.
- Provide bicycle racks at central sites in the Village such as Boulanger Plaza, the train station and elsewhere.
- The State-owned and maintained Old Croton Aqueduct trail traverses the eastern perimeter of the Downtown. Signage directing travelers along the trail to the Downtown should be added along the trail's intersection with Broadway.

Strategy 5.2: Link the Downtown to the future redeveloped Waterfront area.

The Downtown's streetscape harkens back to the nineteenth century, yet it has little connection to the Waterfront, which it historically supported. The redevelopment of the Waterfront should not result in a separate enclave but an extension of the Downtown benefiting both areas.

The Village should:

- Ensure that any rezoning and redevelopment of the Waterfront respect, complement and enhance the Downtown visually, architecturally and economically in order to provide a stronger connection between the two, currently disparate, areas.
- Work with the Chamber of Commerce or other downtown business entity in planning for the Waterfront to ensure integration and mutual benefit rather than competition with existing downtown businesses.
- Provide safe, attractive, well-lit and landscaped walkways and stairways between the two areas. Shade trees, benches and pedestrian oriented lighting should be provided.
- Enhance views of the Hudson River from Warburton Bridge and Steinschneider Parking lot by providing viewing areas with benches and binocular stands. The Hudson River is arguably the Village's most important natural resource and one of its primary identifying characteristics. Maintain and improve visual connections to the river from the downtown area to help remind visitors of the Waterfront connection.
- Use signage to direct visitors to the Waterfront. Despite the short distance from the downtown core area to the Waterfront, there is little to indicate the connections between these two areas.

Strategy 5.3: Enhance pedestrian connections between the Downtown and the Waterfront area.

There is currently a pedestrian trail connecting the Waterfront and the Downtown via steps leading from Southside Avenue through the Steinschneider Parking lot and to Warburton Avenue. The steps need repair.

The Cropsey Estate provides a beautiful vista from the vantage of the Warburton Bridge. It also provides a pedestrian connector from the Downtown to the Waterfront, as the Village retains easements for a trailway, including the staircase, which leads from the rear of the Community Center on Main Street along the north side of the estate through to Zinsser Parking lot. However, pedestrians on the trailway have been prevented from traversing the trail by security at the Estate. Residents in public meetings complained that it was difficult to gain access to the grounds and expressed a desire to better incorporate the Estate into the fabric of the community.

The Village should:

- Provide strong pedestrian/cyclist connections between the Downtown and the Waterfront. This will connect downtown restaurants and housing to existing and future waterfront amenities, permitting future residents in the Waterfront area to frequent the Downtown.

- Improve and re-establish trail connections between the Downtown and Waterfront. Existing trails downtown, such as the under-used trail around the Cropsey Estate should be re-established and other trails, such as the stairways through the Steinschneider and ConEd parking lots should be improved.

Strategy 5.4: Protect viewsheds of the Hudson River and Palisades.

View corridors from Warburton Bridge, Steinschneider parking lot, Fulton Park, Village Hall, Hastings Library, and Washington Avenue offer spectacular views of the Hudson River and the Palisades. There is currently an extensive application process for building within the View Preservation District, which is an overlay zone that does not affect the underlying uses. The purpose of the View Preservation District is to protect important views within the Village. Applications must go through both the Planning Board and Zoning Board of Appeals.

The Village should:

- Prepare viewshed studies as part of the design guidelines from key downtown locations for future downtown and waterfront development. The viewshed study could include an analysis to illustrate how the placement of buildings of different dimensions at various locations would affect views of the Hudson from different key vantage points within the Village, including downtown locations. (This is also covered in the chapter on Large Tracts in Objective 5.)

See also Chapter 5, Circulation for additional strategies to improve pedestrian and bicycle circulation throughout the Village including the Downtown.

CHAPTER 4 LARGE TRACTS

As used in this Comprehensive Plan, the term "Large Tracts" refers to the Village's largest remaining open spaces and includes the Waterfront. The Waterfront, by virtue of its size, complexity, and current stage of remediation, is covered separately in the last section of this chapter. The remediation of the Waterfront is projected to last anywhere from five to ten years, approximately the lifespan of this version of the Comprehensive Plan. The Comprehensive Plan proposes an approach to the redevelopment of the Waterfront—the creation of a form-based zoning code for the Waterfront area—that will provide greater flexibility in permitted land uses in exchange for more stringent regulations controlling urban form. This will result in development that is sensitive to character and scale of the Village, takes advantage of existing physical and topographical attributes, and leaves open the option for pursuing an extraordinary redevelopment scenario. The Comprehensive Plan places the Waterfront within the context of the other under-developed large tracts in the Village which are vulnerable to redevelopment and attempts to plan for the protection of community character and environmental resources on these tracts. In contrast to the Waterfront, the remaining Large Tracts potentially could, at any time, be developed in accordance with the existing, predominantly residential, zoning.

Introduction

The rolling hills, fields and wooded edges along the Village's major corridors, particularly Broadway and Route 9, provide a green gateway into the Village which helps define the character of the Village and distinguishes it from the more urban communities to its south. However, many of these green spaces, even those used for parks and open space, are part of large tracts of land that are currently zoned to permit significant development as-of-right, which in most cases would be single-family residential development. Development of these tracts could potentially result in adverse impacts to the Village in several respects. Development may destroy natural habitats which provide homes for threatened wildlife. The Village's character and quality of life could be compromised if the tree-lined corridors are cut down and views of landscapes obscured. Finally, as is explained further below, implications on the tax base of any future development in the Village must be carefully considered in order to avoid increasing municipal costs associated with development beyond the municipal tax revenues generated by development.

village of hastings-on-hudson
dobbs ferry
yonkers
Large Tracts
Dedicated Open Space
0
1,000
2,000 Feet

In addition to the upland Large Tracts is the Hudson River waterfront. The Hudson River forms the western boundary of the Village. Spectacular views of the river and the pristine Hudson Palisades are offered throughout the Village. Although the Waterfront is no longer an economic generator, it continues to be a focal point for the Village. The river gives the Village its identity and the Waterfront's redevelopment is of utmost importance to many residents.

Environmental Constraints

Many of the Large Tracts consist of environmentally sensitive land, including steep slopes, wetlands, stream corridors, old growth trees, ponds, and flood plains. All of the land west of the Metro-North railroad tracks lies within the 100-year or 500-year flood plain. The Planning Board recently revised the Village's steep slope ordinance. However, the Village still lacks regulations that would protect wetlands, require buffers along stream corridors and ponds, and restrict development in the 100-year flood plain. Regulating development in flood plains is a growing priority for coastal communities. According to the *Westchester County Global Warming Action Plan (2008)*, in the coming decades global warming is predicted to result in the rise of sea levels and the permanent inundation of low-lying areas and wetlands along the Hudson River. At the same time, storms will become more intense and frequent. The *Global Warming Action Plan* predicts that 100-year floods will occur on average every 10 years.

The Waterfront holds some of the most environmentally constrained lands in the Village—lands with steep slopes on one side, yet prone to flooding on the other. They have been contaminated by years of industry. The significant contamination of the site will, by law, be cleaned up, but to what degree and in what time frame is still a question. The clean-up will likely not be completed prior to the scheduled review and revision of this Comprehensive Plan.

Tax Base Implications

Development of the large tracts also has the potential to impact the property tax base. In New York State, the property tax is a local tax and the largest single revenue source raised and spent locally to finance local governments and public schools. Property taxes have increased in recent years. Between 1995 and 2005, property tax levies in New York State have grown by 60%. In the Village, the Village tax rate increased slightly less than the State rate, by 56% during that time period from $104.44 per $1,000 of assessed valuation in the 1995-96 fiscal year to $162.98 in per $1,000 of assessed valuation in the 2004-2005 fiscal year.

With the loss of industry in the Village and few high tax-generating commercial uses, more of the tax burden has fallen on residential property owners. The recent rapid rate of tax increases has created pressure for more tax ratable development in the Village, i.e.,

development that would provide more tax revenue than costs to the municipality. The fact that the Village is almost completely built-out places increased development pressures on the under-developed large tracts.

Property taxes in New York State paid by individual homeowners differ based on the type of home ownership. The single family home is generally assessed upon its “market value.” Cooperative and condominium properties, which are essentially single-family residences, are currently assessed as income-producing properties rather than on their market value. Currently, a single-family home and a co-op or condominium may sell for the same price, but the assessment and property tax liability associated with each will differ significantly. As a result, coop and condominium ownership results in a de facto tax exemption of approximately 45%-60% when compared to similarly sized single-family homes. In addition, the commercial base is also reduced when the commercial taxpayers make successful certiorari grievance claims that reduce the assessed value of their property.

A 2008 comparison prepared by the Village of assessed values and Village tax revenues showed that 93% of developed parcels were residential (one, two or three family) and generated 85% of village tax revenue. 7% of developed parcels were commercial (which include multi-family, stores and offices) and generated 15% of village tax revenue.

The 2006 Report of the Large Tracts Subcommittee of the Planning Board best summed up the issues regarding the large tracts in the following way: “How does the Village preserve open space character, environmental resources and quality of life while respecting property values and the economic needs of the Village and its residents?”

Considering these factors and the goals outlined in Chapter 1, the following objectives have been set for the remaining Large Tracts in Hastings-on-Hudson:

1. *Protect and enhance gateways into the Village and the Downtown.*
2. *Protect and enhance the environmental quality of the Village through preservation of environmentally sensitive areas.*
3. *Preserve the quality of existing parkland.*
4. *Diversify the tax base.*
5. *Provide residents and the development community with transparent, simplified procedures for project review and approval. Provide community members with adequate information on prospective developments and enhance opportunities for public participation in the decision-making process.*
6. *Preserve community character by protecting existing open space and public institutions.*

village of hastings-on-hudson
dobbs ferry
yonkers
Large Tracts
Dedicated Open Space
Flood Plains
Wetlands
Brownfield
Steep Slopes
0
1,000
2,000 Feet

Description

In 1999, the Village's *Community Vision Plan* identified the need to protect "the open space character of the Village entrances, all large parcels that border the main roadways through the Village should be identified and mapped with an overlay zone designed to preserve that open-space character." The Large Tracts Subcommittee of the Planning Board was established in October 2002 with the goal of implementing the findings of the Village's Community Vision Plan. However, these two plans were not the first to deal with the issues of the Village's under-developed large parcels of land. Plans dating back to 1970 had attempted to address the potential redevelopment of these sites. Using these earlier plans as a guide, the *Large Tracts Study* focused on possible strategies for the properties detailed in Table 4-1a.

Table 4-1a: *Large Tracts Study (2006) Parcels of Study*

Number in Large Tracts Study	Tract	Address	Existing Zoning
1	Graham-Windham School	1 South Broadway	R-20
2	Andrus School	1156 N. Broadway, Yonkers, NY	R-20
3	Andrus Parcels West of Broadway	185 Old Broadway	R-20
4	Andrus Retirement Home	185 Old Broadway	R-20
5	South Broadway Parcels (individual residences)	Nos: 243, 253, 255, 271, 311, 381 South Broadway	R-10
6	North Broadway Parcels	Nos: 663, 665, 683, 715 North Broadway	MR-2.5
7	Children's Village		R-20
8	Former Carvel Parcel	Stanley Avenue	R-20
9	River Walk Village Site/Former McGregor Chemical Corporation	Route 9A	LI
10	South County Trailway/ Saw Mill River/ Route 9A	Route 9A	R-20
11	Farragut Parkway Greenway	Farragut Parkway	R-20
12	Burke Estate		LO
13	Old Quarry	Quarry Road	R-10

Source: Large Tracts Study (2006). (See Appendix 2 for existing zoning descriptions.)

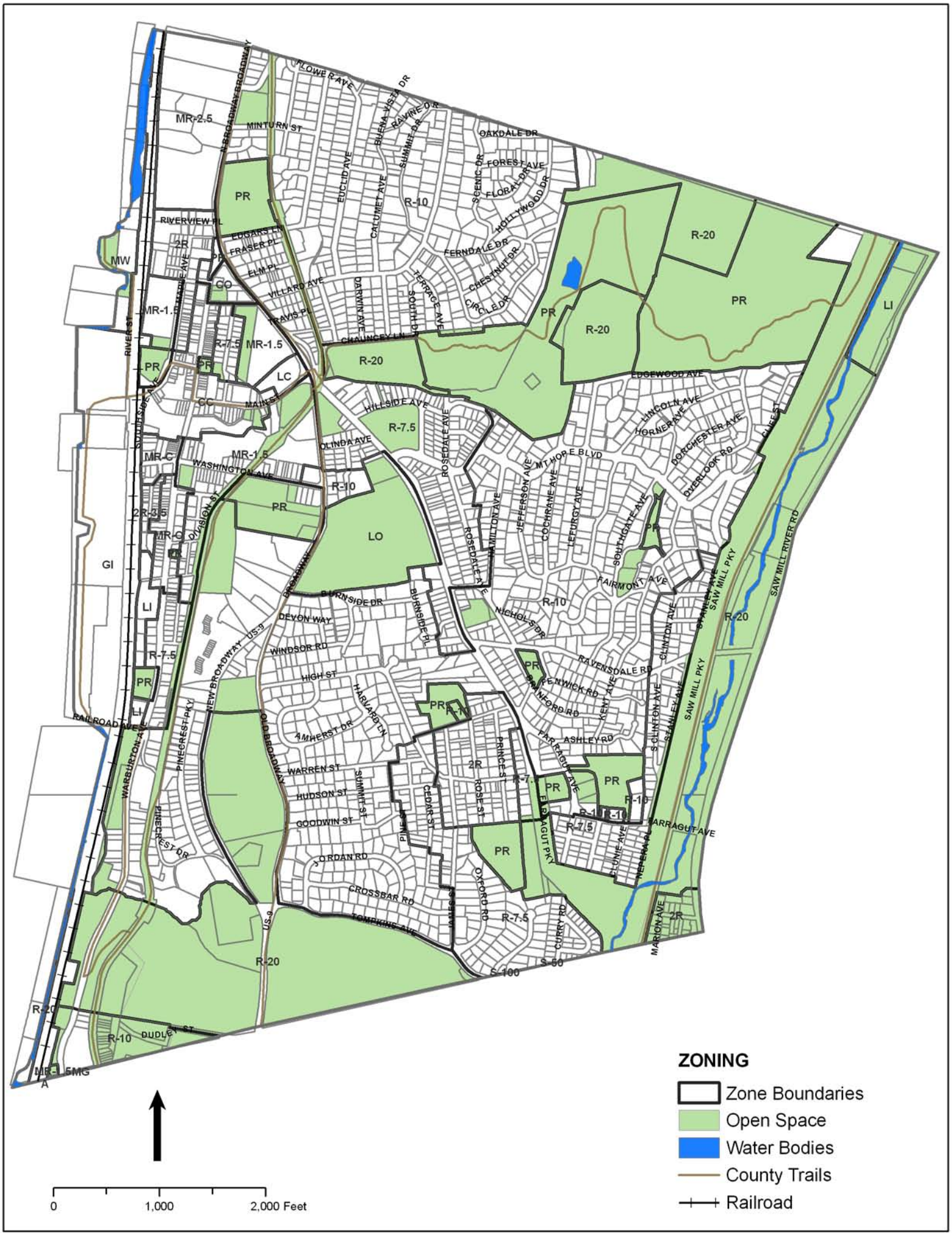
The Comprehensive Plan also considers as part of the Large Tracts the Waterfront area and the Newington-Cropsey Foundation. Included in the Waterfront area are not just the former industrial parcels to the west of the Metro-North railroad tracks commonly known as the BP and Tappan Terminal parcels, but also the entire Waterfront area which stretches from the Yonkers border in the south to Dobbs Ferry in the north, from the river on the west to Southside Avenue on the east. The information for the additional large tracts parcels is detailed in Table 4-1b.

Table 4-1b: Additional Large Tracts

Tract	Address		Existing Zoning
Newington-Cropsey Foundation	Cropsey Lane		CC
Waterfront Area			
BP property	Northern portion of waterfront to the west of the Metro-North railroad tracks		GI
The Mobil/ Uhlich Site (Tappan Terminal) (includes the Pioneer Boat Club)	Southern portion of waterfront to the west of the Metro-North railroad tracks		GI
Zinsser Parking Lot (Metro-North commuter lot)	Southside Avenue		CC
Hudson Valley Health & Tennis Club	100 River Street		GI
MacEachron Waterfront Park	River Street		MW
Harvest on Hudson restaurant (includes parking lot)	1 River Street		MW
Tower Ridge Yacht Club	River Street		MW
Kinnally Cove	River Street		MW
Properties facing Southside Avenue as far south as DPW site	Southside Avenue, Ridge Street, Washington Avenue		MRC and 2R-3.5
Palisade Boat Club	Border on Yonkers		R-20
Riverview Caterers	1 Warburton Avenue		MR-1.5

Source: Phillips Preiss Grygiel LLC (2010). (See Appendix 2 for existing zoning descriptions.)

As is evident in Tables 4-1a and 4-1b, many of the large tracts have underlying zoning that is inconsistent with existing use. For example, the following parks have residential zoning: Reynolds Field, the Quarry property, Rowley's Bridge Trail/ the Hubbard Trail Extension, and the green space along the Route 9A Corridor. Other parcels, such as the Burke Estate, are zoned for Limited Office. Much of the Waterfront currently retains its GI (General Industrial) zoning.


ZONING
Zone Boundaries
Open Space
Water Bodies
County Trails
Railroad
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PR
R-10
R-20
R-7.5
MR-1.5
LC
CC
CO
MW
2R
LO
GI
LI
MR-C
2R-3.5
S-100
S-50
S-7.5
S-10
S-15
MR-1.5MG
LOWE AVE
MINTURN ST
BUENA VISTA DR
RAVINE DR
SUMMIT DR
OAKDALE DR
FOREST AVE
SCENIC DR
FLORAL DR
HOLLYWOOD DR
EUCLID AVE
CALUMET AVE
RIVERVIEW PL
EDGARS LN
FRASER PL
ELM PL
VILLARD AVE
TRAVIS PL
DARWIN AVE
TERRACE AVE
SOUTH DR
FERNDALE DR
CHESTNUT DR
CIRCLE DR
CHAUNCEY LN
EDGEWOOD AVE
LINCOLN AVE
HORNER AVE
DORCHESTER AVE
OVERLOOK RD
CLIFF ST
HILLSIDE AVE
OLINDA AVE
ROSEDALE AVE
MT HOPE BLVD
WASHINGTON AVE
MAIN ST
RIVER ST
SOUTHSIDE AVE
DIVISION ST
BROADWAY
NEW BROADWAY
US-9
OLD BROADWAY
HAMILTON AVE
JEFFERSON AVE
COCHRANE AVE
LEFURGY AVE
SOUTHGATE AVE
FAIRMONT AVE
BURNSIDE DR
BURNSIDE PL
DEVON WAY
WINDSOR RD
NICHOLS DR
RAVENSDALE RD
CLINTON AVE
STANLEY AVE
SAW MILL PKY
SAW MILL RIVER RD
HIGH ST
HARVARD LN
KENWICK RD
SANFORD RD
KENT AVE
AMHERST DR
FAR RAGUT AVE
ASHLEY RD
S CLINTON AVE
RAILROAD AVE
WARBURTON AVE
PINECREST PKY
WARREN ST
SUMMIT ST
PRINCE ST
ROSE ST
CEDAR ST
PINE ST
HUDSON ST
GOODWIN ST
FARRAGUT PKY
FLUME AVE
NEPERAN AVE
MARRAGUT AVE
PINECREST DR
JORDAN RD
CROSSBAR RD
TOMPKINS AVE
JAMES ST
OXFORD RD
CURRY RD
MARION AVE
DUDLEY ST

In addition, there are parcels which provide the perception of open space but which are privately owned and if developed according to the underlying zoning, could severely alter the overall character and quality of life of the Village. Some of these parcels are owned by institutions such as the Newington-Cropsey Foundation; Andrus Retirement Home and parcels owned by Andrus on the west side of Broadway; the Graham-Windham School; the Andrus School; and Children's Village. All of these parcels are zoned residential except for the Newington-Cropsey Foundation which has the same zoning as the commercial corridors of the Downtown. Calculations done as part of the Large Tracts Study indicated that the properties on North Broadway, if developed to the full capacity permitted under current zoning, could accommodate 124 units.[1]

The Waterfront west of the railroad tracks is owned by three separate entities: BP Environmental Remediation LLC, which owns 28-acres on the former Anaconda site, and Mobil Oil Company and Uhlich Color Company, which together own the 14.5 acre remainder of the site known as Tappan Terminal.

Recommendations

Objective 1. Protect and enhance gateways into the Village and the Downtown.

Strategy 1.1: Establish scenic corridor overlay zone on major roadways through the Village and additional roadways, as appropriate.

An overlay zone is defined as a mapped overlay district superimposed on one or more established zoning districts. Basically, an overlay zone simply supplements the underlying zone with additional requirements or incentives while leaving underlying zoning regulations in place. An overlay zone is created by identifying a special resource, such as an aesthetic resource, and adopting new provisions that apply in that area in addition to the provisions of the zoning ordinance. The adoption of a scenic corridor overlay zone in Hastings-on-Hudson would serve to recognize and protect the existing viewsheds and landscapes in need of preservation along the major roadways into the Village. The provisions of the scenic corridor overlay zone would specify criteria for the protection of particular natural features, including additional setback and buffer areas, the prevention of disturbance of natural areas, and the restoration of the landscape of any disturbed areas.

The Village should:

- Amend the zoning code to create a scenic corridor overlay zone on both Broadway and Route 9A that would require setbacks and landscaped or naturally vegetated buffers.
- Consider similar treatment for Warburton Avenue.
- Consider how to treat the Metro-North rail line, the South Country Trail and the Old Croton Aqueduct Trail as gateways into the Village.

Strategy 1.2: Reach out to neighboring communities to receive notice of proposed developments on a regular basis.

The Village should:

- Work with neighboring communities to receive notice of proposed developments in neighboring communities before such development plans are approved.
- Analyze how such proposed development may impact the Village, and work with the relevant neighboring community to address any impacts before, and if necessary after, such development plan is approved.
- Publicize any proposed developments that the Village determines may impact the Village via email and web postings.

Objective 2. Protect and enhance the environmental quality of the Village through preservation of environmentally sensitive areas.

Some of the most valuable natural resources in the Village are located on the large tracts including old growth trees, wetland vegetation, upland forests, rock ledges, water resources, vegetation and wetlands serving as habitats for birds, deer, coyote and other fauna. The Hudson and Saw Mill Rivers are located adjacent to large tracts. Both function as valuable wildlife habitat. Some of these parcels are environmentally compromised lands contaminated by years of industrial use.

The Village is built on hills characterized by steep slopes and rocky outcroppings. The Steep Slope Ordinance in the Village Code defines steep slopes as any area 1,000 square feet in area with a slope of 15 percent or greater. Steep slopes are found throughout the Village and are subject to serious erosion.

The majority of the Waterfront to the west of the Metro-North railroad tracks is in the 100-year floodplain, although the portions directly abutting the railroad tracks are generally in the 500-year floodplain. Almost all of the land abutting the Saw Mill River including lands between the river and Saw Mill River Road and lands extending across the Saw Mill River Parkway are in the 100-year floodplain. There are also scattered lands in the 500-year floodplain along the Saw Mill River, as well as on sections of Broadway, Farragut Parkway and Avenue, and areas of Hillside Woods.

Wetlands located on large tracts include the Saw Mill River swamp forest and the wetlands in Hillside Woods which extend onto the Judson Avenue tract. Smaller wetlands are located throughout the Village.

Protecting the water quality of the Saw Mill and Hudson Rivers, as well as the streams and watercourses which run into them, should be of utmost concern for any development plans in the Village, as should be the protection of natural vegetation,

wetlands, rock ledges and old growth trees. Natural, aesthetic resources should be safeguarded and enhanced to the greatest feasible extent.

Strategy 2.1 Update Open Space Inventory

Environmental resources must first be identified and analyzed in order to protect them. The Village's Conservation Commission created an Open Space Inventory and has periodically reviewed it. The open space inventory should be updated to include information on environmental constraints including floodplains, steep slopes, water bodies and wetlands. This data can be gathered using Geographic Information Systems (GIS), a computer mapping system. Westchester County has mapped the County and has identified generally where environmental resources exist in the Village, but the data is broad. In addition, the data does not include rock outcrops or significant trees. An updated inventory is an important planning tool and offers an opportunity to raise public awareness of where sensitive environmental resources exist in the Village.

The Village should:

- Map the location of lands that comprise significant natural resources including wetlands, steep slopes, rock outcroppings, old growth trees, ponds and streams, using GIS data. The Village should continuously update the maps as resources are mapped and should make this information widely available.
- Present the Village Board with an updated inventory and map which the Village Board should adopt as official resource index. The map should be used by the Village Board, Planning Board, Zoning Board and other relevant municipal boards and committees. The Village should ensure the maps are labeled to indicate that they are reference tools and not a substitute for on-site analysis during the development approval process.
- Consider writing zoning that requires development applications of a certain size to provide detailed, on-site studies to ensure that all environmental resources are properly identified on each parcel, and their significance assessed. This should be part of a revised and enhanced site plan review. This site specific information should then be used by decision makers to ensure appropriate protection measures are taken.

Strategy 2.2: Protect, enhance and manage the Village's natural resources.

The Village's quality of life will be enhanced by the good management of the Village's natural resources.

The Village should:

- Create design standards in the Zoning Code to protect, conserve, enhance, restore and maintain significant natural features and the ecological connections

between them that would apply to development applications involving new development, redevelopment or major additions. Such design standards should include the preferred placement of structures, protection of wetlands, watersheds (including specifically around Sugar Pond), and other water bodies, preservation of vegetation, tree conservation and landscaping that is sensitive to topography and rock outcroppings.

- Consider designating the Conservation Commission as a Conservation Board, to review each application for the use or development of any open area listed on the open space index.
- Improve enforcement of existing environmental resource protection laws to ensure adherence. This may include enhanced methods for reporting and recording of violations, and increasing fine for violations.

Strategy 2.3: Map, protect and enhance local wetlands.

Freshwater wetlands exist where the water table is at or near the land surface for most of the year. Regardless of their size, all wetlands serve a number of valuable ecological functions, including but not limited to, water purification during groundwater recharge, stormwater retention, flood control and wildlife habitat. Wetlands are afforded some degree of protection at the state and federal levels. Under the New York State Freshwater Wetlands Act of 1975, the New York State Department of Environmental Conservation (DEC) maps and regulates wetlands encompassing at least 12.4 acres (5 hectares), and smaller wetlands judged to be of unusual importance. The DEC also regulates a 100-foot adjacent area (buffer zone) surrounding the protected wetlands. There are no wetlands in the Village which meet the requirements for protection by the DEC.

While not used for wetland regulation, the U.S. Fish and Wildlife Service identify wetlands in their “National Wetland Inventory” (NWI) maps. These maps show the approximate locations of wetlands and were used to prepare the map on page 51 which shows wetlands in the Village. This map shows the most extensive wetlands in the Village areas are in Hillside Woods and the Saw Mill River corridor. Even the smaller wetlands found on the Burke Estate, Andrus Children's Home, and the vernal pond in Hillside Woods, are important for breeding habitat for amphibians.

However, the NWI maps merely show where wetlands have been identified in high altitude aerial photographs. The U.S. Fish and Wildlife Service cautions that there is a margin of error inherent in the use of aerial photographs. The photos will not show wetlands obscured by dense forest cover or wetlands that may be too small to be detected. Thus, the NWI maps should not take the place of detailed surveys made by a qualified professional. Since the Village’s wetlands are not currently subject to either state or federal regulations, action should be taken at the local level. Once a wetland has

been filled, it is lost forever. Many municipalities throughout New York State have enacted local wetlands laws.

The Village should:

- Establish a local wetland protection law to overcome shortcomings in the protection provided by State and Federal wetland regulations relative to small wetland areas that may be locally significant. The New York State Freshwater Wetland regulations, as promulgated under 6 NYCRR Parts 663 and 664, can serve as a guide for a local freshwater wetlands law. The wetland protection law should restrict development within locally designated wetlands and require that naturally vegetated buffers be maintained around all wetlands. *See Sustainability Objective 3.*
- Seek funding for habitat restoration and enhancement projects for deteriorated wetlands in the Village.

Strategy 2.4: Restrict development adjacent to the Hudson and Saw Mill Rivers.

A vegetated buffer should be maintained along rivers, streams and other water bodies for ecological and environmental reasons.

The Village should:

- Write zoning that requires a minimum setback between the Hudson or Saw Mill Rivers and any development.
- Write zoning that requires all applications for development within a certain distance of the mean high watermark (normal streambank) of the Saw Mill River or Hudson River be subject to the issuance of a Special Use Permit.

Strategy 2.5: Re-evaluate the Tree Preservation Ordinance to ensure it is protecting significant trees.

In any development and redevelopment activities, special consideration should be given to protecting stands of large trees, unique forest cover types and habitats, and old fields, particularly in areas of steep slopes. The Village currently has a local ordinance, Chapter 273 (Tree Preservation) which establishes a permit procedure for the removal of trees with diameter at breast height of 12 inches or greater from any lot of *one acre or more*, or adjoining lots of an aggregate size of one acre or more under common ownership.

The Village should:

- Re-evaluate Municipal Code: Chapter 273 (Tree Preservation) which requires a permit procedure for the removal of trees with diameter at breast height of twelve (12) inches or greater from any lot to determine if it is adequately protecting the Village's trees.

Objective 3. Preserve and improve the quality of existing parkland.

Strategy 3.1: The Village should work to improve existing parks

Existing parks, publicly-owned open spaces and trailways are essential to the character and quality of life in the Village, but they must be managed and maintained if they are to preserve their value both as natural resources and community amenities.

A number of attractive and useful parks already exist within the area that encompasses the Village that appeal to a cross-generational range of users. Efforts should be made to keep these existing parks in good condition and improve them in accordance with state and national standards. This includes maintaining buildings, playgrounds and amenities in the parks; trail improvements in the woods; shrub and tree maintenance; and other necessary actions. Local volunteer groups that use the parks regularly (such as the Little League and the Scouts) should be encouraged to support these efforts. The parks should be periodically reviewed in light of changing community needs and desires related to both passive and active recreation, as well as community gatherings.

Any new or improved park infrastructure, including trails, playground equipment or parking areas, should minimize impacts on natural resources. Playground design and upkeep should follow accessibility and safety guidelines.

The Village should:

- **Develop a long-term park restoration and maintenance program**. This could include the removal of invasive vines that are choking trees in our parks, erosion control to reduce sedimentation in Sugar Pond and other water bodies, watershed management, and measures to ensure both flora and fauna are ecologically balanced to ensure long-term sustainability. The Village should also plan for long-term capital improvements.
- **Ensure that park improvements and programs meet the community's recreational needs and other requirements.** Parks should change over time to meet changing demographics and needs. Periodic assessments should be undertaken through surveys and community meetings to better understand residents' priorities. The Village's parks and public spaces also frequently serve as venues for outdoor performances or other community gatherings, and could be enhanced to better serve this function. Playgrounds and public spaces should be designed to follow national standards.
- **Minimize impacts on natural resources when undertaking park improvements**. Community use must be balanced with environmental requirements. For example, when new park infrastructure, trails or landscaping are developed, care must be taken to preserve natural resources and reduce potential impacts on wildlife.

Strategy 3.2: Consider conservation options on the two undeveloped parcels currently used as part of Hillside Woods, which are privately or institutionally owned.

Two large tracts are located adjacent to Hillside Woods. One is the portion of Children's Village located in the Village that is currently undeveloped. Some of the tracts are located in a 500-year flood plain and there are two acres of hydric soils and wetlands, as well as significant large trees, steep slopes greater than 25 percent, forested areas and wetland vegetation. The parcel is also home to a stream, which flows into Sugar Pond in Hillside Woods. The other tract is the privately owned 2.8-acre site at the northeast corner of Hillside woods that is adjacent to the Dobbs Ferry border, near the Dobbs Ferry DPW site. There are significant large trees, forested areas and wetland vegetation on the parcel, as well as steep slopes in excess of 25 percent. Both of these natural areas are currently viewed and used as part of Hillside Woods.

Section 247 of the General Municipal Law authorizes acquisition of open land in fee or by easement for public purposes.

The Village has several options with regards to the conservation of these parcels including, but not limited to, the following:

- **Voluntary Programs.** Private landowners can help implement a local open space plan by voluntarily agreeing to practice good land management techniques. They also can participate in voluntary stewardship agreements that indicate a strong commitment by the landowners to preserve their land. In some cases, a landowner might agree to allow people to engage in certain activities on his land, such as nature education or hiking, at specified times. Although voluntary conservation programs do not guarantee protection or accessibility of open space resources, they can enhance an open space plan and, if widely used, they can greatly improve a community's open space system.
- **Purchase the parcels at fair market value.** The Village can purchase the parcels at fair market value (i.e., the price a knowledgeable buyer would pay for the land.) This may be difficult for the municipality due to the high cost of land. A disincentive for the seller is that if the land is sold at full value and has appreciated in value since its purchase the seller will be liable for income tax on the capital gain. There are no charitable deductions for the seller associated with a sale at full value.
- **Purchase the parcels in a bargain sale.** A bargain sale is part donation and part sale to a government agency or non-profit organization such as the Westchester Land Trust. A bargain sale may entitle the seller to an income tax

deduction for a charitable contribution and therefore to a reduction in capital gains tax. The value of the income tax charitable contribution for the seller would equal the difference between the fair market value and the lower negotiated selling price. The net cash proceeds realized by the seller at the bargain price may approximate the fair market sale when the tax deduction is taken into account.

- **Installment sale.** An installment sale allows an agency or organization to purchase property over a period of years. The use of the land and the responsibility for payment of property taxes until the sale is complete are negotiable terms of the agreement. The seller benefits financially by spreading the income and the taxable gains over several years. The amount of taxable gains depends on whether or not the land is sold at fair market value.

- **Purchase a conservation easement.** A conservation easement is a legally binding agreement between a landowner and a municipality or non-profit organization. The landowner retains title to the property, but extinguishes certain development rights in the property. Tax authorities recognize the fact that the landowner has relinquished a significant portion of the property's economic value by extinguishing his or her right to develop the property to the fullest extent. Sections 49-0301 through 49-0311 of the Environmental Conservation Law (ECL) provide the authority for not-for-profits or municipalities to use such a tool. This statute permits a not-for-profit or municipal entity to acquire conservation easements for the purpose of conserving, preserving, and protecting the environmental, historical and cultural resources of the State, including the development and improvement of agricultural lands.

  The Internal Revenue Service may grant income tax deductions and estate tax reductions equal to the value of the land forgone by donating a permanent conservation easement. In 2006, New York State enacted the conservation easement tax credit (CETC) to taxpayers whose land is restricted by a conservation easement an annual New York State income tax credit of up to 25% of the school district, county, and town real estate taxes paid on the restricted land, up to an annual maximum of $5,000 per taxpayer.

  For municipalities, an important benefit of conservation easements, under the statute, is that they can be enforced by a third party named in creating the easement. This is usually a not- for-profit organization such as a land trust. By doing so, a municipality has the legal authority to delegate its monitoring and enforcement responsibilities to the land trust or not-for-profit organization, but leaving them with the benefit of the preserved land. Furthermore, since organizations such as land trusts have greater financial and procedural flexibility than local governments, the environmental needs of communities may be better served.

- **Purchase an option.** A landowner may desire to sell his or her land to a conservation organization or public agency that is not in the position to purchase it immediately. The landowner can sell or grant an option to the buyer that guarantees the opportunity to purchase the land in the future. An option establishes a price at which the buyer could purchase the land during a specified period of time.
- **Right of first refusal.** A right of first refusal is less specific; it simply guarantees the conservation organization or agency the opportunity to be notified of the landowner's intent to sell. The potential buyer may then make an offer. If another party offers an acceptable price for the land, the organization/agency has the opportunity at that time to match the price offered and purchase the land. Both techniques provide legal means for a group to purchase land at some time in the future, although the group is not bound to do so.
- **Lease the parcels.** Leases are an alternative to permanent transfer of land to a conservation agency or organization. A lease allows unrestricted and exclusive use of the land for a given number of years. Restrictions and provisions for termination of the lease can be incorporated. The landowner can seek indemnification from liability if the land is for public use. It is not possible to take a charitable deduction for the value of a lease.
- **Land Trusts.** Land trusts, such as the Westchester County Land Trust, are extremely effective vehicles for conserving land. While they are independent entrepreneurial organizations that work with landowners interested in protecting open space, they often work cooperatively with government agencies. Land trusts can accept donations of land, funds to purchase land, or development rights that permanently limit land development, or they can purchase land for permanent protection. In addition to land trusts, there are other nonprofit land conservation organizations that have been involved in protecting significant recreational, environmental and cultural landscapes throughout New York State such as Scenic Hudson.

The Village should:

- Consider and pursue its conservation options with regards to:
    - The Children's Village parcel in order to preserve the woods, wetlands and stream that drain into Sugar Pond.
    - The Stanley Avenue property.
- Consider developing a Land Acquisition Ordinance. A Land Acquisition ordinance details the procedures by which the Village may acquire by purchase, gift, grant, bequest, devise, lease, development right, easement, covenant or other contractual right necessary for the preservation of open space.

Strategy 3.3: Continue RiverWalk at every available opportunity.

The Westchester RiverWalk Greenway Trail is a planned 51.5-mile, multi-faceted pathway paralleling the Hudson River linking village centers, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. It spans 14 municipalities in Westchester and is part of the Hudson River Valley Greenway Riverside Trail system. RiverWalk will be developed through a series of projects undertaken by the county, local municipalities and other entities, including private developers.

The Hudson River Valley Greenway Trail System is a unique network of multi-use land and water trails. Specifically, these trails include; 1) the Greenway Trail, a land based trail, 2) the Hudson River Greenway Water Trail, and 3) Bike Route 9.

The Hudson River Valley Greenway Trail System identifies a proposed east-west trail connection in Hillside Woods between the South Country Trail and the Old Croton Aqueduct State Trailway, two regional north-south trails. Westchester County proposed the route, which would pass through County-owned lands, Hillside Woods, public school lands, and Saw Mill River Parkway lands. While residents welcomed the idea of a connection between the two existing trails, many opposed the specific route through Hillside Woods due to concerns about the adverse impacts on environmentally sensitive resources in the woods. Residents questioned the Village's ability to maintain such a trail and the resulting liability. See Chapter 5, Circulation for potential alternate connector routes between these two regional trails which could accommodate both bikes and pedestrians.

Current plans call for the RiverWalk trail to enter the Village from the north via the Old Croton Aqueduct trail, then cross the five corners intersection onto Main Street and turn north on Warburton, west on Spring, southwest on Southside Avenue, cross Dock Street bridge and head north on River Street to Kinnally Cove and MacEarchon Park. The Kinnally Cove is a designated site on the Hudson River Valley Greenway Water Trail. The RiverWalk plan proposes that after the BP/Tappan Terminal sites are remediated and the Zinsser Bridge is renovated, the RiverWalk would extend south on the BP/Tappan Terminal sites and would cross the railroad tracks over the renovated Zinsser Bridge. It would then connect to the Rowley's Bridge trail and then finally connect to the Aqueduct Trail heading south to Yonkers.

The Village should:

- Identify ways to support the County effort to create the RiverWalk trail along the Hudson River.
- Connect the Greenway Trails and Old Croton Aqueduct Trail to the South County Trail. See Strategy 5.1 in Circulation.

Strategy 3.4 Reclaim and Restore the Marble Quarry as Public Park Land

In November 2004, the Village Trustees appointed a committee of residents (the "Quarry Committee") to report to them on the best use for the site. In September 2005, following public hearings, the Quarry Committee issued its report, recommending that the Quarry be reclaimed as a naturalized park, and that Draper Park, the Quarry, the Old Croton Aqueduct and the Quarry Trail all serve as interconnected trailways, bringing walkability to the entire area, including the downtown and the Hastings waterfront.

In 2009, utilizing a grant awarded to the project by the New York State Department of Parks, Recreation and Historic Preservation, the Village reclaimed the old inclined railway bed and is now transforming it into a trailway connecting the Quarry and the Old Croton Aqueduct to the Hastings waterfront, via Southside Avenue.

The Village should:

- Proceed with plans to reclaim this historic site and restore the old marble Quarry as public parkland for the use and enjoyment of all residents.

Strategy 3.5 Improve signage and protect boundaries in Village Parks.

The Village should:

- Seek funding for signage at entrances to and public gathering places within parks and trailways, including rules and restrictions on certain uses.
- Insure that park boundaries are respected by adjacent property owners.
- Investigate the need for fencing to prevent illegal dumping.

Objective 4. Diversify the tax base.

Strategy 4.1: Rezone to enhance future tax ratables.

In order to offer property tax relief, the Village could consider appropriately rezoning some large tracts which are currently zoned for single family residential. The new zoning could allow uses that bring in additional tax revenues such as commercial or office space. It is important that safeguards be put in place to guarantee that the new development brings in municipal tax revenues that are greater than or equal to the costs to the Village or school system to support the development. Some of the underlying statistics that drove the analysis below can be found in Appendix 3.

Locations that may be appropriate for rezoning include large tracts along Broadway in the southern end of the Village near the Yonkers border. These tracts are proximate to a major economic center, i.e., the Executive Boulevard complex in Yonkers, and present great potential for economic development. However, any zoning for these parcels should protect the community character of the Village while not reducing future tax ratables.

The Village should:

- Develop appropriate zoning for the properties listed below from single-family residential zoning to those uses (including, for example, commercial use, senior-only housing, and clustered housing) that will protect community character while encouraging land uses that have the potential to generate greater tax revenues than costs to the Village. Such zoning could permit for-profit uses such as hotels, conference centers, educational institutions, offices, continuing care retirement communities, etc, while factoring in concerns about traffic, environmental concerns, and the other issues that weigh on rezoning. Current zoning follows each Large Tract in parentheses.
    - Andrus Retirement Home (R-20)
    - Andrus School and adjoining parcels (R-20)
    - Graham-Windham School (R-20)

The site of the former Ciba-Geigy property is currently zoned for a Mixed Use Planned Development District. A recent proposal for that parcel includes live-work units. However, its location on Route 9A provides the potential for commercial use.

The Village should:

- Re-examine the zoning for the former Ciba-Geigy site (now MUPDD) and consider whether other uses (such as exclusive commercial uses) will protect community character while encouraging land uses that have the potential to generate greater tax revenues than costs to the Village. Such potential uses should permit retail office, lab, and medical, while prohibiting "big box" retail.

Zoning requirements for the above sites could include:

- Conservative floor area ratios (FAR) with incentives for reuse, where applicable
- Require substantial landscape buffers
- Encourage re-use of existing buildings
- Require clustering of buildings
- Evaluate and preserve old growth/significant trees, where appropriate
- Incorporate best practices of green site plans
- Prohibit/ limit development on environmental resources (i.e., 100-year flood plain, wetlands, steep slopes)
- Deduct environmental constraints from FAR calculations

Strategy 4.2: Require fiscal impact analysis.
Although the Village can use the New York State Environmental Quality Review (SEQR) process to require a Fiscal Impact Review (FIR), a fiscal impact analysis should become part of the approval process. The zoning code can identify submission requirements, and an analysis of fiscal impacts should be included. The site development regulations should include standards as the basis for judging the merits of proposals.

The Village should:

- As part of the approval process, establish thresholds that require the applicant to fund the preparation of an independent fiscal impact study. If a large tract or any adjacent large tract undergoes development by different owners, each individual project should be independently evaluated for its fiscal impact on the Village. Once identified as needed by an applicant, the fiscal impact study should be part of the review and approval process. The fiscal impact study compares the costs against the revenues to the Village and the School District from a proposed new development, analyzes the community-wide fiscal consequences of municipal land use policies, and conducts school enrollment projections. The fiscal impact study should follow a methodology in common use, such as that described in the most recent versions of Rutgers University's Center for Urban Affairs publications entitled "The Fiscal Impact Handbook," "The New Practitioner's Guide to Fiscal Impact Analysis" or another methodology acceptable to the Planning Board.

Strategy 4.3: Encourage fiscally neutral or positive development.
Generally, the Village should encourage fiscally positive development (development that produces more tax revenues for the Village and the School District than the costs incurred by the municipality or school to support the proposed use) on the large tracts. This is with the understanding that there are always potential uses such as a new, necessary municipal site (e.g. new DPW garage) or desired/mandated affordable housing that may supersede a fiscally positive utilization of a property. Given fiscal constraints, however, the Village would prefer that redevelopment should not place an undue burden on the local economy through uncompensated subsidies and other expenditures of public monies.

Objective 5. Provide residents and the development community with transparent, simplified procedures for project review and approval. Provide community members with adequate information on prospective developments and enhance opportunities for public participation in the decision-making process.

Strategy 5.1: Create an easy-to-read development application brochure

The Village has a solid foundation of development application requirements in its zoning code, but does not have a plain-language version available for distribution.

The Village should:

- Make brochures available at Village Hall and on the website which explain the approval process in simplified, plain language, for all development projects.
- Create and provide to the public a flow chart, which identifies how applications are routed by Village employees through the respective boards, time periods for decision-making, and opportunities for public comment.

Strategy 5.2 Increase awareness of projects under review

The Village should:

- Require the use of signs posted on properties that are the subject of proposed actions, as is done in neighboring communities.
- Investigate the possibility of lengthening the notice time prior to development application hearings.
- Post notices on the Village website.

Strategy 5.3: Increase communication and coordination among Village boards and committees.

The Village should:

- Convene an *ad hoc* committee to examine current procedures with the goal of simplifying and increasing the efficiency of the review process by improving coordination and communication between boards and Village staff. Identify the most practical route for the review of development submissions to avoid unnecessary back-and-forth among the various boards. The committee should also seek opportunities for greater public involvement in the review process.

Strategy 5.4: Evaluate development applications for compliance with the Comprehensive Plan.

The Village should:

- Evaluate any development application to ensure that such plan complies with the objectives of this Comprehensive Plan.
- Not give priority to development applications that create large revenue streams for the Village but which do not address the other objectives of this Comprehensive Plan.

Strategy 5.5: Circulate results of development applications via email

The Village should:

- Send the results of meetings to residents via email blasts. Notice of results should be simple, including whether or not a project was approved, any stipulations and whether more information was required.
- Post results on the Village website.

Objective 6. Preserve community character by protecting existing open space and public institutions.

Strategy 6.1: Rezone parkland to reflect current use.

In order to make the zoning consistent with conditions on the ground the Village should evaluate rezoning eight properties to be consistent with their current uses as parkland (current zoning follows each site in parentheses). The Village should review tax parcels and ownership of all parkland and verify that all parcels are identified.

- Reynolds Field (R-20)
- The Burke Estate (LO)
- Route 9A Corridor (R-20)
- The Quarry (R-10)
- Rowley's Bridge Trail/ Hubbard Trail extension (R-20, -R-10, MR-1.5)
- Village-owned parcel(s) in Hillside Woods near Judson Avenue (R-20)
- Kinnally Cove (MW)
- MacEachron Park (MW)

Strategy 6.2: Rezone institutions to reflect current uses.

In order to make the zoning consistent with conditions on the ground the Village should rezone the following property to be consistent with its current use as a museum:

- The Newington-Cropsey Estate (CC)

The objectives and strategies in the preceding pages apply to all of the Large Tracts in the Village including the Waterfront. However, the Waterfront is a Large Tract for which special considerations are required. For that reason, several objectives are proposed specifically for the redevelopment of the Waterfront area.

The Waterfront

Waterfront redevelopment cannot proceed until the completion of a comprehensive clean-up of the contaminated sites. Residents have developed various proposals for the sites. There is consensus on the need to set aside some area as parkland. At a minimum, any development should provide public access along the Waterfront's edge. Any development will need to comply with the existing and modified consent decree that governs the site.

The following objectives have been set for the redevelopment of the Waterfront:

1. *Ensure fiscally responsible development.*
2. *Design a plan for the Waterfront that promotes appropriately scaled development that will provide economic support for the Village.*
3. *Maximize public enjoyment of the Waterfront.*
4. *Ensure environmentally smart development.*
5. *Preserve public views of the Hudson River, Palisades and New York City Skyline.*
6. *Preserve the historical architectural features in the area.*
7. *Investigate improvements to circulation to and through the Waterfront.*
8. *Proactively seek out opportunities for the Waterfront that are consistent with the goals and vision of the Plan and the results of Form-Based Zoning.*
9. *Ensure that built areas do not create self-contained enclaves that impede public access to the Waterfront.*

Objective 1: Ensure fiscally responsible development.

Strategy 1.1: Require fiscal impact analysis.

Any redevelopment plans for the Waterfront should include a fiscal impact analysis by the Village consistent with Strategy 4.2 above.

Strategy 1.2: Permit only fiscally neutral or positive development.

As with the other large tracts, only fiscally positive development (development that produces more tax revenues than municipal costs) should be permitted on the Waterfront, consistent with Strategy 4.3 above. The intent is to impose this requirement for the totality of the site, in recognition of the fact that individual components of the

development may not, indeed, be revenue positive: i.e. park land. Indeed, the first components developed may, in fact, be park land.

Objective 2: Design a plan for the Waterfront that promotes appropriately scaled development that will provide economic support for the Village.

Strategy 2.1: Develop form-based zoning for the Waterfront.

Form-based codes focus on the physical form of development like building type, street type, location and the creation of high-quality public spaces like sidewalks, streets, plazas and parks rather than the separation of uses typical of traditional zoning. Form-based codes rely on context to determine appropriate building scale, material, and overall design. Form-based zoning should result in development that is sensitive to the character and scale of the Village, can be phased in over time, preserves and enhances scenic views, assures an attractive environment for public access to the Waterfront, respects architectural character and scale of the buildings and preserves economic value. Form-based zoning will provide greater flexibility in permitted land uses in exchange for more stringent regulations controlling urban form. The potential uses could range from mixed-use, commercial, retail, light industry and non-single family detached residential.

Form-based codes are developed with substantial public involvement. Form based codes explain what a community wants rather than what it does not want and, therefore, achieves a more predictable physical result. In addition, benefits of a form-based code are predictability of process and design, reduced time frames and costs involved with development review, and extensive public and decision maker input into the vision and design of the community. Once approved, the development application and review process becomes an administrative process to verify that developers are in conformance with the zoning and regulations put in place by the form-based codes. Such form-based codes may be applicable elsewhere, such as the 9A parcel.

Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. In addition, since the “form” is built in, form-based codes eliminate the need for separate design guidelines. Overall, the level of physical detail in a form-based code exceeds that of a conventional land-use plan. This can make it expensive to prepare a form-based code for an entire community, but feasible for a redevelopment site, such as the Waterfront. With a form-based code, the development application process should be much simpler, involve much greater certainty, and take less time than typical review processes.

The Village should:

- Develop a form-based zoning plan based on the common principles articulated in the Comprehensive Plan and LWRP.
- Prepare an updated “base map” that shows environmental constraints, current flood plains, consent decree requirements for fill and cover, remediation demands and the Waterfront’s future height above the existing grade.
- Require any development proposal to contain a review of the impact on the community of parking and traffic.

Strategy 2.2: Identify areas suitable for economic development.

In redevelopment plans for the Waterfront, the Village should consider the following areas that have economic development potential:

- Northern portion of the BP site:
  - It is the only site that has pedestrian and vehicular access: pedestrian access to the Downtown and train station and a vehicular bridge (Dock Street Bridge which is scheduled to be rebuilt by Metro-North); and
  - The only extant building, Building 52, could lend itself to adaptive reuse.
- Hudson Valley Health & Tennis Club site:
  - It is a clean site with no contamination; and
  - Waterfront location.
- South Side Avenue south:
  - The DPW site could relocated elsewhere in the Village;
  - Buildings along this road should not obstruct views, as the development should hug into the hill; and
  - The development would create a connection to the Rowley’s Bridge Trail and become an extension of the trail system.
- Zinsser parking lot:
  - The Village owns it; and
  - Development could be an extension of the Downtown, connecting the Downtown area to the Waterfront.
- Tappan Terminal site for water dependent businesses.
  - It has a deep water port.

Strategy 2.3: Permit uses consistent with the goals and objectives of the Comprehensive Plan and the proposed Form-Based Zoning.

The Village should:

- Ensure that the zoning for the Waterfront is sufficiently flexible to permit various land uses. That would permit Trustees, Planning Board, Zoning Board and other

Village decision makers to make the best informed decision based on the most current information.

Strategy 2.4: Install infrastructure as site is remediated.

The remediation of the 28-acre ARCO site provides the opportunity to install infrastructure under the contact barrier, so that future disturbances are minimized, as well as construct the open spaces that ARCO is required to provide the Village through the 2003 Consent Decree.

The Village should:

- Finalize a site plan that includes streets, parks and the esplanade during the development of the form-based code, and work with Village and ARCO engineers in locating the infrastructure for utilities that must be installed under the site's contact barrier and soil cover (e.g. sewer lines, underground stream) and common utility ducts that can house future utilities. Infrastructure should be designed so that it is accessible without disturbing the contact barrier and can be modified for future changes in utility technology and increase in demand.
- Ensure that ARCO completes the minimum 6.25 acres of park and esplanade, and possibly more open space, required in the Consent Decree during the remediation process.
- Ensure that ARCO installs the principal roadways needed to provide access to open space and future development.

Strategy 2.5: Review implementation and management strategies for waterfront redevelopment, and take steps necessary to ensure continuing Village involvement.

The Village should:

- Review implementation options for waterfront redevelopment in light of the new waterfront zoning, property ownership status and state funding availability, as well as to reflect the economic development strategies of the Comprehensive Plan.
- Take pro-active steps to develop organizational capacity to actively and consistently manage the planning and redevelopment process.
- Ensure that the management strategy that is selected maximizes opportunities for Village Board and community involvement.

Objective 3. Maximize public enjoyment of the Waterfront.

Strategy 3.1: Determine areas for public uses on the Waterfront.

The Village should:

- Use form-based zoning to identify areas most important for public access, including visual access.

Strategy 3.2 Provide public amenities while keeping public costs to a minimum. The Waterfront should have as many public amenities as possible, while keeping costs to tax-payers at a minimum.

The Village should:

- Investigate potential funding strategies for the creation and maintenance of public amenities on the Waterfront, which do not incur public costs, i.e., grant opportunities, incentive zoning, or other financing mechanisms.
- Development proposals should recognize the potential for economic development to create and support public amenities.

Strategy 3.3 Create a promenade along entire Waterfront perimeter.

The Village should:

- Ensure that the entire edge of the Waterfront be a public promenade and park. The promenade should connect to the existing trail system and any future connections to Westchester County's RiverWalk.

Strategy 3.4 Encourage interim uses on the Waterfront.

Before the Waterfront is cleaned-up, there is potential to construct paved walkways or other public amenities in the near future. Short-term, interim uses can bring residents and visitors to the Waterfront to enjoy the spectacular views.

The Village working with the property owners on the Waterfront should:

- Determine whether and which interim uses are appropriate while the Waterfront is being cleaned-up.

Strategy 3.5 Create a public outdoor space adjacent to Building #52.

The area between Building #52 and the future Waterfront promenade has potential as a site for outdoor public uses. This area has the proportions and qualities to become a

very special public space. This space could have a shared use during weekdays (i.e., parking for the train station), with public use on the weekends.

The Village should:

- Consider open space in this area in the redevelopment of the Waterfront.

Objective 4: Ensure environmentally smart development.

Strategy 4.1 Integrate sustainable site development concepts. Any development on the Waterfront must protect the quality of the natural environment and integrate sustainable site development concepts, including:

- A thorough clean-up of the contamination on the Waterfront through use of innovative and proven technologies, conducted with all necessary safety precautions, protection of the river from ongoing pollution and the provision of space that is safe for human uses.
    - Protection of steep slopes in the Waterfront area by requiring all new construction is “terrain adaptive”. Terrain Adaptive Architecture is architecture that steps with the landform and reduces the need for massive earth moving and retaining walls.
    - Implementation of adaptation strategies in low-lying and flood prone areas when making decisions for capital improvements, infrastructure investments and for granting project approvals. Adaptation strategies follow the assumption that some degree of climate change will occur regardless of future greenhouse gas emissions. Adapting to or coping with climate change will become necessary in certain areas.

Objective 5: Preserve public views of the Hudson River, Palisades and New York City Skyline.

Strategy 5.1 Inventory public views of the Hudson River, Palisades and New York City Skyline.

The Village should:

- Conduct an inventory of views as part of enhanced view preservation ordinance. Some views have already been identified. (See Appendix 2)

Strategy 5.2 Update View Preservation Districts and create View Preservation Guidelines.

The Village should:

- Create View Preservation Guidelines that would aid the Trustees, Planning Board, Zoning Board and other Village decision makers as they review building applications within the View Preservation Districts.
- Improve the site plan and other development applications for buildings within View Preservation Districts to require all information necessary for the Trustees, Planning and Zoning Boards to make an informed decision.
- Clarify the definition of views, in respect to oblique views, and what constitutes a significant obstruction.

Strategy 5.3 Require View Impact Analysis as part of development review for projects in the View Preservation Districts.

The Village should:

- Consider requiring that applicants for projects on the Waterfront use 3-D modeling software like Sketch-Up or other comparable design software to demonstrate the impacts of their project on the view preservation district.
- Consider amending the municipal code/zoning regulations to require the use of visual simulations of proposed action (e.g., photorealistic immersive 3D models) in its land use review and public decision-making process. All pertinent information regarding the project and its context (such as a digital survey, landforms, natural features, trees, wetlands, and existing buildings and structures) should be assembled at the beginning of the design and public review process to identify issues and concerns rather than added incrementally as the design review progresses, or at the end in a DEIS. The combination of due diligence, disclosure, and greater transparency, verifiability and accountability through visual simulation will enhance certainty for both the applicant and the public, reduce exposure to legal actions, expedite the review process, and help create consensus among all involved. The result will be better plans and projects and a more livable community.

Strategy 5.4 Preserve views of the Hudson River and Palisades by applying Form-Based Zoning.

The Village should:

- Ensure the overall design for the development in the Waterfront area gives special attention to important public views in the Village and on the Waterfront. Design of street layouts with most streets running east/west, bridge redesigns, utility planning with all utilities required to be underground and building bulk regulations should all aim to maximize views and minimize view obstructions.

Objective 6: Preserve the historical architectural features in the area.

Strategy 6.1 Reuse Building #52. Building #52 with its saw-toothed roof is a local landmark and should be preserved and adaptively reused if fiscally possible. The Village should encourage an appropriate reuse of Building #52.

Strategy 6.2 Preserve the Water tower if fiscally possible

The water tower is an important symbol of the Village's industrial heritage and the Village should make every effort to preserve this structure if fiscally possible.

Objective 7: Investigate improvements to circulation to and through the Waterfront.

Currently, there are two bridges to the Waterfront area west of the railroad tracks: Zinsser Bridge, to the south (which is currently closed to all traffic and can be used only by members of Pioneer Boat Club and owners of the Tappan Terminal), and Dock Street Bridge, next to the train station. Both bridges will eventually have to be elevated per Metro-North's plans to raise the track elevations.

Strategy 7.1 Investigate relocating Dock Street Bridge when it is reconstructed by Metro-North.

The Village should:

- Investigate a new location of this bridge in order to remove the hairpin turn from Dock Street Bridge as vehicles drive towards the southern area of the Waterfront.
- Plan for safe pedestrian access across the railroad tracks.

Strategy 7.2 Revisit the need for Zinsser Bridge and/or a pedestrian bridge.

The Village should:

- Ensure that any plans for the Waterfront account for the possibility that the area west of the railroad tracks may need an additional entrance, which could include reconstruction of the closed Zinsser Bridge. Such entrance should be safe for pedestrian travel.

Objective 8: Proactively seek out opportunities for the Waterfront that are consistent with the goals and vision of the Comprehensive Plan and the (future) Form-Based Zoning Code for the Waterfront.

Strategy 8.1: Investigate development options.

The Village should investigate options, after the Form-Based Code is complete, for a preferred approach to redevelopment on the Waterfront.

Objective 9: Ensure that built areas do not create self-contained enclaves and impede public access to the Waterfront.

The future redevelopment of the Waterfront to the west of the Metro North tracks should not be a separate enclave but should be coordinated with that of the Downtown and the rest of the Village to ensure integration that results in mutual gain for both the Waterfront area and the rest of the Village.

The Village should:

- Ensure that any rezoning and redevelopment of the Waterfront respect, complement and enhance the Downtown visually, architecturally and economically in order to provide a stronger connection between the two, currently disparate, areas.
- Encourage active ground-floor uses in the redevelopment of the Waterfront area such as restaurants, cafes, boutiques, and other uses that invite visitors.
- Avoid future uses on the Waterfront, which would discourage or prohibit residents from visiting the Waterfront area, especially west of the railroad tracks.
- Encourage development on the Waterfront that permits public access including boat launches, park space and viewing areas.
- Prohibit the development of gated residential communities or other types of residential development, which would discourage residents from other parts of the Village from visiting the Waterfront area.
- Encourage the development of “destinations” that will draw residents and visitors to the waterfront, including amenities that allow for public utilization of the waterfront, concerts, etc.

CHAPTER 5 CIRCULATION

Introduction

In some ways, the Village is a traditional American suburb, predicated on the automobile as the prime means of travel – for shopping, recreation, work, and more. In America, automobile ownership has consistently gone up over the past several decades, as adults, and even teens, in each family need a car to function independently; it is no longer uncommon to see three or more cars in a home's driveway. The consequences of increased car ownership on urban design have been extreme, and include more paved surfaces leading to stormwater and flooding and streets that cater to motor vehicles, not pedestrians, with greater preference given to moving cars more efficiently than providing streetscaping, crosswalks and other pedestrian accommodations.

However, in some ways, The Village is an uncommon American suburb in that many residents already do walk to locations around the Village including the Downtown, the Metro-North station, and local schools. This is, in part, due to the compact nature of the Village and the location of residential neighborhoods adjacent to the Downtown. The walkability of the Village is also due to an extensive trail and stair system located throughout the community, as well as the sidewalks on some roadways.

However, the walkability of the Village is compromised by several factors: the steep terrain that characterizes much of the Village makes walking difficult; sidewalks that have fallen into disrepair; and the lack of sidewalks, despite recent sidewalk construction and improvements, on certain routes to schools, parks and the Downtown, as well as between certain neighborhoods. All of these factors inhibit the ability of residents, particularly school children, to walk safely around the community.

This Comprehensive Plan seeks to address these circulation issues, and by making recommendations to modify roadways, enhance pedestrian qualities and improve local transit, to make the Village more environmentally sustainable and better able to offer its residents some alternatives to a car-dependent lifestyle. Considering these factors, the following objectives have been set for circulation in the Village:

1. *Encourage the provision and maintenance of sidewalks, stairs and street intersections so pedestrians from all parts of the Village will be able to walk safely to the Downtown, the Metro-North station, schools and between neighborhoods.*
2. *Improve roadways and intersections to reduce pedestrian and motorist conflicts*
3. *Provide and maintain Village streets and intersections so motorists can safely drive to the Downtown, the Metro-North station and schools; and to access Broadway, Warburton, the Saw Mill River Parkway and Jackson Avenue.*

4. *Improve bridge connections for cars, bicyclists and pedestrians, particularly to Route 9A along Ravensdale Bridge, as well as Dock Street and Zinsser Bridges to the Waterfront.*
5. *Provide and maintain trails so pedestrians can enjoy recreational walks, walk to the Downtown and walk to schools.*
6. *Consider providing and maintaining bike routes.*
7. *Support use of public transportation, including the Bee-Line Bus and Metro-North railroad.*
8. *Implement circulation changes in a fashion that permits drivers, pedestrians and bikers to adapt and keeps streets, sidewalks, intersections and trails safe.*

DESCRIPTION

The River, the Railroad and the Bus

The Village is situated about twenty-three miles north of the mouth of the Hudson River. The river was originally the major thoroughfare, followed by the railroad, until both gave way to highways and arterials in the twentieth century. The Metro-North railroad and Amtrak still use the rail lines which pass through the Village, although Amtrak does not stop in the Hastings. Metro-North offers fourteen trains from the Village to Grand Central Terminal in Manhattan during the weekday, morning peak hours (roughly between 5 am and 9 am), and thirteen trains from Grand Central Terminal to the Village during the weekday, evening peak hours (roughly 5 pm to 9 pm). On weekends and off peak during the week, trains run one to two times per hour.

The Westchester County Bee-Line Bus Service operates three routes that run through the Village. The #1 bus runs from 242nd Street and Broadway in the Bronx and terminates at either the train station in Tarrytown or Main Street in White Plains. The #5 bus runs along Route 9A and makes two stops in the Village. The #6 bus runs between the railroad station in Yonkers and Pace University in Pleasantville, and makes eight stops in the Village along Broadway and in the Downtown.

Roadways

The Village's street network has been dictated by the steep topography of the Hudson River Valley. Regional road and rail links are strongly north-south biased—as the Hudson River runs along the western edge of the Village and east-west routes must overcome steep grade differences and narrow, historic roadways.

The Saw Mill River Parkway runs through the Village near its eastern border along the Saw Mill River. The Parkway is owned by Westchester County but operated by the New York State Department of Transportation. It runs in a northeast-southwest direction through Westchester County. The main exit to the Village is onto Farragut Parkway.

There are three less-used exits farther north for southbound traffic: Farragut Avenue, Clarence Avenues and Cliff Street. There is one exit farther north for northbound traffic: Farragut Avenue. Some northbound traffic heading for the Village takes the Executive Boulevard exit in Yonkers. In addition, motorists have easy access to Interstate 87, the New York State Thruway that runs not far from the eastern edge of the Village.

New York State Route 9A, Saw Mill River Road, is a two-lane arterial that runs north-south to the east of the Saw Mill Parkway. The Holly Place neighborhood, is located off Route 9A.

New York State Route 9 (Broadway) is the primary north-south arterial extending through the Village. Recent years have seen expanding traffic volumes and congestion on Route 9. On October 7, 2003, *A Walkable Community Workshop* sponsored by the New York Metropolitan Transportation Council (NYMTC) was held in the Village. As part of the workshop, participants took a walking tour of neighborhoods to discuss techniques that could be used to improve the Village's streets. A major recommendation from the workshop was to make Broadway more pedestrian-friendly by adding sidewalks (at the time most of Broadway lacked sidewalks on one or both sides) and reducing the four-lanes of traffic to three lanes with the middle lane being a turning lane. The reduction in lanes was expected to slow traffic and enable the addition of sidewalks and bike lanes, as well as reduce traffic accidents due to poor sightlines at Olinda Avenue and Broadway. As a direct result of the workshop, the Village worked with the State on a re-striping plan for Broadway which included the following components:

- One lane southbound and two lanes northbound between the border with Dobbs Ferry and Villard Avenue;
- One lane in both directions with a center turning lane between Devon Way and Olinda; and
- One lane in both directions between Devon Way and Tompkins Avenue.

The improvements were implemented in 2010.

Another result of the *Walkable Community Workshop* was the completion in 2007 of a *Transportation Plan and Pedestrian/Bicycle Enhancements Plan* for the Village. The plan focused on making recommendations for roadway improvements within the quarter mile radius of the Village's three public schools. The plan's recommendations include the following:

- Mount Hope Boulevard. Neckdowns, a traffic calming feature located at the corners of an intersection, give pedestrians more room at the corner and a shorter distance to cross. Neckdowns were recommended for the pedestrian crossing along the eastern side of Farragut Parkway, at the intersection with Mount Hope Boulevard.

- Maple Avenue. Add alternating, perpendicular parking from west to east along Maple Avenue to create a serpentine-type alignment to reduce speeding traffic.
- Five corners intersection. The intersection currently operates with a four-phase signal that causes significant delays for both vehicles and pedestrians. Reconfigure the intersection into a roundabout to reduce the delays, improve safety and improve aesthetics. However, after careful consideration in 2009, the Village elected not to pursue the roundabout because it was an expensive intervention with no guarantee to improve the traffic circulation.

Sidewalks

According to the *Transportation Plan and Pedestrian/Bicycle Enhancements Plan*, the areas with the greatest pedestrian and bike trip generation were within a quarter mile radius of each of the Village's three public schools. The plan inventoried sidewalks in 2005 that were within the quarter mile radius of Hillside Elementary School, Farragut Middle School and Hastings High School and rated their conditions as good, fair and poor. Approximately 40 percent of sidewalks within that study area achieved a rating of "good" (i.e. sidewalk is even and smooth for its entire length or nearly its entire length; concrete slabs are level and, at least three feet wide; width is adequate for wheel chair maneuvering and/or two-way traffic flow; seamless transition from sidewalk curb to street; and grassy medians do not obstruct pathways). Approximately 50 percent of sidewalks within the study area were rated as "fair" (i.e. adequate width for most of the length, but not completely level or smooth; obstructed by protruding pipes; cracks in the concrete; overgrown trees, bushes, and shrubs; angled street parking extends onto sidewalks; and wheelchair maneuvering and strollers require more effort to smoothly traverse the sidewalks). The remaining 10 percent of sidewalks were considered "poor" (i.e., inadequate width for most of the length; not completely level or smooth; obstructed by protruding pipes; cracks in concrete; overgrown trees, bushes and shrubs; angled street parking extends onto sidewalks; and inadequate for wheelchair maneuvering and strollers).

At the time of the inventory there were no paved sidewalks on either side of Broadway between Devon Way and Washington Avenue, nor on the east side of the street between Washington Avenue and Farragut Avenue. Other major routes to schools that lacked sidewalks included Olinda Avenue, Chemka Pool Road, Rosedale Avenue, Prescott Place, Hamilton Avenue, all of which are in the vicinity of the middle and high schools. Major routes to Hillside Elementary School which lacked sidewalks include Edgewood Avenue, Lefurgy Avenue, South Drive, Terrace Avenue, Circle Drive, Chestnut Drive, Ferndale Drive and Hollywood Drive.

As part of the *Transportation Plan and Pedestrian/Bicycle Enhancements Plan*, the community was asked to prioritize recommendations for pedestrian and roadway improvements.

- The highest priority, according to the community, was to provide sidewalks along both sides of Broadway from Washington Avenue to Devon Way, and on the east side of Broadway between Farragut Avenue and Washington Avenue.
- The second highest priority was to add a sidewalk along the length of Farlane Drive which is closed to traffic during school hours to permit for pedestrian circulation.
- The third highest priority was to add a sidewalk on the north side of Hillside Avenue between Rosedale Avenue and Farlane Drive in the vicinity of Hillside Elementary School.

Trailways

The Village has a network of Village-owned paths, allowing residents to travel on foot sometimes more quickly and safely than if they were to follow local streets. Some of these trails connect with staircases. Other trails traverse natural spaces and provide a pleasant route through Hastings' numerous green spaces. Among the recent additions to the Village-owned trails is the Rowley's Bridge Trail, which runs 1,600 feet southward from the end of Southside Avenue and provides access to an unspoiled nature area with spectacular views of the Hudson. The Village acquired property from the Graham Windham School in 2004, and expanded Rowley's Bridge Trail so that it now links Warburton Avenue and the Old Croton Aqueduct. Short paths exist between the north end of Maple Avenue and the River Glen residential complex, Main Street and the Cropsey property, and Pinecrest Drive and Southside Avenue.

The Old Croton Aqueduct State Historic Park is a state-owned and maintained trailway running atop the Old Croton Aqueduct. The aqueduct originally brought water from the Croton Reservoir to New York City. It may be the most intensively used park in the Village and the other Rivertowns it crosses. Joggers, bikers, walkers, school children, and commuters walking to the train station all use this greenway. The right-of-way of the Aqueduct is about sixty feet wide and runs parallel to the Hudson River, sometimes as close as four hundred feet.

The South County Trailway is a paved trailway on the abandoned Putnam Division Railroad right-of-way that runs along the Saw Mill River beginning at the Yonkers border and continuing to Elmsford. Eventually, the trail will be linked with the North County Trailway, providing a walking and bike path that will run almost the entire length of the County. The trail provides access for fishing and enjoying the Saw Mill River's rich wildlife habitat. The Village's residents on the west side of the Saw Mill River Parkway must cross the parkway to reach the trail. It provides a safe place to bike, walk and rollerblade.

village of hastings-on-hudson
dobbs ferry
yonkers
Metro North Train Station
Hillside Elementary School
Farragut Middle School / Hastings High School
Old Croton Aqueduct Trail
Five Corners Intersection
Gateways
Safe routes
Bridge sidewalks
Proposed one lane southbound/ two lanes northbound
Proposed one lane both directions with center turning lane
Proposed one lane both directions
Existing trails
Stairs
0
1,000
2,000 Feet

Bridges

Ravensdale Bridge

The Ravensdale Bridge is a two-lane bridge which passes over the Saw Mill River Parkway connecting Saw Mill River Road (Route 9A) to Ravensdale Road. The Department of Transportation is currently replacing the bridge, as it is in need of repair. The bridge was originally constructed in 1936 when it also spanned railroad tracks. Passenger service on the railroad was abandoned in 1958, and freight was abandoned in 1980. Later, the rails were removed and the South County Trailway was established. The reconstruction of the bridge will include sidewalks and a right-of-way wide enough to accommodate a bike lane.

Dock Street Bridge

The Dock Street Bridge is immediately north of the train station and provides public vehicular and utility line access from Southside Avenue across the Metro-North railroad tracks to River Street, the only public street on the Waterfront. The Dock Street Bridge is a two-lane bridge that was rebuilt in 1982. However, the turn to and from River Street is sharp, particularly for trucks.

Zinsser Bridge

The Zinsser Bridge crosses over the Metro-North railroad tracks from the south end of Southside Avenue. The bridge does not provide public access, as its use is restricted to members of Pioneer Boat Club and owners of the Tappan Terminal. The bridge is a one-lane bridge that has an iron frame with a wood plank roadway. The New York State Department of Transportation closed the bridge in 2002, and has allocated funding for its reconstruction if the project is sponsored by a local government agency.

Recommendations

There have been many studies of circulation in the Village, which attempted to address and mitigate the problems. However, circulation issues persist. Many circulation improvements are costly and success is uncertain. Below are low-cost and relatively simple recommendations to address the persistent car/pedestrian/cyclist conflicts.

The Village should:

- Establish regularly scheduled traffic data collection, which focuses on dangerous intersections and streets with traffic problems and the routes where sidewalks are needed. To achieve this objective, the Village could commission a Village-wide traffic study (not just for the areas in the quarter mile radius of schools that was the focus of the 2007 *Transportation Plan* study).

Objective 1. Provide and maintain sidewalks, stairs and street intersections so pedestrians from all parts of the Village will be able to walk safely to the Downtown, the Metro-North station, schools and between neighborhoods*.*

Strategy 1.1 Maintain existing sidewalks.

The Village should:

- Implement an inventory to record the condition of sidewalks, roads, pavement, curbs, curb cuts, markings, crosswalks and signage.
- Consider devoting funds from parking meters in the Downtown towards sidewalk and other streetscape improvements (see Chapter 4: the Downtown).
- Provide for better enforcement of the care of sidewalks per Chapter 252: Streets and Sidewalks of the Village Code, which requires owners of any lot or piece of land in the Village to keep the sidewalk in good repair and in safe condition for public use. In case any sidewalk requires repair or improvement, the Street Commissioner may serve a notice to the owner or owners of the lot or piece of land in front of which such sidewalk is out of repair or in an unsafe condition, requiring the owner to repair or improve the sidewalk within 10 days.
- Provide for better enforcement of the removal of obstructions on sidewalks per Chapter 252: Streets and Sidewalks of the Village Code, which requires owners of any lot or piece of land in the Village to keep the sidewalk abutting their land free of any obstructions to vision which exceed 30 inches in height above curb level.

Strategy 1.2 Continue to add or improve sidewalks to the Downtown.

The Village has obtained Community Development Block Grant (CDBG) money to construct sidewalks on the east side of Maple Avenue between Spring and North Streets, the west side of Broadway between Main Street and Washington Avenue, and the west side of Broadway between Warburton and Main Street. Other routes to the Downtown that lack sidewalks include Farlane Drive and Chauncey Lane from the Hillside Avenue entrance to Chemka pool to the five corners intersection, and Aqueduct Lane.

The Village should:

- Seek additional funding for the construction and improvement of sidewalks into the Downtown and schools.

Strategy 1.3 Continue to provide and enhance "Safe Routes to School."

A successful outcome from *The Walkable Communities Workshop* was the 2008 grant from the New York State Department of Transportation's Safe Routes to School

Program. The recommended improvements included adding a sidewalk on the west side of Lefurgy Avenue between Hillside School and Mount Hope Boulevard, and adding a sidewalk on the north side of Hillside Avenue between Rosedale Avenue and Farlane Drive. However, these sidewalks have not yet been constructed. Furthermore other roadways in the vicinity of schools are in need of sidewalks, including along Rosedale Avenue from Prescott Place to Mt. Hope Boulevard. These sidewalks would provide a safe pedestrian connection to the middle and high schools.

The Village should:

- Construct the sidewalks on school routes for which they have already received funding.
- Continue to seek funding for the construction of and improvement of sidewalks to ensure children can walk to schools safely.

Strategy 1.4 Improve the conditions of stairs throughout the Village.

There is a system of stairs throughout the Village, which can be used by the public to traverse the Village's steep hills. These include:

- Jefferson Avenue to Hamilton Avenue;
- Hamilton Avenue to Rosedale;
- Lincoln Avenue to Lefurgy Avenue;
- Main Street to Newington-Cropsey Foundation;
- Pinecrest Drive to Warburton Avenue; and
- Wilson Place to Rosedale.

The Village should consider:

- Evaluating and creating a maintenance plan for steps in the Village.
- Determine responsibility for restoring any steps that have fallen into disrepair and then act accordingly.

Strategy 1.5 Improve pedestrian connections between neighborhoods.

Despite the Village's compact development, some neighborhoods lack pedestrian connections to other neighborhoods. For example, currently there are no sidewalks on Broadway from the Yonkers border to the five corners intersection. Neighborhoods in the southern area of town (e.g. in the vicinity of Tompkins Avenue, James Street and High Street) do not have sidewalks to take pedestrians to the sidewalks on Farragut Parkway. Furthermore, sidewalks are missing along Broadway, further cutting off the southern neighborhoods. The Ronny Circle neighborhood just south of Farragut Parkway does not have sidewalks to connect to Farragut. The Holly Place neighborhood on the east side of the Saw Mill River Parkway lacks a pedestrian connection to the sidewalks on Farragut.

The Village should:

- Investigate the possibility of constructing sidewalks on Tompkins, James and High Street and pursue funding for these projects.
- Investigate the possibility of a long-term pedestrian and bike crossing at Farragut Parkway exit from the Saw Mill River Parkway to enable safe crossing from the Holly Place neighborhood to sidewalks on Farragut Avenue.

Objective 2. Improve roadways and intersections to reduce pedestrian and motorist conflicts.

Strategy 2.1 Study options for improving intersections that are difficult for both motorists and pedestrians.

There are intersections in the Village which are difficult to negotiate whether in a vehicle or on foot, particularly around the Village schools and in the Downtown. In workshops for the Comprehensive Plan, residents identified the intersections of Olinda and Farragut Avenues; and Olinda Avenue and Broadway as the most difficult for drivers and pedestrians. Since Olinda is a primary route to the middle and high schools, there was consensus that these intersections should have highest priority for improvement. The intersection of Olinda at Broadway is particularly challenging. Residents also identified the following intersections as in need of improvement: Broadway and Washington Avenue; Jackson Avenue, 9A and Ravensdale Road; Hillside and Farragut Avenues; Chauncey Lane at South Drive and also Farlane Drive; the Five Corners; Ravensdale Road and Kent Avenue; Ravensdale Road and Farragut Avenue; the crosswalks at Spring Street and Warburton and Villard and Warburton; and the intersection of The Fenway with Farragut Avenue at its juncture with Farragut Parkway.

Other intersections worth reviewing, particularly from a motorists' perspective, are Jackson Avenue and Route 9A (Saw Mill River Road), and the meeting of High Street and Farragut Parkway.

Residents in community workshops identified: Mount Hope Boulevard and Farragut Avenue adjacent to the middle and high schools, High Street and James Street and the intersection and Flower Avenue and Broadway as others worth examining for improvement.

The Village should:

- Enforce laws requiring landowners (or, if Village property, the Village) to cut back vegetation at corners to increase visibility. Establish a procedure for reporting to the Village any vegetation that hinders sightlines.
- Add signs at existing crosswalks that warn drivers to yield for pedestrians, particularly the following intersections:

    - Five Corners;
    - Olinda and Farragut Avenues;
    - Hillside and Farragut Avenues; and
    - Mt. Hope Boulevard and Farragut Avenue.
- Add painted crosswalks and signs warning drivers to yield to pedestrians at:
    - Flower Ave and Broadway;
    - Ravensdale Road and Kent Avenue;
    - Ravensdale Road and Farragut Avenue; and
    - The Fenway and Farragut Avenue at its meeting with Farragut Parkway.
- Consider painting arrows on the road at the five corners intersection to direct turns from Main Street north onto Broadway and east onto Farragut Parkway.
- Investigate adjusting the overall signal cycle at the five corners to increase the time for pedestrians to cross the intersection.
- Experiment with different configurations at problematic intersections (for example, to reduce the crossing distance), such as at Five Corners, by using paint and other inexpensive materials.
- Study options for the improvement of the Olinda Avenue intersections with Broadway and Farragut Avenue. One possibility may be to add a flashing light to warn motorists on Farragut of pedestrians and of cars pulling out of Olinda. A flashing light could also be added to the Olinda intersection with Broadway.

Strategy 2.2 Improve pedestrian circulation in the Downtown.

The ability to easily walk to and throughout the Downtown is essential for the survival of Downtown businesses. Improved pedestrian circulation is also important to maintaining the Village's "sense of place". The crossing of Main Street at the Community Center, and the entrance to the Downtown at the intersection of Broadway, Warburton and Fraser Place are particularly difficult for pedestrians. There are also mid-block crossings frequently taken by visitors to the Downtown, such as the spot where the alley from Boulanger parking lot meets Warburton. It is not uncommon for people to simply cross Warburton at that location rather than walking to the crosswalk at Main and Warburton. **See the Downtown Strategys 5.1, 5.2 and 5.3.**

The Village could:

- Consider adding new painted crosswalk and signs warning drivers to yield to pedestrians on the north side of Fraser Avenue where it intersects Broadway and Warburton. The crosswalk on the south side of Fraser could be removed.
- Evaluate painting new crosswalks and adding signage for drivers to yield to pedestrians at the following locations:
    - Pedestrian exit from Boulanger parking lot to Warburton; and
    - Main Street at the Community Center;

Objective 3. Provide and maintain streets and street intersections for motorists to be able to safely drive to the Downtown, the Metro-North station and schools; and to access Broadway, Warburton and the Saw Mill River Parkway.

Strategy 3.1 Implement traffic calming measures.

Traffic calming is needed on Broadway, on Farragut Parkway from the Saw Mill River Parkway to the intersections of Farragut Avenue and Green Street and the Fenway; on James Street from Tompkins Avenue to High Street; on Farlane Drive; on Mt. Hope Boulevard from Farragut Parkway to Lefurgy Avenue; the length of Washington Avenue, and on Maple Avenue.

The Village should:

- Investigate and implement traffic calming measures such as speed tables, neckdowns, and/or roadway (re)design, especially appropriate to the topography.
- Evaluate restriping as an intermediate traffic calming tool.
- Consider adding sidewalks, and further traffic calming measures for Broadway.

Strategy 3.2 Better coordinate the schedules and roadway requirements of Village services and vehicles with those of residents.

Currently, garbage pick-up occurs during peak hours when commuters are rushing through the Downtown to the train station.

The Village should:

- Reschedule garbage pick-up and alternate side parking downtown to avoid peak times for motorists to get to train station and shoppers to park.

Strategy 3.3 Improve the Farragut Parkway and Cliff Street gateways.

Currently, there is a lack of trash pickup and maintenance along Farragut Parkway between the Saw Mill River Parkway and High Street, and at the Cliff Street entrance.

The Village should:

- Insist on the DOT improve trash collection and the overall look of Farragut Parkway gateway into the Village.
- Monitor the maintenance of Cliff Street.

Objective 4. Improve bridge connections for cars, bicyclists and pedestrians, particularly to Route 9A along Ravensdale Bridge, as well as Dock Street and Zinsser Bridges to the Waterfront.

Strategy 4.1 Improve bridge connections for both motorists and people.

Currently, residents who live on the east side of the Saw Mill River Parkway, particularly along Route 9A and in the Holly Place neighborhood have limited routes into the Village: Farragut Parkway and Ravensdale Bridge, which is currently being reconstructed. Ravensdale Bridge is also for bicyclists and people entering the Village from the South County Trailway, as well as people to the west of the parkway who wish to use the trailway. The reconstructed bridge must take into account bicycles and pedestrians as well as vehicles.

The Dock Street and Zinsser Bridges are the only two access ways over the Metro-North railroad tracks to the Waterfront. The future reconstruction of these bridges will have a significant impact on the type or amount of development that can happen on the Waterfront.

The Village should:

- Work with the New York State Department of Transportation on the review of any plans for these bridges to ensure that they are keeping with the goals and objectives of the Comprehensive Plan.
- Reconstruction should include sufficient right-of-way to accommodate bicycles in a manner that effectively protects bicyclists from vehicular traffic.

Objective 5. Provide and maintain trails so pedestrians can enjoy recreational walks, walk to the Downtown and walk to schools.

The overall trail system in the Village is extensive; however, many sections are in need of major improvement, maintenance and signs.

Strategy 5.1 Prepare a Master Plan for existing and future trails.

The trail system currently lacks connections. There is no trail connection between the South County Trailway and other Village trails.

The Village should prepare a master plan for the Village trailway system which:

- Determines future locations of new trails.
- Looks at sidewalk connections between existing trails.
- Determines best short-term and long-term options for pedestrian and bike connections to South County Trailway.
- Some options to consider:
  - In the short term, make public aware of the existing routes to the South County Trailway across the Ravensdale Bridge to 9A and through Yonkers across Hearst Street.
  - In the long term, connect the Old Croton Aqueduct Trail to South County Trail by extending sidewalks from Farragut Avenue along Farragut Parkway to the Saw Mill River Parkway and creating a new pedestrian crossing at the existing Farragut Parkway exit. Create a connection to the South County Trail.
- Reviews options and determines best short-term and long-term goals for pedestrian and bike connections from neighborhoods east of the Saw Mill Parkway to the rest of the Village. The long-term solution above would create that connection.
- If a proposed development abuts a potential trail link, seek to work easements or other changes into the plan, to incorporate those links into development or redevelopment plans.

Strategy 5.2 Establish maintenance program for existing trails.

Some trails are poorly maintained and have fallen out of use. There is no signage on some trails. Furthermore, some property owners obstruct trails by ignoring trail easements.

The Village should:

- Seek to work with volunteers and other organizations, including especially those that have service requirements, to establish a maintenance program for existing trails, including adding signage where needed.
- Re-establishing access to established trails that have fallen out of use or have been subsumed by property owners who (perhaps unknowingly) have placed obstructions on trail easements.

Strategy 5.3 Improve intersections where trails meet streets.

Motorists do not always realize that the Old Croton Aqueduct trail crosses on roads. Pedestrians can forget to check for cars before crossing streets.

The Village should:

- Paint the street green at Aqueduct crossings, which would add a visual reminder to pedestrians and motorists that the trail crosses there. Bulb-outs at the trail corners should also be considered.

Objective 6. Provide and maintain bike routes.

There is currently no bicycle connection to the South County Trailway from areas west of the Saw Mill Parkway and no designated bike lanes on the major roadways into the Village, Ravensdale Road, Broadway and Farragut Parkway.

The Village should:

- Implement the connections described in Objective 5 above with regards to connections to South County Trailway and to neighborhoods to the east of the Saw Mill River Parkway.
- Review feasibility of adding bike lanes to select routes.
- Survey the community about bike use and barriers to biking.
- Provide bike racks at the Metro-North train station, schools, Village Hall, the Library, Community Center, Post Office and parks.

Objective 7. Support use of public transportation including the Beeline Bus and Metro-North railroad.

Currently, there is no local bus route to take people to the train station. Community members at Comprehensive Plan workshops remarked that they did not mind walking downhill to the train station, but they did not enjoy walking uphill to their homes. In addition, some of the existing Bee Line bus stops in the Village are in poor condition; there are no shelters, trash bins, sidewalk access, or benches. These customer amenities should be pursued with the County. There are current plans to provide a rapid bus route along Central Avenue to provide access to the businesses, stores and establishments.

Strategy 7.1 Improve transit service and amenities.

The Village should work with Westchester County DOT to:

- Provide transit signage and information. Bus stops should be clearly marked. Scheduling and contact information for all services should be posted at bus stops. A pamphlet and website should list all of transit options and connections available in the Village.
- Provide shelters, benches, trash bins and other amenities at bus stops.
- Co-ordinate bus and Metro-North train schedules in order to reduce wait time and make taking the bus to the train an attractive option.

The Village should work with Metro North and Westchester County DOT and neighboring villages to:

- Examine communities where a shuttle bus/jitney service has been successfully implemented. Study the logistics and ridership patterns of the services.
- Determine whether a shuttle bus/jitney service would be successful in the Village between the Metro-North train station and residential neighborhoods.
- Determine whether a shuttle bus/jitney service would be successful in the Village between the Village and Central Avenue.

Objective 8. Implement circulation changes in a fashion that permits drivers, pedestrians and bikers to adapt and keeps streets, sidewalks, intersections and trails safe.

Changes should be implemented such that they do not interrupt the safe circulation of pedestrians, bicyclists and motorists through the Village.

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CHAPTER 6 ENVIRONMENTAL SUSTAINABILITY

Over the past few years, the argument about global climate change has shifted from debating its existence to strategizing about how to address it. It is a global issue with local consequences and it is incumbent upon all municipalities, no matter how small to do their part in mitigating its impacts.

Global warming and climate change are caused by increasing concentration of greenhouse gasses (GHG) in our atmosphere, which act like a greenhouse, trapping the sun's rays close to the earth's surface raising global temperatures. Globally, the annual emissions of carbon dioxide, the most common greenhouse gas, grew by 80 percent between 1970 and 2004. The sources of greenhouse gas emissions include motor-vehicle use and energy inefficient buildings that waste fuel and electricity and waste disposal. An inventory of GHG emissions in Westchester County estimates that motorized vehicles are the source of 38 percent of greenhouse gas emissions, 30 percent come from residential energy use, 29 percent from non-residential energy use and three percent from waste.

According to the *Westchester County Global Warming Action Plan (2008),* the Intergovernmental Panel on Climate Change (IPCC) predicts that continued GHG emissions are expected to cause further warming and induce many changes in the global climate system during the 21st century. According to the NY State Department of Environmental Conservation (DEC), New York is already experiencing climate change in a number of ways:

- Average temperatures in the state are two degrees Fahrenheit higher than in 1970.
- New York's winter temperatures are almost five degrees higher than in 1970.
- Plants in New York now bloom as much as eight days earlier in the spring than they did in 1970.
- Birds that traditionally breed in New York have moved their ranges northward by as much as 40 miles in the past two decades.
- Diseases from the tropics, such as West Nile disease and Lyme disease, are appearing further north.

As a Village with two rivers flowing through it—the Hudson and Saw Mill—the Village is particularly vulnerable to climate change. As the temperature rises, sea levels will rise resulting in the permanent inundation of low-lying areas and wetlands along the Hudson River. The Northeast Climate Impacts Assessment (NECIA) predicts that winters could warm by eight to twelve degrees and the summers could warm by six to twelve degrees by late this century.

At the same time, it is predicted that storms will become more intense and frequent. Rising temperatures are predicted to cause more severe weather in the form of storms including extreme rainfall events, hurricanes, tropical storms, nor'easters, tornados and other high wind hazards. The frequency of these events is predicted to increase with flooding throughout Westchester County. 100-year floods are now predicted to occur on average every 10 years.

The Village of Hastings-on-Hudson is committed to environmentally sustainable land and building development. The Conservation Commission and Sustainable Hastings are two entities made up of citizen volunteers committed to making their community more sustainable.

The Village government also places a high priority on "greening" Hastings-on-Hudson. In June 2009, the Trustees laid out 13 initiatives "to make the Village a more ecologically conscientious and responsible community and to make village government a model of sustainable policies and practices." In spring 2010, the Trustees adopted a Sustainability Action Plan based on those initiatives. The 13 Initiatives for Sustainability, which fall under three categories, are listed below:

1. Greening the Village: energy conservation and the reduction of our carbon footprint.

1. Green the Village vehicle fleet.
2. Improve energy efficiency of street lighting.
3. Improve energy efficiency of government buildings.
4. Support energy awareness and efficient practice among Village staff.
5. Enact a green building code for new construction and substantial alteration.
6. Reduce the amount of non-recyclable waste that the Village sends to landfills.
7. Undertake new efforts aimed at public awareness, in cooperation with volunteer groups.
8. Study / implement policies and procedures to increase and enhance the recycling program.

2. Conserving the Village: biodiversity conservation, environmental protection and land use planning.

1. Rezone large property tracts to conserve landscape and biodiversity.
2. Strengthen the Village's storm water management plan.
3. Enhance the conservation and protection of wetlands.

3. Adapting the Village: building our community awareness and capacity.

1. Work to become a model sustainable community in the region.
2. Keep the community well informed of ways to enhance sustainability.

Westchester County, in its Global Warming Action Plan, set a goal of reducing the County's greenhouse gas emissions by 20 percent by the year 2015 and 80 percent by 2050, which is consistent with GHG reduction goals set by Governor David Paterson.

Sustainability is central to the objectives and recommendations laid out in this Comprehensive Plan. Primary goals are making the Village more walkable, minimizing pollutants flowing into water bodies, and conserving natural resources. In order for the Village of Hastings-on-Hudson to do its part in helping to reduce greenhouse gas emissions, the Village must adopt policies that will fulfill the following objectives:

1. *Be aware of and implement best practices for mitigating and adapting to global climate change.*
2. *Reduce energy consumption and the carbon footprint of the Village-owned and managed properties and resources.*
3. *Encourage Sustainable Design and Construction in the Village.*
4. *Reduce energy consumption and the carbon footprint of the Village's residents.*

Recommendations

Objective 1: Be aware of and implement best practices for mitigating and adapting to global climate change.

Efforts to increase the sustainability of local communities are receiving worldwide attention. New ideas are rapidly being developed. The Comprehensive Plan, at this time, cannot fully address the impacts of climate change on the Village. Tools and approaches which may be useful for the Village are still being formulated. The Sea Level Rise Task Force report to be issued by January 1, 2011 will have recommendations for how New York communities, including those in Westchester County, can adapt to sea level rise.

If the Village is to become a premier example for sustainable planning and programs, the Village government and community groups must study the best available sources of information on sustainability issues.

Strategy 1.1: Complete the ICLEI Five-Milestone Methodology.

The Village has joined the ICLEI (ICLEI-Local Governments for Sustainability, formerly the International Council on Local Environmental Initiatives) which helps local communities become more sustainable.

As a member of ICLEI the Village should:

- Complete the ICLEI Five-Milestone Methodology. Completing the ICLEI Five-Milestone Methodology would comprise all of the short-term actions for municipal governments recommended in the County Westchester Action Plan for Climate Change and Sustainable Development. These include: a) developing a municipal greenhouse gas inventory; b) setting a reduction goal (which should be consistent with the County reduction goals for 2015 and 2050); c) developing a plan to meet the reduction goal; and d) monitoring progress yearly, reporting progress publicly and to the County government, and adjusting plans, if necessary.

Strategy 1.2: Work closely with local, State and national groups dedicated to sustainability issues to learn about best practices as they develop.

To continue to remain aware of best practices with regard to sustainability issues, the Village government and volunteers must be in touch with sustainability efforts in surrounding communities and become familiar with state and national resources, models and practices that may be applicable to the Village.

To that end, the Village should:

- Work with other Hudson River communities to share and pool resources and should apply for State and Federal grants to support sustainability initiatives.

The Village and its volunteers should consider working closely with the following groups:

1. New York State Department of Environmental Conservation (DEC). DEC is working to reduce emissions of climate-changing greenhouse gases and to help New Yorkers adapt as the climate changes. Governor David Paterson established a goal of reducing emissions of heat-trapping greenhouse gasses by 80 percent from 1990 levels by the year 2050.
2. The State Energy Planning Board, which was convened by Governor Paterson in 2008 to create the new State Energy Plan. An Interim Report was published in 2009, which identifies key greenhouse gas reduction strategies and proposes the Climate Action Plan.

3. The New York Climate Action Council (CAC), which is made up of 15 agency heads appointed by Governor Paterson in 2009. The CAC will approve a final New York State greenhouse gas emissions inventory and forecast and the state's Climate Action Plan (CAP), including a set of specific policy recommendations to achieve GHG reduction targets and adaptation strategies. The plan will be released in late 2010.
4. The Sea Level Rise Task Force, which was created in 2007 by the New York State Legislature to help people and their communities adapt to the impacts of global warming. The task force is charged with applying the best available science to evaluate ways to protect New York's coastal ecosystems and natural habitats, and increase coastal community resilience in the face of sea level rise. The geographic scope of the task force report will include the five boroughs of New York City and the counties of Westchester, Nassau and Suffolk. The final report includes: an assessment of anticipated impacts related to sea level rise; recommendations to provide more protective standards/enforcement for coastal development; wetlands protection; shoreline armoring and post-storm recovery; and recommendations to amend local/state regulations or statutes to respond to climate change.
5. NYSERDA (New York State Energy Research and Development Authority) promotes energy efficiency within municipalities across New York State. NYSERDA has programs and funding available for municipalities.

Objective 2: Reduce energy consumption and the carbon footprint of the Village-owned and managed properties and resources.

The Board of Trustees' 13 Initiatives present an ambitious plan to make the Village more sustainable and the Village government a model of sustainable policies and practices. The following strategies are recommended as modifications and additions to those outlined in the 13 Initiatives.

Strategy 2.1: Green the village vehicle fleet as it replaces vehicles.

In addition to purchasing "green" vehicles as is suggested in the 13 Initiatives, the Village should:

- Enforce the Westchester County "No-idling" law. Village should take the lead in complying.
- Reduce the usage of vehicles and consolidate the municipal fleet.

Strategy 2.2: Sustainability Fund

The Village should consider:

- Eventually creating a sustainability fund to support sustainability initiatives. Any savings resulting from use of LED or other energy efficient lights should be diverted to this fund.
- Improve energy efficiency of street lighting**.** Through use of LED (light emitting diodes) and other new technologies street lights can result in savings of 30 to 50 percent.

Strategy 2.3: Improve energy efficiency of government buildings.

As a result of energy audits of municipal buildings, the Village should:

- Install programmable thermostats so heating and cooling is made more efficient.
- Reduce electrical use in municipal buildings by:
  - Using reduced lighting when daylight is sufficient and retrofit with light sensors.
  - Shifting electrical use to non-peak periods.
  - Using management software, power strips or other methods to ensure electrical equipment such as computers, copiers, printers, etc. are not drawing standby power when not in use.
  - Replacing incandescent bulbs with compact fluorescents, LEDs, or solar powered lighting.
- Evaluate electrical use at the pool and investigate the potential of solar heating of the pool.

- Rezone existing HVAC systems for maximum efficiency and install renewable energy sources in municipal buildings such as solar and geothermal, when cost effective.

Strategy 2.4: Support energy awareness and efficient practices among staff.
In addition to providing Village employees information concerning energy efficient practices, the Village should:

- Install software on department heads' computers to calculate and track emissions associated with electricity, fuel use, and waste disposal.
- Develop a reduction plan by department by calculating emissions inventories for government's internal operations and setting reduction targets and tracking progress towards reaching those targets.
- Develop guidelines and associated bid specifications for procurement of environmentally preferable products and services.
- Recognize individual employees who make significant contributions towards expanding the Village's sustainability efforts.

Objective 3: Encourage Sustainable Design and Construction in the Village.

The U.S. Department of Energy states that today's buildings consume more energy than any other sector of the nation's economy, including transportation and industry. Inefficient building construction, materials, and insulation are a major source of greenhouse gas emissions. The following strategies are intended to reduce the impacts of new construction on climate change in the Village.

Strategy 3.1: Incorporate considerations of climate change in the SEQR process.

The State Environmental Quality Review (SEQR) process requires that lead agencies identify and assess actions for potential adverse environmental impacts, and then mitigate or reduce such impacts to the extent that they are found significant. Consistent with this requirement, SEQR can be used to identify and assess climate change impacts, as well as the steps to minimize emissions of GHGs that cause climate change.

In 2009, DEC initiated a policy to require energy use or GHG emissions to be identified and analyzed in its preparation and review of environmental impact statements (EIS) in instances for which they are Lead Agency; and where energy use or GHG emissions have been identified as significant in a positive declaration or required through scoping. DEC has no direct oversight authority over

administration of SEQR by other agencies such as the Village Board of Trustees, Planning Board, Zoning Board of Appeals, etc.

The Village should:

- Examine how to incorporate the impacts of climate change in the SEQR process and other development reviews after the Sea Level Rise Task Force issues its report.

Strategy 3.2: Enact a green building code for new construction and substantial renovation.

As the Planning Board continues its work in the context of a new Green Building Code, it should:

- Train the Building Department, zoning officials, as well as Zoning, Planning and Village Boards in technical aspects of green building.
- Review, evaluate and update current zoning ordinance and building code to eliminate any obstacles to installing green energy systems.
- Additionally, we may provide incentives for green building practices that exceed the code requirements such as expedited permitting, reduced permitting fees, reduced taxes, as well as recognition programs.
- Monitor "Sustainable Sites Initiative". The Sustainable Sites Initiative (SITES™) is a pilot program created to promote sustainable landscape design and management practices.

Also see the following:

- *Chapter 3: Large Tracts Objective 2: Preserve environmentally sensitive areas and Objective 4: Ensure environmentally smart development.*
- *Chapter 7: Sustainable infrastructure.*

Objective 4: Reduce energy consumption and the carbon footprint of the Village's residents.

Strategy 4.1: Increase the amount of waste diverted from landfills.

The Village should:

- Enforce existing recycling laws and place recycle bins in public places such as parks and the Downtown.
- Perform a municipal waste audit to identify opportunities for waste prevention and reduction and for improved recycling.

- Set community goals for diverting waste sent to landfills by measuring annual progress towards those goals.
- Encourage residents to recycle by considering a “pay-as-you-throw” program. Provide public education.
- Develop a free bulky item reuse and recycling drop off and/or collection program. Create partnerships with existing non-profit reuse facilities in other municipalities.
- Encourage on-site recycling of yard waste including leaving cut grass on lawns, and home composting of kitchen waste.

Strategy 4.2: Undertake new efforts aimed at public awareness, in cooperation with volunteer groups and the School Board.

The Village should:

- Be a leader in sustainability by publicly committing to actions to address energy use, and track and publicly report on its performance.
- Create, support, fund and develop local food events and organic community gardens.
- Encourage the use of a portion of the Waterfront to display models of sustainability, i.e., a model green home, organic agriculture, etc.
- Develop a PowerPoint “Road Show” to give at local community meetings, civic associations, churches and synagogues, schools.
- Partner with the school administrators and the School Board to support energy awareness and efficient practices in the curriculum.
- Sponsor High School interns and/or train students to “green” the schools.

Strategy 4.3: Keep the community well informed on ways to enhance sustainability.

The Village should:

- Create a link on the municipal website devoted to sustainability.
    - Update information on regular basis to keep content fresh; include relevant contact information.
    - Post best practices and describe successes and failures.
    - Speak to the specific needs of the Village’s residents; provide link to County’s Climate Change & Sustainability section, County Recycling Program and other relevant websites.
    - Include recognition of “Good Recyclers” and provide other stories and examples of the benefits of recycling.

Strategy 4.4: Leverage federal, state or inter-municipal legislative initiatives that promote sustainability.

The Village should:

- Endeavor to tap Federal, State or intermunicipal funding sources to finance sustainability efforts including, but not limited to, grants.
- Evaluate the viability of legislative initiatives, such as the PACE legislation, as both a means to promote energy efficiency and as a financing strategy for the Village.

CHAPTER 7 SUSTAINABLE INFRASTRUCTURE

Introduction

The sustainability recommendations in the previous chapter have to do with human activities: energy use, buildings, and transportation. The natural environment is just as important. A key ingredient in the natural environment is water quality—not just drinking water, but also the water features that support wildlife and natural habitats. Water quality regulations may be the single most significant tool available to a community to protect its natural resources and wildlife.

In the Village, as for many communities in Westchester County, the biggest threat to water quality is contaminated storm water runoff known as non-point source pollution. Impervious surfaces and development in flood plains and wetlands lead to non-point pollution. Non-point pollution will be made worse by continued global climate change, which will to bring more frequent and severe storms, as well as rising water levels.

Storm water runoff is the excess rain or melted snow that cannot be absorbed by the soil. It flows off of roofs and over yards, driveways, parking lots, and streets. It becomes nonpoint source pollution when it picks up contaminants along the way, such as trash, fertilizer, bacteria and car oils and flows into streams and reservoirs. In the Village it eventually enters either the Hudson River or the Saw Mill River. The stormwater is not pre-treated before flowing into the water bodies and, as a result, stormwater runoff has been identified by the United States Environmental Protection Agency (EPA) as a major contributor to pollution of watercourses, water bodies and wetlands.

The amount of non-point pollution entering the Village's water bodies is made worse by impervious surfaces. Impervious surfaces prevent rainfall from percolating into the ground, resulting in a dramatic increase in the volume of storm water runoff. Development also has a significant impact on the ability of the soil to store rainwater, thus increasing the volume of runoff generated during a storm. Development in flood plains and wetlands further increases the amount of storm water flowing into the Village's water bodies. Floodplains and wetlands normally collect the storm water, releasing it slowly into the river system and groundwater aquifers. Development within these areas not only reduces the floodplain's ability to store floodwaters, but increases the chances of damage to structures and property.

As a result of the increased use of impervious surfaces and decreased area to store storm water, flooding has become a more frequent problem within Westchester County in recent years. According to the *Westchester County Global Warming Action Plan (2008)*, flooding will only get worse in the coming decades. *The Action*

Plan predicts that global warming will cause temperatures in Westchester County to rise by eight to 12 degrees in winter and six to 12 degrees in summer. As the temperature rises, sea levels will rise from 10 inches to two feet. For Westchester County, without action, this will mean the permanent inundation of low-lying areas and wetlands along the shorelines, including the Hudson River.

At the same time, storms will become more intense and frequent. Rising temperatures will cause more severe weather in the form of storms including rainfall events, hurricanes, tropical storms, nor'easters, tornados and other high wind hazards. The frequency of these events is predicted to increase with flooding throughout Westchester County. 100-year floods are predicted to occur on average every 10 years. Therefore, all of the lands in the Village along the Hudson River and along the Saw Mill River that lie in the 100-year flood plain will be vulnerable to more frequent and more intense floods.

Considering these factors, the Village should adopt policies that will fulfill the following objectives:

1. Minimize stormwater runoff.
2. Preserve and protect floodplains and water bodies.
3. Preserve, protect and restore wetlands.
4. Anticipate more intense storms and higher water levels associated with climate change.
5. Conserve water.

Objective 1 Minimize storm water runoff

Stormwater management is the use of structural or nonstructural practices that are designed to reduce storm water runoff and mitigate its adverse impacts on property, natural resources and the environment. The Village adopted a Stormwater Management Law in 2007 to establish minimum storm water management requirements and controls, and to be in compliance with Federal and New York State storm water management law. The law requires that no application for approval of land development activity shall be reviewed until the appropriate approving authority has received a Storm Water Pollution Prevention Plan (SWPPP). Land development activity is defined as a construction activity including clearing, grubbing, grading, excavating, soil disturbance, or placement of fill that results in land disturbance of equal to or greater than 10,000 square feet in area (approximately a quarter acre).

As part of the Lower Hudson River Watershed, the Village entered into an inter-municipal agreement with 15 municipalities to work toward compliance with the

most recent State and Federal storm water management regulations. As part of the agreement, the municipalities agree to cooperate on addressing common issues relating to the Hudson River such as flooding, storm water management, improving water quality, increasing public access and recreational opportunities, improving aesthetics and restoring native vegetation.

Strategy 1.1: Review existing storm water management planning.

The Village should:

- Strengthen the storm water management plan as needed and develop a strategy for implementation.

Strategy 1.2: Reduce the minimum square footage of activities requiring a SWPPP (Storm Water Pollution Protection Plan).

The Village is a largely built-out community with few remaining parcels that will involve "land development activities" of 10,000 square feet or more. The Town of Greenburgh's storm water law requires a SWPPP for any land development activity that involves 500 or more square feet. To make an impact on reducing storm water discharges, the Village should direct the Planning Board to consider a lower, but fair threshold to determine an appropriate threshold, incorporating State guidelines on this issue, as well as the latest Storm Water legislation.

Strategy 1.3: Incorporate Low Impact Design and other natural landscaping measures into the Zoning Code.

The Village should urge applicants to incorporate Low Impact Development "LID" techniques, which are environmentally sensitive approaches to storm water management that seeks to manage rainfall where it falls using a variety of methods that are integrated into a site's landscape features, for example open space, rooftops, streetscapes, parking lots, sidewalks, and medians. The goal of this technique is to mimic a site's predevelopment hydrology by infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. Some LID practices are not capable of providing water quality treatment, but can be helpful in supplementing other water quality treatment measures. LID methods also serve to control the velocity and quantity of water flowing into water bodies thereby reducing flooding events. LID methods include:

- Rain gardens, bioswales and other landscaped depressions that collect runoff and manage it through infiltration and biological uptake of nutrients and other pollutants;
- Flow-through planters and tree boxes, which provide pervious areas for rainfall interception and storm water infiltration;

- Porous pavement that stores and infiltrates runoff;
- Rain barrels, cisterns and other water harvesting techniques that collect rainwater and stores it for use in irrigation, toilet flushing and other gray water applications;
- Green roofs, which provide storm water retention, reduce stormwater runoff volume and also save energy;
- Use plants native to the region in landscaping, which is crutial to the success of natural filtration systems, and has the added benefits of reducing soil erosion by binding the soil, improving habitat for fish and wildlife, and acting as sponges by soaking up excess water after storms;
- Constructed wetlands, which are artificial water treatment systems consisting of shallow ponds or channels with aquatic plants, and which rely upon natural microbial, biological, physical and chemical processes to treat wastewater. They typically have impervious clay or synthetic liners and engineered structures to control the flow direction, liquid detention time and water level. Constructed wetlands can also serve as natural habitat for wildlife;
- The creation of detention ponds, which are basins designed to temporarily detain runoff. Detention basins can double as open spaces between storm;
- Grassed filter strips, landscaping along roads and parking lots, which are vegetated surfaces that are designed to collect stormwater and can be used for pretreatment of water as part of a larger runoff conveyance system;
- Modular block porous pavement, which is a permeable pavement surface with an underlying stone reservoir designed to temporarily store surface runoff before it infiltrates into the subsoil. Areas paved with modular block porous pavement could be used for overflow parking, but cannot be sanded or salted for ice and snow so their practicality in the Village is limited; and
- Grass channels (often along roadways), which are vegetated channels designed to filter storm water runoff and limit the velocity and quantity of water flowing into Village water bodies.

The Village should:

- Improve storm water storage capacity by encouraging the use of landscaping for onsite water retention in order to improve water quality and minimize the velocity and quantity of storm water runoff into Village water bodies.

Strategy 1.3: Decrease impervious surfaces in the Village.

Development in the Village has created a significant amount of impervious surfaces including roads, driveways, parking lots, buildings and rooftops. Impervious surfaces prevent storm water from penetrating the ground where it would be

naturally filtered by soil. The slow infiltration of rainfall through the soil layer is essential for replenishing groundwater, which is a critical water resource. Instead, when water moves over the impervious surfaces, it travels at a much faster rate, picking up pollutants as it moves into Village water bodies. Current building codes restrict the amount of impervious surface coverage per building lot.

In order to decrease impervious surfaces, the Village should:

- Consider further restrictions on the total amount of impervious surfaces allowed, specifically including calculations for patios, decks, swimming pools, etc.
- Encourage the use of permeable pavement and pavers.
- Encourage the use of green roofs on buildings, especially on the Waterfront.

Strategy 1.4: Set annual storm water management goals.

Storm water management plans must be guided by specific measurable water quality-based goals, and also typically include programmatic and social goals.

The Village should:

- Develop a program with a variety of short- and long-term goals. The measurable goals should describe actions to implement each goal, state what will be achieved by each goal, and the frequency and dates for actions to be taken. These should be in line with the latest legislation.
- Invest in capital improvements, where necessary, to the Village's sanitary and storm water infrastructure and identify risks to government facilities and functions such as water supply and sewers, and factor them into long-term investments and decision-making.
- Seek grants for assistance on analyzing storm water issues.

Strategy 1.6: Keep the community well informed on ways to minimize runoff:

The Village should:

- Create a link on the municipal website devoted to runoff minimization.
    - Update information on regular basis to keep content fresh; include relevant contact information.
    - Post best practices and describe successes and failures."

Objective 2 Preserve and protect floodplains and water bodies

Strategy 2.1 Restrict development within floodplains.

The Village has two of the most significant water bodies in Westchester County flowing through its borders: the Hudson River and the Saw Mill River. Both water bodies are surrounded by land in the 100-year and 500-year floodplains. Floodplains perform important natural functions, including temporary storage of floodwaters, moderation of peak flows, maintenance of water quality, groundwater recharge, and prevention of erosion. Floodplains also provide habitat for wildlife, recreational opportunities, and aesthetic benefits. These characteristics of floodplains and associated wetlands should be preserved and enhanced.

The Village's Flood Damage Prevention Ordinance requires that a proposed development within a special flood hazard area (i.e. 100-year floodplain) obtain a development permit from the Village Building Department prior to construction. Among the specific Village-mandated provisions for building in a flood hazard area are:

- For residential construction, the lowest floor, including a cellar or basement, must be built at or above the base flood elevation
- For non-residential construction, the lowest floor must be built at or above the base flood elevation or be flood-proofed so that the structure is watertight below the base flood level.

The Village should:

- Restrict development in 100-year floodplains to reduce the risk of flood damage and to preserve flood-storage capacity.

Strategy 2.2 Establish and maintain buffer areas along the Hudson and Saw Mill Rivers.

A naturally vegetated buffer system along all water resources will help protect the Village's water quality and quantity. Buffers serve as a transition zone between a water body and developed areas by filtering surface and sub-surface storm water before it enters the water body, reducing the amount of pollutants entering these systems. Naturally vegetated buffers can significantly reduce the water quality impacts of development and are one of the most practical and cost effective pollution prevention and ecosystem protection measures.

A riparian buffer is an area contiguous to a water body that is managed to reduce the impacts of adjacent land uses. The riparian buffer consists of the floodplain and a portion of the upland area adjoining the floodplain.

The most effective riparian buffers have three distinct zones with different functions and vegetative targets: the streamside zone (a minimum of 25 feet in width) that is nearest to the water body; a middle zone (a minimum of 50 feet in width) that can be used for passive recreation and storm water management; and an outer core (a minimum of 25 feet in width) that functions as the buffer's buffer and can support turf, although native trees and shrubs are most effective.

The Village should:

- Establish and/or maintain riparian buffers along the Hudson and Saw Mill Rivers, preferably a three-zone buffer.
- Seek grants for creating and maintaining buffers.

Objective 3 Preserve, protect and restore wetlands

There are only a few wetlands remaining in the Village and none of them are protected under State and Federal regulations. According to the US Fish and Wildlife Service's National Wetlands Inventory Map, the most extensive wetlands areas in the Village are in Hillside Woods (including the Judson Avenue parcel) and the Saw Mill River corridor. Smaller wetlands can be found throughout the village including on the Burke Estate, Andrus Children's Home, and the vernal pond in Hillside Woods. All of these wetlands are important for habitat for wildlife and flora.

In order to preserve and protect remaining wetlands and restore stressed wetlands, the Village should:

- Accurately map all small wetlands in the Village which may not be listed in the US Fish and Wildlife Service's National Wetlands Inventory.
- Prohibit development within all wetlands regardless of size.
- Maintain vegetative riparian buffers around wetland areas.
- Seek grants for restoration of degraded wetlands.
- Examine restoring degraded wetlands by re-establishing functions that have been lost by filling or draining, in order to improve flood storage capacity and maintain or improve stream hydraulics.
- Evaluate and preserve Sugar Pond and other riparian resources, especially focusing on impacts from fertilizer wash-off. Seek to educate the public on fertilizer impact on downstream resources.

Objective 4. Anticipate more intense storms and higher water levels associated with climate change

With increasing water levels and higher storm surges, low-lying areas in Westchester will be more vulnerable to flooding. Adaptation strategies need to be developed and considered by the Village when making decisions for capital improvements, infrastructure investments, and granting project approvals.

In order to anticipate the more intense storms and higher water levels associated with climate change, the Village should:

- Inventory and map existing sanitary and stormwater infrastructure. Inventory existing areas that currently experience flooding.
- Analyze sub-watersheds to understand the areas that are contributing to regulated outfalls.
- Develop a Climate Adaptation Plan including site-specific protection strategies with priority given to the most vulnerable areas of the Village.
- Promote climate protection through community land use tools. Update land use policies, building codes, and community plans in ways that reduce sprawl, carefully examine development in floodplains to ensure minimal impact, and protect forests. Take into consideration climate change in site plan approval.
- Look to New York City (NYC), New York State Department of Environmental Conservation (DEC), and the Federal Emergency Management Agency (FEMA) for information on how to address the rising levels of the Hudson River and expected increases in inland flooding. For example, NYC is revising their floodplain maps and creating a hydraulic model that will be used to conduct a risk analysis and predict potential impact areas from climate change.

Objective 5 Conserve water.

Reduce the energy requirements associated with drinking water distribution and prepare for predicted periodic drought conditions brought on by climate change. The Village should implement the following water-saving measures:

- Encourage existing households to replace older appliances with EnergyStar rated appliances.
- Encourage use gray water which is household water that has been used for showers, washing dishes and laundry that can be collected and reused.
- Create a municipal campaign to save water.

CHAPTER 8 QUALITY OF LIFE

This chapter focuses on six factors that impact the quality of life for the Village's residents which have not yet been addressed, specifically:

- Creating and preserving affordable housing which will provide housing opportunities for a variety of the Village's current and future residents and help the Village comply with Westchester County's "affordable housing" policies.
- Improving local enforcement and adopt guidelines for the maintenance and renovation of historic buildings.
- Pursuing inter-municipal arrangements with neighboring communities to make the provision of community services more efficient and cost effective.
- Ensuring that schools and other community facilities are sufficiently supported.
- Recognizing the significant commitments many residents make to the betterment of the Village and the quality of life shared by its residents.
- Easing the property tax burden on residents so that the Village remains affordable to long-time residents and young families.

Considering these factors, the following objectives have been set to protect and enhance the quality of life in the Village:

1. *Ensure that the Village remains affordable to a wide variety of people.*
2. *Protect the Village's valuable historic resources.*
3. *Continue to explore opportunities for inter-municipal cooperation with neighboring communities for shared community services and reduced costs.*
4. *Work cooperatively to ensure that schools and other community services are sufficiently supported.*
5. *Recognize the value of volunteerism in the community and encourage residents to take an active role in the future of the Village.*
6. *Promote opportunities for more public art.*
7. *Ease the property tax burden on Village residents.*

Recommendations

Objective 1. Ensure that the Village remains affordable to a wide variety of residents.

Introduction

During the public outreach process of the Comprehensive Plan, many members of the community were passionate about keeping the Village economically diverse. Many residents also expressed concern that there were insufficient housing opportunities for various components of the Village's community. These include senior citizens; residents

who grew up in the Village but can no longer afford to live here; and those who work in the Village but cannot afford to live here, including teachers, firefighters, police officers, municipal employees, and shopkeepers.

The lack of housing available to segments of the Village's community is partly a consequence of the high demand for housing due to the Village's high quality of life, short commuting distance to Manhattan, its compact, largely built-out form and limited supply of existing development. There are currently approximately 3,200 total housing units in the Village and few opportunities for new development on vacant parcels. Residential building permits issued in the Village decreased from a total of 272 in the 1960s to just 27 during the 1990s.[ii]

The desirability of the Village's location and the limited supply of housing and vacant land are reflected in the high cost of housing. The median price for a single family home in 2008 in the Village was $725,000, approximately 15 percent higher than the 2008 median sales price for Westchester County ($629,000). Westchester County had the highest median home price of any county in New York State[iii]. The 2008 median home price was an 11 percent increase over the 2005 median home price which itself was a 68 percent increase over median home values in the Village in the year 2000.

The median rent in the Village has also increased in recent decades, albeit at a slower rate than housing prices. The median rent in the Village went from $961 in 1990 to $1,045 in 2000, an increase of nine percent. In 2009, the rents for one- and two-bedroom apartments in the Village (typically in the range of $1,200 for 1-bedroom and $1,500 for a 2-bedroom apartment) were slightly less than, but generally consistent with, the median rents in 2009 for Westchester County (typically in the range of $1,385 for one-bedroom and $1,610 for a two-bedroom apartment). The Village property tax rate increased from 122.44 per $1,000 of assessed valuation in the 1999-2000 fiscal year to 210.95 per $1,000 of assessed valuation in the 2008-2009 fiscal year—an increase of 72 percent.

Not unrelated to housing prices are income levels. The Village is an affluent community. The 2000 Census reported a 1999 median income for a family of four was $111,227 and the median household income was $83,188. In comparison, the County-wide median incomes were $79,881 and $63,852, respectively. The U.S. Census defines a household to include all the people who occupy a housing unit as their usual place of residence. A family is defined as a group of two or more people who reside together and who are related by birth, marriage, or adoption.

[ii] Since 2000, 25 condominium units were constructed at 45 Main Street and 14-units at 422 Warburton Avenue.
[iii] *NY State Office of Real Property Services.*

According to the US Department of Housing and Urban Development (HUD), a housing unit is affordable to a household if the household is paying no more than 30 percent of its monthly income for rent and utilities (or mortgage, taxes and insurance for ownership housing). According to the 2000 Census, in the Village approximately 30 percent of renter households, 30 percent of owners with a mortgage, and 20 percent of owners with no mortgage paid more than 30 percent of their monthly income on housing making these households cost-burdened. In other words, the rising median price for home ownership and apartment rentals in the Village has created an "affordability gap" for some Village residents. An affordability gap is defined as the discrepancy between income and home prices. This gap is due to a variety of factors, but household incomes have not kept pace with housing costs and the amount of land suitable for housing has become scarce. Table 8-1 illustrates this gap.

Table 8-1: Workforce Wages vs. Homeownership Costs

			RENTERS				HOMEBUYERS	
Occupation	Average 2009 Annual Wage*	Maximum Affordable Monthly Housing Cost**	Typical Monthly Rent, 1BR Apt.***	Gap	Typical Monthly Rent, 2BR Apt.***	Gap	Monthly Mortgage Amount for 2009 Median Home****	Gap
Police Officer (Grade 3)	$60,000	$1,500	$1,200	$300	$1,500	$0	$4,303	($2,803)
Recreation Supervisor	$55,301	$1,383	$1,200	$183	$1,500	($117)	$4,303	($2,920)
Street Maintenance	$68,071	$1,702	$1,200	$502	$1,500	$202	$4,303	($2,601)
DPW Mechanic	$78,334	$1,958	$1,200	$758	$1,500	$458	$4,303	($2,344)
Court Clerk	$40,497	$1,012	$1,200	($188)	$1,500	($488)	$4,303	($3,290)
Teacher (less than 2 years)*****	$57,393	$1,435	$1,200	$235	$1,500	($65)	$4,303	($2,868)

** Data Source: Village of Hastings, Resolution 60:08 Approval of Non-Union Personnel Salaries.*
*** Affordability defined as 30 percent of income.*
**** Data Source: Typical rents given by realtor.*
***** Median 2008 Sale for single family home = $725,000 (Source: "Coldwell Banker 2008 Home Sales Report"). Mortgage terms: 30 years, 7.25% interest, 10% down payment, 3% closing costs.*
******Source: New York State Education Department via www.myshortpencil.com.*

Community feedback at public meetings indicated that seniors in the Village have few housing alternatives, forcing many older residents to leave the Village for more affordable locations. This sentiment is borne out in the 2000 Census data which indicated that the age cohort that experienced the largest decrease in population in the 1990s was people over 85 years of age (44 percent). Although this data is now ten years old, the 2010 Census results will be published in the coming years and the Village should monitor whether this trend has continued.

This issue will become more pressing in coming years as a significant segment of the Village's population will be contemplating or entering retirement. The 2000 Census indicated that during the 1990s there was a 45 percent increase in residents born

between 1945 and 1955. This group was aged 45 to 55 in 2000, and is now aged 55 to 65, therefore approaching retirement age. In a survey of residents conducted by graduate planning students at Hunter College in 2008, approximately 66 percent of respondents said that they would like to remain in the Village after retirement and 25 percent said that after retirement, they would like to move to a smaller residence such as condominium or an adult independent community.

Young adults were also leaving the Village in the 1990s. Census data indicated a large decrease in the 20 to 24 year old age groups (43 percent) and the 25 to 34 year old age groups (33 percent). This trend may have been due to a variety of factors, including young people attending college or graduate school in other locales, or choosing to live in cities as they start their careers. However, it may also speak to the concern voiced at community meetings that young people who grew up in the Village, some from families who have been in the Village for generations, are being "priced out" of the local housing market. Again, when the 2010 Census is released, the Village should monitor these age cohorts to determine if the trends of the 1990s were continued in the first decade of this century.

Regardless of the updated Census data, residents have expressed a desire for more housing options in the Village—for its young people, its seniors and its workforce. In order to be a socially diverse community the Village must continue to make the creation of affordable housing, including workforce housing, a priority.

HUD defines "affordable housing" as a home or rental unit within the means of a household income that is 80 percent or less than the prevailing median income in the area which, in Westchester County, is relatively high. In 2009, the County's Area Median Income (AMI) for a household of four people was $105,300 (over 25 percent higher than the Statewide median income of $83,036[iv]) and for a single-person household was $73,700. In 2009, households making 80 percent of AMI, i.e., an annual income that would quality for affordable housing under HUD's rules, was $81,000 per year for a four-person household and $58,960 for a single-person household. Income limits are published annually by HUD.

The Village of Hastings-on-Hudson was one of the first communities in Westchester to address the need for "affordable housing" in the community. In 1989, the Affordable Housing Committee (AHC) was formed. The AHC applies for grants and acts as a developer of "affordable housing". In 1997 the Village adopted an Affordable Housing Policy.

The preamble of the Affordable Housing Policy states that the Village Board is concerned about:

[iv] Department of Justice.

1. “Shrinkage in the volunteer pool for fire and ambulance patrols and for civic and school organizations due to the loss of young families (the typical volunteers). Fewer volunteers mean a lessening in the sense of responsibility for community. Ultimately the loss of these volunteers would result in higher taxes to cover the cost of hiring patrols.
2. Diversity of people of which the Village has been proud will diminish. Providing a continuing link to the Village’s tradition as a mixed community will strengthen one of the reasons that the Village has proven attractive to home buyers.
3. Links with continuing traditions will be lost if the Village’s children cannot afford to return or seniors cannot afford to remain. The board believes that the community is strengthened by a continuity of generations and stability of families.”

The Village Board adopted the policy to create and maintain affordable units and establish a not-for-profit corporation to promote the development of “affordable housing” and its future regulation. Consistent with HUD’s regulations, according to the Village’s policy an “affordable housing” unit is a housing unit, for sale or rental, that is affordable to a household with a total income which does not exceed 80 percent of Westchester County median household income. The policy cites the following ways to achieve “affordable housing”: density bonuses in multi-family or single family cluster developments; zoning changes to higher density residential districts; accessory apartments; use of Village owned land; waiving of development fees for projects built by a not for profit corporation; and the creation of an Affordable Housing Corporation (AHC) to promote the development of “affordable housing” and access available funding. The policy establishes preferences for the creation of affordable units to nine groups: volunteer fire department, ambulance corps members, Village employees, school district employees, the Village’s seniors and young people, and all others.

To date, the AHC is responsible for the creation of 14 units at 422 Warburton Avenue (2008) and 4 units at 331 and 333 Warburton Avenue (2003). The demand for “affordable housing” units in the Village is evident by the 81 applications for the 14 lottery units at 422 Warburton Avenue.

In its 2004 Westchester County *Affordable Housing Allocation Plan, 2000-2015,* Westchester County allocated an affordable housing “obligation” of 100 units for the Village—a much greater number than the 18 units which have been created. At the time of the issuance of the *Allocation Plan* there was nothing that compelled the Village to provide these units.

However, Westchester County recently finalized an agreement to settle a fair and affordable housing lawsuit that would compel the County to create at least 750

"affordable housing" units specifically in overwhelmingly white communities, i.e., less than three percent African American and less than seven percent Latino. According to Census 2000, the Village would fall into both of these categories (2.4 percent African American and 4.5 percent Latino).

Prior to the settlement, the creation of "affordable units" in the Village was motivated by the community's own sense of itself as diverse. The creation of the affordable units was controlled by the Village and its residents. Now, as a result of the settlement, the Village may be obligated to create units at a quicker pace. However, major obstacles remain to creating "affordable housing" in the Village, for example the high price of land and of existing housing in the Village; and the slow processes for obtaining funding approvals for State and County money which hinders competitive bids for available properties.

Strategy 1.1: Continue to recognize the need and importance of "affordable housing".

The Village should recognize the continued need for and pledge support for the creation and preservation of affordable housing units in the Village of Hastings-on-Hudson.

Strategy 1.2: Reassess the Village Affordable Housing Policy.

In light of the County's settlement agreement and its upcoming implementation, the Village will need to reassess the Affordable Housing Policy. Details of the settlement, which are still being negotiated, include restrictions on income levels, as well as defined percentages of conversion housing and senior housing all of which may result in a County defined affordable housing solution that is inappropriate for the Village's needs.

In order to make sure that the Village's needs are considered, the Village should:

- Work with Westchester County Legislators and Planners to advocate for the Village's' needs.

Strategy 1.3: Until the Settlement Agreement Implementation Plan is released, make the necessary revisions to the Affordable Housing Policy listed below:

a. Update figures and data.

b. Consider the creation of a budget line for Affordable Housing Development Fund.

c. Develop methods to assist disabled persons to find an accessible unit.

d. Recommend the Village waive certain application fees for affordable projects.

e. Consider use of tax abatements or PILOTs (payments in lieu of taxes) to encourage developers to construct units.

f. Factor in improvements to existing affordable units in calculation of resale prices.

g. Encourage conveyance of Village land to the Affordable Housing Trust Fund.

h. Develop a strategy for retention of unprotected affordable units in case of condo/ coop conversions.

Strategy 1.4: Protect existing affordable housing, particularly units which have no affordability controls. Given the high cost of land and housing in the Village, every effort should be made to protect those units which are currently affordable but have no affordability controls or deed restrictions ensuring their continued affordability.

To that end, the Village should:

- Consider expanding the use of ETPA (Emergency Tenant Protection Act)[v] to protect units.
- Consider working with a non-profit affordable housing developer, advocacy organization or similar entity that may be able to subsidize or purchase units which lack affordability controls with the provision that the units be affordable.
- Investigate use of a "Community Land Trust". A community land trust (CLT) is a private non-profit community organization that safeguards land in order to provide affordable housing opportunities. CLTs buy and hold land permanently, preventing market factors from causing prices to rise. CLTs build and sell affordably-priced homes to families with limited incomes— the CLT keeps the price of homes affordable by separating the price of the house from the cost of the land. When a family decides to sell a CLT home, the home is resold at an affordable price to another homebuyer with a limited income. The goal of CLTs is to balance the needs of homeowners to build equity and gain stability in their lives with the needs of the community to preserve affordable home ownership opportunities for future generations.

Strategy 1.5: Ensure that new affordable housing in the Village "complements and enhances" existing Village character.

Affordable housing proposals are currently required to undergo design review and comply with all local planning and building codes. Any new units created under the County implementation plan should ensure the same level of local design review including "green building" initiatives.

[v] Outside of New York City, rent stabilization applies to non-rent controlled apartments in buildings of six or more units built before January 1, 1974, in the localities which have adopted ETPA as Hastings has done. The Act established a County Rent Guidelines Board which sets the rent adjustments for renewal and vacancy leases in ETPA covered buildings.

Strategy 1.6: Look at "new models" for senior residency.

The Village should consider zoning amendments designed to allow for seniors to remain in the community. These zoning initiatives should be structured to conform to the development parameters that have been cited elsewhere in the Comprehensive Plan, for example maintaining Village scale, encouraging sustainable design, and only permitting revenue positive developments.

In order to allow seniors to stay in the Village, the Village should:

- Zone for small-scale nursing homes. The zoning should accommodate the creation of up to five skilled nursing homes for 8-12 people each, embedded into 4-5 different neighborhoods.
- Zone for Elder Centric cluster housing projects. Any redevelopment of large tracts should consider permitting housing that specifically accommodates assisted living for elders, integrated into a development that includes intergenerational housing and light industry/mixed uses.
- Zone to attract a medical arts business/development. Currently, the Village's elders (and residents in general) need to leave town for physical therapy and other medical arts practitioners.

Strategy 1.7: Continue to provide a range of housing types.

Although single-family detached units makes up the majority of the housing in the Village (approximately 55 percent), alternatives to single family homes exist in the Village, for example, housing located above ground floor of commercial spaces in the downtown area and multi-family residential buildings. Approximately 34 percent of the housing stock is in buildings with three or more units. The Andrus Retirement Community is the only seniors-only option in the Village and it has a capacity of 200.

The Village should:

- Continue to encourage the development of a variety of housing options in the Village, both rental and ownership, which may be more affordable to some households than single-family homeownership.

Objective 2. Protect the Village's valuable historic resources.

The Village has a number of historic resources that reflect its development from a small 17th century rural village to a contemporary New York City suburb. Many of its historic resources were built in the 19th and early 20th centuries during a time of large-scale development and rapid population growth. These resources include a variety of public

facilities, dwellings, districts and vestiges of an industrial history. Currently, only four sites are officially listed on the National and State Registers of Historic Places:

- Cropsey House (1830's);
- Draper Observatory Cottage (1840's);
- Prototype House (1936); and
- The Old Croton Aqueduct State Historic Park (1837).

Listing on the State and National Registers provides these properties with protection from adverse impacts caused by government projects, as well as eligibility for grants. loans and historic tax credits. However, other structures have been identified as historically significant in the Village.

The Hastings Historical Society has been called the Village's "most valuable historic resource." Founded in 1972 it has a membership of 1,200 people. The volunteer organization has carefully documented much of the history and many local historic sites. In 2005, it created the Museum in the Streets project which installed walking tour map signs directing people to 34 historic sites in the Village. However, the society is an advocacy group for historic resources in the Village and has no regulatory power over any additions, demolitions or alterations that are not sensitive to existing historic structures.

Strategy 2.1: Maximize preservation and retention of significant historic resources.

The Village should consider:

- Empowering the Architectural Review Board (ARB) to create a historic preservation sub-committee whose tasks could include:
    - Studying the creation of historic guidelines and districts;
    - Inventorying historic buildings and neighborhoods in the Village;
    - In conjunction with the Historical Society, promoting public awareness of the Village's historic resources through appropriately placed signs that convey information regarding local historic resources.

Strategy 2.2: In redeveloping the Waterfront area, include suitable measures to highlight the vital role that this area played in the Village's historic development.

In any redevelopment plans for the Waterfront, the Village should:

- Seek to incorporate the water tower into any redevelopment plan if fiscally possible.
- Strive to restore and preserve Building #52.

Strategy 2.3: Apply for Certified Local Government Status.

The purpose of New York State's Certified Local Government Program (CLG) is to foster historic preservation efforts that emphasize local control and oversight. In order to achieve this, the program provides suitable municipalities with financial and technical support for historic preservation endeavors. If certified, the Village would quality for matching grants for an array of historic preservation initiatives, including the preparation of preservation plans, structural reports, resource surveys, design guidelines and educational outreach programs.

The Village should:

- Apply for Certified Local Government status.

Also see "Objective 3: Protect and enhance Downtown's historic scale and character" and related strategies detailed in Chapter 4: The Downtown.

Objective 3. Continue to explore opportunities for inter-municipal cooperation with neighboring communities for shared community services.

Opportunities may exist for more efficient, effective service provision to Village residents such as: the merging of DPW services; the joint use of buildings such as equipment sheds and single, rather than dual government appointees, for certain positions.

Strategy 3.1: Inter-municipal agreements with neighboring communities should be prepared and executed to make community service delivery more efficient and effective.

The Village should:

- Foster opportunities for collaboration and cooperation with neighboring communities for the provision of some community services, so as to make all services more cost-effective and efficient.
- Appoint a committee to identify opportunities, efficiencies and benefits of merging services and/or purchasing of goods with other municipalities.
- Work with the neighboring communities and Westchester County to ensure coordination of services and response to disasters and other local emergencies, as well as adapting to global climate change.

Objective 4. Work cooperatively to ensure that schools and other community services are sufficiently supported.

Strategy 4.1: Potential impacts of all types of development on school, library and Community Center capacity should be analyzed, as well as any implications from these impacts on local taxes.

The high quality of the Village's school system, library, Community Center and the respective programs these institutions offer contribute to the Village's high quality of life. In order to ensure the continued success of these community resources, the Village should:

- Designate the School District and library as an Interested Agencies in all applications for development that would generate additional school children, so that the Planning Board, library and the School District can work together to address potential impacts on schools, library and Community Center.

- Use SEQR to identify and address school, library and community center capacity issues, and require that new, large-scale development be subject to a fiscal impact analysis.
- Establish criteria and amend the Zoning Law to ensure that new development meets specific criteria that demonstrate a positive, overall impact on public revenues, the local economy and existing businesses.

Objective 5. Recognize the value of volunteerism in the community and encourage residents to take an active role in the future of the Village.

Strategy 5.1: Support the efforts of the Village's all-volunteer fire and emergency services.

The Village should:

- Promote and assist in the recruitment for volunteer fire and EMS workers.
-

Strategy 5.2: Support and reward community volunteers.

The Village should:

- Recognize the volunteer commitment of all town-appointed board members including Planning Board, Zoning Board of Appeals, Conservation Committees and all other volunteer entities that contribute to the Village's quality of life.
- Develop a well-publicized, Village-wide program for rewarding special service, including awards presented ceremoniously for a broad range of volunteer activities – i.e., fire department, EMS, elder care, youth care and citizenship.
- Consider holding a Village-wide, outdoor event that focuses on volunteerism, rewards volunteers and recruits new ones.
- Reward volunteers by publicizing their achievements on the Village's Web site and in local newspapers.
- Encourage residents to participate in volunteer activities by widely publicizing openings on boards, commissions, and committees and other opportunities within and throughout Village emails and on the web site.

Objective 6. Promote opportunities for more public art.

Artists of many disciplines have long made their home in the Village. In recognition of their significant contribution, the Village should through (or with the help of) the Village Arts Commission, promote and stimulate interest and participation in Village-wide arts events in public venues, and work with the schools, private corporations, individuals and other community groups, by:

- Participating in the marketing plans and economic development of the village by promoting through diverse media vehicles, the arts including works by residents and creative arts brought to Hastings for the benefit of community.
- Enriching the lives of the residents of our community by developing new arts programs and events for under-served segments of our diverse population.
- Identifying public spaces appropriate for displaying creative arts – visual, performing, literary and other art forms – for temporary exhibition and permanent installation.
- Developing standards and policies for accepting works of art, both temporary and permanent gifts.

Objective 7. Ease the property tax burden on Village residents.

One of the major goals of this Plan is to foster actions in the Village that are fiscally responsible. As has been mentioned in preceding chapters, in New York State, the property tax is a local tax and the largest single revenue source raised and spent locally to finance local governments and public schools. Due to the loss of industry in the Village and few high tax-generating commercial uses, more and more of the tax burden has fallen on residential property owners. Municipal property taxes in the Village have increased by 72 percent between 2000 and 2010.The recent rapid rate of tax increases has accelerated the need to create more tax ratable development in the Village, i.e., development that would provide more tax revenue than costs to the municipality. The fact that the Village is almost completely built out places increased development pressures on the under-developed large tracts.

In preceding chapters this Plan has laid out objectives and strategies designed to promote development that increases tax revenues to the Village to a greater extent than municipal costs. The Plan also promotes minimizing municipal costs. Some of these objectives and strategies are summarized below.

- In **Chapter 3: The Downtown** a variety of objectives and strategies are presented to increase and enhance the downtown area in order to attract customers to the Downtown and to improve coordination among local business

owners. The recommendations are intended to be carried out by volunteer committees and existing municipal staff with the long term possibility of hiring a part-time downtown manager.

- Development that would seek to create net positive fiscal benefits to the Village is a key goal of **Chapter 4: The Large Tracts.** Creating a diverse tax base, by rezoning some of the Large Tracts to allow uses, such as commercial and office space, could potentially provide more municipal tax revenues than municipal costs**.** This chapter also advocates for requiring fiscal impact analyses as part of review process and the State Environmental Quality Review (SEQR) process; and seeking only fiscally neutral or positive development. With regards to the Waterfront, this chapter recommends seeking fiscally responsible development which includes fiscal impact review for any Waterfront redevelopment plans for the area and seeking fiscally neutral or fiscally positive development on the Waterfront. Another objective outlined in this chapter is to identify areas suitable for economic development in the Waterfront area.
- The objectives and strategies listed in **Chapter 5: Circulation** include modifications, improvements and enhancements to the existing vehicular, bicycle and pedestrian circulation systems in the Village with minimal cost to the Village, such as painting crosswalks, as well as potential street reconfigurations before committing significant funds to capital projects.
- **Chapter 6: Environmental Sustainability** advocates for reducing energy consumption and the carbon footprint in Village-owned and managed properties and resources. The objectives and strategies listed would, in the long term, serve to reduce the Village's operating costs by making Village buildings more energy efficient and thereby reducing the costs associated with heating, air conditioning and electricity.
- **Chapter 7: Sustainable Infrastructure** includes measures designed to reduce the costly effects to the Village resulting from the clean-up and aftermath of flooding and storm events by recommending methods to prevent, as well as mitigate flooding.
- Finally, earlier in this chapter, **Chapter 8: Quality of Life**, objectives and strategies were presented to continue to explore opportunities for inter-municipal cooperation with neighboring communities for shared community services so that municipal services can be delivered to residents more efficiently, effectively and affordably. This chapter also recommends that the school district, library and Community Center be involved in the review of large developments in the Village which may impact their ability to operate at the high level of quality that they currently do.

Strategy 7.1: Lobby State legislators to address the property tax burden.

The Village should:

- Work with their local State senators and representatives on property tax reform aimed to reduce the property tax burden on Village residents.

Strategy 7.2: Work with Neighboring Communities to address the property tax burden.

The Village should:

- Work with neighboring communities to identify areas of common interest related to changes to the state property tax rules, and work together regionally to lobby for change.

CHAPTER 9 IMPLEMENTATION MATRIX

(To be developed after Public review of Draft Plan)

APPENDIX 1

Previously Identified Significant Views

The following views have been identified in previous studies as significant:

a. View from Fulton Park/ Hastings Library

b. View from the Warburton Avenue Bridge

c. View from the Steinschneider Municipal Parking Lot

d. View to the north, west and south from MacEachron Park;

e. View to the west and south from the southern point of Pioneer Boat Club

f. View to the north, west and south from the northwest area of the BP site

g. View down Southside Avenue

h. View down Washington Avenue

i. View from VFW Park

j. View from the Municipal building

k. View from Dock Street Bridge

l. View from Main Street, approaching Warburton Avenue from the east

m. View from Maple Avenue at Spring Street, and Southside Avenue south of Spring Street and in the vicinity of the train station.

n. View from Intersection of Broadway at Main Street and Farragut Avenue

o. View from Old Croton Aqueduct State Historic Park

p. View from Metro-North Station

q. View from Zinsser Parking lot.

APPENDIX 2

Existing Zoning Definitions

R-7.5	One-Family Residence (7,500 SF)
R-10	One-Family Residence (10,000 SF)
R-20	One-Family Residence (20,000 SF)
2R-3.5	Two-Family Residence (3,500 SF: 1 D.U.; 5,000 SF; 2 D.U.)
2R	Two-Family Residence (7,500 SF: 1 D.U.; 10,000 SF; 2 D.U.)
MR-1.5	Multi-Family Residence (1,500 SF per Dwelling Unit (D.U.)
MR-2.5	Multi-Family Residence (2,500 SF per Dwelling Unit (D.U.)
MR-O	Multi-Family Residence/Office
MR-C	Multi-Family Residence/Commercial
PR	Public Park Recreation and Playground
CO	Central Office
CC	Central Commercial
LO	Limited Office
LC	Limited Commercial
LI	Limited Industrial
GI	General Industrial
MW	Marine Waterfront
MUPDD	Mixed Use Planned Development

APPENDIX 3

Financial Analysis

Copy of Comm - Res Property Tax Revenue Comparison
Village of Hastings-on-Hudson, NY

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7/21/08

2008 RESIDENTIAL AND COMMERCIAL PROPERTY VILLAGE TAX ASSESSMENTS IN RELATION TO VILLAGE REVENUE

Property Classification		No. of	ASSESSED VALUE				VILLAGE	2008 Tax Revenue	Percent of Revenue		PER PARCEL VALUE	
Code		Parcels	Land	Building	Total	Exemptions	TAXABLE	Taxable*0.21095	Developed	Dev+Vac	TAXABLE	REVENUE
200's	TOTAL RESIDENTIAL	1,983	$4,638,855	$29,351,233	$33,990,088	$622,550	$33,367,538	$7,038,882.14	85.06%	83.13%	$16,827	$3,549.61
400s	TOTAL COMMERCIAL	154	$1,505,610	$4,354,645	$5,860,255	$0	$5,860,255	$1,236,220.79	14.94%	14.60%	$38,054	$8,027.41
	TOTAL DEVELOPED	2,137	$6,144,465	$33,705,878	$39,850,343	$622,550	$39,227,793	$8,275,102.93	100.00%	97.73%	$18,356	$3,872.30
	TOTAL VACANT	230	$862,290	$67,340	$909,630	$500	$909,130	$191,780.97		2.27%	$3,953	$833.83
	TOTAL VAC + DEV	2,367	$6,996,755	$33,763,218	$40,759,973	$623,050	$40,136,923	$8,466,883.90				

VACANT PARCELS: ASSESSED VALUES & VILLAGE PROPERTY TAX REVENUE BY ZONING CLASSIFICATION

ZONING DISTRICT		No. of		ASSESSED VALUE			VILLAGE	2008 Tax Revenue	Percent of Revenue		PER PARCEL VALUE	
Code	Classification	Parcels	Land	Improvements	Total	Exemptions	TAXABLE	Taxable*0.21095	Vacant	Total Rev.	TAXABLE	REVENUE
310	Residential Vacant	1	$2,500	0	$2,500	$0	$2,500	$527.38	0.27%		$2,500	$527.38
311	Res Vacant Land	190	$288,540	$21,390	$309,930	$500	$309,430	$65,274.26	34.04%		$1,629	$343.55
312	Res Vac (small imp.)	20	$24,450	$12,300	$36,750	$0	$36,750	$7,752.41	4.04%		$1,838	$387.62
313	Water Front Vacant	1	$100	0	$100	$0	$100	$21.10	0.01%		$100	$21.10
315	Underwater Vac Land	2	$400	$0	$400	$0	$400	$84.38	0.04%		$200	$42.19
330	Vacant In Commercial	12	$530,600	$23,000	$553,600	$0	$553,600	$116,781.92	60.89%		$46,133	$9,731.83
340	Vacant In Industrial	4	$5,700	$650	$6,350	$0	$6,350	$1,339.53	0.70%		$1,588	$334.88
	TOTAL VACANT	230	$862,290	$67,340	$909,630	$500	$909,130	$191,780.97	100.00%		$3,953	$833.83
	TAX EXEMPT VACANT		Note: If not exempt $990,660 Value would bring $208,979.70 in Revenue an average of $9,500 for these 22 Parcels									
311	Res Vacant Land	15	$468,310	$14,750	$483,060	$483,060	$0				$0	$0.00
312	Res Vac (small imp.)	1	$27,400	$347,600	$375,000	$375,000	$0				$0	$0.00
313	Water Front Vacant	1	$13,800	$0	$13,800	$13,800	$0				$0	$0.00
315	Underwater Vac Land	1	$100	$0	$100	$100	$0				$0	$0.00
330	Vacant In Commercial	4	$44,550	$74,150	$118,700	$118,700	$0				$0	$0.00
	TOTAL VAC. EXEMPT	22	$554,160	$436,500	$990,660	$990,660						

RESIDENTIAL PARCELS: ASSESSED VALUES & VILLAGE PROPERTY TAX REVENUE BY PROPERTY CLASSIFICATION

Property Classification		No. of		ASSESSED VALUE			VILLAGE	2008 Tax Revenue	Percent of Revenue		PER PARCEL VALUE	
Code	Classification	Parcels	Land	Building	Total	Exemptions	TAXABLE	Taxable*0.21095	Residential	Total Rev.	TAXABLE	REVENUE
210	1 Family Detached	1,727	$4,145,750	$26,107,908	$30,253,658	$532,690	$29,720,968	$6,269,638.20	89.07%	75.77%	$17,210	$3,630.38
210-C	Condo (1-F Attached)	25	$57,500	$121,315	$178,815	$0	$178,815	$37,721.02	0.54%	0.46%	$7,153	$1,508.84
215	1 Family+Acc. Apt.	37	$118,180	$688,915	$807,095	$2,400	$804,695	$169,750.41	2.41%	2.05%	$21,749	$4,587.85
220	2 Family	138	$225,225	$1,724,595	$1,949,820	$71,785	$1,878,035	$396,171.48	5.63%	4.79%	$13,609	$2,870.81
230	3 Family	56	$92,200	$708,500	$800,700	$15,675	$785,025	$165,601.02	2.35%	2.00%	$14,018	$2,957.16
	TOTAL RESIDENTIAL	1,883	$4,638,855	$29,351,233	$33,990,088	$622,550	$33,367,538	$7,038,882.14	100.00%	85.06%	$16,827	$3,549.61

COMMERCIAL PARCELS: ASSESSED VALUES & VILLAGE PROPERTY TAX REVENUE BY PROPERTY CLASSIFICATION

Property Classification		No. of		ASSESSED VALUE			VILLAGE	2008 Tax Revenue	Percent of Revenue		PER PARCEL VALUE	
Code	Classification	Parcels	Land	Building	Total	Exemptions	TAXABLE	Taxable*0.21095	Commercial	Total Rev	TAXABLE	REVENUE
411	Apartment	38	$595,150	$2,264,800	$2,859,950	$0	$2,859,950	$603,306.45	48.80%	7.29%	$75,262	$15,876.49
411-C	Condo	7	$6,000	$41,240	$47,240	$0	$47,240	$9,965.28	0.81%	0.12%	$6,749	$1,423.61
		0	$0	$0	$0	$0	$0	$0.00	0.00%	0.00%	$0	$0.00
421	Restaurants	2	$83,500	$187,700	$271,200	$0	$271,200	$57,209.64	4.63%	0.69%	$135,600	$28,604.82
422	Diners & Luncheonette	2	$11,150	$26,500	$37,650	$0	$37,650	$7,942.27	0.64%	0.10%	$18,825	$3,971.13
432	Service & Gas Stations	5	$76,600	$53,900	$130,500	$0	$130,500	$27,528.98	2.23%	0.33%	$26,100	$5,505.80
433	Auto Body, Tire Shop	2	$24,000	$65,400	$89,400	$0	$89,400	$18,858.93	1.53%	0.23%	$44,700	$9,429.47
		0	$0	$0	$0	$0	$0	$0.00	0.00%	0.00%	$0	$0.00
438-C	Condo	4	$1,200	$4,800	$6,000	$0	$6,000	$1,265.70	0.10%	0.02%	$1,500	$316.43
		0	$0	$0	$0	$0	$0	$0.00	0.00%	0.00%	$0	$0.00
441	Fuel Storage & Disp	1	$6,750	$6,050	$12,800	$0	$12,800	$2,700.16	0.22%	0.03%	$12,800	$2,700.16
449	Other Storage, Warehse	1	$22,000	$86,500	$108,500	$0	$108,500	$22,888.08	1.85%	0.28%	$108,500	$22,888.08
		0	$0	$0	$0	$0	$0	$0.00	0.00%	0.00%	$0	$0.00
450-C	Condo	4	$9,200	$37,700	$46,900	$0	$46,900	$9,893.56	0.80%	0.12%	$11,725	$2,473.39
		0	$0	$0	$0	$0	$0	$0.00	0.00%	0.00%	$0	$0.00
454	Large Retail Food Store	1	$77,500	$187,500	$265,000	$0	$265,000	$55,901.75	4.52%	0.68%	$265,000	$55,901.75
461	Standard Bank/Single	1	$7,100	$30,430	$37,530	$0	$37,530	$7,916.95	0.64%	0.10%	$37,530	$7,916.95
462	Drive-In Branch Bank	2	$58,250	$42,350	$100,600	$0	$100,600	$21,221.57	1.72%	0.26%	$50,300	$10,610.79
464	Office Building	3	$63,500	$79,250	$142,750	$0	$142,750	$30,113.11	2.44%	0.36%	$47,583	$10,037.70
471	Funeral Homes	1	$11,950	$19,950	$31,900	$0	$31,900	$6,729.31	0.54%	0.08%	$31,900	$6,729.31
480	Multi Use / Multi-Res	3	$23,900	$69,000	$92,900	$0	$92,900	$19,597.26	1.59%	0.24%	$30,967	$6,532.42
481	Downtown Row (Comm)	21	$131,700	$396,400	$528,100	$0	$528,100	$111,402.70	9.01%	1.35%	$25,148	$5,304.89
482	Downtown Row (Detach)	47	$236,610	$658,275	$894,885	$0	$894,885	$188,775.99	15.27%	2.28%	$19,040	$4,016.51
483	Converted Residence	3	$20,800	$48,600	$69,400	$0	$69,400	$14,639.93	1.18%	0.18%	$23,133	$4,879.98
484	1 Story Small Structure	5	$34,100	$44,050	$78,150	$0	$78,150	$16,485.74	1.33%	0.20%	$15,630	$3,297.15
485	1 Stry Sm Str. Multiple	1	$4,650	$4,250	$8,900	$0	$8,900	$1,877.46	0.15%	0.02%	$8,900	$1,877.46
	TOTAL COMMERCIAL	154	$1,505,610		$5,860,255		$5,860,255	$1,236,220.79	100.00%	14.94%	$38,054	$8,027.41

Prepared by Village of Hastings-on-Hudson Planning Department
and Office of Village Clerk

Development	Rates	Modest SF	Average SF	High-End SF	Warehouse	Self Storage	Drive-In Bank	Large Retail Food Store	Large Retail Food Store
Sales Price		$ 675,000.00	$ 799,900.00	$ 1,075,000.00					
Residential Assessment Ratio (2.48)	0.0248	$ 16,605.00	$ 19,677.54	$ 26,445.00					
Assessed Value		$ 16,605.00	$ 19,677.54	$ 26,445.00	$ 108,500.00	$ 189,000.00	$ 57,600.00	$ 265,000.00	$ 360,420.00
Village Rate (226.14/1,000)	0.22414	$ 3,721.84	$ 4,410.52	$ 5,927.38	$ 24,319.19	$ 42,362.46	$ 12,910.46	$ 59,397.10	$ 80,784.54
School Tax Rate/$1,000 AV (737.43/1000)	0.73743	$ 12,245.03	$ 14,510.81	$ 19,501.34	$ 80,011.16	$ 139,374.27	$ 42,475.97	$ 195,418.95	$ 265,784.52