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This Comprehensive Plan Update was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental protection Fund.





# **Table of Contents**

1.	Introduction	0
	a. The Planning Process	2
	b. Public Engagement	4
	c. Plan Organization	15
_	White Oak Is and Orest Orest Director	
2.	Vision, Goals and Smart Growth Principles	<b>.</b> .
	a. Vision Statement	17
	b. Goals	18
	c. Smart Growth	19
3.	Village Overview	•
	a. History	24
	b. Demographic and Socio-Economic Trends	28
	c. Land Use	32
4	Listen, and Discompling	
4.	History and Placemaking	2.
	a. Overview	34
	b. Challenges and Opportunities	39
	c. Recommendations	41
5	Housing	
٥.	a. Overview	47
	b. Challenges and Opportunities	54
	c. Recommendations	56
	c. Necommendations	30
6.	Economic Vitality	
٠.	a. Overview	60
	b. Challenges and Opportunities	65
	c. Recommendations	67
	0. 1100011111011MM10110	- 0

7.	Sustainability and Resiliency	
	a. Overview	71
	b. Climate Smart Communities	81
	Actions	86
	c. Challenges and Opportunities	90
	d. Recommendations	90
8.	Parks and Recreation	
	a. Overview	95
	b. Challenges and opportunities	109
	c. Recommendations	112
9.	Connectivity, Mobility and Access	
	a. Overview	11
	b. Challenges and Opportunities	126
	c. Recommendations	128
10.	Waterfront	
	a. Overview	134
	b. Challenges and Opportunities	138
	c. Recommendations	140
		140
11.	Governance	
	a. Overview	144
	b. Challenges and Opportunities	148
	c. Recommendations	154
12.	Implementation	
	a. Overview	156
	b. Implementation Recommendations	156
	c Recommendation Table	156

## **List of Appendices**

Appendix A - Community Profile and Existing Conditions Mapping

Appendix B - Public Engagement Materials and Summaries

Appendix C - Community Survey Highlights and Results

Appendix D - Public Participation Plan

Appendix E - Committee Materials and Summaries

### List of Figures, Tables and Maps

Figure 1: Comprehensive Plan Update Timeline 2022

Figure 2: Comprehensive Plan Update Timeline 2023

Figure 3: Comprehensive Plan Update Timeline 2024

Figure 4: Hastings-on-Hudson Community

Figure 5: Population Data from 2000 to 2021

Figure 6: Employment Industry by Sector

Figure 7: Age Cohorts; Source

Figure 8: Median Household Income

Figure 9: Occupied Housing Units

Figure 10: Median Household Income

Figure 11: Housing Efforts

Figure 12. Employment Industry Sectors

Figure 13. Inflow/Outflow Job County in 2021; All Workers

Figure 14: Village Sustainability Efforts

Figure 15: Elements of recreation

Table 1: Smart Growth Recommendations

Table 2: Previous Accomplishments

Table 3. Median Monthly Housing Costs in Constant 2021 Dollars

Table 4. Occupied and Vacant Units, 2021

Table 5: Community Climate Action Plan Priorities

Table 6: Climate Smart Recommendations

Map 1: Land Use

Map 2: Flooding & Storm Surge Potential

Map 3: Environmental Constraints

Map 4: Sea Level Rise

Map 5: Parks, Recreation & Conserved Lands



## 1. Introduction

# Hastings-on-Hudson

## Introduction

The Village of Hastings-on-Hudson has initiated an update to its 2011 Comprehensive Plan to address current and future needs, opportunities, and identify a vision for the community. The Village can be found on the eastern bank of the Hudson River, approximately nine miles to the northern edge of the Bronx and 20 miles to the heart of New York City. This charming, historic community covers about a two-square-mile area and provides stunning panoramic vistas of the Hudson River and the Palisades. The Village includes unique neighborhoods, parks, a quaint and historic downtown area, rich natural resources, and engaged residents and businesses who play an active role in shaping the Village's future.

This Comprehensive Plan Update aims to strengthen the connections between those components by enhancing the community's sustainability and inclusivity while providing a range of housing options and business types, an active downtown area, and a high quality of life.

Updating the Comprehensive Plan is paramount to ensuring the Village's success. This Plan Update allows the Village to understand its future by examining its current conditions and providing guidance to realize Village-wide goals. The Village intends to move into the future while considering its population growth and shifting demographics to ensure that the immediate and future needs of the community are met.

Since the Comprehensive Plan Update in 2011, the Village has engaged in numerous planning activities that shape the community to better reflect the goals and objectives outlined in the previous iteration of the plan. This plan builds on the Village's strong foundations and previous accomplishments, offers new recommendations, and incorporates Smart Growth Principles to create a roadmap toward a more sustainable and inclusive future.

1

# **The Planning Process**

This project is funded through the Smart Growth Comprehensive Planning Grant Program and Hudson River Valley Greenway program provided by the New York State. The Comprehensive Plan Update process began in the Fall of 2022 with the appointment of a 14-Comprehensive Update member Plan Committee (CPUC), whose role was to oversee the development of the Comprehensive Plan and the Local Waterfront Revitalization Plan (LWRP). The development of the Comprehensive Plan and LWRP occurred simultaneously to ensure the best use of the committee's time, community resources, and public engagement methods to ensure a harmonized vision.



Reynolds Field Playground; Source: Community Survey

The CPUC was appointed by the Village Board of Trustees and was composed of various representatives of the Village, including local volunteer boards, committees, and the community at large. The CPUC held monthly meetings throughout the development of the plan, working closely with community members, with support from the Village representatives and the consultant team from MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C., E.M. Pemrick & Company, and Andropogon Associates. This plan represents the CPUC's efforts to synthesize the challenges and opportunities facing the community and provides a strategy for addressing them.

A review of past planning documents and initiatives in the Village also informed the plan's development. The Comprehensive Plan Update works in conjunction with the Village's previous plans and initiatives, incorporating and building upon earlier recommendations. The plans, policies, and initiatives include:

- ✓ Design Guidelines for the Central Commercial District (2010)
- ✓ Village of Hastings-on-Hudson Comprehensive Plan (2011).
- √ Complete Streets Policy (2014)
- √ Waterfront Infrastructure Committee Report (2015)
- ✓ Long-Range Plan for Strategic Management of Parks and Recreation Assets (2016)
- ✓ Hillside Woods & Park Tree Inventory Urban Forest Management Plan (2017)
- ✓ Conceptual Shoreline Design Report (2018)
- ✓ Municipal Greenhouse Gas (GHG) Analysis and Action Plan Energy Audit Report (2019)
- √ Inventory of Community Greenhouse Gas Emissions (2019).
- ✓ Climate Vulnerability Assessment and Future Predictions (2020)
- ✓ Inventory of Government Operations Greenhouse Gas Emissions (2020)
- √ Heat Emergency Plan (2020)
- ✓ Bicycling and Walking Infrastructure Master Plan (2021)
- ✓ Climate Smart Community Task Force Climate Smart Resilience Planning (2021)
- √ Natural Resource Inventory (2021)
- √ Organics Waste Management Plan (2021)
- √ Fleet Rightsizing Policy (2021)
- √ Green Procurement Policy (2021)
- √ Shade Structures Policy (2021)
- Climate Emergency Declaration (2021)
- ✓ Hazard Mitigation Plan (2021)

- ✓ Community Forest Management Plan (2022)
- √ Water Tower Preservation Plan (2022)
- ✓ Climate Smart Communities Annual Progress Reports (2020, 2021, 2022, 2023)
- ✓ Roadway Assessment Report (2023)
- √ Flood Study 2023 Phase 1 (2023)
- ✓ Geothermal and Heat Pump Feasibility Assessment (2023)
- √ 2019 Inventory of Government Operations Greenhouse Gas Emissions (2023)
- ✓ Climate Action Plan (2024) in progress

# **Public Engagement**

While developing this plan, the Village placed a strong focus on engaging citizens during the decision-making process. Participation from residents, landowners, business owners, appointed and elected officials, and other stakeholders throughout the community was critical to the Comprehensive Plan Update effort.

To maximize community involvement, a variety of public engagement methods and formats were utilized throughout the development of this plan. The following is a list of these methods, along with a brief description of each.

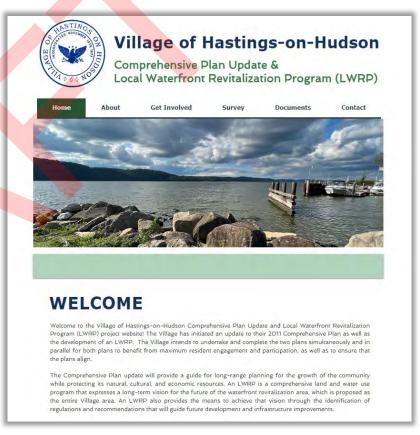


In addition to the various engagement opportunities made available to the community, the CPUC and the Village Board of Trustees held public hearings before adopting the Comprehensive Plan Update in accordance

with §7-722, Village Comprehensive Plan, of New York State Village Law. The CPUC public hearing was held on June 24, 2024, in the James Harmon Community Center. The Board of Trustees Public Hearing was held on April 1, 2025.

## **Project Website**

Community members were kept informed about the Comprehensive Plan Update via a project website prepared by MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C., that was dedicated to the Comprehensive Plan Update and Local Waterfront Revitalization Program (LWRP) efforts. The project website included general information about the parallel Comprehensive Plan Update and LWRP processes, details on how community members could participate, committee summaries. meeting presentations and and recordings of meetings for those who were unable to attend or wished to review the topics and discussions. The project website also featured a 'Contact' page where community members could share their thoughts and ideas or submit their contact information to receive updates on upcoming public engagement opportunities. A link to the project website was embedded in the Village's official municipal website for members of the community who were unaware of the separate project website. The Village also provided dates for committee meetings and public engagement opportunities, and uploaded meeting agendas and summaries to the official Village website.



Project Website; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveyina. P.C.

### **Public Engagement Events**

Public engagement events provide an opportunity to actively engage with the public to learn more about challenges and opportunities from the perspective of community members. The information gathered from the public open house and workshops helped inform the overall Vision, Guiding Principles, Goals, and development of this plan. For more details, see Appendix B for summaries of all public engagement events. The following provides a description of each public engagement event.

### Virtual Public Workshop #1

The first public engagement was a virtual public workshop that took place on January 30, 2023, via Zoom, with about 120 attendees. The overarching purpose of this public workshop was to introduce the Comprehensive Plan Update and LWRP program and schedule, provide an overview of existing conditions, and gather input on community needs and opportunities. The workshop included a presentation with interactive polling, as well as a live question and answer session. Representatives from the Village, NYSDOS, and the consultant team participated as panelists during the event. All meeting materials, including the meeting agenda, PowerPoint presentation, recording of the virtual public workshop, and summary of the workshop, were made available to the public on the project website.



Community Engagement Activity; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C.

### In-Person Public Workshop #2

The second public engagement event was an inperson public open house. The open house was held on May 24, 2023, at the James V. Harmon Community Center, 44 Main Street, Hastings-on-Hudson, NY, with approximately 80 in attendance. The purpose of the open house was to provide information about the Comprehensive Plan Update and LWRP process and to gather input on topic areas such as parks and recreation, the waterfront, economic growth, and transportation. The public open house consisted of self-led, interactive station-based participation.

The open house format allowed participants to informally walk through nine (9) interactive activity stations, facilitated by MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C., to learn about the project at their own pace and provide their input and ideas. A Participant Guide was provided to attendees to guide them through the various stations. A kids' activity table was also available.

The event was publicized through a variety of platforms including the Village website, Mayor's Messages, Village email list, project website, local press, social media, and flyers. The consultant team facilitated the event while representatives from the Village, committee members, and NYSDOS, participated.



Public Engagement Event; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C.



Public Engagement Event; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C.

#### Virtual Public Workshop #3

The third public engagement event was a virtual public workshop that took place on November 1, 2023, via Zoom. Registration for the event was required and could be accessed through the project website. At the time of the meeting's close, there were 73 registrants, and approximately 48 attendees participated.

The purpose of the virtual public meeting was to provide an overview of the Comprehensive Plan Update and LWRP program and schedule, introduce the draft vision, goals, and preliminary recommendations for the Comprehensive Plan Update, and present the proposed LWRP projects.

The virtual workshop included a presentation with interactive polling, as

What engagement activities have you joined? Poll ended | 1 question | 30 of 37 (81%) participated 1. What previous public engagement activities have you participated in? Select all that apply. (Multiple Choice) \* 30/30 (100%) answered Public Meeting #1 (virtual) (12/30) 40% Public Open House #2 (at the Community Center) (10/30) 33% Community Survey (17/30) 57% (3/30) 10% Public comment at Committee Meetings Public comment summitted through project website (3/30) 10% Public Engagement Question; Source MJ Engineering and Land Surveying, P.C.

well as a live question and answer session. The virtual event was publicized through a variety of platforms, including the Village website, Mayor's Messages, Village email list, project website, local press, social media, and flyers. All meeting materials, including the meeting agenda, presentation, recording of the virtual public workshop, and summary of the workshop, were made available to the public on the project website. Representatives from the Village, NYSDOS, and the consultant team participated as panelists during the event.

## **Online Community Survey**

As part of the public engagement component of the Village's Comprehensive Plan Update and Local Waterfront Revitalization Program (LWRP), an online community survey was developed. The purpose of this survey was to gather input from community members, residents, visitors, business owners, and other stakeholders about the Village. This information was used to identify the Village's needs, vision, and priorities and to help shape the Comprehensive Plan Update and LWRP.

The survey was created and distributed using the Survey Monkey web platform and went live on March 9, 2023. Paper copies, including Spanish-language versions, were made available at Village Hall on 7 Maple Avenue, the Library on 7 Maple Avenue, and the James V. Harmon Community Center on 44 Main Street. Paper copies were submitted at Village Hall (7 Maple Avenue, Hastings-on-Hudson). The survey remained open until April 15, 2023, with 1,053 responses received (1,050 online, 3 paper copies).

The survey was advertised on both the project website and the official Village website. Several press releases were distributed before and during the survey period. Additionally, information and links to the survey were shared via cards and flyers throughout the Village, which included a Quick Response (QR) code allowing respondents to access the survey directly from a mobile device.

The survey consisted of 20 questions organized into several topical areas to better focus and categorize the questions. These areas include Demographics, Background Information, Values, Ideal Vision, Concerns, Opportunities, Land Use, Recreation, and Waterfront.

## Comprehensive Plan Update Committee Meetings

As part of the development of the Comprehensive Plan Update and LWRP program, the CPUC held 19 meetings throughout the project, nearly every month since the Committee's inception. Each committee meeting was an opportunity for CPUC members to discuss both the Comprehensive Plan Update and LWRP program efforts, review project materials, receive updates on public engagement efforts, and discuss the next steps in the project processes. Meeting materials, including agendas, presentations, meeting summaries, and meeting recordings, were posted to the project website and whoh-tv.org following each meeting.

The CPUC meetings were open to the public. Members of the public were allowed to attend and share thoughts and ideas at the end of each CPUC meeting. Residents could deliver comments verbally and were also given the opportunity to submit written comments on paper comment cards, which were available at each in-person CPUC meeting. All comments received from members of the public were documented in each meeting summary.

#### **Stakeholder Group Meetings**

The stakeholder group meetings were a significant component of the development of the Comprehensive Plan. The purpose of these small group meetings was to learn more about critical challenges and opportunities in



Comprehensive Plan Update Committee; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C.

the Village based on topic areas. Key stakeholders included property owners, business owners, Village staff, regional partners, community leaders, and more. During the development of the Comprehensive Plan, the Project Team led by MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C., conducted various stakeholder meetings.

## Stakeholder meetings included the following groups:

- ✓ Local & Regional Partner, Infrastructure and Transportation
- ✓ Sustainability, Open Space, & Recreation
- ✓ Arts, History, & Community Organizations
- ✓ Business & Economic Development
- ✓ Planning, Zoning & Land Use
- ✓ Education
- ✓ Emergency Management & Preparedness

- ✓ Waterfront Property Owners
- Hastings-on-Hudson Senior Council

The three timeline graphics below depict the Comprehensive Plan Update process detailed above. The overall timeline spans from 2022 to 2025. Each year is shown separately, but all graphics together represent the entire process.

# **Comprehensive Plan Update Timeline 2022**

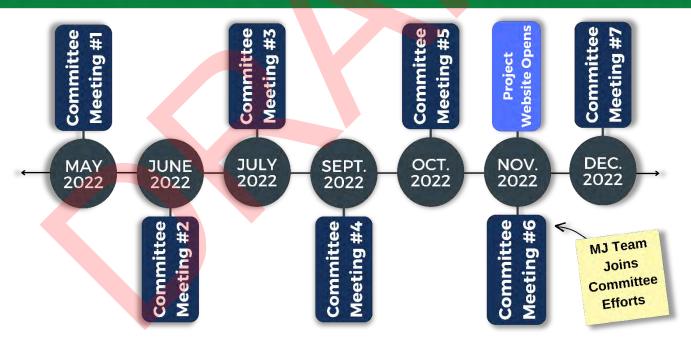


Figure 1: Comprehensive Plan Update Timeline 2022

# **Comprehensive Plan Update Timeline 2023**

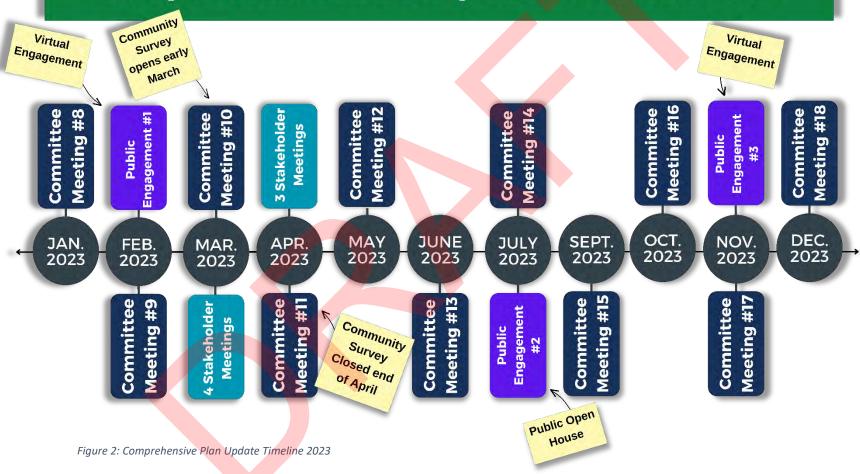




Figure 3: Comprehensive Plan Update Timeline 2024

## **Committee Public Hearing**

Per New York State Law §7-722, *Village Comprehensive Plan*, the special board (the Comprehensive Plan Update and LWRP Committee) is required to hold at least one public hearing to assure full opportunity for citizen participation in the preparation of such proposed plan. As such, the Committee held the public hearing for this Comprehensive Plan on June 24, 2024, at 7PM at the James Harmon Community Center. The Public Hearing included a presentation providing an overview of the draft Comprehensive Plan, led by MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C., followed by public comment. The public comment was subsequently documented and reflected in the Comprehensive Plan.

# **Plan Organization**

The Comprehensive Plan establishes a framework for the future; it covers a variety of topic areas and aims to organize a forward-thinking vision with a corresponding blueprint for how to get there. The plan includes a Vision, Goals, and Smart Growth Principles section, which sets the direction for the future of the Village while incorporating Smart Growth Principles. The plan includes nine (9) chapters that address specific topic areas. Those chapters are:

- √ History and Placemaking
- Housing
- ✓ Economic Vitality
- Sustainability and Resiliency
- ✓ Parks and Recreation
- Connectivity, Mobility, and Access
- √ The Waterfront
- √ Governance
- √ Implementation



Figure 4: Hastings-on-Hudson Community; Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C.

Each of the above-listed chapters begins by identifying the goal and overview for each topic area and includes key challenges, opportunities, and recommendations to address these challenges and strengthen the Village.

It should be noted that some recommendations in any given chapter may overlap with those in another chapter. This overlap between chapters and topic areas is intentional because it underscores the fact that all aspects of the Village work in unison and are dependent upon each other. The Comprehensive Plan Update recognizes that no part of the Village exists or operates in isolation. All the discrete parts of the community are intertwined and have a synergistic effect that makes up the Village.

The plan then analyzes governance within the Village and provides recommendations for implementation. Finally, the plan discusses the implementation of the recommendations and includes an implementation matrix to guide the Village in making the goals of this plan a reality. Each recommendation in the plan has a number for identification, but this number does not indicate the prioritization of recommendations, nor does it specify which recommendations should be completed first or given priority. The Village is not obligated to complete these recommendations in any order and should work to complete them in any order it deems appropriate.

To achieve this, recommendations in one chapter that are relevant to another chapter are listed at the end of the related chapter. For instance, if some recommendations in the Parks and Recreation chapter also pertain to the Sustainability and Resiliency chapter, those recommendations will be listed at the end of the Sustainability and Resiliency chapter. Similarly, recommendations in the Sustainability and Resiliency chapter that relate to the Recreation chapter will be listed at the end of the Recreation chapter.

The Appendices of the plan contain documentation and background information to support the recommendations. The appendices include:

Appendix A - Community Profile and Existing Conditions Mapping

Appendix B - Public Engagement Materials and Summaries

Appendix C - Community Survey Highlights and Results

Appendix D - Public Participation Plan

Appendix E - Committee Materials and Summaries



# 2. Vision, Goals, and Smart Growth Principles

## Hastings-on-Hudson

## Vision, Goals, and Smart Growth Principles Overview

A vision statement establishes the direction of the community over the next five, ten, or twenty years. The vision forms the basis for the Comprehensive Plan, and all subsequent recommendations aim to achieve the established vision. The vision below was developed with input gathered from the public at public workshops, stakeholder meetings, CPUC meetings, and input from the online community survey.



## **Vision Statement**

The Village of Hastings-on-Hudson is an inclusive, creative Hudson River community in Westchester County, New York.

Efficient connections to metropolitan areas and regional hubs complement the high quality of life within the Village, built on a strong foundation of excellent schools, vibrant public spaces, waterfront access, and a wide range of housing options.

As a dynamic community with a holistic and forward-looking approach to environmental sustainability, the Village demonstrates adaptability and resilience.

By fostering a walkable, bikeable, and accessible public sphere, the Village's charm is enhanced by recreational, cultural, and commercial amenities that serve the needs of Village residents and visitors.

## Goals

To help achieve the vision for the community, a series of topic areas were identified, and for each topic area, a goal was developed. Taken together, each goal presents a sustainable framework for a healthy, productive, and creative community.



#### **History and Placemaking:**

Celebrate art, culture, and heritage by embracing placemaking efforts that enhance public spaces, access, and quality of life for residents.



#### **Housing:**

Diversify housing opportunities to provide a range of housing types for all ages and income levels.



#### **Economic Vitality:**

Foster and preserve a strong economic environment with an interconnected, walkable downtown that offers a mix of uses and amenities.



#### Sustainability and Resiliency:

Focus on the Village's environmental sustainability efforts by adopting Climate Smart Community actions to ensure long term resiliency and natural ecosystem restoration.



#### Parks & Recreation:

Enhance Village parks, recreational opportunities, and public access along the Hudson River and Saw Mill River.



#### **Connectivity, Mobility and Access:**

Strengthen Hastings-on-Hudson's mobility, access, and multi-modal connectivity.

The goals are intended to be an overarching guide to the specific recommendations that will follow. A community is a series of interconnected systems, networks, and people - each dependent on the success of the other. As such, the goals are closely interconnected. Below are the goals that this Comprehensive Plan Update sets out to achieve. Each goal is listed under its respective topic area heading. The needs of specific subgroups of the population, including, but not limited to, pre-school-age children, people with disabilities, cultural minorities, and older residents, are important, and the Village is committed to inclusivity. That commitment is reflected in the Goals and Recommendations set forth in this plan.

## **Smart Growth**

The NYS Department of State (DOS) administers a portion of the State Smart Growth grant program, which is funded annually through the Environmental Protection Fund. DOS and the Department of Environmental Conservation (DEC) designate Smart Growth funding for various purposes. DEC applies funds exclusively to

Smart Growth planning and projects in the Adirondack and Catskill Parks, while DOS uses funds for various purposes related to community planning and development.

New York State developed Smart Growth Principles as an approach that communities can adopt to create livable, sustainable, and equitable communities. Smart Growth varies in appearance based on location, but at its core, it embodies a holistic development strategy promoting a blend of various building styles and functions, a range of housing and transportation choices, integration within established neighborhoods, and active community involvement.

The New York State (NYS) Smart Growth Program offers municipalities the opportunity to plan and zone for their community by addressing all aspects of



MacEachron Park; Source: Community Survey

Smart Growth. The Smart Growth approach integrates what is known as the "3 Es" - Economy, Equity, and Environment, with an emerging fourth E - energy.

Smart Growth promotes several land use planning principles that create livable, sustainable, and equitable communities, including:

- 1. Develop plans and land use regulations that allow for and encourage mixed-use neighborhoods.
- 2. Enable a diverse mix of housing types, providing opportunity and choice for all.
- 3. Prioritize infill and redevelopment of existing buildings to revitalize neighborhoods and downtowns, including areas around public transit.
- 4. Provide well-planned, equitable, and accessible public spaces.
- 5. Encourage compact neighborhood design and concentrated development around existing infrastructure.
- 6. Preserve open space, agricultural resources, and natural resources.
- 7. Prioritize transportation options such as walking, cycling, and public transportation.
- 8. Promote climate resiliency and adaptation, preferably through nature-based solutions, and reduce greenhouse gas emissions.
- 9. Build on unique traits to create an attractive and welcoming community with a strong sense of place.
- 10. Engage in an inclusive, collaborative public planning process that considers the needs and character of the community.

The Smart Growth Principles are embedded throughout this Comprehensive Plan Update and will aid the community in achieving its vision. Below is a table that identifies the above-listed Smart Growth Principles and the recommendations of this Comprehensive Plan that are associated with one or more of them.

Table 1: Smart Growth Recommendations

Smart Growth Principles		This table identifies which recommendations in this Comprehensive Plan align with each of the 10 Smart Growth Principles. Some recommendations in this Comprehensive Plan align with one or more Smart Growth Principles.
1.	Develop plans and land use regulation that allow for and encourage mixed-use neighborhoods	Chapter 4 - History & Placemaking Recommendations: P1, P2, P3  Chapter 6 - Economic Vitality Recommendations: E1, E3, E5
		Chapter 5 - Housing Recommendations H2
2.	Enable a diverse mix of housing types, providing opportunity and choice for all	Chapter 5 - Housing Recommendations: H1, H2, H3, H5, H7
3.	Prioritize infill and redevelopment of existing buildings to revitalize neighborhoods and downtowns, including areas around public transit	Chapter 5 - Housing: H3, H5, H7
		Chapter 6 - Economic Vitality Recommendations: E1, E3, E5
	Provide well-planned, equitable, and accessible public spaces	Chapter 4 - History & Placemaking Recommendations: P1, P2, P3
4.		Chapter 8 - Parks & Recreation Recommendations: R1, R2, R3
		Chapter 10 - The Waterfront Recommendations: W1, W3

5.	Encourage compact neighborhood design and concentrated development around existing infrastructure	Chapter 5 - Housing Recommendations: H1, H2, H3, H5, H7
	Preserve open space, agricultural resources, and natural resources	Chapter 7 - Sustainability & Resiliency: S3, S4, S5, S9, S10
6.		Chapter 8 - Parks & Recreation Recommendation: R3
		Chapter 10 - The Waterfront Recommendations: W3, W5
	Prioritize transportation options such as walking, cycling, and public transportation	Chapter 6 - Economic Vitality Recommendations: E2, E5
		Chapter 7- Sustainability & Resiliency Recommendation: S2, S4, S5, S6
7.		Chapter 8 - Parks & Recreation Recommendation: R2, R4
		Chapter 9 - Connectivity, Mobility, and Access Recommendations: C1, C2, C3, C4, C6, C7, C8
	Promote climate resiliency and adaptation, preferably through nature-based solutions, and reduce greenhouse gas emissions	Chapter 5 - Housing Recommendation: H1
0		Chapter 7- Sustainability & Resiliency Recommendations: S5
8.		Chapter 11 - Governance Recommendations: G3
9.	Build on unique traits to create an attractive and welcoming community with a strong sense of place	Chapter 4 - History & Placemaking Recommendations: P1, P2, P3, P4, P5, P6, P7
J.		Chapter 5 - Housing Recommendation: H4
		Chapter 10 - The Waterfront Recommendations: W2, W4

		Chapter 5 - Housing Recommendation: H6 Chapter 8 - Parks & Recreation Recommendations: R1, R3, R5
10	Engage in an inclusive, collaborative public planning	Chapter 7 - Sustainability & Resiliency Recommendations: S1, S2, S4, S5
10	process that considers the needs and character of the community	Chapter 9 - Connectivity, Mobility, & Access Recommendations: C2, C3, C4, C6
		Chapter 10 - The Waterfront Recommendations: W2, W3, W4

i https://dos.ny.gov/nys-smart-growth-program



# 3. Village Overview

# Hastings-on-Hudson

## **Village Overview**

Located on the eastern bank of the Hudson River, the Village of Hastings-on-Hudson is known for its welcoming community, historic architecture, and artistic culture. The community is composed of creative, forward-thinking individuals who are civically engaged and environmentally conscious.

The Village features parks, recreational spaces, and trails that connect its distinct neighborhoods. Its walkable downtown area offers a variety of dining and retail options enjoyed by both residents and visitors. The tree-lined streets wind through the Village's steep hills, offering views of the Hudson River. Although the waterfront is not fully developed, it provides stunning panoramic views of the Palisades.

The Village is well connected to the region, with a short train ride from New York City offering a break from the city's fast pace. While the Village has largely developed in a suburban manner, it is an active community that values environmental sustainability and a high quality of life. The Hastings-on-Hudson Union Free School District, known for its excellent staff and strong community support, is a major draw for prospective families looking to settle there.



Hastings-on-Hudson Metro North Station; Source: Tennis Club of Hastings-on-Hudson

While the Village is an attractive and inviting location, the community does face issues and challenges. To name a few, the privately-owned and contaminated waterfront and its future remain an issue. Environmental

concerns like flooding and sea level rise are causes for concern, especially given the proximity of the railroad tracks to the waterfront. Like much of New York State, the Village has limited housing stock. Despite these challenges, the Village is committed to overcoming adversity and serving the community for generations to come.

# **History**

The Village's historical narrative includes glacial movement, indigenous habitation, colonial transactions, wartime struggles, and economic transformations, particularly along its waterfront.

The landscape of the Village was forged during the most recent glacial maximum about 21,000 years ago. Approximately 13,000 years ago, ocean waters breached a morainal dam at the Verrazano Narrows and rushed into the Hudson Valley. Since then, sea level rise and erosion have made smaller etchings in the landscape.

Long before European colonization, indigenous people lived in New York for at least 13,000 years. In the precolonial era, the Weckquaesgeek, a subgroup of the Lenape tribe, called this land home. Their seasonal encampments, situated near the present-day Warburton Avenue Bridge, witnessed activities ranging from fishing and hunting to cultivating small plots along what we now know as Maple Avenue. During the winters, the tribe retreated inland to present-day Uniontown and Hillside Woods.

The year 1682 marked a significant shift in land ownership when Dutch carpenter Frederick Philipse acquired land from the Native Americans, which later formed the Village and Dobbs Ferry. By 1693, the expansive Manor of Philipsburg, spanning from Spuyten Duyvil to the Croton River, surfaced from Philipse's holdings and was subdivided and leased to tenant farmers of Dutch, French, and English origin.

The Revolutionary War cast a shadow over the landscape, officially designating the contemporary Village as "neutral territory." Despite its neutral status, the area witnessed skirmishes and raids, most notably culminating in the Battle of Edgar's Lane in 1778. The Village's harbor gained strategic importance during this period, serving as a vital storage site and smuggling route for patriots supporting Washington's army.

Post-American Revolution, the State of New York seized the land of Royalist Colonel Frederick Philipse, redistributing it through auctions to tenant farmers. The subsequent reorganization of Westchester County into towns led to the emergence of the Town of Greenburgh and, ultimately, the incorporation of the Village on November 18,1879.

The transformative phase of the Village unfolded in the 1830s and 40s. In 1837, the construction of the Old Croton Aqueduct began. This engineering marvel conveyed freshwater to NYC. The arrival of the New York and Hudson Railroad line in 1849 catalyzed industrial growth as the movement of materials and final products became much cheaper. At the same time, the beauty of the surrounding landscape made the Village an attractive destination for artists such as the English painter George Harvey and Hudson River School artist Jasper Cropsey. The landscape also drew



Source: ©2018 Don Troiani, "Ambush at Westchester"

wealthy New Yorkers, who built summer homes on former farmland.

The mid-1870s brought challenges. In 1875, a fire destroyed a sugar refinery, which was the major industry on the waterfront. This destruction was devastating for the German workers who lost their jobs and for the Village's economy.

The Hastings-on-Hudson Marble Quarry, located just south of Washington Avenue, traces its origins to 1828, when Van Brugh Livingston began cutting and selling stone. The quarry's prized white marble played a crucial role in the construction of noteworthy structures in the mid-19th century. In 1936, the quarry was transformed into a park and bird sanctuary under the stewardship of philanthropists Arthur and Alice Langmuir.

The early twentieth century witnessed significant growth propelled by immigrant influx, with 70% of the Village's residents being foreign-born by 1920. Immigrants were drawn to employment opportunities created by the resurgence of industry on the waterfront in the 1890s. Population expansion was also aided by the electrification of railroad lines. The easier commute to Manhattan led to the subdivision of larger estates and the creation of new suburban neighborhoods.

Many homes in the Village were built on lots mapped on subdivision plats filed in the early decades of the 20th century (1900-1929). These included Locust Hill, Riverview Manor, Pinecrest and Hudson Heights. The Uniontown neighborhood, the oldest of the neighborhoods outside of the downtown, was mapped out earlier with lots created in the 1800's. All these subdivision plats pre-date the initial adoption of zoning in the Village and many of the lots do not conform with the current zoning regulations which require different lot sizes, setbacks or configurations resulting in a plethora of non-conforming lots throughout the Village.

Challenges surfaced in 1921 when the National Cable Company faced bankruptcy, later acquired by American Brass and ultimately became the Anaconda Wire and Cable Company.

During World War II, the Village's industries played a pivotal role, with Anaconda producing a significant portion of cable for Navy ships. While Hastings-on-Hudson Pavement relocated in 1944, Anaconda continued manufacturing until its closure in 1975. The waterfront site, transitioning through various owners, remains a testament to the Village's industrial legacy. With the loss of industry, the Village's demographics began to shift, and it became one of Westchester's many commuter communities.

The extensive manufacturing history left enduring effects, as evidenced by the persistent land and river contamination that requires ongoing remediation efforts.

The Village has also been the home of many notable people helping to change the character of the Village; residents have included seven Nobel Prize winners as well as prominent artists, activists in the Civil Rights Movement, and scientists, and many individuals in the entertainment fields.

## **Demographic and Socio-economic Trends**

The following figures provide a snapshot of the Village's current conditions. For a full review, see Appendix A, Community Profile.

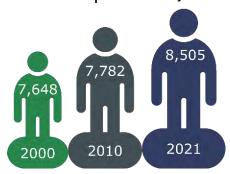


Figure 5: Population Data from 2000 to 2021; Source: U.S. Census.

## **Population**

In 2021, the population in the Village was 8,505, which is about an 11% increase from the 7,648 residents recorded in 2000. According to census data from 2000 to 2021, the Village has experienced the highest growth rate compared to the surrounding villages, the Town of Greenburgh, the City of Yonkers, and the State. The Villages of Ardsley and Dobbs Ferry have experienced a 4.3% and 8.4% growth rate, respectively. Overall, the Village of Irvington's population has decreased by 0.6%. Yonkers saw a 6.8% population increase, which matches that of the State at 6%.

The Town of Greenburgh and Westchester County have similar population growth rates, 8.9%, and 8.3%, respectively. While the Village's population has increased in recent years, it was at its highest in the 1970s, when the industrial waterfront was still operational.

### **Racial Composition**

According to the 2021 U.S. Census, the Village is a predominantly white community. Non-Hispanic Whites make up the majority of residents (80.9%), followed by Hispanic or Latino (9.0%), Asian (5.0%), Black or African American (1.2%), and another race (0.7%). Residents of two or more races account for 3.2% of the population. These statistics show more population diversity than those recorded in 2000 when non-Hispanic Whites made up 87.4% of the population.

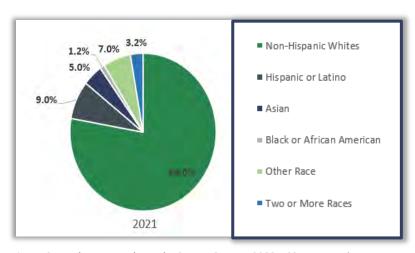


Figure 6: Employment Industry by Sector; Source: 2022 ACS 5-Year Estimates

In comparison to surrounding communities, the Village is less diverse. For example, the Village of Dobbs Ferry's population consists of Non-Hispanic Whites (69.5%), Hispanic or Latino (12.7%), Asian (9.6%), two or more races (4.4%), and Black or African American (3.8%). The Village of Ardsley's population is made up of Non-Hispanic Whites (67.3%), Asian (12.7%), two or more races (9.8%), Hispanic or Latino (5.8%), Black or African American (3.9%), and another race (0.3%). Both communities are predominantly white; however, the proportion of other races is larger than in the Village.

#### Age

The Village primarily consists of older age cohorts with more than 69% of residents who do not have children in their households. Many longtime residents express a desire to age in place, preferring to remain in the

community they have called home for years. However, the cost of living in the Village, including expenses and property taxes, poses a challenge for older residents on fixed incomes or limited retirement savings. Given this, the Village should make efforts to accommodate its while aging residents simultaneously attracting new, younger residents.

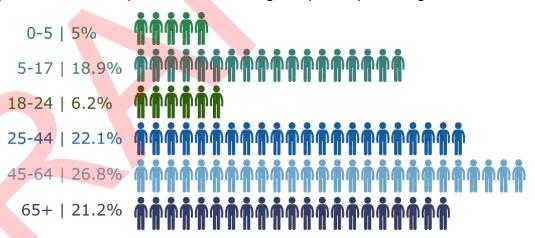


Figure 7: Age Cohorts; Source: 2022 ACS 5-Year Estimates

#### Income and Households

The Village is an affluent community, however, approximately 31% of households earn under \$100,000 per year, and about 13% earn under \$50,000 per year. The median household income in the Village was \$171,719 in 2021, and the average household income was \$244,339. The "median" is the middle value in a set of numbers when arranged from least to greatest, while the "average" (also called the mean) is calculated by

adding up all the numbers in a set and dividing by the total number of values. In comparison, the median household income in the state was \$74,314 in 2021. The Village's proximity to New York City makes it an appealing residential neighborhood for affluent professionals seeking a suburban lifestyle while still having access to the city's employment opportunities and cultural amenities. However, the high tax burden impacting affordability, together with the high cost of housing, make it difficult for prospective residents to move to the Village.



Figure 8: Median Household Income: Source: 2022 ACS 5-Year Estimates.

## Housing

The existing housing stock is limited and almost all available housing units in the Village are occupied, contributing to an increase in housing costs. This signals the need for more housing opportunities to accommodate the trending population growth. Most people who live in the Village own their own homes, highlighting that the community is relatively stable.

## **Employment**

The Village has a low unemployment rate, and when unemployment rates are low, workers are usually paid more, which generally results in higher spending power.

## Tax Breakdown

The Village is an engaged community with significant appeal, but the cost of maintenance is high. The price of

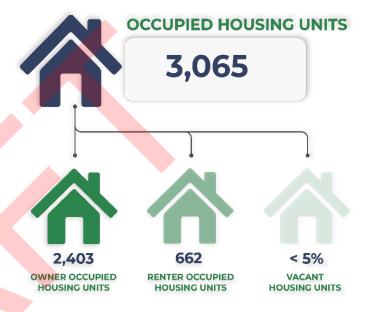


Figure 9: Occupied Housing Units; Source: 2022 ACS 5-Year Estimates

homes and housing costs have increased, and the Village is actively searching for ways to provide housing opportunities for all. Affordability is an issue and is exacerbated by high taxes, especially the school taxes which make up the majority of the tax bill.

Taxes in the Village are levied by each of the following taxing jurisdictions: the Hastings-on-Hudson Union Free School District, the Town of Greenburgh, the County, and the Village. In 2023, the largest percentage of total annual tax payments are for the school at 68.05%. followed by the Village (19.01%), the County (11.54%), and the Town of Greenburgh (1.41%). County taxes include the sewer and refuse district. The Village has the lowest tax rate among all Villages located in the Town of Greenburgh.

Village residents pay a tax rate per thousand of assessed value. Again, per the 2023 tax rates, the school has the highest rate of 20.29, followed by the Village (5.66), the County (3.44), and the Town of Greenburgh (0.42). In 2023, a home assessed at \$1,000,000 would pay \$20,290 for school taxes, \$5,666.67 to the Village, \$3,440

to the County, and \$420 to the Town of Greenburgh. In total, this resident would pay \$29,816.67 in property taxes. A resident with a home assessed at \$700,000 would pay \$20,871.67 in property taxes.

# The Village of Hastings-on-Hudson is comprised of the following land uses:

- Residential Low Density: 34.6%
- Transportation: 19.5%
- Community
   Services: 13.1%
- Dedicated Parkland: 12.1%
- Vacant Land: 8.4%
- Other Parks and Recreation: 4.6%
- Residential High Density: 4%
- Residential –
   Medium Density:
   2.2%
- Commercial: 0.8%
- Mixed Use: 0.7%
- Utilities: 0.1%

## **Land Use**

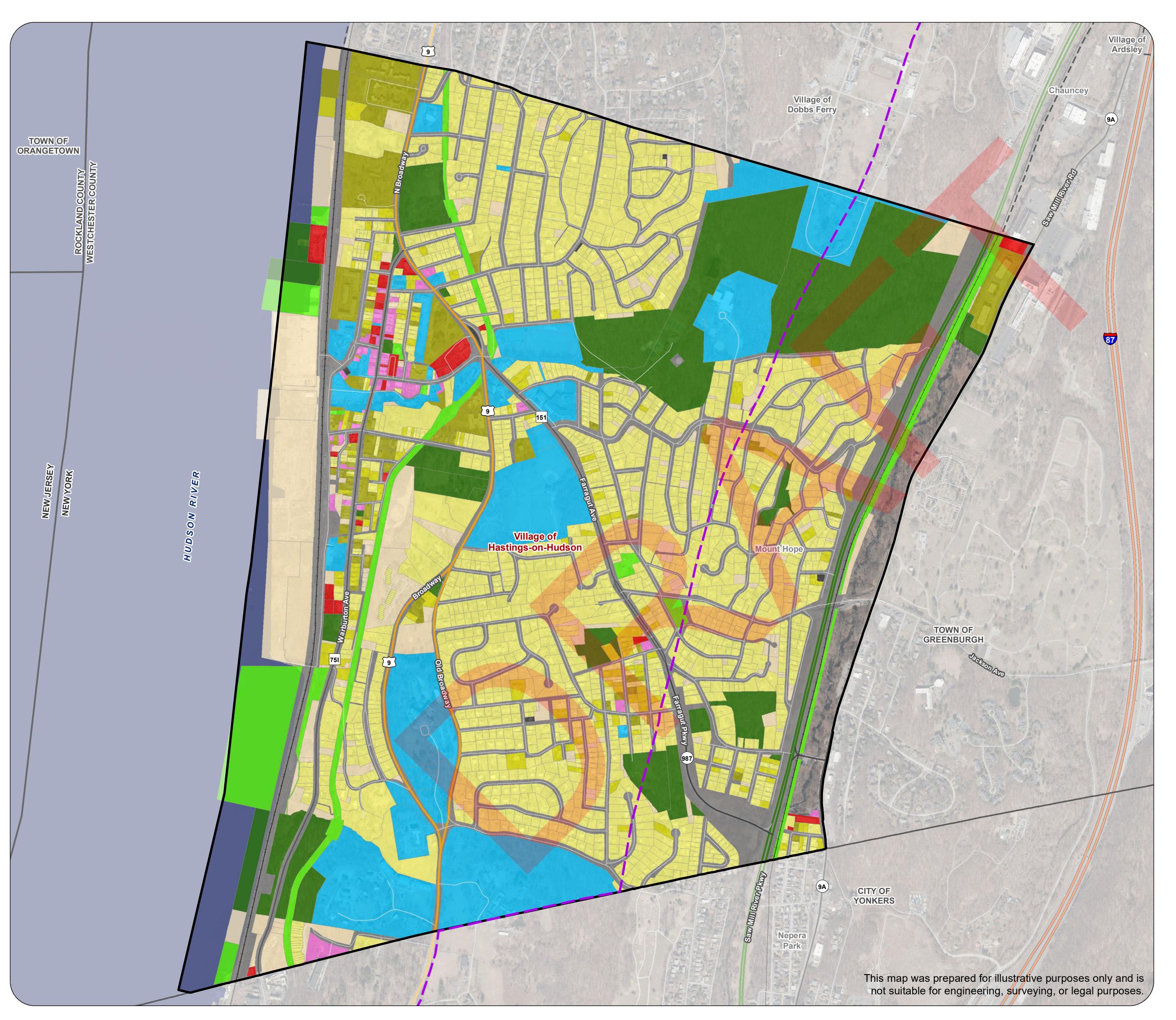
The Village is primarily characterized by its compact, suburban residential neighborhoods, a downtown area that features commercial and mixed-use development, open spaces and recreational areas, and its waterfront.

Running along the east side and above the Metro-North Railroad tracks from north to south, the Village features a residential neighborhood with a range of densities, from low to high. This area transitions into the downtown region at the intersection of Warburton Avenue and Broadway (Route 9). The downtown area is bound by the Metro-North Railroad tracks to the west and Broadway to the east and contains a blend of commercial space, community services, pocket parks, mixed-use development, and medium-to-high-density residences. Located along the west side of the Metro-North Railroad tracks is the waterfront, which is largely undeveloped, except for the tennis club, parks, a marina, and a restaurant on the north end. The entirety of the waterfront south of the tennis club remains undeveloped.

Distinct suburban residential neighborhoods radiate from the east side of the downtown area, with parks, recreational opportunities, and community services distributed throughout. Dedicated parkland is located throughout the Village, with the largest area in the northeast corner. Route 9A defines the eastern boundary, the Saw Mill River Parkway and the River itself limit most development, except for small residential clusters in the northeastern and southeastern corners.

In the residential neighborhood along Farragut Avenue there is also a small neighborhood commercial strip with a convenience store and a market/deli, both with apartments above, and a service station. The area is zoned residential rendering these uses legally non-conforming; however, they provide an important neighborhood commercial enclave that should be preserved. In the residential area along Route 9A (Saw Mill River Road) there is also a small commercial area with a self-storage facility and a mixed-use commercial property. This area's location along Route 9A reinforces its viability as a commercial area.

See Appendix A - Community Profile to learn more about the existing conditions in the Village.





# VILLAGE OF HASTINGS-ON-HUDSON

Comprehensive Plan & Local Waterfront Revitalization Plan

Interstates

US Routes

~ Parkway

State Routes

County Routes

Local Roads

Utilities

Vacant Land

Residential - Medium Density

Residential - Low Density

Transportation



# **LEGEND**

Village of Hastings-on-Hudson/ Waterfront Revitalization Area

County Boundary City/Town/Village Boundary

Existing Coastal Area ----- Railroad

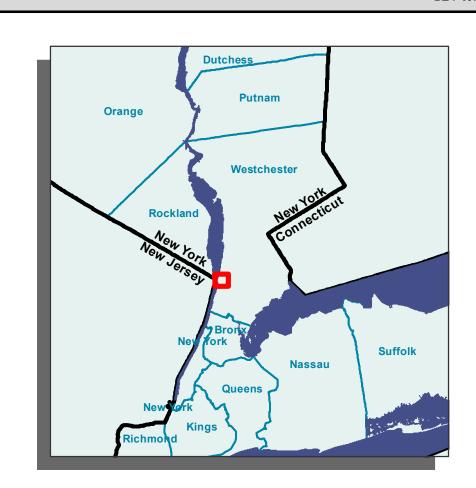
Community Services

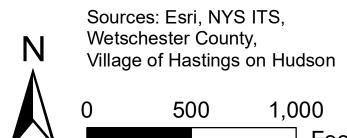
TOTALS

Village Dedicated Parkland Other Parks and Recreation

Residential - High Density

8		
Land Use Codes	Acreage	Percentage
420-471, 484-485	10.09	0.8%
611-681	167.09	13.1%
480-483	8.58	0.7%
210, 311-330, 590, 653-682, 963-972	154.76	12.1%
534 - 590, 682, 961-972	58.28	4.6%
230, 411	50.54	4.0%
215, 220	27.79	2.2%
210, 280	441.66	34.6%
840-843	248.17	19.5%
822, 872	0.69	0.1%
311-340	107.13	8.4%
	1274.77	100%
	Land Use Codes  420-471, 484-485 611-681 480-483 210, 311-330, 590, 653-682, 963-972 534 - 590, 682, 961-972 230, 411 215, 220 210, 280 840-843 822, 872	Land Use CodesAcreage420-471, 484-48510.09611-681167.09480-4838.58210, 311-330, 590, 653-682, 963-972154.76534 - 590, 682, 961-97258.28230, 41150.54215, 22027.79210, 280441.66840-843248.17822, 8720.69311-340107.13









## 4. History and Placemaking

## Hastings-on-Hudson

## **GOAL**



Celebrate art, culture, and heritage by embracing placemaking efforts that enhance public spaces, access, and quality of life for residents.

## **History and Placemaking Overview**

As the Village evolved from a small rural community to an industrial hub and then to a modern suburb, the contributions of Village residents to science, art, civil rights, and the historic significance of key buildings can sometimes fade into the background of day-to-day life. Placemaking is a way to connect this history to the vitality of our present-day Village and to celebrate what makes the Village culturally unique, both now and in the future.

"Placemaking," a community concept popularized by the nonprofit "Project for Public Spaces," is a

participatory process for shaping public space(s) that harnesses the ideas and assets of the people who use them.

## Benefits of Placemaking

Incorporating placemaking elements into a community can:

- ✓ Promote a sense of comfort
- Nurture and define a sense of community
- Promote health by creating more pedestrian-friendly spaces
- Create improved accessibility

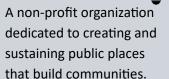


Spring Thing on Warburton Ave., 1980. Hastings Historical Society

- ✓ Build and support the local economy
- √ Foster social interaction

By engaging in shared community visioning of the use of public areas/resources and implementing programming in line with that vision, we can create "great places".

## Project for Public Spaces



Project for Public Spaces promotes placemaking initiatives in different countries around the world. It helps communities lead placemaking processes that give more people the opportunity to leave a mark on the parks, plazas, public markets, districts, and other public spaces they care about.

## What are the ingredients of a "great place"?

### Access and Linkages

Great places are accessible and well-connected to other important places in the area. This includes places that are walkable, accessible to all people and abilities, conveniently located and connected via roadways, sidewalks, multi-use paths, and public transportation where available.

## Comfort and Image

Great places should be comfortable and project a positive image. Initiatives to create comfort may include designing places to sit and congregate, improving building conditions and landscaping, and making general aesthetic improvements to an area. Incorporating displays of vibrant local art and a focus on sharing a community's unique history are both key to creating a distinctive image.

## Uses and Activities

Great places attract people to participate in activities there. Having something to do gives people a reason to visit and return. A variety of activity areas can also encourage people of varying ages to congregate at different times of the day. For example, a playground may attract young children and families during the day, while a concert space may encourage adult visitors in the evening. Places with activities for the Village teens would be particularly beneficial.

#### Sociability

Great places are sociable environments in which people want to gather and return.

The Village is already actively engaging in placemaking efforts. For many years, the Parks and Recreation Department has hosted downtown festivals and events such as Spring Thing, the Memorial Day Parade, and the Halloween Window Painting contest. The previous Comprehensive

# Locally Designated Historic and Scenic Places

Areas that have been officially recognized by a local government as having special historical, cultural, or aesthetic significance.

Such places can be protected by local ordinances that regulate development and change within the area, ensuring the unique character of the area is preserved for future generations.

Plan called for additional programming in the downtown to attract residents and visitors. As a result, in 2009 the Village established Friday Night Live, which closes Warburton Avenue, Main Street, and the Boulanger Plaza Parking Lot on a frequent basis for a variety of street fairs and festivals celebrating local music and arts and to promote local restaurants and businesses. Over the years, the Village has also hosted outdoor summer concerts at MacEachron Waterfront and Draper Parks. In 2015, the Village contracted with a Downtown Advocate who works with the Parks and Recreation Department to increase programming and offers downtown promotion through the "Destination Hastings" website. The Downtown Advocate introduced Downtown Dollars, a gift card that can be spent at most of the local retailers and restaurants.

The Hastings Farmers Market, established in 1998, has arguably become the largest and most visited market in Westchester County. It occupies the Zinsser Commuter Parking Lot on Saturdays throughout the year and draws over 50,000 customers annually to the Village. The Hastings Flea is a seasonal monthly market that also takes place in the Zinsser Lot.

The Public Library regularly draws visitors and residents through speakers' series, book sales, and fundraisers. Other organizations, such as RiverArts and citizen groups, use the VFW plaza on Warburton Avenue for concerts, community gatherings, and peaceful protests. The Village Arts Commission and the Hastings Historical Society offer art shows and historical exhibits several times during the year.

Small pocket parks throughout the Village, such as Wagner Plaza on Broadway and Warburton Avenue and the Vest Pocket Park on Warburton Avenue, provide opportunities for community gatherings in a neighborhood setting.

#### **Historical Assets**

The Village already has a range of existing and potential "great places," including both developed and undeveloped/underdeveloped areas. Cataloging these sites is a useful exercise as a precursor to our recommendations, helping us understand what is available to the community for enhancement or better use. This analysis is covered in both this chapter and the Recreation chapter.

Historical assets play a crucial role in placemaking efforts by providing a sense of identity and continuity to a community, anchoring it in its past. Among other assets, the Village is home to four sites that are formally listed on the National and State Registers of Historic Places. These sites

## The National and State Register of Historic Places



The official list of buildings, structures, districts, objects, and sites significant in the history, architecture, archeology, engineering, and culture of New York and the nation. Listing on the National and State Registers provides properties from adverse impacts caused by government projects, as well as eligibility for grants, loans, and historic tax credits.

include the Cropsey House (1830s), the Old Croton Aqueduct State Historic Park (1837), the Draper Observatory Cottage (1860), and the Prototype House (1936). The following is a brief overview of each.

## Cropsey House (National Register)

Constructed in 1835, this house was purchased by Hudson River School painter Jasper F. Cropsey in 1885. Renamed 'Ever Rest,' it was his home and studio until his death in 1900. The Cropsey House is owned and managed by the Newington-Cropsey Foundation, a nonprofit that also operates a separate museum in the Village. The house contains a large selection of Cropsey paintings and is available for touring. The site is part of the Hudson River Valley National Heritage Area.

#### The Old Croton Aqueduct State Historic Park (State Register)

Construction of the Old Croton Aqueduct, one of the "grandest American engineering projects of the century," began in 1837. Once completed, the 41-mile-long aqueduct supplied clean fresh water from the Croton River to New York City until 1965. Today, the unpaved trail above the aqueduct is used by residents for recreational purposes, both walking and biking. It provides gorgeous views of the Hudson River and runs near the Cropsey House, the Village's Community Gardens, Zinsser and Quarry Parks, and other historic sites.

## Draper Observatory Cottage (National Register)

Completed in 1860, the Draper Observatory became the base for Dr. Henry Draper's astronomical pursuits. Besides other feats of photography and measurement, Draper is known for his detailed 1863 image of the moon. The building was converted to a residence in the early 20th century and thereafter became the "Draper Observatory Cottage." In 1975, the building was designated a National Historic landmark. Since 1997, the Cottage has been home to the Hastings Historical Society and is open to the public several days a week.

#### The Prototype House [Hastings Prototype House] (National Register)

The Prototype House was built in 1936 by Hamlin Foster Andrus, who wanted to establish an affordable community in Florida and built the prototype in the Village to attract customers. The house was designed to be small and was made from "pre-cast reinforced concrete." Unfortunately, nothing came of Hamlin's plans. The house was abandoned until 1978 when it was purchased by Peter G. Muckenhaupt, who had it added to the National Register of Historic Places in 1991.

There are many historic structures within the Village that also necessitate preservation. They include, but are not limited to, the following:

Water Tower (waterfront) - As part of the Village's previous comprehensive plan's objective to protect and enhance the downtown's historic character and scale, the Village's Board of Trustees has determined that the iconic Anaconda water tower will be preserved in some form when the waterfront is redeveloped. A Consent Decree requires BP ARCO to match the preservation cost up to \$1.25 million. The modification to the Consent Decree sets aside money for the Historical Society to document the Village's waterfront history.

The Forge Cottage (383 Broadway) - Purchased by John William Draper in 1847, the land under this structure is now owned by the Village, and the house is privately owned via a 99-year lease. This building, renovated extensively over the years, was a forge in the early 1800s, with a history possibly going back to colonial times.

The Draper Cottages (126, 128, and 130 Washington Avenue) - These are three former investment properties whose previous owner was John William Draper. Admiral David Farragut's family lived in one-half of the middle cottage during the Civil War. The land is now owned by the Village, and each house is privately owned via 99-year leases.

The Draper Homestead (271 Broadway) - One of the oldest structures in the Village, the central portion of this home was built in 1790, replacing or incorporating a smaller structure dating back to 1710. The most famous previous owner was John William Draper, and today, it is privately owned.

The Marble Cottage/Oakledge (243 Broadway) - Built in the 1850s by John William Draper for his sister, Dorothy Catherine Draper, the house remains in private hands today.

Jacques Lipchitz Studio (Aqueduct Lane) - The Sculptor, Jacques Lipchitz, moved to Hastings-on-Hudson in 1947. After his New York City studio burned in 1953, he had a studio built for himself on Aqueduct Lane, designed by Martin Lowenfish. In 2022, the studio was donated to the Village by the Lipchitz Foundation.

The Hook & Ladder (50 Main Street) - Built in 1863 and made of stone quarried in the Village, it operated as the Fraser Free School (the Village's first consolidated public school) until 1904. It subsequently housed a series of Village offices and the library. The home of the Hook & Ladder since the mid-1930s, it is now owned by the Village Fire Department.

As part of its placemaking efforts, other historic resources the Village can leverage or partner with include:

#### Hastings Historical Society

The history of Hastings-on-Hudson is maintained by the Hastings Historical Society, which was established in 1971 to preserve and exhibit the natural, civil, literary, economic, and cultural history of the Village. The Society is located in the Observatory Cottage in Draper Park, where visitors can view a permanent exhibit about the Draper family, as well as an exhibit on the Village's history that is refreshed annually.

#### Historic Hudson River Towns

The Village is a member of Historic Hudson River Towns (originally called Historic River Towns of Westchester County), a consortium of municipalities along the Hudson River from Albany to Yonkers. Historic Hudson River Towns (HHRT) is a non-profit organization comprised of representatives from the participating municipalities to coordinate comprehensive plans and tourism marketing efforts. A recent initiative was the creation of audio driving tours of each municipality, done in partnership with the New York State Thruway Authority.

## **Challenges and Opportunities**

The Village's scenic features and location along the eastern bank of the Hudson River has long attracted visual artists to the area. In the 1800s, artists included painters George Harvey, Carl Brandt, and Jasper Cropsey; more recently, photographer Lewis Hine, sculptor Jacques Lipchitz and artists Rosetta and Herbert Bohnert made the Village their home. For years, the Village has acknowledged its rich artistic history and demonstrated

its commitment to supporting local art and artists. The Village can continue that legacy by engaging local artists and residents of all ages in creating murals, cityscapes, and art projects.

Helping to underscore the Village's industrial and artistic history, the Hastings Historical Society created <a href="The Museum in the Streets">The Museum in the Streets</a>, a walking tour that features 34 sites of local historical interest. Each site features a sign with a description and photographs of the Village's past selected from the Historical Society's collection. The Village has the opportunity to utilize the Museum in the Streets to highlight the waterfront's rich industrial past, which has led to the current contamination and remediation issues, as well as lesser-known areas of importance.

Besides the waterfront (the remediation of which is likely years away) the Village has a limited number of public spaces available for placemaking efforts. Despite having limited space, the Village can enhance all public spaces by connecting the dispersed spaces to the more centralized spaces. In addition, the Village can upgrade key public spaces by enhancing appearances and providing basic infrastructure, making them more attractive and usable.

As described above, the Village offers an abundance of historic resources that, if protected and promoted, could strengthen the Village's historic and artistic character and sense of community at large. Many of the Village's historic buildings are not protected from demolition and require an ever-increasing amount of investment to ensure their preservation. The Village has the opportunity to enhance the protection of certain historic spaces (where appropriate) and utilize the increased commitment to preservation to garner support or funding opportunities for maintenance investments.

There are locations throughout the Village that invite community members to stay and spend time. In the downtown area, the James Harmon Community Center provides a place for all residents to socialize and participate in various activities; Boulanger Plaza parking lot, VFW Park, and Fulton Park have bench seating, the library has a robust book and media collection, and the Arts Commission has promoted the use of the municipal building (and other public spaces) as a place to display art and media. Additional parks including MacEachron Park, Riverview Park, and Vest Pocket Park are proximate to the downtown and provide gathering spaces.

Upgrading or enhancing these spaces is an opportunity for the Village to implement placemaking efforts as well as offer opportunities for community members to have even greater experiences.

While many current placemaking efforts are funded by the Village, volunteer and non-profit organizations including the Hastings Arts Commission, the Historical Society, the Beautification Committee, the Hastings Farmers Market, the Hastings Flea Market, the Senior and Youth Councils, and the Mothers' Club work to care for and promote the Village. Volunteers provide substantial support for many village activities alongside assistance from the Village staff.

However, there is an opportunity to leverage these efforts to seek grants or other funding sources to sustain or enhance activities so that events and activities do not prove to be a burden on Village taxpayers. Additionally, creative fundraising ideas may be needed to sustain the level of programming in the future.

## **Recommendations**

The following recommendations, indicated with the light bulb icon, align with at least one of the Smart Growth Principles listed in Chapter 2, Vision, Goals, and Smart Growth Principles.



P1. Hold community placemaking workshops to determine key public destinations throughout the Village and assess how they could be better places (using the PPS definition of a "great place").

This recommendation aims to provide well-planned, equitable and accessible public spaces by engaging in an inclusive, collaborative public planning process that considers the needs and character of the community. The Village can identify existing staff or a committee to hold placemaking workshops that engage the public to share their thoughts and ideas about spaces and locations that might benefit from placemaking activation efforts. Efforts should be made to include Village youth in placemaking and develop spaces specifically designed for activities for youths. Some locations might include Draper Park, Quarry Park, the Saw Mill River/South County Trailway, Hillside Woods, the schools, and the Lipschitz Studio. About 41% of community survey respondents identified that they engage in art and cultural activities in the Village. This underscores support for creating key public destinations and enhancing placemaking efforts.



Placemaking Activation Example: Community street painting in Jersey City. Source: Street Plans



Placemaking Activation Example: 2021 Asphalt Art Initiative projects in Reno, NV (top left), Columbus, IN (bottom left), Pittsburgh, PA (right side) Source: Bloomberg Philanthropies



P2. Upgrade existing public spaces, parking lots, and streets to better support community gatherings, performances, and other events.

This recommendation aims to provide well-planned, equitable and accessible public spaces by improving the Village's unique spaces that create an attractive, welcoming, and strong sense of place. The Village already uses VFW Park, Boulanger Plaza Parking Lot, MacEachron Park, Draper Park, and the downtown streets for festivals, outdoor performances, and other events. The Hastings Farmers Market and the Hastings Flea Market utilize the Zinsser Parking Lot for their events. All these spaces could be improved in the long term to be more attractive and functional as community gathering and performance spaces. The following are examples of potential improvements:

- The plaza of VFW Park could be expanded, a permanent stage could be built, and the slope terraced to provide better seating for concerts and movies.
- Zinsser Parking Lot could be designed as an attractive plaza with better circulation, landscaping and trees, public restrooms, and a market shed while maintaining the commuter parking.

In the short term, public space infrastructure could be improved by adding power and water in key locations, perennial planting and shade trees, and more seating and trash receptacles. The following are simply examples of improvements:

- The Parks and Recreation Department recommends having power hookups and hose bibs, as well as more attractive plantings and better seating, in VFW Park, MacEachron Park, Boulanger Parking Lot, and other downtown public spaces.
- The managers of the Hastings Farmers Market have commented that it would enhance their patrons' experience to have power hookups, hose bibs, shade trees, and public restrooms in the Zinsser Parking Lot.

Other public spaces, such as Quarry Park, the library parking lot, the public space south of Saw Mill River Lofts, and the entrances to the downtown could be programmed and/or beautified.

#### P3. Plan for new public spaces on the waterfront or elsewhere to better support public gatherings.

The intention is to improve the physical condition of underdeveloped/unused spaces in the community that could support public gatherings and ultimately a healthy and safe community. Within the context of the waterfront, public spaces and gatherings can incorporate sustainable elements and best management practices for open spaces to protect the surrounding natural features. As part of the waterfront planning process, the Village could evaluate how placemaking on the waterfront will complement the Village's existing places. For example, a park or plaza with the Water Tower as its focus could be programmed for community events and provide information or public art that describes the history of the waterfront.

## P4. Facilitate the creation of an arts district that celebrates cultural and historic destinations in the Village's downtown and beyond and links them with a cultural trail.

The Village's downtown area boasts several art galleries and performance venues, which could be linked to other important destinations such as the Cropsey Museum, the Cropsey Studio and House, the Lipchitz Studio, Quarry Park, and Wagner Park by a cultural trail that could build on the Museum in the Streets. Existing artwork in the Village, such as the Menconi Squirrel, the Menconi eagle on the Village Hall portico, and the Lipschitz sculpture, could also be accessed via the proposed trail. The trail and arts district could be promoted to residents and visitors alike with information available through QR codes (or other digital promotion) and an audio tour. The Village could work with the Hastings Arts Council and RiverArts to implement the trail and seek new public art by local artists to enhance local public spaces and contribute to it.

## P5. Update the streetscapes on main routes and important thoroughfares to enhance the village street environment, calm traffic, and improve pedestrian and bicyclist safety.

The intention is to support alternative modes of transportation, promote a healthy and safe community, foster equity, by undertaking physical improvements to streetscaping and enhancing pedestrian and bicycle safety. The Village is replacing sidewalks and street trees downtown, and these improvements could be extended beyond Warburton Avenue and Main Street to include the gateways into downtown, along Broadway, and in residential neighborhoods. Tactical urbanism strategies could be used in the short term to enhance crosswalks and create plazas and neckdowns at key intersections with colorful paint (see the work of Street Plans

<u>Collaborative</u>). Local artists could create street designs or street murals, which could be painted by community residents, to honor the Village's artistic legacy and tie it to a new cultural district. These could also be linked to wall murals by local artists.

P6. Promote adaptive reuse of existing building stock with an emphasis on arts and culture.

Just as the Village Hall now includes an exhibition space for the work of local artists, the Village can work with the Hastings Arts Commission and RiverArts to adapt other village-owned buildings, such as the Lipschitz Studio, to create spaces for visual or performing arts. The Village could also investigate developing public-private partnerships or offering tax incentives to private or non-profit property owners to encourage the reuse of spaces and realize their full potential as artist studios, galleries, performance spaces, or maker spaces.

P7. Study the benefits of creating local landmark designations or historic districts.

Consider local landmark designation for structures already on the National Register of Historic Places and investigate expanding that designation to other Village-owned properties (e.g. Draper Park and Cottages, the Hook and Ladder building) and private properties. Explore grant opportunities and historic tax credits to fund preservation and restoration work.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

- E2. Update the streetscape plan with the desired downtown streetscape aesthetic and implementation strategies. (Economic Vitality)
- E7. Undertake a downtown revitalization study to develop strategies for the downtown. (Economic Vitality)
- R6. Promote and potentially expand existing artistic and cultural attractions. (Recreation)

#### References

<sup>&</sup>lt;sup>1</sup> Historic Hudson River Towns, Inc. (n.d.). About Historic Hudson River Towns. Historic Hudson River Towns. <a href="https://www.hudsonriver.com/hhrt/about-historic-hudson-river-towns/">https://www.hudsonriver.com/hhrt/about-historic-hudson-river-towns/</a>

<sup>&</sup>lt;sup>2</sup> Hastings Historical Society (n.d.). Board of Trustees. <a href="https://hastingshistoricalsociety.org/board-of-trustees/">https://hastingshistoricalsociety.org/board-of-trustees/</a>

<sup>&</sup>lt;sup>3</sup> Hastings Historical Society (n.d.). Historical Walking Tour. https://hastingshistoricalsociety.org/historical-walking-tour/



# **5. Housing**Hastings-on-Hudson

## GOAL

Diversify housing opportunities to provide a range of housing types for all ages and income levels.

## **Housing Overview**

The Village is a vibrant community that has, over time, attracted an increasingly affluent resident base. Over the past 20 years, the Village's household incomes, property values, taxes, and population have increased while the housing stock has remained static. This impacts affordability and means that key populations may have difficulty making, or continuing to make, the Village their home including but not limited to young families looking for starter homes, current residents hoping to downsize and age in place, municipal and community business employees whose incomes skew towards the lower end of the local spectrum, and other underrepresented groups. Based on community engagement responses, there is strong support for diversifying the current housing stock mix, in line with the needs of these groups, and this section is organized with that goal in mind.

#### **Current State**

About 60% of all housing structures in the Village are single-family homes, while residential buildings with 20 or more units make up approximately 16% of structures. The remaining housing units primarily consist of structures accommodating 2 to 5 units.

In 2021, the Census Survey identified approximately 3,165 housing units, which represents a 3% decrease from the 3,270 housing units recorded in the 2010 Census.



NY Times: Living in Hastings-on-Hudson, NY

The previous Comprehensive Plan indicated that there were few opportunities for new development on vacant parcels. Most homes (45.4%) in the Village were constructed in 1939 or earlier. With so many of the homes in the Village being built prior to 1939, or on lots created prior to that time, a majority of the homes in the Village are non-conforming with the existing zoning code requirements. Additionally, these homes are aging, which suggests that major renovations may be necessary (or demolishing them and rebuilding a new home becomes more likely). These actions would be problematic given the application of current zoning controls on older non-conforming lots.

According to 2021 American Community Survey (ACS) data, approximately 34 housing units, or 1.1% of units, were built between 2010 and 2019.

The desirability of the Village's location, historic character, and the limited supply of housing and vacant land are reflected in the high cost of housing. In 2021, the median price for a house in the Village was \$728,300, approximately 6.87% higher than the median price in 2010 (\$681,500). The median rent in the Village has also increased in recent decades, rising from \$1,603 in 2000 to \$1,975 in 2021, an increase of about 23%.

The median gross rent is defined as the middle-most contract rent in geography plus the average monthly cost of utilities, including heat. In 2021, the median gross rent in the Village was \$1,975, well above the Westchester County median (\$1,682) but comparable to the gross rents in the Town of Greenburgh and the Village of

Irvington. Rent levels are higher in the Villages of Dobbs Ferry and Ardsley. Considering all rental units, the current median rent reflects an increase of 94% above what it was in 2000 or a 23% increase in constant (i.e., inflationadjusted) dollars. More than 36% of all renter households in the Village have a gross rent between \$2,000 and \$2,999 per month; 12.2% of households pay \$3,000 or more for rental housing costs.



Figure 10: Median Household Income; Source: 2022 ACS 5-Year Estimates.

Table 3. Median Monthly Housing Costs in Constant 2021 Dollars (Rivertowns)

Location	Median Gross Rent in 2021 Dollars		Median Housing Costs for Homeowners with a Mortgage in 2021 Dollars			
	2000	2021	Change	2000	2021	Change
Village of Hastings-on-Hudson	\$1,603	\$1,975	+23.2%	\$4,254	\$4,000+	NA
Village of Ardsley	\$2,736	\$3,500+	NA	\$4,063	\$4,000+	NA
Village of Dobbs Ferry	\$1,431	\$2,014	+40.7%	\$3,860	\$4,000+	NA
Village of Irvington	\$1,567	\$1,95 <mark>3</mark>	+24.6%	\$4,662	\$4,000+	NA
Town of Greenburgh	\$1,592	\$1,985	+24.7%	\$3,921	\$3,897	-0.6%
Westchester County	\$1,322	\$1,682	+27.2%	\$3,738	\$3,598	-3.7%
New York State	\$1,059	\$1,390	+31.3%	\$2,139	\$2,267	+6.0%

Source: Decennial Census, 2000; American Community Survey 2021 5-Year Estimates

Per the table above, the median monthly housing cost among homeowners with a mortgage in the Village (and in other nearby villages) is \$4,000+, which is above the median housing cost for owners in Westchester County and New York State. It is important to note that the \$4,000+ figure is directly from the census data. Data that significantly exceeds the median is marked with a '+', indicating that the median housing costs are notably high. In contrast to the gross rent levels paid by renter households in the Village, the median monthly costs for homeowners with a mortgage have changed little beyond the rate of inflation since 2000.

A standard measure of affordability assesses how much households spend on housing relative to their income. The U.S. Department of Housing and Urban Development (HUD) defines a household that spends more than 30% of its gross income on monthly housing expenses as cost-burdened; a household that spends more than half of its income on housing is considered severely cost-burdened. When housing costs consume a large share of their income, households have fewer resources available for other basic needs, such as groceries, childcare, and transportation. According to 2021 ACS data, about 25% of households with a mortgage in the

from low incomes and a lack of affordable rental housing options. A household is deemed cost-burdened when it allocates more than 30% of its income to rent and utilities. If this allocation surpasses 50%, the household is classified as severely cost-burdened.

Village are defined as cost-burdened. For renters in the Village, that percentage is nearly double that of households with a mortgage. According to the same data source, about 47% of renters in the Village are defined as cost-burdened.

Housing costs often correlate with income levels, as higher-income individuals typically afford more expensive housing options, while lower-income individuals may struggle to afford adequate housing. This relationship underscores the importance of addressing housing affordability challenges to ensure equitable access to suitable housing across different income levels. The 2021 ACS data reported a median household income of \$171,719 and an average household income of \$244,339. In comparison, the county-wide median and average incomes were \$105,387 and \$165,797, respectively.

In the Village's 2011 Comprehensive Plan, many residents expressed concern that there were insufficient housing opportunities for populations whose household income does not align with the Village's median income. These populations may include senior citizens, individuals 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. Teachers, firefighters, police officers, shopkeepers, and municipal employees

also found housing costs to be unaffordable.

According to 2021 data from the ACS, 96.8% of the housing units in the Village are occupied, while 3.2% are vacant (Table 0-2). The Village has a lower vacancy rate than surrounding areas, where rates range from 3.9% in the Village of Ardsley to 14.6% in the Village of Irvington. The vacancy rate in Westchester County is 5.7%. This indicates that the housing stock in the Village is extremely limited compared to the surrounding villages resulting in an overall housing shortage. Housing costs also tend to increase when the supply of houses is limited, as competition among buyers drives prices upward. Lastly, Homeowners occupy about 78% of the housing units in the Village, second only to the Village of Ardsley, which has a homeownership rate of 79.7%

(Table 0-3). These numbers are higher than in Westchester County as a whole, where 61.6% of housing units are owner-occupied.

Table 4. Occupied and Vacant Units, 2021

Location	Total Housing Units	% Occupied	% Vacant
Village of Hastings-on-Hudson	3,165	96.8%	3.2%
Village of Ardsley	1,694	96.1%	3.9%
Village of Dobbs Ferry	4,068	93.7%	6.3%
Village of Irvington	2,470	85.4%	14.6%
Town of Greenburgh	36,590	94.4%	5.6%
Westchester County	386,583	94.3%	5.7%
New York State	8,449,178	89.1%	10.9%

Source: American Community Survey 2021 5-Year Estimates

## Affordability

Westchester 2025, a County Planning Department and Westchester County Planning Board effort published in 2008, fostered intergovernmental collaboration among the County's municipalities. The County stated in Westchester 2025 that a shortage of fair and affordable housing would significantly limit the capacity of a diverse workforce, young adults, and elderly people to reside in Westchester. The planning document concluded that a diverse supply of all types of housing in all appropriate places is required for a healthy County. The Village of Hastings-on-Hudson was one of the first communities in Westchester to address the need for affordable housing in the community.

The Hastings Affordable Housing Committee (HAHC) was formed in 1990 with the goal of meeting the local

needs of affordable housing, particularly for volunteer firefighters, ambulance corps members, municipal and school employees, senior citizens and young people. In 1997, the Village adopted an Affordable Housing Policy and adopted legislation regarding the provision of affordable housing. In 1998, the Hastings-on-Hudson Affordable Housing Development Fund Company, Inc. was formed as a separate independent entity to work with the HAHC to develop affordable housing. The Village adopted a 15% affordable set aside in 2013. Since the 1990s, the Village has gained about 39 affordable units, but from 2013 to 2023, it lost more than 100 units rent-restricted under ETPA due to conversion to cooperative or condominium ownership. While any number of additional affordable housing options is a benefit to a community, the loss of 100 units more than offsets the gain and does not meet the Village's current and projected needs, nor does it significantly diversify the affordable housing stock in the Village.

In determining housing affordability, all housing costs must be included in the calculation. In rental units, housing costs include rent and any tenant-paid utilities. In ownership units, costs include the mortgage payment (principal and interest), property taxes, and homeowners' insurance; condominiums and cooperatives will add common charges or Homeowners Association (HOA) fees. The U.S. Department of Housing and Urban Development (HUD) sets income limits annually for a variety of housing programs known as the Area Median Income (AMI) for each Metropolitan Statistical Area (MSA). The base AMI is estimated to be for an average household of four people. The maximum income by family size is then adjusted by a percentage determined by HUD.

#### **Income Limits**

The AMI is published by HUD in accordance with federal guidelines, including the limits to be applied to Multifamily Tax Subsidy Projects (MTSP) and the HOME Investment Partnerships Program (HOME). HOME provides formula grants to states and localities that communities use to fund building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.

In 1999, HUD designated Westchester County an Exception Criteria community, which exempted the County's 80% AMI from being capped at the National Average. Per the stated guidelines, Westchester County is allowed to use its true 80%.

Workforce housing is affordable housing for households whose income cannot afford quality housing near their workplace. No governmental subsidies are available for workforce housing at this time, but it is recognized as a much-needed housing type in Westchester County. Workforce rental maximum income is 125% of the county median. These numbers are based on the Westchester County area median incomes, which are issued in the spring of each year. According to the U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates, the median household income in Westchester County, 2018-2022 was reported at \$114,651.

## **Housing Efforts**

Westchester Housing Opportunity Commission

The Westchester Housing Opportunity Commission (HOC) was established by the County Board of Legislators (BOL) in 1994. Updated provisions were adopted for the HOC in 2010. HOC is responsible for educating, advocating, and advising on the topic of the need for fair and affordable housing in Westchester County.

County Flex **Fund** 

The Westchester County Housing Flex Fund is a funding opportunity that will help facilitate the development of Westchester shovel ready affordable housing. The development must serve households earning at or below 65% of the County Area Median Income. The Housing Flex Fund will provide financing to purchase land or buildings to be developed into affordable housing in areas with limited affordable housing.

Landlord Tenant Program (LTĂP)

The Landlord Tenant Assistance Program (LTAP) is available in all areas of Westchester County. To qualify for the program, landlords or owners must demonstrate that they charge rents Assistance at levels that are affordable to tenants up to 100% of the Area Median Income (AMI). If eligible, landlords may receive up to \$25,000 per rental unit that qualifies towards needing repairs under the program in exchange for maintaining rent at certain levels.

New Homes Land (NHLA)

Through the NHLA program, Westchester County will assist acquisition of property for construction, rehabilitation or adaptive reuse for fair and affordable Acquisition housing. Developments can have homeownership or rental housing, and can be mixed-income or mixed use.

Housing Implementation Fund

Through the Housing Implementation Fund, Westchester County will aid the construction of municipally-owned infrastructure that supports fair and affordable homeownership or rental housing. Developments can be new construction, redevelopment or adaptive reuse of a property, and can include single-family or multi-family buildings in mixed-income or mixed-use housing.

Figure 11: Housing Efforts; Source: Westchester County

## **Challenges and Opportunities**

While affordable housing opportunities in the Village remain relatively stagnant, overall housing costs have continued to rise. Unaffordable housing may force existing residents, especially those with lower incomes, to move away from the Village in search of more affordable options while also preventing potential new residents from moving in. This can lead to the displacement of long-term community members, disrupting social networks and community cohesion. The Village is facing not just a shortage of affordable housing but a shortage of all housing types.

Through committee outreach to the community, it became apparent that the elderly population and young professionals and families are finding it increasingly difficult to remain in or move to the Village due to high housing costs. Over time, affordability challenges often result in a homogenous population, as only higher-income individuals or families can afford to live in the Village. This reduces socioeconomic diversity and can limit the vibrancy and inclusivity of the community and local economy.

Drawing upon the census data mentioned in Chapter 3, Village Overview, the Village population is aging. Older residents on fixed incomes may find it difficult to continue to afford housing in the Village. It is common for aging residents to downsize from larger homes to smaller ones or more manageable spaces like condominiums or apartments. The high cost of housing, coupled with the lack of options, may force older residents out of the Village.

Identifying areas for housing options that can accommodate an array of income levels is challenging for the Village as much of the land area is already developed. The Village can seek opportunities for infilling and leveraging underutilized spaces while retaining the 'small-town' character that the community desires.

Given the lack of space for new and large housing developments, the Village has the opportunity to create incentives for increased utilization of its Accessory Dwelling Unit (ADU) ordinance to address housing needs. The ADU ordinance allows secondary homes on lots that already have a primary residence. ADUs allow property owners to live in the primary house while renting the ADU or can opt to live in the ADU while renting the primary house. Physical accessibility can also be a challenge for people with varying abilities, including older residents. While the limited housing options in the Village are a concern, so are the physical accessibility features of housing. Increasing the level of physical accessibility features in all housing options can satisfy current housing needs and can draw prospective residents, creating a more diversified population.

The proximity between the downtown area and the Metro-North Railroad presents a significant opportunity for the Village to combat housing issues. The accessibility provided by the train station makes the downtown area an attractive living option, reducing the need for extensive commuting and associated costs. This opportunity is significantly enhanced when the nearby housing is affordable. The increased demand for housing in proximity to the train station can incentivize developers to invest in more mixed-use developments, incorporating both residential, including affordable residential, and commercial spaces, thus expanding the local economy and increasing the spending power of the local population.

Overall, a well-connected and accessible downtown area with a significant residential component can attract businesses, foster job opportunities, and support a local economy, which contributes to the community's financial well-being. The concentration of essential services and amenities in the downtown area and train station may reduce the overall cost of living by minimizing unnecessary transportation costs or the need for a car, making the downtown area more economically viable for a diverse range of residents. The interconnectivity facilitated by the train station also promotes sustainable urban living, aligning with affordability goals and offering residents an efficient and cost-effective transportation option.

New York State's Pro-Housing Community Program, introduced in July 2023, aims to reward local municipalities that are working to address the housing crisis by incentivizing diverse housing options. The program is designed to identify designated "Pro-Housing Communities" as priority candidates for key funding opportunities like the Downtown Revitalization Initiative, NY Forward, and the New York Main Street Program, including grants for infrastructure improvements. To become a designated Pro-Housing Community, municipalities can adopt a resolution that references the following steps that can be taken to address housing needs:

- Streamlining the permit process for multifamily housing, affordable housing, accessible housing, accessory dwelling units, and supportive housing.
- ✓ Adopting policies that affirmatively further fair housing.
- ✓ Incorporating regional housing needs into planning decisions.
- ✓ Increasing development capacity for residential uses.
- ✓ Enacting policies that encourage a broad range of housing development, including multifamily housing, affordable housing, accessible housing, accessory dwelling units, and supportive housing.

To address current and future housing needs, the Village has the opportunity to adopt a Pro-Housing Community resolution and potentially become designated and recognized as a priority candidate for housing-related funding opportunities.

The potential impacts of any proposed zoning amendment allowing increased residential density, or of any particular development with a significant increase in density, including fiscal impacts, will be reviewed as part of the approval process under the State Environmental Quality Review Act.

Lastly, much of the Village housing stock was built prior to 1939, which suggests that major renovations may be necessary (or demolishing them and rebuilding a new home becomes more likely). Since most of these homes are also non-conforming as to current zoning requirements, property owners are forced to apply for variances and appear before the Zoning Board of Appeals for approval for the expansion of the non-conformities for any improvements or additions to their homes. This adds time and cost to even the simplest of projects.

## **Recommendations**

The following recommendations indicated with the Smart Growth Principle Icon satisfy at least one of the Smart Growth Principles.



## H1. Evaluate adopting the Pro-Housing Community Resolution.

The Pro-Housing Community Resolution would enable a diverse mix of housing types and provide an opportunity and choice for all. The Village should evaluate adopting the Pro-Housing Community Resolution. Adopting this resolution would designate the Village as a Pro-Housing Community. Localities must achieve the "Pro-Housing Communities" certification to apply to key discretionary State funding programs. Adopting the Pro-Housing Community Resolution would help advance the goals of the HAHC, and the Village could utilize the HAHC's assistance in addressing housing needs that are supported by the Resolution.



### H2. Conduct a study on opportunities for multi-family zones.

Identifying opportunities in multi-family zones or the potential for additional multi-family zones in and around the downtown may be key to addressing affordable housing and overall housing needs in the Village. Zoning

regulations allowing multi-family housing units provide an opportunity for increased housing density, which can attract the construction of apartment buildings, condominiums, or mixed-use buildings. The Village can study these zones and identify potential opportunities to attract more housing options and encourage compact neighborhood design and concentrated development around existing infrastructure. Multi-family zoning can invite a broader range of income levels by encouraging diverse housing options and providing affordable alternatives for existing or prospective residents. The cost efficiency in land use associated with multi-family developments, along with incentives for affordable housing, helps reduce overall construction costs, making it more feasible to offer affordable housing units within the Village.



## H3. Explore incentives to encourage a mix of housing types.

The Village already has an affordable housing policy and affordable and workforce housing set-asides under §295-112.1 of the Village Zoning Code. Currently, the zoning regulations stipulate that 15% of a proposed residential development with eight or more units must meet the definition of an affordable housing unit or workforce housing unit. The Village's Affordable Housing Policy, adopted in 1997, stipulates that the Village Board may permit density bonuses where a significant number of affordable housing units are proposed. Additional incentives can be considered to foster housing equity.

### H4. Review the View Preservation Ordinance relative to criteria and applicability.

Currently, the purpose of §295-82, View Preservation (VP) Districts, is to protect and preserve the character of the community, enhance property values, and promote improved visual relationships between the Village and the Hudson River and the Palisades. The intent and specifications within this ordinance should be reviewed to ensure that its purpose is achieved or if there are alternative methodologies that can be utilized to ensure view corridors are preserved while also allowing for additional multi-family development in the VP District, which comprises all the downtown.



H5. Review the Accessory Dwelling Units ordinance to consider simplifying the approval process for Accessory Dwelling Units.

The Village has and will continue to look for ways to streamline the planning process in reviewing ADU applications. It also recognizes the importance and value of planning review to ensure a cohesive fit into the fabric of neighborhoods and the Village.



## H6. Conduct a study on how changes to parking regulations, including minimum parking requirements, to support the development of affordable units.

Reassessing and potentially reducing minimum parking requirements, especially in the downtown, can alleviate financial burdens on developers, making affordable housing projects more economically viable. Reduced parking minimums also lower construction costs and allow more efficient land use. This enables developers to allocate resources to create additional affordable units within the same space. Aside from lower construction costs and more room for housing units, reducing parking minimums balances addressing housing needs and affordability while promoting sustainable transit-oriented development. The Village can utilize this in its downtown area due to the proximity of the Metro-North Railroad Station.



## H7. Consider incorporating universal design standards for all varieties of housing, where appropriate.

This recommendation aims to foster equity and enable a diverse mix of housing types, providing opportunities and choices for all. Universal design is a concept that aims to increase accessibility, use, and understanding of a place to the maximum extent possible by all people. The universal design concept includes but is not limited to, automated doors, lighting, level flooring, non-slip flooring, technology, and wide doorways or hallways. Being that universal design is centered around usability, accessibility, and inclusivity, it can be an appealing draw for people looking for a more accommodating community. The Village's older residents and people with varying levels of abilities would also have a wider range of housing options.

### H8. Consider reviewing residential zoning districts and consider modifications to reduce non-conformities.

A substantial portion of the Village's housing stock predates 1939, indicating that many homes may require significant renovations or, in some cases, full replacement. Due to changes in zoning regulations over time, a majority of these structures are now classified as non-conforming. As a result, property owners seeking to make improvements, including minor upgrades or additions, must obtain variances and secure approval from the Zoning Board of Appeals. This process introduces additional time and costs, creating barriers to property

maintenance and modernization. A comprehensive review of residential zoning regulations, with potential modifications to reduce non-conformities, could streamline the approval process, alleviate regulatory burdens on homeowners, and support the preservation of the Village's character.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

- E1. Study suitable areas for commercial, high-density residential, and mixed-use development, including redevelopment potential and economic, tax, and aesthetic impacts. Update zoning as needed.
- P6. Promote adaptive reuse of existing building stock with an emphasis on arts and culture.
- S7. Support and attract sustainable development along the waterfront and throughout the Village.
- W2. Rezone the waterfront and foster coordination between waterfront property owners.
- W3. Improve scenic view preservation efforts throughout Village.

#### References

https://data.census.gov/table/ACSST5Y2021.S2504?q=Hastings-on-Hudson%20village,%20New%20York&t=Housing

https://www.census.gov/quickfacts/fact/table/westchestercountynewyork/INC110222#INC110222



## **6. Economic Vitality**

## Hastings-on-Hudson

## **GOAL**



Foster and preserve a strong economic environment with an interconnected, walkable downtown that offers a mix of uses and amenities.

## **Economic Vitality Overview**

Economic vitality is foundational to the Village's overall growth and success. Fostering and preserving a strong economic environment with an interconnected, walkable downtown that offers a mix of uses and amenities is critical to providing tax revenue for maintaining the community long-term.

The Village's tax base is the total amount of taxable real property. The Village's tax base is affected by commercial business and the types of properties being valued in the area. Some properties have a net positive impact on real property tax revenue, and some properties have a net negative impact on real property tax revenue, depending on the amount of services they use. Properties that are government or non-profit-owned (and used for an exempt use) are exempt from property tax. Sales tax is collected by Westchester County, and a portion of it is distributed to the local municipalities based on their population. The fiscal impact of any proposed development is reviewed as part of the approval process by the Village Planning Board under the State Environmental Quality Review Act.



Clockwork Records Storefront. Source: Village Mayor

In the Village, all properties are taxed at the same rate and the tax rate varies between each taxing entity. For property owners in the Village, the taxing entities are the Hastings-on-Huson Union Free School District, the Town of Greenburgh, the Village itself, and Westchester County. Commercial properties, which can include a condominium or cooperative housing, are assessed differently than residential properties. Since every property is taxed at the same rate, the assessment of a property informs the dollar amount of property tax. Currently, the total tax rate of all taxing entities per thousand dollars of the assessed property value in the Village is about 29.81. Thus, a property assessed at 1,000,000 would pay about \$29,810.00 in tax. In comparison to the other incorporated Villages in the Town of Greenburgh, the Village has the lowest tax rate per thousand of assessed value.

The figure below shows jobs held by Village residents. Nearly 40% of the Village's residents are employed in educational services, health care, and social assistance, while 15% are employed in professional, scientific,

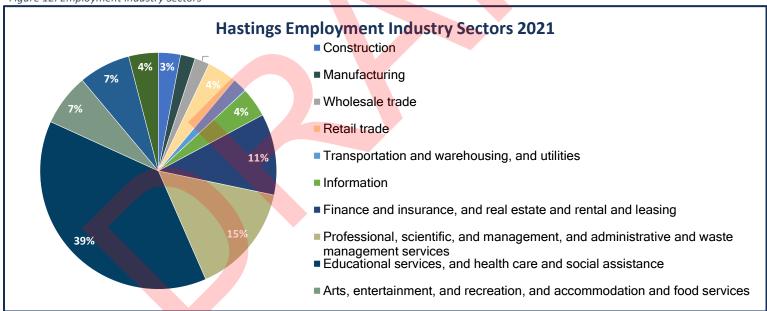


Figure 12. Employment Industry Sectors

Source: Decennial Census, 2022; American 1 Community Survey 2021 5-Year Estimates

and management and administrative and waste management services. Finance and insurance, real estate, and rental and leasing are also major employers.



Maud's Tavern Source: Village of Hastings-on-Hudson

According to the U.S. Census Bureau Longitudinal Employer-Household Dynamics Program for 2021, there were 1,970 people employed in the Village. About 1,771 of those employed in the Village lived outside of the Village. About 199 of those people who worked in the Village also lived in the Village. In addition, 2,906 people lived in and worked outside the Village.

Historically, the Village relied on larger, heavy industry to keep its economy afloat most notably along the waterfront. However, this activity steadily declined in the 1970s with the onset of deindustrialization and a significant decline in manufacturing experience in many New York communities. With the significant loss of industry in the Village and the increased cost of delivering municipal services, Village residents have experienced an increased tax burden due to increased property values, which may present a barrier for people looking to relocate to the Village.

Many of the prime businesses within the Village are retail and dining establishments located along Warburton Avenue, Spring Street, and Main Street. The Village prides itself on the fact that most of the businesses within its boundaries are small and/or locally owned.

The Village's historic and scenic charm has attracted the Film and Television Production industry throughout the years, and the Village's downtown Pre-World War II architecture makes it an attractive spot for filming. Recently, applications were approved by the Village Board of Trustees to amend the zoning code to allow for a multi-media production studio overlay zoning district, followed by applications to the Planning Board to subdivide 1 South Broadway and create two lots, one to support the continued operation of the Graham Windham School, and the other to support the Electric Owl Studio project, and for site plan approval for the proposed studio which have all now been approved. The Electric Owl Studio site would operate as a multimedia production studio where film productions can rent the studio and its associated facilities to create film and media projects. The site is located within the Village, Union Free School District, Town of Greenburgh, and Westchester County tax jurisdictions, and a small corner of the property is in the City of Yonkers. Currently, no tax revenue is generated from the site due to its tax-exempt status. One of the primary benefits of the new Electric Owl Studio project would be the annual tax generation on the current tax-exempt site. According to the project submissions to the Village Board, the Studio is projected to generate about \$3,047,884 of future





Spring Street & Main Street. Source: Village of Hastings-on-Hudson

tax revenue for the Village, Town, County, and School District. The projected tax revenue is based on the assessed value of the property, however, if the assessed value of the property were higher or lower, the tax benefit would fluctuate accordingly.

The downtown area remains the center of economic and civic activity in the Village, and the underutilized or vacant storefronts and spaces present opportunities for redevelopment and economic expansion. Several businesses located within the Village participate in "Destination Hastings Downtown Dollar\$", an e-gift card that can be spent at all participating retailers and restaurants<sup>1</sup>. This e-gift card incentivizes the community to shop locally and support businesses downtown. The e-gift card was produced in part by Destination Hastings, a website funded by the Village to bring the community together and promote and host community events. These events range from concerts to holiday events and book signings. The Village also retains a consultant to function as its Downtown Advocate. She maintains the Destination Hastings website and works to promote and support events like parades, concerts, music tours and concerts, and various other activities. At present, there is also a 10-15% discount for seniors at certain times in more than twenty stores and businesses. Both the Senior Advocate and Downtown Advocate promote this program and keep it current as businesses open and close. The Village also supports the Rivertowns Chamber of Commerce, which creates and promotes commerce, marketing, and networking opportunities that benefit Chamber Members professionally and economically. According to the Rivertowns Chamber of Commerce, businesses that join as members experience increased consumer favorability ratings, name awareness, and local reputations. The Village's Downtown Advocate coordinates with the Rivertowns Chamber of Commerce to help promote various local events and businesses that attract residents and visitors from the region to the Village's downtown area.

Additional small mixed-use commercial areas exist outside of the downtown area. Along Farragut Avenue there is a small neighborhood commercial strip with a convenience store and a market/deli with apartments above, and a service station, all of which provide an important neighborhood commercial enclave that should be preserved. The area is zoned residential, and these uses are legally non-conforming. In the residential area along Route 9A (Saw Mill River Road) there is also a small commercial area with a self-storage facility and a mixed-use commercial property.

## **Challenges and Opportunities**

The economy in the Village is influenced by a complex interplay of a range of factors. Demographics such as population size and composition and types of employment industries can influence the demand for goods, services, and housing types. The largest age cohorts in the Village are 65 years and older, followed by 45 to 64 years, and finally young adults of 25 to -44 years. This signals that the Village has a significant population of older adults. The Village is also largely characterized by high-earning households who primarily reside in single-family detached homes with high property values.

The amount of tax revenue generated from housing is dependent on a home's assessed value. Homes with a higher price tag will pay more in taxes compared to those assessed at a lower value. Therefore, the amount of taxes paid will increase with the increasing price of homes. The growing aging population may find it difficult to age in place due to the increasing taxes from increasing property values. In addition, the existing housing stock is largely occupied, and there are very few options for downsizing. This challenge around aging in place may push lifelong residents to other locations where downsizing is more manageable, and the cost of living is lower. These factors may also pose a barrier for those looking to settle in the Village.

Most people who live in the Village and are already employed work outside the Village. Employment opportunities outside the Village may attract residents to relocate elsewhere, while the limited housing stock and high cost of living push residents out.

As discussed in Section 1 Introduction, an online community survey was deployed to gather input from the community about the Village. Respondents to the survey were asked to identify concerns for the Village now and in the future. Common themes identified in the responses related to high taxes, empty storefronts, lack of variety in storefronts, and affordable housing. The survey underscores that the community recognizes the importance of diversifying the tax base so that current and prospective residents are not burdened, the need and support for a variety of local businesses, and housing opportunities so that people can live and 'play' in the Village.

While Village residents are the primary drivers of the local economy, there is a significant number of visitors coming from the northern area of the City of Yonkers. Just south of the Village's border, in the City of Yonkers, lies a relatively isolated residential cluster where Village amenities are more accessible than those further

south in Yonkers, presenting a unique opportunity for the Village to enhance connectivity to meet the needs of Yonkers residents and invite more visitors to contribute to the local economy.

Expanding opportunities for mixed-use development, primarily in the downtown area, is a major opportunity for the Village to improve economic vitality. Providing opportunities for residents to live and work in the same area typically supports and expands the spending power of residents, which strengthens the local economy.

A well-functioning local economy with small businesses can be an attractive location for prospective businesses. Providing space availability and incentives for future commercial businesses through more mixed-use opportunities in the Village would also help diversify the Village's tax base. More housing options as part of mixed-use developments would expand the available housing stock and work to drive down housing costs.

The neighborhood commercial areas on Farragut Avenue and the Saw Mill River Road are beneficial to the Village. The area on Farragut Avenue in particular has existed for a long time and pre-dates the current zoning. Since the zoning classification is residential, and does not allow the current uses, it is difficult for new or different businesses to move into the area, or for any improvements to be made to these aging structures which need to be updated and improved. Modifying the zoning code to make small scale commercial and mixed-use permitted will allow for the improvement and upgrading of the property to the benefit of the Village.

The Village has a relatively diversified economy that consists of educational institutions, arts and culture, retail and small businesses, and healthcare offices, however, expanding the variety of businesses in the Village is a challenge. Developing the underutilized waterfront to enhance and protect its scenic assets and linking it to the downtown area with inviting and accessible streetscaping would potentially promote tourism. The visitors enjoying the waterfront's scenic views and potential recreation assets could be guided into the downtown area through pedestrian connections and enhancements.

Many municipalities across the United States are seeking innovative ways to spur downtown development. One way is through encouraging a maker economy. A maker economy refers to an economy supported by locally produced goods through small-scale manufacturing and retail sales. Small-scale manufacturing requires less space and produces less environmental impact. Supporting a maker economy represents a potential opportunity for the Village, given the artistic atmosphere. Vacant or underutilized spaces in the downtown area may provide additional usable space that can provide jobs in the downtown area and create destinations that may draw visitors.

### **Recommendations**

The following recommendations indicated with the Smart Growth Principle Icon satisfy at least one of the Smart Growth Principles.



E1. Study suitable areas for commercial, high-density residential, and mixed-use development, including redevelopment potential and economic, tax, and aesthetic impacts. Update zoning as needed.

Integrating residential, commercial, and recreational spaces within the same area encourages foot traffic and creates a sense of community. Local businesses benefit from increased visibility and a larger customer base, enhancing economic vitality. Mixed-use developments often promote sustainable practices, contributing to long-term environmental and economic resilience for the village. The Central Commercial (CC) district is the largest zoning district in the downtown area and already requires retail use on the ground floor. The zoning for the outlying districts, like the Limited Commercial (LC), Limited Office (LO), and the Central Office (CO) on the edge of the downtown area could be updated to also allow mixed-use like that of the CC district or to allow multi-family residential use on its own as there is minimal demand for office space. Multi-family development in these areas could bring more foot traffic to downtown while serving as a transitional zone to the adjacent residential neighborhoods. Conducting a strategic study to identify optimal locations for mixed-use developments, including shops, offices, and housing, while considering the surrounding character and aesthetics is crucial for enhancing the Village's local economy. Rezoning of the non-conforming mixed-use areas outside of the downtown will allow the owners to improve the properties to current standards, while also providing additional opportunities for the Village and adding to the Village tax base.



E2. Update the streetscape plan with the desired downtown streetscape aesthetic and implementation strategies.

This recommendation aims to foster equity and provide well-planned, equitable, and accessible public spaces that build on the Village's unique traits that lend to the community's welcoming and strong sense of place. Streetscaping can significantly boost the local economy in the Village by enhancing its overall appeal and functionality. Functional improvements, such as well-maintained sidewalks, attractive landscaping, and

improved lighting, draw in more foot traffic, creating a positive first impression and increasing visibility for local businesses. Better signage, storefront enhancements, and outdoor seating encourage patrons to explore local establishments, ultimately driving economic activity.

Streetscape projects that improve the safety and aesthetics of a roadway or corridor can foster a sense of place, provide opportunities for community events and outdoor gatherings, and encourage residents and visitors to spend more time and money in the area. The integration of local art, culture, and smart city features creates a unique identity for the village, attracting tourists and supporting the growth of local markets. A smart city uses advanced technology like AI, interconnected devices, and data analytics to enhance services, improve efficiency, and increase the quality of life for its residents.



#### E3. Support commercial business incubation and adaptive reuse of existing building stock.

Supporting business incubation and adaptive reuse of existing buildings in the Village can stimulate economic growth by fostering entrepreneurship, creating jobs, and attracting investment. This can diversify the Village's local economy, making it more resilient to economic changes or tax base disruptions. The preservation and repurposing of historic structures contribute to the Village's cultural identity, attracting tourists and supporting local businesses. The environmentally sustainable nature of adaptive reuse aligns with modern preferences for eco-friendly practices, attracting businesses and consumers alike. Involving the community in these revitalization efforts fosters a sense of pride and ownership and encourages residents to support local businesses. Successful projects not only transform neglected areas into vibrant economic centers but also contribute to increased property values, benefiting both property owners and the overall economic health of the Village.

The Village can support business incubation using a maker economy or maker spaces. By encouraging the use of buildings and spaces to create a maker's space, the Village would provide an opportunity for people to utilize the maker spaces to create products to start a business.

#### E4. Prepare waterfront redevelopment plan.

Currently, the Village's waterfront is underutilized and undeveloped due to the high levels of contaminants in the soil and underwater lands in the northern parcels. The southern parcels were largely remediated; however,

the property owners have expressed that they cannot redevelop the area until BP ARCO (the northernmost parcel owner) has remediated the site. The remediation process may take 7 -10 years (please see the Waterfront chapter of this Comprehensive Plan for more information). Redeveloping the waterfront is a major opportunity for the Village to strengthen the local economy.

Sustainably developing the Village's waterfront can significantly stimulate the local economy. It could create attractive public spaces that attract both residents and tourists, fostering increased foot traffic and supporting local businesses such as cafes, shops, and recreational services. Enhanced waterfront amenities can attract real estate investment, leading to increased local tax revenue. Emphasizing sustainable waterfront development establishes the Village as an environmentally responsible destination that values eco-friendly living.

## E5. Foster communication among landlords, business owners, and the Village to mitigate turnover and vacant commercial spaces and identify incentives.

The Rivertowns Chamber of Commerce has resources and hosts events that help businesses that are members of the Chamber connect with other businesses, potential customers and clients, and other businesses in the County. The Village's Downtown Advocate works with landlords and business owners and connects them to assist with filling empty spaces. The Village can work with the Downtown Advocate to enhance the promotion of local success stories, perhaps through the Chamber. In addition, the creation of information-sharing resources or platforms can contribute to a supportive and informed business environment. The Village can also explore establishing task forces and committees to allow for joint problem-solving, ensuring that the concerns of all parties are addressed.

#### E6. Develop strategies to encourage greater use of downtown businesses during weekdays.

To encourage greater use of the downtown businesses, the Village can partner with local businesses to offer promotions or discounts during weekdays to increase foot traffic in the downtown area. Inviting streetscaping elements can draw people to the downtown and encourage them to spend time in the area. Providing seating areas near local businesses may draw residents and local workers downtown during lunch breaks.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

#### E7. Undertake a downtown revitalization study to develop strategies for the downtown.

This study would evaluate types of uses the Village could attract and how to increase patronage for Village businesses. This could be linked in the study to placemaking as a tool. The study should also incorporate recommendations for future potential uses for properties such as the Foodtown property and the Zinsser Commuter Lot. The Village could take advantage of grant opportunities to develop such a study.

- H1. Evaluate adopting the Pro-Housing Community Resolution.
- S8. Work with organizations to help lower-income residents retrofit homes to conserve energy. (Sustainability & Resiliency)
- W1. Conduct a focused planning study to examine appropriate waterfront uses targeted to the southern waterfront area. (Waterfront)
- W2. Rezone the waterfront and foster coordination between waterfront property owners. (Waterfront)
- W4. Expand access to the waterfront and recreational opportunities along the waterfront. (Waterfront)



## 7. Sustainability and Resiliency

## Hastings-on-Hudson

### **GOAL**



Focus on the Village's environmental sustainability efforts by adopting Climate Smart Community actions to ensure long term resiliency and natural ecosystem restoration.

## **Sustainability and Resiliency Overview**

Sustainability generally refers to a community's ability to thrive over the long term. For the Village, this pertains to practices and approaches that will meet the needs of the present without compromising the future generation's ability to meet their needs. Sustainability, like Smart Growth,

is often described in three dimensions: environmental, economic, and social equity, and the emerging fourth: energy. Balancing these dimensions is crucial for achieving a sustainable and resilient community.

Resilience refers to a community's ability to withstand adversity, disruptions, or shocks and swiftly recover from setbacks. Building resilience often involves a combination of proactive planning, resource management, social support, and adaptive strategies. Resilience is essential for communities, especially in improving a municipality's ability to navigate the ever-increasing complexities resulting from climate change. The following section will discuss Climate Change and Flood Mitigation, Green Programs and Initiatives, and Climate Smart Communities Actions.



Source: Hastings Pollinator Pathway Project

#### Hazard Mitigation \_ Plans



Hazard mitigation is any sustained action taken to reduce or eliminate long-term risk to life and property from hazard events. Mitigation plans are crucial to breaking the cycle of disaster damage and reconstruction.

Current research finds that for every \$1 spent on mitigation, an average of \$6 is saved.

#### **Climate Change and Flood Mitigation**

The Village has prioritized sustainability and resiliency efforts through the formal establishment of the Climate Smart Communities Task Force (CSC TF). The Village is a silver-certified NYS Climate Smart Community (currently ranked the highest in the State). It is committed to transitioning to zero carbon emissions, investing in community resilience, restoring ecosystems, building a more just, healthy, and livable future, and doing its part within the region and beyond to contribute to climate mitigation and adaptation. These activities are further detailed in this section.

Climate change affects New York in various ways, with consequences being more pronounced in different geographic areas, and as temperatures rise climate extremes are highly likely to increase. According to the NYS Climate Impacts Assessment, greenhouse gas (GHG) emissions have increased average temperatures by nearly 2.6°F since 1901.

Each time the global temperature rises about one degree (Fahrenheit), climate impacts dramatically escalate. This means that the frequency and severity of precipitation, heat waves, and droughts will increase with the rise in temperature.

The Westchester County Hazard Mitigation Plan indicates that the Village is moderately vulnerable to flooding and severe winter storms and highly vulnerable to severe (non-winter) storms.



Hastings-on-Hudson Volunteer Fire Department performs a water rescue during a flood incident on Jackson Avenue; Source: Hastings-on-Hudson

The Village recognizes that as the climate changes and temperatures rise, precipitation and flood events will become more frequent and intense. Given the Village's location between the Saw Mill River and the Hudson River, flooding is a major concern for some members of the community. Flooding has led to repeated damage to property and strain on infrastructure and emergency services in the Village.

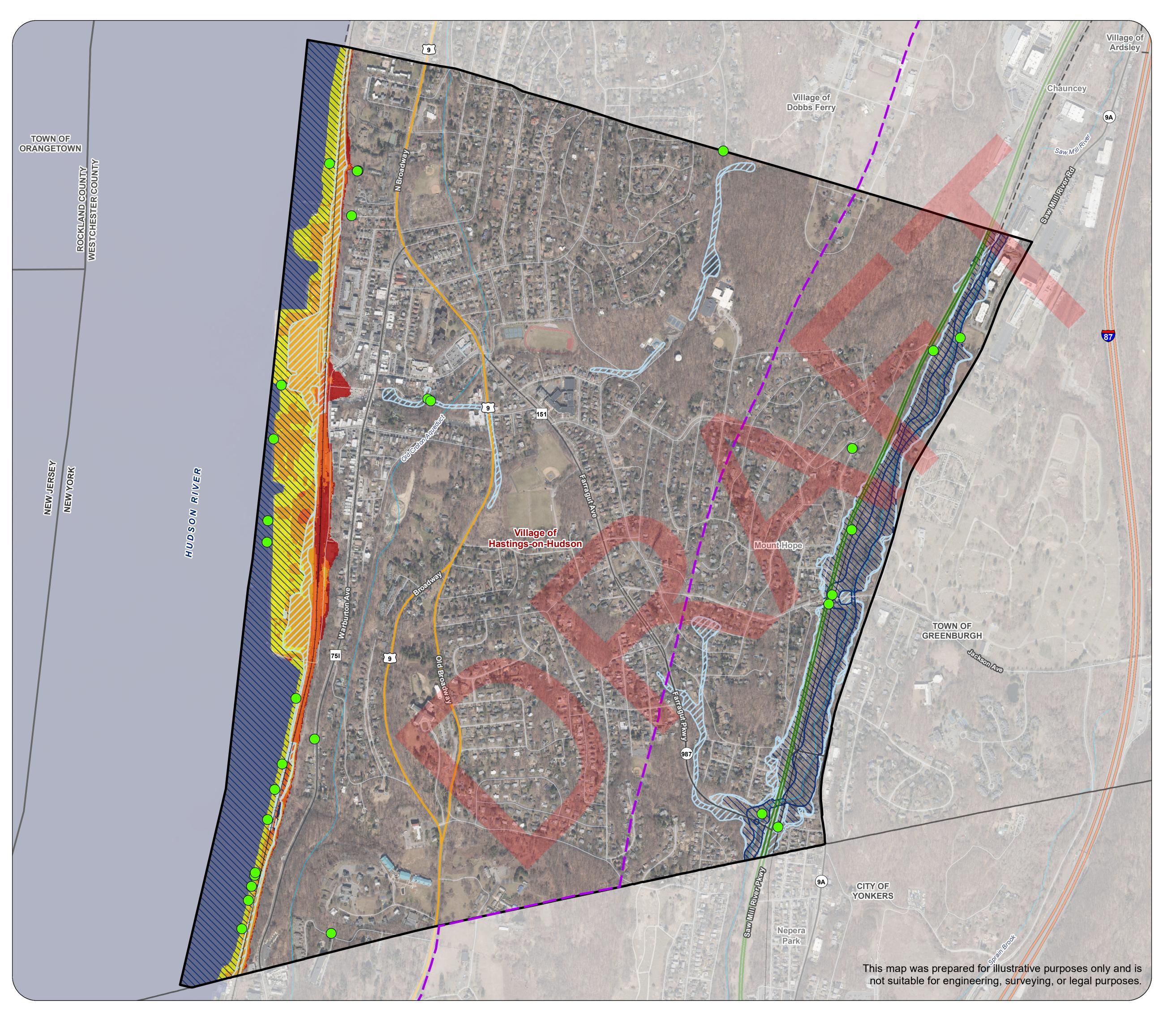
The Village recognizes the impact of flood events on its infrastructure, essential services, and normal functioning of the community and is actively implementing effective planning strategies to become more resilient and sustainable. With the increasing frequency of large storms, water run-off strains the Village's stormwater management system. The Village has a designated National Flood Insurance Program (NFIP) Floodplain Administrator (FPA) who is a



Flood Event at MacEachron Park; Source: Village of Hastings-on-Hudson

Certified Floodplain Manager through the Association of State Floodplain Managers (ASFPM) and is trained in Federal Emergency Management Agency (FEMA) Benefit-Cost Analysis. The Village has conducted and facilitated community and public outreach activities to promote hazard risk reduction. The Village has prepared and distributed informational letters to flood-vulnerable property owners and neighborhood associations, explaining the availability of grant funding to mitigate impacts to their properties.

During extreme storms, the Village experiences severe flooding, and in 2023, it commissioned a village-wide Flood Study to identify particularly vulnerable areas. The map below displays flooding and storm surge potential. Areas in light and dark blue are susceptible to flooding and the red, yellow, and orange areas are susceptible to varying levels of hurricane storm surge. The green dots indicate outfalls or where the sewer system discharges.





# VILLAGE OF HASTINGS-ON-HUDSON

Comprehensive Plan & Local Waterfront Revitalization Plan

## Flooding & Storm Surge Potential July 2023

## **LEGEND**

Village of Hastings-on-Hudson/Waterfront Revitalization Area

County Boundary

City/Town/Village Boundary

Storm Water Outfalls

Existing Coastal Area

+---- Railroad

River/Stream

100-Year Floodzone

500-Year Floodzone

Category 1
Category 2
Category 3
Category 4

Interstates

Parkway

US Routes

State Routes

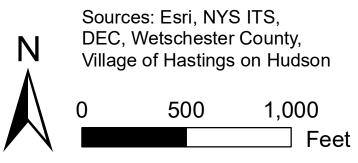
County Routes

**Hurricane Storm Surge** 

Local Roads

Flood Zone and Hurricane Storm Surge	Acreage	Percentage
100-Year Floodzone	185.53	13.85%
500-Year Floodzone	41.22	3.10%
Category 1 - Storm Surge	25.28	1.89%
Category 2 - Storm Surge	38.67	2.89%
Category 3 - Storm Surge	10.86	< 1%
Category 4 - Storm Surge	6.90	< 1%







Severe storms impact communities in various ways. Inclement weather can lead to transportation disruptions, power outages, infrastructure strain, and a temporary decline in economic activity. Three of the four firehouses in the Village and the ambulance building have generators, and the department is exploring solar battery storage for the fourth firehouse. The generators enable the fire department to remain operational during emergencies and operate as shelter.

The quality of infrastructure and its capacity to serve the community are also linked to economic development. Many types of infrastructure are crucial supporting a variety of industries and enabling efficient Village operations. Investments in modern infrastructure and resilient contribute to increased productivity, attract investment, and create jobs.

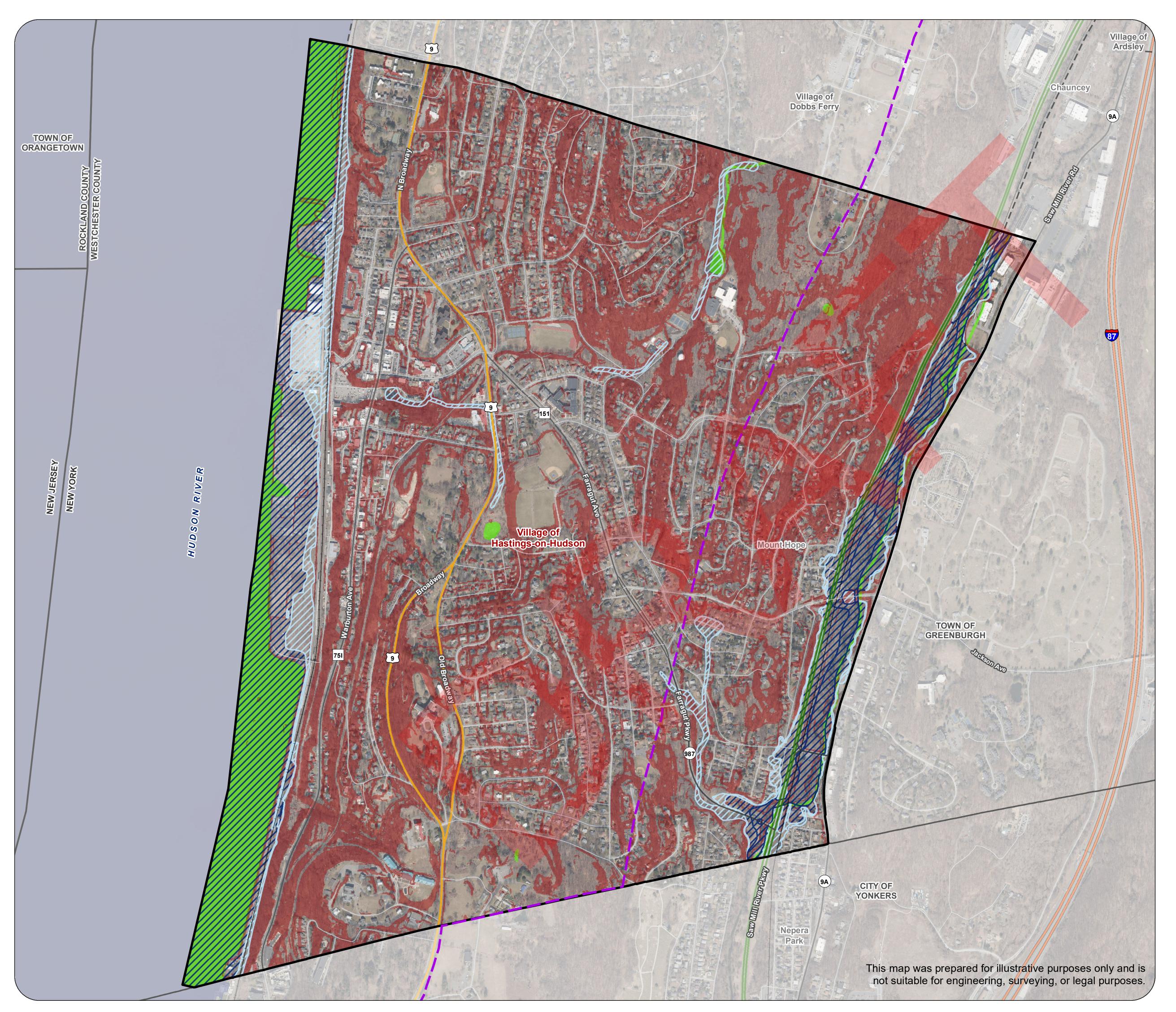
Adequate infrastructure is important for connecting the Village to the surrounding area. Exacerbating its flooding



Climate Action Plan Community Workshop, April 20, 2022, presentation Slide 30, Farragut flooded

vulnerability, the Village is situated on elevated terrain marked by steep inclines and rocky formations. Steep slopes are present throughout the Village, including slopes leading down to the Hudson and Saw Mill Rivers.

The existing Village Code's Steep Slope Ordinance specifically identifies steep slopes as areas exceeding 1,000 square feet with a slope of 15% or more. The map below shows these slopes in red. These steep slopes and exposed rock areas are distributed across the Village and are notably susceptible to erosion at a disproportionate rate.





# VILLAGE OF HASTINGS-ON-HUDSON

Comprehensive Plan & Local Waterfront Revitalization Plan

## Environmental Constraints December 2022

Interstates

US Routes

State Routes

County Routes

Local Roads

Parkway

## **LEGEND**

Village of Hastings-on-Hudson/Waterfront Revitalization Area

County Boundary

City/Town/Village Boundary
Existing Coastal Area

Railroad

River/Stream

100-Year Floodzone

500-Year FloodzoneSlope > 15% \*

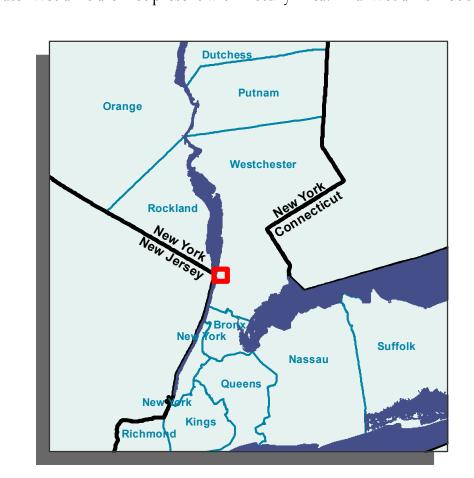
Federal Wetlands (NWI)

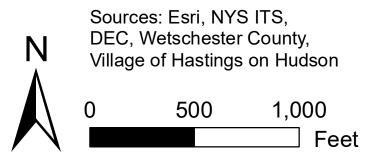
State Wetlands (NYS DEC) \*\*

<b>Environmental Constraints</b>	Acreage	Percentage
Federal Wetlands (NWI)	83.34	6.22%
100-Year Floodzone	185.53	13.85%
500-Year Floodzone	41.22	3.10%
Steep Slopes	501.35	37.42%

\* Steeps slopes calculated from NYS 2009 Aerial LiDAR

\*\* State Freshwater Wetlands are Not present within Study Area. Tidal Wetlands Not shown in this map







#### **Green Programs and Initiatives**

The Village recognizes the need to directly protect the natural environment, as demonstrated in the examples below.

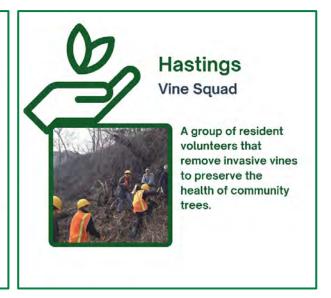
In November 2016, the Village implemented a Municipal Buildings Energy Benchmarking initiative to enhance energy efficiency and sustainability within its facilities. Adopted as Local Law No. 4-2016, this program mandates the annual tracking and assessment of energy consumption for all municipal buildings exceeding 1,000 square feet. Using the ENERGY STAR Portfolio Manager tool, the Village collects data on energy usage, which is then made publicly accessible to promote transparency and inform energy conservation strategies. Annual benchmarking reports are available on the village's official website, providing detailed insights into the energy performance of municipal buildings.

In September 2020, residents of the Village launched the Hastings Pollinator Pathway Project alongside the Westchester Pollinator Garden Tour. In recognition that pollinators are responsible for many of the plant species on earth, the community initiative is dedicated to expanding pollinator-friendly and pesticide-free habitats. In the initial stages of the Hastings Pollinator Pathway Project, areas near the Old Croton Aqueduct

Figure 14: Village Sustainability Efforts







#### **Composting**

A controlled, aerobic process that converts organic materials into nutrient-rich mulch through natural decomposition.

Composting is nature's way of recycling. By turning food scraps and yard trim into compost, waste is redirected into beneficial organic matter. Hastings-on-Hudson provides several resources regarding composting and about the Food Scraps Drop on the village website.

and Saw Mill River's South County Trailway were designated as pesticide-free areas and native plantings were installed to support pollinator communities. The project now supports numerous areas around the Village including traffic islands and roadsides, parks and pocket parks, and spaces along the municipality's many trailways. The project also invites residents with large gardens or even balcony gardens to participate. The Hastings Pollinator Pathway Project contributes to a larger pathway that supports migration patterns and essential habitats of pollinator communities across the United States, creating an interconnected regional pollinator pathway.

The Village is undertaking a comprehensive initiative to rejuvenate the ecological integrity of Hillside Woods and Park, spanning 100 acres. This natural reserve faces multiple challenges, including diminished understory and plant variety, encroachment by invasive species, soil erosion, and degraded trails. A primary contributing factor to these issues is the excessive population of deer, which has led to the widespread consumption of native plant species and consequent ecological disruptions. The phenomenon of deer overpopulation has inflicted significant damage on forest ecosystems along the East Coast, with Southern Westchester experiencing particularly pronounced effects. In response, the Village secured an urban forestry grant from the Department of Environmental Conservation (DEC) in 2017. This funding facilitated the engagement of a specialized team tasked with conducting a comprehensive assessment of the woods and formulating a tailored forest management strategy. The resulting plan outlined the implementation of a 30-acre deer exclosure within a

section of the park to foster the regeneration of a diverse and robust habitat. It proposed the strategic replanting of trees in areas exhibiting canopy gaps, with individualized protection measures.

The Village recognizes the importance of water conservation and is promoting partner of the EPA WaterSense program. The Village has promoted xeriscaping, the practice of landscaping with minimal use of water, and posts information about how residents can conserve water in both homes and gardens on its website.

The Village understands the impact of GHG emissions on the earth's atmosphere and has been taking action to reduce the community's contribution by reducing waste. For years, the Village has partnered with organizations and government entities to encourage recycling, reuse, repair and composting in the community. The Village provides dedicated recycling bins for cloth items and books that are located in the commuter parking lot. The Village participates in the Helpsy textile pick-up program, which collects recyclable textiles

directly from people's homes. The Village supports volunteer-run reuse and repair initiatives including a Take It or Leave It Garage where residents can donate unwanted items and pick up items they want all at no cost and the Repair Café, where residents can take items to be repaired by local volunteer 'fixers.'

The Village also recognizes that food and yard waste contribute to GHG emissions. Since 2007, the Village Conservation Commission has served as an educational partner promoting household food waste bins, backyard composters and a Love 'Em and Leave 'Em campaign to encourage leaf recycling. In 2018, the Village initiated the Residential Food Scraps Program, which allows residents to drop off food scraps at the Department of Public Works. As documented in its Organics Management Plan (2021), the Village has identified a range of ways to reduce food waste. The Organics Management Plan also provides recommendations of ways to continue reducing food waste, educate the public and ultimately reduce GHG emissions.

The Village prepared a Natural Resource Inventory (NRI) in 2020 (updated in June 2021). The NRI catalogs the natural resources within the Village boundaries and documents their conditions. This document provides the foundation for a full conservation plan and other documents, policies, and recommendations to protect Village resources. The NRI identifies parkland dedication, which is a tool that assists with natural resource conservation by requiring developers to contribute land, or cash in lieu of land, to provide for open space and the recreation needs of the community. In 2021 and 2023 the Board of Trustees dedicated large tracts of Village owned-open space as parkland, theby preserving it perpetuity.<sup>i, ii</sup>

Following the June 2021 update to the Village's NRI, in August 2021, a tree inventory and risk assessment was performed for trees growing in Uniontown Park, Zinsser Park, Pulver's Woods, Rowley's Bridge Trail within the maintained areas of the parks and within 30 feet of trails. The plan provides management recommendations for trees in the inventory and provides a recommended work timeframe and estimated cost. The recommended removal of hazard trees is already well underway.

In September 2024, the Village revised its Green Building Code through Local Law No. 8-2024. This updated code strengthens environmental stewardship by exceeding state and stretch energy code standards for new construction, additions, and alterations to residential and commercial buildings. Focused on minimizing environmental impacts and reducing greenhouse gas emissions, the code advances best practices in all-electric building design, renewable energy integration, and the use of sustainable materials. By prioritizing electrification and resilience, it delivers long-term economic and environmental benefits, including significant

energy and water savings. The code also serves as a framework for diverse projects, such as those initiated by local school districts, fostering a community that is better equipped to mitigate climate risks and promote a sustainable future.

Beginning in 2021, the Village has undertaken an extensive climate action planning process to outline key actions for mitigating and adapting to climate change withing the community and municipality. Building on GHG inventory findings, climate action planning establishes agreed-upon goals, targets, and initiatives to reduce emissions and enhance local climate resilience. In 2022, the Village conducted community workshops to gather resident input on potential climate actions, focusing on areas such as transportation, land use, buildings, energy, waste, water, adaptation, and resiliency. This work has been undertaken in conjunction with other strategic efforts including the development of a Climate Vulnerability Assessment and Climate Adaptation Plan, to ensure a comprehensive approach to sustainability. In November 2024, the Government Operations Climate Action Plan (CAP) was published, detailing actions the local government will undertake to address climate change. The Village continues to engage the community and update its strategies to effectively combat climate change and promote sustainability. While the CAP contains a full list of proposed actions, the following table identifies actions considered as 'High Priority'

Table 5: Community Climate Action Plan Priorities

Community Climate Action Plan Priorities			
Energy Efficiency and Solar	3.1 Explore incentives for projects that improve energy efficiency and incentives such as inspection fee reductions for residents that adopt solar or other energy efficiency home improvements.  3.2 Promote clean heating and cooling as well as replacement of gas-driven appliances with high efficiency electric options (e.g., induction stoves).		
	4.3 Conduct a Solarize 2.0 campaign to encourage residents and businesses to install solar panels, and explore possible group discounts for installing residential solar panels.		
Zero-Emission Fueling Stations	6.1 Expand access to zero-emission fueling stations for use by the public, and explore possible group discounts for installing electric car chargers in residential homes.		
Water Conservation	6.2 Promote the benefits of switching to zero-emission or hybrid vehicles.  11.1 Research and recommend strategies to reduce and conserve water in the community.		
Green Infrastructure & Home Improvements	14.1 Promote awareness of and encourage installation of green infrastructure. i.e., group discounts on permeable paving for driveway replacements etc.		

#### **Climate Smart Communities Actions**

The New York State Climate Smart Communities (CSC) program, launched in 2009, is a collaborative effort among six state agencies. Its mission is to inspire and support local communities in taking steps to reduce greenhouse gas emissions and adapt to climate change. These agencies include the Department of Environmental Conservation (DEC), the New York State Energy Research and Development Authority (NYSERDA), the Department of Public Service, the Department of State, the Department of Transportation, the Department of Health, and the New York Power Authority (NYPA). The program is primarily overseen by the DEC.

Becoming CSC-certified offers numerous benefits for a municipality. Certification actions not only cut costs but also contribute to ecological restoration and climate change adaptation, enhancing public health and environmental quality. They promote energy efficiency and independence, ultimately elevating a community's sustainability and resilience. In addition to the direct benefits, CSC-certified communities enjoy improved scores on certain State grant applications, state-level recognition for their leadership, and access to a network of other certified communities, along with valuable resources, training, tools, and expert guidance. In addition, CSC status may be considered by rating agencies like Moody's as evidence of Environmental, Social, and Governance (ESG) compliance.



Silver Certification; Source: Village of Hastingson-Hudson

To earn the title of a Certified Climate Smart Community, a municipality must adopt the basic CSC pledge and complete and document various actions that contribute to both local climate change mitigation and adaptation. The CSC program provides a structured approach for implementing these climate-smart initiatives and acknowledges communities for their achievements through a rating system with three award levels: bronze, silver, and gold (gold not yet available). The Village established the Climate Smart Communities (CSC TF) in 2019 to assist with documenting actions taken by the Village that are recommended by NYS as part of the CSC program. Since the establishment of the CSC TF, the Village has been designated a silver-certified CSC and

has accumulated 449 points earned from 72 completed actions to date; currently the Village is the highest-ranked climate smart community in the State.

#### Silver Certified Climate Smart Community



This certification is given when a local government has gone beyond the Climate Smart Communities (CSC) pledge by completing and documenting a suite of actions that mitigate and adapt to climate change at the local level.

Of the 422 municipalities registered for the New York Climate Smart Communities, only 14 communities are Silver Certified.

#### **Climate Smart Community Actions**

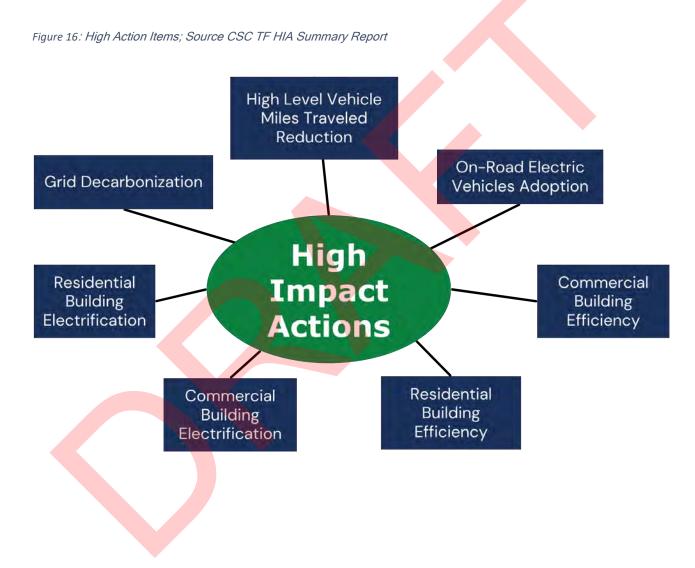
Since 2019, the Village has worked diligently to advance under the Climate Smart Community program and has undertaken many actions that demonstrate its commitment to the program. Some of these actions are described below.

In 2019 and 2020, the Village prepared two GHG reports, one focusing on the community and another on government operations. The reports were prepared in similar fashions and identify the largest contributors to GHG emissions within the community and government operations. As is the case with most municipalities, buildings and vehicles are the largest emitters. Both reports indicate that the next step is to prepare an emissions reduction target and develop an action plan.

In 2020, the Village prepared the Climate Vulnerability Assessment to identify climate-vulnerable assets, systems, and populations within the Village. The Climate Vulnerability Assessment incorporates the NYS Climate Change and Impacts Adaptation Framework to recognize hazards, inventory and prioritize vulnerabilities, and develop recommendations for adaptation strategies.

In recent years, the CSC TF has been working on climate action planning, in an effort to outline key strategies and actions for the community and residents to mitigate climate change impacts and adapt to evolving environmental conditions. Extensive research was conducted, drawing from the experiences of other municipalities and incorporating feedback

from Village staff, Boards and Commissions, and community members. This work resulted in a High Impact Action (HIA) Summary Report and the figure below highlights these High Impact Actions.



The chart below maps how the Comprehensive Plan Climate Smart Communities certification requirements are integrated into the Village's Comprehensive Plan.

Table 6: Climate Smart Recommendations

	nate Smart Communities Plan align with each of the 12 CSC Requirements. Some recommendations in this Comprehensive Plan align with one or mor of the CSC Requirements.	
1.	Support alternative modes of transportation (including strategies for bicycles, pedestrians, public transit, and electric vehicles)	Section 4 - History and Placemaking Recommendations: P5 Section 6 - Economic Vitality Recommendations: E2 Section 7 - Sustainability and Resiliency Recommendations: S2 Section 8 - Recreation Recommendation: R2, R7 Section 9 - Connectivity, Mobility, and Access Recommendations: C1, C2, C3, C4, C6, C7, C8, C9
2.	Promote smart growth principles in land-use policies	Section 4 - History and Placemaking Recommendations: P1, P2  Section 5 - Housing Recommendations: H1, H2, H3, H5, H7  Section 6 - Economic Vitality Recommendations: E1, E2, E3  Section 7 - Sustainability and Resiliency Recommendations: S1, S2, S4,S5, S8  Section 8 - Recreation Recommendations: R1, R2, R3  Section 9 - Connectivity, Mobility, and Access Recommendations: C1, C2, C3. C4, C5, C6, C7  Section 10 - The Waterfront Recommendations: W2, W4, W5

	Conserve natural areas (including strategies to designate open space and protect it from development)	Section 7 - Sustainability and Resiliency Recommendations: S1, S3, S5, S7
3.		Section 8 - Recreation Recommendation: R3
		Section 10 - The Waterfront Recommendations: W5
		Section 4 - History and Placemaking Recommendations: P1, P2, P3 P5
4.	Promote a healthy and safe community	Section 7 - Sustainability and Resiliency Recommendations: S1, S4, S6, S9, S10
		Section 8 - Recreation Recommendations: R4, R6
		Section 9 - Connectivity, Mobility, and Access Recommendations: C4, C6
		Section 10 - The Waterfront Recommendations: W4, W5
		Section 4 - History and Placemaking Recommendations: P5
	Foster equity (including strategies for housing, schools, transportation, recreation, food, and environmental exposures)	Section 5 - Housing Recommendations: H1, H3
		Section 6 - Economic Vitality Recommendations: E2
5.		Section 7- Sustainability and Resiliency Recommendations: S1, S2, S5, S6, S8
		Section 8 - Recreation Recommendations: R2, R6, R7
		Section 9 - Connectivity, Mobility, and Access Recommendations: C1, C2, C4, C9
		Section 6 - Economic Vitality Recommendations: E4
6.	Foster green economic development	Section 7- Sustainability and Resiliency Recommendations: S5, S7
		Section 8 - Recreation Recommendations: R1
7	Decrease dependence on fossil fuels and	Section 7 - Sustainability and Resiliency Recommendations: S5, S8
7.	support energy efficiency and renewable energy production	Section 9 - Connectivity, Mobility, and Access Recommendations: C9

8.	Foster the efficient use of natural resources (e.g., water conservation)	33, 30, 38	
	(c.g., water conservation)	Section 10 - The Waterfront Recommendations: W5	
9.	Promote the development of (or the conservation of) local food systems	Section 7- Sustainability and Resiliency Recommendations: S5, S10	
	Minimize solid waste (including strategies		
10.	to promote recycling and composting or anaerobic digestion of organic materials)	Section 11 - Governance Recommendations: G3	
11.	Protect drinking water sources from	Section 7 - Sustainability and Resiliency Recommendations: S1, S5,	
	pollution	S6	
12.	Promote adaptation to climate change (including strategies related to land use and	Section 7 - Sustainability and Resiliency Recommendations: S1, S2, S3, S4, S5, S7, S8, S10	
	public education and engagement)	Section 10 - The Waterfront Recommendations: W1, W5	

## **Challenges and Opportunities**

The Village has engaged in a range of planning efforts to attenuate flood impacts; however, compelling evidence supports the need to keep up with an ever-changing climate. Understanding the extent and locations of flood challenges Village-wide is important, presenting the opportunity for the Village to gather floodplain data for future projects to understand how flooding could impact the community and its assets in coming decades.

A study of this nature can provide the backbone to direct infrastructure development Village-wide. In addition

to expanding the Village's knowledge of drainage and flooding impacts, the Village also has an opportunity to promote structural flood hazard mitigation alternatives for properties at risk or those that have experienced repetitive loss.

During severe storm and flood events, the Metro-North Railroad tracks in Village the become submerged resulting in closure. and after Hurricane Ida (2021), the sidewalk leading into the train station was destroyed by floodwaters. Periodic inundation of this area presents environmental.

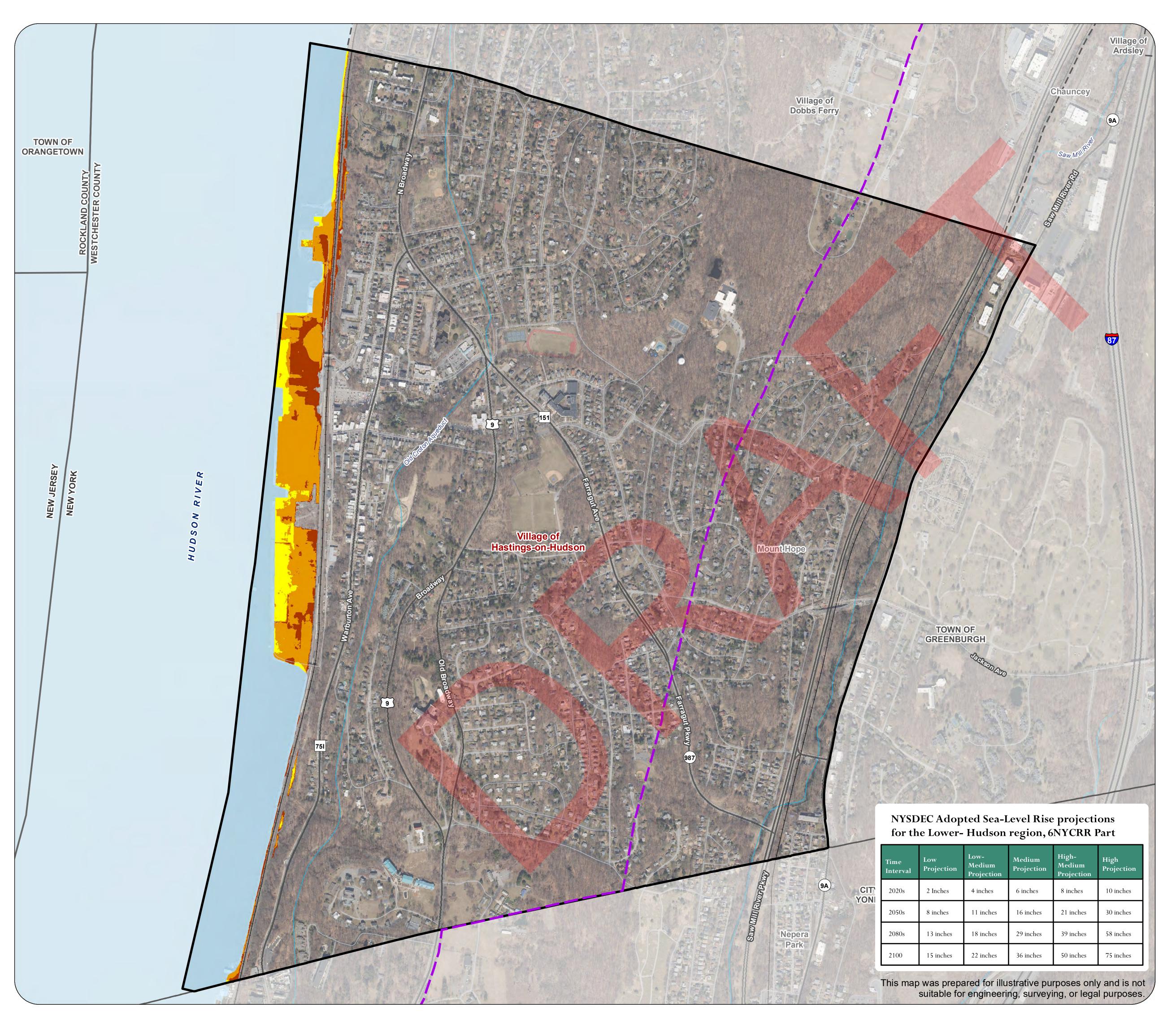


Saw Mill River Parkway flooding, view from Ravensdale Bridge. Source: Village of Hastings-on- Hudson.

economic, and transportation challenges for the Village. The opportunity to mitigate some of the potential flood impacts to the Metro-North Railroad potentially lies within the undeveloped portion of the waterfront in the Village. Sustainably developing the waterfront to include green infrastructure and adequate drainage or redirection of flood waters could be pivotal in mitigating flood impacts on the railroad. Columbia University created the Hudson River Flood Decision Tool, which provides an estimate of inundation at various scenarios of predicted sea level rise. In addition, the map below indicates that flooding will impact the Village's waterfront, with some areas experiencing 72 inches of inundation.

Another challenge facing the Village is the expansion of flood-prone areas. As flooding events become more intense and frequent, areas of the Village may erode quickly, thus expanding the floodplain. Areas that experience frequent and consecutive flooding may retain water for extended periods and form wetlands. Wetlands are known to be critical ecosystems that provide essential habitats, improve water quality, control erosion, sequester carbon, and store floodwater. Given the likelihood of floodplain areas expanding, it is possible that the area of existing wetlands may be enlarged, and the number of individual wetlands may increase. The Village has a unique opportunity to protect these valuable assets and potentially use them to mitigate flood impacts.

Adapting to climate change is challenging, and while precipitation intensity and frequency increase and sea level rises, heat impacts are also a concern, specifically for vulnerable populations like older adults and young children, pregnant women, and those with chronic illnesses. During extreme heat events, the Village updates the community with alerts and indicates locations acting as cooling centers. The James Harmon Community Center (JHCC) and Chemka Pool have been used as cooling centers, and while these locations are critical, they are not open overnight. The Village should consider expaning hours of operation during extreme and persistent heat waves, especially for vulnerable populations.





## VILLAGE OF HASTINGS-ON-HUDSON

Comprehensive Plan & Local Waterfront Revitalization Plan



### **LEGEND**

Village of Hastings-on-Hudson/
Waterfront Revitalization Area

County Boundary

City/Town/Village Boundary

Existing Coastal Area

Railroad

**\*\*** 

River/Stream

**Sea Level Innundation** 

Hudson River Mean High Water

Inundation at 30"

Inundation at 60"

Inundation at 72"

Railroad

Major Roads

Local Roads

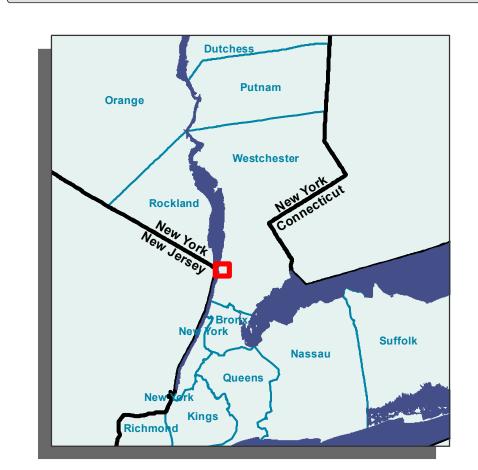
The Hudson River Flood Decision Tool, developed by Columbia University, provides an estimate of inundation at various scenarios of predicted Sea Level Rise. This map illustrates the following Sea Level Rise scenarios which are comparable to the NYSDEC High Projections:

30" Sea Level Rise (2050s)

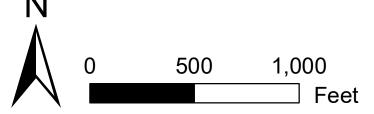
60" Sea Level Rise (2080s)

72" Sea Level Rise (2100)

Area of Sea Level Rise	Acreage	Percentage
Inundation at 30"	7.46	< 1%
Inundation at 60"	32.86	2.45%
Inundation at 72"	43 52	3 25%



Sources: Esri, NYS ITS, DEC, Wetschester County, Village of Hastings on Hudson, Columbia University Hudson River Flood Decision Tool





### **Recommendations**

The following recommendations indicated with the Smart Growth Principle Icon satisfy at least one of the Smart Growth Principles



S1. Improve stormwater and flood management by incorporating green infrastructure techniques, enhancing the stormwater system, and implementing strategies from the Village-wide Flood Study.

This recommendation aims to ultimately promote adaptation to climate change and foster an equitable and resilient community. Undertaking physical improvements to stormwater and flood management in the Village requires integrating green infrastructure techniques, enhancing existing systems, and advancing the Village-wide Flood Study. The Village's steep slopes exacerbate runoff, increasing flood and erosion risks, highlighting the need to identify vulnerable areas and implement sustainable solutions to foster equity and protect the community from environmental exposures. Green infrastructure, encouraged by the Green Building Code and Village boards, can reduce maintenance costs, protect infrastructure, and enhance resilience. The Flood Study, with its phased approach to assessing drainage and hydrology, is crucial for guiding waterfront development, mitigating flood impacts, conserving identified natural areas, unlocking grant funding, and ultimately promoting a healthy and safe community. Coordinating these efforts ensures a more sustainable, adaptive, and resilient community.



S2. Ensure that MTA remains dedicated to the Hudson Line and contributes to the resilience of the Village waterfront.

The Village should collaborate with other Rivertowns to ensure that the Metropolitan Transportation Authority (MTA) remains committed to the Hudson Line. The Hudson Line is an essential transportation artery that enhances connectivity, supports local economies, decreases dependency on single occupancy vehicles by facilitating public transport and access to New York City. The proposed collaboration between the Village and neighboring communities to protect the line is a strategic initiative that promises significant benefits in terms of connectivity, economic development, equity, and environmental sustainability. The MTA has a vested interest in the sustainability and resilience of the waterfront. In the recent past, flooding caused the closure of the railroad tracks and service interruptions for MTA customers in the Village. The MTA's relationship with the

sustainability and resiliency of the waterfront and Village at large should be taken into account while planning for the future of the Village.

#### S3. Consider developing a local wetland preservation law.

Topography throughout the Village varies and is related to floodplain characteristics. There are a few known wetlands, and given extreme weather events it is likely that the existing wetlands will swell, and the number of identified wetlands may increase. The benefits of wetlands are well known as they generally promote adaptation to climate change. Adopting a local wetland preservation law will not only help preserve and harness these benefits but guide and direct development in the Village. Stipulating what kind of development can occur near a wetland may provide another layer of land use control that is untapped without a local wetland preservation law. A local wetland preservation law could also prohibit filling deposition or regrading that could adversely impact wetlands. The Village can create a permitting process for development on or near wetlands within a specified distance and catalog permitting data. Absent a local wetland law, New York State has recently amended its wetlands law and regulations such that activities within all local wetlands and a 100-foot buffer will now be regulated by the NYSDEC.



#### S4. Maintain current and establish new long-term education partnerships with environmental groups.

Long-term educational partnerships with environmental groups can contribute to and promote the ecological health, sustainability, and resilience of the Village. These partnerships can engage members of the public and raise awareness about critical issues and ecosystems, as well as conservation opportunities throughout the Village and along the Hudson River. Environmental groups have specialized knowledge that can help develop best practices and nature based solutions for managing the Village's municipal services, parks, and the waterfront. Maintaining and creating new long-term partnerships can also help the Village with ongoing climate change adaptation efforts. Collaboration can provide additional knowledge to enable the Village to promote responsible development and long-term resilience and sustainability.



#### S5. Continue efforts to advance under the Climate Smart Community Program.

The Village should continue its efforts under the Climate Smart Community program. These efforts should include preparing or updating laws, policies, inventories, plans and research that guide it toward a more

sustainable future. The Village should undertake specific actions that will make a difference including continuing to preserve natural areas, protect local forests and wildlife habitat, revitalize local community gardens, and conserve precious resources including water. The Village should invest in and encourage green infrastructure and stormwater management and build community resilience to extreme weather events. The Village should continue to foster alternative modes of transportation and encourage green economic development, including shop-local campaigns and the farmers' market. The Village should continue initiatives that encourage residents to reduce waste by recycling and composting, and by inspiring them to make the transition to energy efficient homes and vehicles. Supporting these efforts will help the Village achieve its sustainability and resiliency goals.

## S6. Conduct a feasibility study identifying Village parking areas (including rail commuter lots) as candidates for implementation of green infrastructure.

Implementing green infrastructure elements such as permeable pavements, rain gardens, or roadside ditches reduces the risk of flooding by capturing or redirecting stormwater, improves water quality by filtering potential pollutants, and supports efficient use of natural resources. Green infrastructure elements, like rain gardens or pervious pavements, are often associated with lower maintenance costs and increased equity, health, and safety of communities. Strategically locating green elements in the rail commuter lots and the waterfront may help mitigate flood impacts on the Metro-North Railroad. Green infrastructure implementation also demonstrates a community's commitment to environmental stewardship and provides an opportunity for residents to contribute ideas, resulting in more inclusive and effective projects. The Village should create a complete document identifying the location, type, and benefits of existing green infrastructure projects. This document should be updated iteratively following the implementation of new green infrastructure projects.

#### S7. Support and attract sustainable development along the waterfront and throughout the Village.

Supporting and attracting sustainable development along the waterfront and throughout the Village is crucial for environmental, economic, and social reasons. It helps preserve and enhance natural areas and ecosystems, promoting biodiversity and mitigating the impact of development on water bodies. Sustainable development also fosters economic resilience, attracts environmentally conscious and green businesses, promotes adaptation to climate change, and creates vibrant, livable communities that prioritize long-term well-being and quality of life for residents.



#### S8. Work with organizations to help lower-income residents retrofit homes to conserve energy.

The intention of this recommendation is to promote and foster equity, climate resiliency, and adaptation by supporting renewable energy production and energy efficiency, especially for lower-income Village residents. The Village can work with the New York State Energy Research and Development Authority (NYSERDA) and similar organizations to identify and promote programs to assist lower-income residents with home upgrades to conserve energy. NYSDERA has programs that assist qualified residents with energy assessments and provide energy efficiency financing options. The Residential Energy Assessment program provides qualified residents with a no-cost "top-to-bottom" home energy assessment that identifies root causes of drafts, or temperature inconsistencies, heating and cooling service failures or interruptions, and the like. This no-cost option can help residents identify in-home issues that result in a greater strain on energy grids. NYSERDA also offers residential financing programs that provide qualified residents with a variety of low-interest rate loan options to finance energy efficiency and renewable energy improvements to homes.

#### S9. Work with community members to undertake community resilience mapping.

This recommendation aims to enhance the health, safety, and general welfare of the entire community. Resilience mapping provides information about assets, resources, and hazards within an area. The Village can engage the community to develop resilience mapping to enable residents to react to events quickly. In times when official Village resources may be stretched to capacity, resiliency maps allow individuals to rapidly evaluate needs and cooperate. Resilience maps may highlight community shelter options, areas that may be chemically hazardous in certain events, fire hydrants, medical resources, and sources of drinking water. Resiliency maps will vary from place to place as hazards and assets differ, thus it is important to engage the public to determine potential hazards and risks and identify potential resources aside from official Village capabilities.

#### S10. Continue to support youth engagement in a variety of sustainability and conservation projects.

The Mayor's Climate Youth Council is an excellent example of youth engagement in sustainability and conservation efforts. The Village should continue to encourage and increase the number of opportunities for

youth to learn important environmental stewardship and climate adaptation skills. The Village can expand the Climate Youth Council's efforts by aiding youth in partnering with local or regional organizations with similar missions. The Climate Youth Council can also participate in the Village's community garden to further promote the development of local food systems.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

- H6. Conduct a study on how changes to parking regulations, including minimum parking requirements, can support the development of affordable units. (Housing)
- E3. Support commercial business incubation and adaptive reuse of existing building stock. (Economic Vitality)
- E4. Prepare waterfront redevelopment plan. (Economic Vitality)
- R3. Update the Long-Range Plan for Strategic Management of Parks and Recreation Assets (2016). (Recreation)
- R4. Implement key concepts from the Conceptual Shoreline Design Report (2018). (Recreation)
- C3. Continue supporting circulation improvements. (Connectivity, Mobility, and Access)
- W5. Improve water quality and habitat preservation and restoration through sustainable and resilient design along the waterfront. (The Waterfront)

#### References

Preservation of Parkland Resolution (2021) (PDF)

<sup>&</sup>quot;82-23 Resolution Dedicating Parkland (PDF)



# **8. Parks and Recreation**

# Hastings-on-Hudson

# **GOAL**



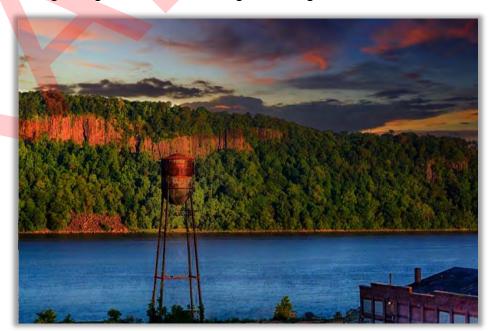
Enhance Village parks, recreational opportunities, and public access along the Hudson River and Saw Mill River.

# **Parks and Recreation Overview**

The Village offers a diverse array of recreational opportunities for its residents and visitors. The Village Parks and Recreation Department oversees roughly 140 acres of parkland and recreational amenities. Their primary objective is to provide year-round recreational options that are accessible to all residents of the Village, aligning with their expressed needs and preferences. Recreation in the Village includes a variety of parks, play lots, pocket parks, trailways, and community services. Currently, long-range planning for the Village's parks and recreational resources is guided by the Village of Hastings-on-Hudson's Long-Range Plan for Strategic Management of Parks and

Recreation Assets. This plan was prepared in November 2016 by the Parks and Recreation Commission, whose primary mission is to promote the Parks and Recreation programming by serving in an advisory capacity to the Superintendent of Parks and Recreation and the Village Board.

The Village's Long-Range Plan for Strategic Management of Parks and Recreation Assets concluded that while the Village has demonstrated a



Water Tower. Source: Community Survey.

commitment to preserving woodland and open space for its residents, the Village must enhance its efforts to preserve its essential recreational assets. The plan also recognizes that the Village is at a key turning point in reclaiming a significant portion of the waterfront and underscores the need to consider park improvements within the context of an overall strategic vision for Village assets and long-range goals that meet the needs of all residents.

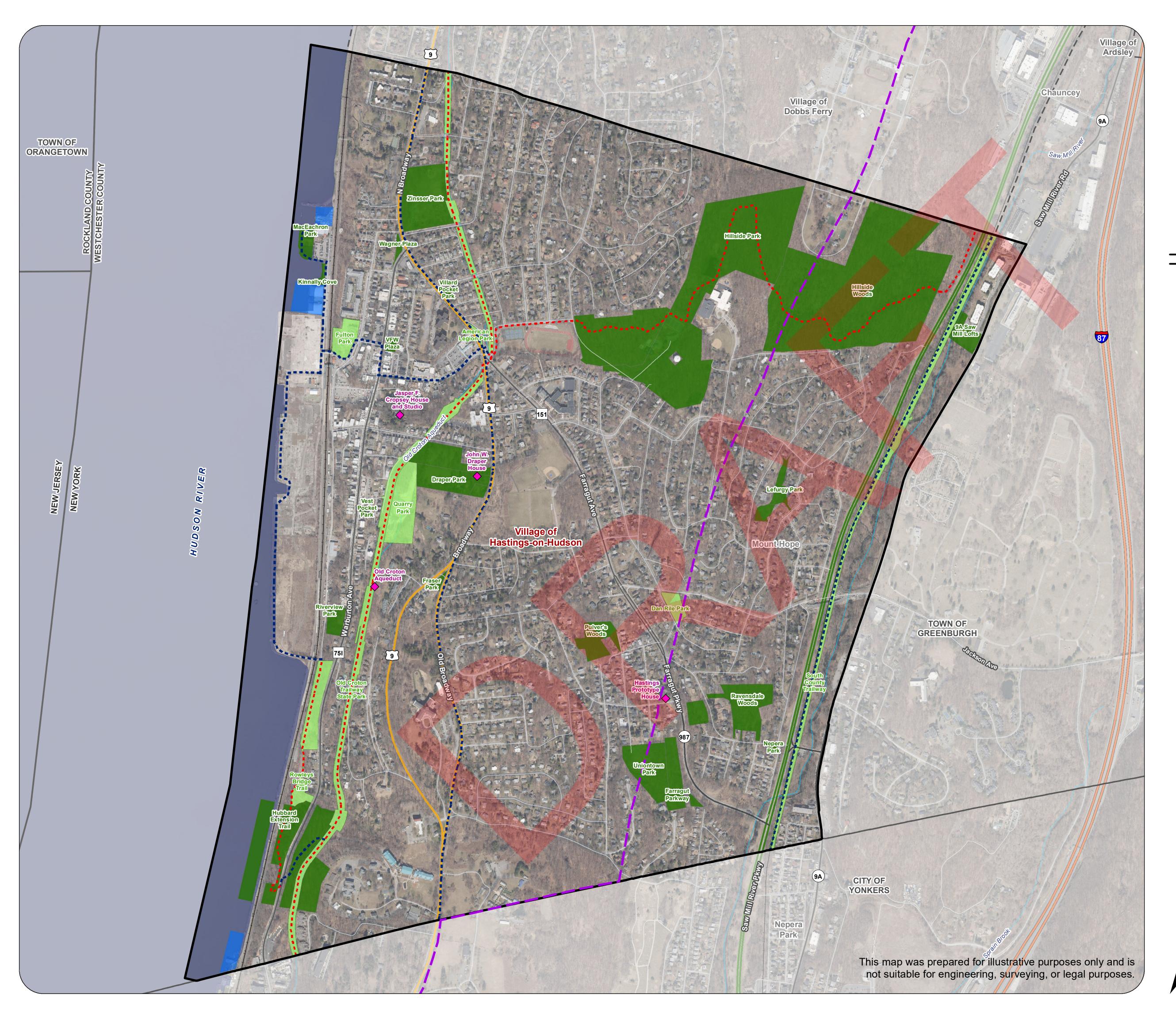
Overall, the Village boasts nearly 160 acres of parkland, which is about 15% of its land area. The following Parks and Recreation Map shows Village Dedicated Parklands, Local, County, and State Parklands, Other Outdoor Recreation and Marinas, and sites on the National Register. Dedicated parkland in the Village refers to land that has been formally designated, by resolution, for public recreational or conservation purposes.

In 2021 and 2023, the Village passed resolutions covering parkland dedications. Both Village resolutions identify all dedicated



Figure 15: Elements of recreation

parkland in the Village. The 2021 resolution can be found here. The 2023 resolution can be found here.





# VILLAGE OF HASTINGS-ON-HUDSON

Comprehensive Plan & Local Waterfront Revitalization Plan



# **LEGEND**

Village of Hastings-on-Hudson/ Waterfront Revitalization Area

County Boundary

City/Town/Village Boundary
Existing Coastal Area

River/Stream
Trails - Paved

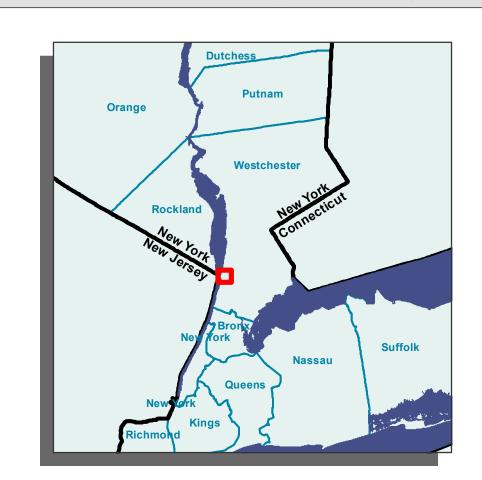
Trails - Unpaved

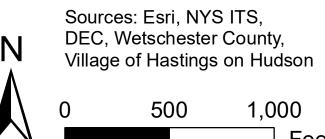
Village Dedicated Parkland
Other Parks (Local, County

Other Parks (Local, County, State)

Outdoor Recreation & MarinasNational Register Sites

Parks and Recreational Areas	Acreage	Percentage
Village Dedicated Parkland	151.06	11.8%
Other Parks (Local, County, and State)	38.96	3.1%
Outdoor Recreation & Marinas	4.99	0.4%
Total Acreage in Boundary	195.01	15.3%







Interstates

US Routes

State Routes

County Routes

Local Roads

• Parkway

Below is a list of recreational assets in the Village of Hastings-on-Hudson:

#### Hillside Woods and Park

Hillside Woods is a 52-acre natural woodland with trails adjacent to Hillside Park. Hillside Woods was acquired by the Village in 1993 because of a community effort to thwart an unsustainable development proposal. Since then, the Woods were left largely untouched. However, gradual changes in the abundance, diversity of species, and deer browsing within Hillside Woods have sparked the Village's interest in forest management. Recently, volunteers assisted in the Hillside Woods Restoration Project by ushering deer out of the new 30-acre enclosure in an effort to allow a succession of native plants. The woods offer nature walks, bird watching, and connects to Hillside Park.

Located east of Reynolds Field, Hillside Park is a scenic 48-acre wooded area that contains Chemka Pool, Sugar Pond, and four tennis courts. The Village purchased the 48-acre parcel in 1941. In 1961, 13 acres were dedicated



Hillside Woods and Park Sign. Source: Village of Hastings-on-Hudson

to the Hillside Elementary School in exchange for property next to Reynolds Field.

Hillside Park is part of a larger dedicated open space area that also includes Hillside Woods. An adopted resolution in 2021 dedicated Hillside Park and Hillside Woods (100 acres in total). The park is the largest in the Village, and it is used by residents of all ages and the Village of Hastings-on-Hudson Union Free School District.

The village website has a map of Hillside Woods and Park, which was prepared as part of the Hillside Woods Restoration Project.

#### Chemka Pool

Chemka Pool (located in Hillside Park) is one of the main recreational facilities in the Village. The facility offers a three-pool complex with a spray pool, training pool, and a larger L-shaped pool. The facility also offers locker room facilities and a concession stand. Pool programming includes a summer camp, swimming lessons, adult and senior fitness programs, family events, and on-site food and snack options. Memberships to the Chemka Pool are available to Village residents and non-residents.

# **Sugar Pond**

Located in Hillside Park, Sugar Pond is a well-known and long-standing recreational and educational asset to the community. Beyond supporting a healthy and diverse wildlife community, it is known as one of the best

locations in the County for recreational birdwatching during migration season. Sugar Pond also offers fishing and a walking path around the perimeter of the Pond (as part of the larger Hillside Woods trails); the pond serves as an educational resource for students through the school district's Science Department. During winter, when the Pond freezes over, it can be used as an ice-skating rink, and the Parks and Recreation Department staff regularly checks the thickness of the ice and provides updates on its condition.

#### MacEachron Waterfront Park

MacEachron Waterfront Park is a 1.3-acre park located on the east bank of the Hudson River at the northern terminus of River Street. It is one of two waterfront parks in the Village. The park is furnished with picnic tables and playground equipment. It also boasts panoramic views of the Hudson River and a stunning view of the Palisades.



MacEachron Waterfront Park. Source: M.J. Engineering and Land Surveying

MacEachron Waterfront Park also hosts the Sunset Concert Series. The events are usually held in June and July and often feature regional and national acts. They are open to all ages, and community members are encouraged to bring blankets and chairs for gathering at the park.

Given the park's location along the Hudson River, it has become susceptible to shoreline erosion, wave action, and flooding. In December 2019, the Village received a \$50,000 grant from the New York State Department of Environmental Conservation's Hudson River Estuary Program to develop plans to advance the park's environmental sustainability by making the park more resilient and providing access to the Hudson River. The Village has also recently received a grant for \$500,000 from the New York State Office of Parks Recreation and Historic Preservation to design and construct resiliency improvements for MacEachron Park in combination with a \$3,000,000 contribution from BP Arco.

# **Kinnally Cove Park**

Also located along the east bank of the Hudson River and just south of MacEachron Park is Kinnally Cove Park. This park is furnished with picnic tables and benches and offers access to the Hudson River for paddle sports. A 2002 resolution designated Kinnally Cove a designated site on the Hudson River Valley Greenway Trail.



Kinnally Cove Park. Source: Village of Hastings-on-Hudson

#### **Riverview Park**

Riverview Park is nestled between the Metro-North Railroad tracks and Warburton Avenue. Though it is not a waterfront parcel, it offers scenic views of the Hudson River. The park has a picnic area, a bocce court, and a pickleball court. Art is also often on display in the park.

## **Fulton Park**

The Village Library and Municipal Building are located at Fulton Park. This park has benches and offers a view of the Palisades and the Hudson River. Like MacEachron Waterfront Park, Fulton Park has previously held concerts. And in 2019, Fulton Park hosted the Compost Carnival as part of the Hastings Farmers Market with hands-on composting activities. It also hosts the 9/11 Remembrance events.



Riverview Park. Source: Community Survey.

#### **Pocket Parks**



Small, urban, or semi-urban green spaces that range in size and are designed for localized recreation and community engagement.

These compact spaces typically optimize underutilized or undeveloped land in densely populated settings to provide aesthetically appealing and accessible environments within communities.

#### **Pocket Parks**

The Village has several pocket parks. These intimate recreational areas provide opportunities for relaxation, socialization, and outdoor activities, contributing to the community's physical and mental well-being. Pocket parks also often serve as aesthetic focal points, improving the visual appeal of neighborhoods and potentially increasing property values. These compact green spaces promote a sense of community pride and connectivity, fostering a strong local identity within the village.



Senior Citizens Vest Pocket Park. Source: Village of Hastings-on-Hudson.

# Senior Citizens Vest Pocket Park

The Senior Citizens Pocket Park is located just south of Warburton Avenue and Division Steet on Warburton Avenue. It is gated and offers bench seating and chess tables.

#### Villard Pocket Park

Villard Pocket Park is located on the southeast corner of Broadway and Villard Avenue. The park has bench seating and green space with tree cover for passive recreation and offers a view of the Palisades to the west. Villard Pocket Park also hosts the Annual Sakura Matsuri Cherry Blossom Festival, which holds performances including swordsmanship, martial arts, and music, and activities like shodo (calligraphy), origami, and a community haiku.

#### **Pollinator Gardens**

Enhance community recreation by providing visually appealing spaces that support bees and butterflies. The vibrant flowers and buzzing pollinators add aesthetic value, promoting tranquility and connection with nature, while also contributing to educational opportunities and fostering appreciation for biodiversity among recreational users.

The Village of Hastings -on-Hudson recognized the importance of pollinators and their dire need of support and launched this community initiative in 2020. The Hastings Pollinator Pathway supports the community of pollinators by linking green spaces through networks of pollinator gardens on private and public land.

#### VFW Plaza

VFW Plaza is a pocket park located on the east side of Warburton Avenue at the eastern terminus of Spring Street. The park provides an ADA-accessible ramp to a landing with benches. It offers a green space for passive recreation and cross-access to Whitman Street. This park also serves as the unofficial 'village square', as it is often used for concerts and formal events, including the Memorial Day commemoration.

# Wagner Plaza

Wagner Plaza (pocket park) is located on the northwest corner of Warburton Avenue and Broadway. It offers green space, bench seating, and a paved area with historical signs offering context about the Village's history during the Revolutionary War.

# Reynolds Field Entrance

The Reynolds Field Entrance is a small pocket park located on the northeast corner of Chauncey Lane and Baker Lane and adjacent to the Old Croton Aqueduct Trail. This space provides a beautiful entrance to the greater Reynolds Field Park, which is owned and controlled by the Village's school district. The pocket park features a pollinator garden that is part of the Hastings Pollinator Pathway project and an interpretive map highlighting historical locations in the Village.



Bumble Bee. Source: Hastings Pollinator Pathway Project

### **Purple Heart Village**

By order of the Board of
Trustees of the Village of
Hastings-on-Hudson, the Village
is declared "A Purple Heart
Village" in May 2017

The Village acknowledges the heroic contributions and sacrifices of the residents who served in the Armed Forces and commemorates their acts of bravery with pocket parks.

# American Legion Plaza

The American Legion Plaza runs parallel to Broadway and Baker Lane near the Main Street and Broadway intersection. This pocket park provides green space along Broadway and Baker Lane with a garden memorializing the Village's status as a Purple Heart Village. The space also functions as a buffer between the busy traffic along Broadway and the residences on Baker Lane.

# **Neighborhood Parks**

While these parks are called neighborhood parks, they are not exclusive to any one neighborhood and can be used by all community members. The following parks are identified as neighborhood parks as they are associated with neighborhood clusters and vary in size compared to Hillside Park and Woods and the Village's various pocket parks.

## Reynolds Field

Reynolds Field is an 8-acre park located along Chauncey Lane. The facility can be accessed by Chauncey Lane or Hillside Avenue. Reynolds Field contains a multihoop basketball court, four (4) tennis courts, a playground, track and field sporting amenities, and a grass field that is used for soccer and football. This facility is owned and maintained by the Village of Hastings-on-Hudson Union Free School District, but the Village owns and maintains the playground equipment. During the winter season, community members use the hill at Reynolds Field for sledding.



Reynolds Field Sign. Source: M.J. Engineering and Land Surveying.

## **Community Gardens**



Offer a variety of benefits and foster a sense of community by providing a shared space for residents to connect.

Community gardens in the Village were originally created as Victory gardens during WWI. The Zinssers gave the parcel to the Village so that residents could grow fruits and vegetables during the war.

These gardens promote local food production, contribute to food security, and enhance the aesthetic appeal of neighborhoods, promote environmental sustainability, and provide opportunities for education and skill-building in gardening and horticulture.

#### The Burke Estate

Located between Farragut and Broadway is the Burke Estate. This 22-acre parcel has a significant historical legacy in the Village. The property was once the estate of actress Billie Burke, who lived there with her husband, Flo Ziegfeld. Currently, there are three large multipurpose fields, a baseball field, and a garage in the park. The recreational areas and playing fields are used by many community members



Burkeley Crest: Source; retrieved from Hastings Historical Society

and are owned and maintained by the Hastings-on-Hudson Union Free School District. The park includes some of the Village's only wetlands. Recently, there have been discussions between the School District and the Village regarding the School District donating a small area of the Burke Estate to the Village for development of a skate park.

#### Zinsser Park

Once the estate of Frederick Zinsser, who owned a chemical company on the waterfront, Zinsser Park is located on the east side of North Broadway. It is approximately seven acres and features softball and baseball fields, a batting cage, a picnic area, a playground, and about 75 Community Garden plots. The Old Croton Aqueduct Trail runs along the east side of Zinsser Park, providing cross-access between the trail and the park. The park also features a small creek with nearby seating adjacent to the playground.



Community Gardens in Zinsser Park. Source: Hastings Pollinator Pathway Project

## Draper Park

Draper Park is located on the corner of Washington Ave and Broadway. Draper Park has a rich history in the Village. Initially established as a private preserve, later managed by a nature conservancy, and currently designated as a village park, this area originated from the John William Draper estate. It has been dedicated to educational pursuits and serene recreational activities. Draper Park is a neighborhood park that contains picnic areas and hosts scout campouts and musical performances and

allows for passive recreation.

#### Uniontown Park

Uniontown Park is located at the south terminus of Rose Street. It has a motor vehicle parking lot, a youth baseball field, batting cages, a playground, a picnic area, a basketball court, and pickleball courts.



Draper Park. Source: Village of Hastings-on-Hudson

# Quarry Park

Quarry Park and the Quarry Railroad Trail are located on a 5.5-acre site along the Old Croton Aqueduct Trail. south of Washington Ave. and adjacent to Draper Park. The park marks the site of the Village's first industry, a historic 19th-century marble quarry that supplied marble for many noteworthy historic buildings along the East Coast. The site was a village dump from 1964 and was remediated and restored as parkland in 2023. It has been converted into a scenic refuge that offers all native, pollinator-friendly plantings, walking paths, rolling meadows, a small forest, seating areas, interpretive signage,



Quarry Park and Railroad Trail. Source: Friends of Quarry Park.

and spaces for open-air gatherings. The park connects to the Quarry Railroad Trail, a rail-to-trail footpath leading to Warburton Avenue and the downtown area, as well as the Hastings waterfront, contributing to walkability in the village.

#### Pulver's Woods

Pulver's Woods is located on roughly three acres of land and is surrounded by Village residences. The woods contain a trail system that is used by residents of all ages. The trailhead and access to the larger Pulver's Woods are located at the northern end of James Street.

# The Village has several trail systems, including:



Old Croton Aqueduct Trail. Source: MJ Engineering, Architecture, Landscape Architecture, and Land Surveying.

# The Old Croton Aqueduct Trailway State Park

Although no longer the primary water source, the Old Croton Aqueduct continued supplying water until 1965. In 1968, a section became part of the Old Croton Aqueduct State Historic Park—a 26.2-mile trail winding through urban centers and historic sites, inviting outdoor enthusiasts to engage in various scenic recreational activities like walking, running, bicycling, birdwatching, cross-country skiing, and sometimes horseback riding. The trail extends throughout the west side of the Village from north to south.

# The South County Trailway

Located along the east side of the Saw Mill River Parkway in the Village is The South County Trailway, which follows the former New York and Putnam Railroad railbed in Southern Westchester County. This 14.4-mile trail runs through Westchester County and is part of a larger four-trail system, including the Old Putnam Trail to the south and the North County Trailway and Putnam Trailway to the north, collectively offering 45 miles of mostly off-road travel along an old railroad corridor. The trail is paved and mostly screened by trees providing a remote feel for walking, running, and bicycling.

# Rowley's Bridge Trail and The Hubbard Trail Extension

The Rowley's Bridge trail and The Hubbard Trail Extension are located just south of Riverview Park and west of the Old Croton Aqueduct Trail. The trails are accessed from Southside Avenue and the Old Croton Aqueduct Trailway. These connecting trails provide scenic views of the Hudson River, Palisades, and Rowley's Bridge. The Village has recently received a grant from USDA to make improvements to the Rowley's Bridge extension to improve the health of forested areas. The grant is for forest maintenance including invasive and hazard tree removal and new native tree planting and care.

Other recreational opportunities in the Village include:

# The Public Library

The village's public library is located at 7 Maple Avenue. From a recreational standpoint, the library offers a quiet space to read and panoramic views of the Hudson River and Palisades. In addition, the library hosts book clubs, various children's activities, lectures, knitting circles, and a seed exchange.

## **James Harmon Community Center**

The James Harmon Community Center (JHCC) is located at 44 Main Street and is home to the offices of the Parks and Recreation Department, Technology Department, Youth Advocate, and Senior Advocate. The Youth Advocate Program operates a food pantry on the lower level. The JHCC also regularly hosts blood drives, children's activities, committee meetings, various after-school activities, educational programs, and senior activities and programming.



James Harmon Community Center. Source: Village of Hastings-on-

# **Challenges and Opportunities**

The variety of recreational resources in the Village presents abundant opportunities that can enhance the quality of life in the community. While the parks, trails, and public and private recreational facilities within the Village benefit residents, they also serve as an attraction for visitors and those looking to relocate to the Village. Recreation is essential for creating a vibrant and healthy community by promoting physical, social, and cultural well-being. It enhances the overall attractiveness and economic vitality of a municipality, making it an appealing place to live, work, and visit.

There are opportunities to form new partnerships and maintain or expand existing partnerships with the many organizations in the Village that contribute to its recreational assets. For example, the Village has a busy Downtown Advocate who assists the Village with recreational programming, and the Union Free School District and the Village have a history of working together on park-related opportunities and challenges. Existing and ongoing partnerships between the Village and these organizations to help implement capital projects, provide recreation programming, and share knowledge should be continued.

Historically, the Village has successfully engaged in efforts to improve parks and recreational assets as needed. In 2016, the Village Parks and Recreation Commission completed the Long-Range Plan for Strategic Management of Parks and Recreation Assets, detailing the overarching needs and long-term vision for Villagewide recreational assets. However, the foundational data in the plan is now over a decade old, and an update would be valuable.

The relationship between current and updated plans that identify needs, goals, and visions for a community or component of a community (i.e., recreation) and a municipality's ability to obtain funding is significant and often pivotal. The Village has an opportunity to use the framework of the Long-Range Plan for Strategic Management of Parks and Recreation Assets and update the plan with more recent data. The plan can also be updated by directly addressing deer over browsing - a critical issue in the Village's parks, particularly Hillside Woods. The Village has made efforts to create a 30-acre enclosure in Hillside Woods to prevent deer from over grazing and to allow the development of native plants. In 2014, the Village partnered with The Humane Society of the United States and Tufts-Cummings School of Veterinary Medicine to engage in the deer immunocontraception research project to reduce the deer population through an injectable contraceptive. Moving forward, the Village can work and partner with various stakeholders and experts to tackle deer management.

The Long-Range Plan expressed a need to align with nationally and locally growing trends for healthier communities. The village has an opportunity to cater to this need by expanding active recreational opportunities.

As discussed in Section 1, *Introduction*, an online community survey was developed to gather input from the community members, residents, visitors, business owners, and other stakeholders about the Village. The following data was received through the community survey:

- √ 53% of survey respondents indicated that access to recreation in the Village is highly valued.
- Roughly 73% of respondents indicated that they enjoy the parks and recreational opportunities that the Village has to offer.
- Protection of natural resources and open space and public outdoor recreation was encouraged by 97% of respondents.
- ✓ Respondents were asked to indicate activities they like to do within public spaces in the Village.
  - Almost 90% of respondents participate in hiking or walking.
  - Nearly 41% of respondents participate in canoeing or kayaking.
  - About 22% participate in boating or sailing.

The data from the Community Survey shown above indicates community support for expanded and enhanced recreational opportunities in the Village.

According to the community survey, making the waterfront accessible for recreational use was the top desire: however, only 41% of respondents kayak or canoe, and about 22% of respondents go boating or sailing. The reason for these lower response rates may be due to the fact that water-dependent recreational opportunities are limited because of the current state of the waterfront. The Village has a unique opportunity to transform the largely undeveloped waterfront to cater to the desired recreational needs of the community.

The Village's waterfront has a complex industrial history which poses significant development challenges for the community today. To the west of the Metro-North Railroad tracks, some parcels along the waterfront have existing soil and groundwater contamination. The parcels on the southern end of the waterfront have been remediated but are not accessible except across BP ARCO property. The parcel of land owned by BP ARCO is still polluted and unusable, which limits options for any type of redevelopment.

Vehicular, pedestrian, and bicycle access to the waterfront remains a challenge for residents, visitors, and property owners alike. The southernmost bridge over the Metro-North Railroad tracks is unsafe and needs to be rebuilt, and currently, the only point of access to the waterfront is by the Dock Street bridge over the railroad

tracks. Sidewalks are not continuous in this area, and no crosswalks or bicycle lanes are provided. All forms of access to the existing waterfront, and particularly the parks, need to be improved.

As mentioned above, there is considerable community support for recreational access. About 83% of the community expressed a desire for better access to the waterfront and its offerings. The lack of non-vehicular access to the waterfront is a challenge for the Village, and the community supports overcoming this by enhancing access, particularly non-vehicular access.

# **Recommendations**

The following recommendations indicated with the Smart Growth Principal Icon satisfy at least one of the Smart Growth Principles.



R1. Promote adaptive reuse of existing building stock to welcome makers' space/studios with an emphasis on innovation and fine arts, where appropriate.

Encouraging the reuse of existing buildings for recreational purposes, such as arts and crafts workshops, enhances the Village's ethos as an arts hub. By providing spaces for hobbies and activities, the Village could expand recreational opportunities outside of those offered through the Public Library or the James Harmon Community Center.



R2. Conduct a Village-wide trail improvement and access study.

A study identifying physical improvements to support and prioritize alternative modes of transportation will help ensure that trails are well-maintained and accessible to all, which will encourage physical activity and outdoor engagement. Well-maintained and attractive trails can draw visitors and provide a surge in tourism, which in turn can have a positive economic impact. Ensuring that trail systems in the Village are adequate can foster equity and help support the needs of the aging community and can help satisfy the overall encouraged expansion and enhancement of recreational opportunities.



# R3. Update the Long-Range Plan for Strategic Management of Parks and Recreation Assets (2016).

As indicated in the community survey, community members expressed that they value and support the expansion of recreational opportunities in the Village. The Long-Range Plan is outdated, but the Village should use its existing framework to update its data and identify new or anticipated opportunities for well-planned, equitable, and accessible public spaces/recreational assets. The plan can also address conservation of natural areas and current and future upgrades to park amenities like seating, walkways, lighting, and water fountains.

# R4. Implement key concepts from the Conceptual Shoreline Design Report (2018), including opportunities for water-dependent recreational activities.

Access to the Village's waterfront is an untapped resource that remains a concern for the community. In 2018, Roux Associates, Inc. prepared a Conceptual Shoreline Design Report on the former Anaconda Wire and Cable Plant. The report identifies conceptual designs prepared using information from public outreach and stakeholder meetings. The key conceptual designs from this report align with water-dependent uses, habitat creation, shoreline stabilization, and expanded pedestrian pathways along the waterfront area. The village should work to identify which conceptual designs to prioritize and implement.

The community has also expressed interest in utilizing the waterfront. The community survey data shows that recreational opportunities and the waterfront are highly valued. Respondents also indicated that they engage in water-dependent uses. Providing more water-dependent recreational opportunities will have a profound impact on the future use(s) of the waterfront, enhance the, health, safety, and quality of life among residents and visitors, and generate economic revenue.

# R5. Promote and potentially expand existing artistic and cultural attractions.

The Village has numerous cultural and artistic attractions that reflect the Village's history and transformation. The Village Arts Commission assists the Village in utilizing indoor and outdoor spaces, like the Municipal Building and the various park spaces, for venues that display different types of media. Expanding these existing attractions that reflect the spirit and culture within the Village would enhance community identity, educational opportunities, quality of life, economic impact, and cultural tourism. This also adds a layer of richness to the community that transcends the local economy by creating a more culturally vibrant and artistic environment.

# R6. Consider expanding recreational opportunities for the full spectrum of older residents, including those with limited abilities.

This recommendation aims to foster equity and improve the health and safety of the community by improving access to recreation. The Village's recreational needs differ between age groups, and those different needs become pronounced, especially in the 65-year-old and older age group. There are older community members who are highly functional and those who may be limited by health conditions. The JHCC is a central location where a variety of recreational opportunities are offered, largely to older adults and youth. The Village can consider expanding its activities to accommodate age cohorts that may have limited abilities by collaborating with other Village organizations that provide recreational activities to specific age cohorts.

## R7. Explore opportunities to improve all forms of access to the waterfront.

Access to one of the Village's greatest assets, the waterfront, is limited. The Metro-North Railroad bisecting the Village and a lack of adequate infrastructure hinder access. Currently, the only means of access to the waterfront is the Dock Street bridge, which has narrow and limited sidewalk segments. The Village should explore opportunities to foster equity and access by implementing crosswalks, bicycle access, and continuous sidewalk segments to the waterfront to improve access for people of all abilities.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

- E4. Prepare waterfront redevelopment plan. (Economic Vitality)
- S6. Conduct a feasibility study identifying Village parking areas (including rail commuter lots) as candidates for implementation of green infrastructure. (Sustainability and Resilience)
- W1. Conduct a focused planning study to examine appropriate waterfront uses targeted to the southern waterfront area. (The Waterfront)
- W4. Expand access to the waterfront and recreational opportunities along the waterfront. (The Waterfront)



# 9. Connectivity, Mobility and Access

Hastings-on-Hudson

# **GOAL**



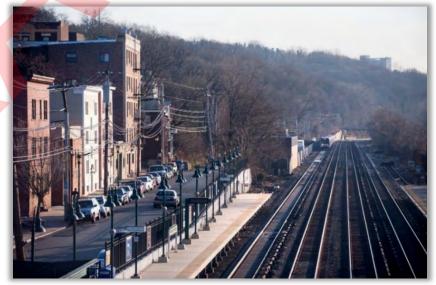
Strengthen Hastingson-Hudson's mobility, access, and multimodal connectivity.

# **Connectivity, Mobility and Access Overview**

Transportation and mobility are not just about moving vehicles but moving and connecting people. An efficient and effective transportation network provides for a variety of travel options: by car, on foot, by bus, or by bike. This can include intra-Village travel, as well as connections to nearby towns and New York City. This section will discuss the options available to residents and the opportunities and challenges that make these options more efficient.

The Village Department of Public Works is responsible for the maintenance of village-owned property, including streets, parking lots, public buildings, sidewalks, and streetlights. The

Department is responsible for cleaning and snow, ice, and leaf removal operations and for keeping approximately 32 miles of Village-owned streets in good repair. Cleaning and snow removal for County and State roads within the Village are provided under contract. The maintenance of sidewalks, including snow removal, is the responsibility of the property owner. Warburton Avenue and Farragut Avenue are county-owned, while Broadway and Farragut Parkway are owned by the State.



Metro-North Railroad Tracks, Source: New York Times,

The Village also has a Safety Council, a committee that works on issues related to connectivity, mobility, and access. Topics the Council addresses relate to sidewalk hazards, traffic flow, lighting, and street conditions. The Safety Council's meeting agendas describing its ongoing efforts can be found on the Village website. The Safety Council makes recommendations to the Board of Trustees.

In addition, the Transportation Working Group (now sunset), assisted the Village in prioritizing pedestrian improvements and traffic calming measures. The Group developed a holistic approach to addressing long-term community issues and resident concerns. Specific challenges and opportunities identified by the Transportation Working Group dealt with traffic volume, vehicle speed, and pedestrian safety. The recommendations of the Transportation Working Group can be found in Appendix G.

Connectivity within the Village consists of public-transit routes and major roadways that run in a north-south direction, with smaller arteries moving traffic west and east. Access between the Metro North train station near the Hudson River, the downtown area, and the cluster of neighborhoods that radiate from the downtown area are primarily facilitated through a network of roadways, sidewalks, and stair pathways. The Village also has various trailways, some pass through the entire length of the Village. Like all modes of available transportation, the trailways are also essential to the fabric of the Village and are used by all residents, including walkers and bicyclists.

Westchester County has available a Transportation Demand Management Toolkit and has also developed a Mobility & Transit Plan, both of which can be utilized by the Village in the specific project review process.

## **Trailways**

## South County Trail

The South County Trailway is located on the East side of the Saw Mill River Pkwy and extends through the entire Village. The trailway consists of a 14.1-mile paved bicycle/pedestrian path located on the land of the former Putnam Division. There is a trailway entrance on Farragut Avenue.

## Hastings-on-Hudson Trailways

These Village-owned pathways allow residents to travel on foot quickly and safely. These paths and staircases connect one street or neighborhood to the next. Some of the paved staircases and paths created decades ago

need to be repaired. Some unpaved trails are well-known and run through Hillside Park, Zinsser Park, and Burke Estate.

## Old Croton Aqueduct Trail System

This is a linear trail that passes through the Village from north to south and offers a scenic path over the underground aqueduct. The trail connects the Village to Dobbs Ferry and Northwest Yonkers. While there are many access points, some can be found near Reynolds Field, Route 9, and along the Washington Avenue and Aqueduct Lane intersection.

# Roadways

Running north and south and paralleling the Hudson River are Broadway (U.S. Route 9) and Warburton Avenue. To the north, Broadway connects the Village to Dobbs Ferry. At the northern gateway to the Village's downtown, Warburton Avenue intersects with Broadway near Wagner Plaza; both roads then continue south into the much larger city of Yonkers. To the east, the primary access point is Ravensdale Road via the Ravensdale Bridge.



Warburton Avenue. Source: Village of Hastings-on-Hudson

The Saw Mill River Parkway runs along the eastern

edge of the Village and is the primary vehicle access route. While the NYS Department of Transportation provides Average Annual Daily Traffic (AADT) data for most roads, no data is available for the portion of the Saw Mill River Parkway inside the Village boundaries. However, just outside the Village's southeastern border, the Saw Mill River Parkway serves up to 75,000 vehicles per day on average annually and connects to Farragut Parkway (±11,000 AADT) which leads into the heart of the Village. Farragut Parkway turns into Farragut Avenue, which brings motorists to the Five Corners intersection. At this intersection, Farragut Avenue leads onto Broadway. This section of Broadway within the Village boundaries serves approximately 10,000 vehicles per day on average annually.

Warburton Avenue runs through the Village's downtown area and serves about 6,000 vehicles on average per day and serves about half the number of vehicles compared to the other main routes in the Village. This is due to several factors but underscores the downtown area's compact nature and connectivity.

# Walkability

Walking is largely ingrained into the Village's culture, and many residents travel on foot to the Metro North train station, the commercial district downtown, and local schools. Others walk for recreational purposes along the railways that run through and alongside the community.

The walkability of the Village is facilitated by the community's compact nature and its unique series of pathways and stairs. This stair network was created in the early 1900s, when many neighborhoods were built, at a time when few residents owned automobiles. The intention was for residents to be able to walk to the downtown area (and the train station), as well as the "Old Put" train line that was operational on the eastern side of the municipality at the time. Some of the pathways and stairs are no longer functional and the ownership of others has been transferred to nearby homeowners, but some are still Village-owned.

Several factors can impact walkability for residents. The steep terrain that characterizes much of the Village can be challenging for people of all abilities, so it is important to maintain pedestrian infrastructure to ensure accessibility. Sidewalks that have fallen into disrepair or a lack of sidewalks in critical areas are problematic and create difficulties for people with different abilities.

The Village has demonstrated a strong commitment to enhancing connectivity, mobility, and access through sidewalk construction and improvements on certain routes to schools, parks, and downtown, as well as between certain neighborhoods. Some recent sidewalk enhancements implemented by the Village include:

- √ Hillside Avenue Sidewalk Design (2016)
- ✓ Warburton Avenue Sidewalks and Repaving Design (2018)
- ✓ Ravensdale Bridge Sidewalk Design (2021)
- ✓ Downtown Sidewalk Design (2021)
- ✓ Chemka Pool Road Sidewalk Design (2022)

- √ Chauncey Lane and Reynolds Field Playground Walkway Design (2022)
- ✓ Sidewalk added on Broadway from Washington Ave. To Olinda Ave. (2023)

# **Bicycling**

The Village has committed to improving bike parking and has purchased and installed bike racks in all the parks that are close to Route 9 (Broadway), including Zinsser Park, Reynolds Field, and Draper Park, among others. Bike parking is available at Village Hall, the Village Public Library, the James Harmon Community Center, the train station, and the schools. Bike hitches are also located throughout the downtown area. The Village has made several attempts to develop a bike-share program. There was a discussion of a new bike-share micro-mobility program with municipalities along Route 9 during the Bicycling and Walking Infrastructure Master Plan in 2021. Recently, bike lanes with sharrows and other signage was installed on Farragut Ave with plans for more in the future.

#### **Public Transit**

The Village is situated about 23 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 that pass through the Village, although Amtrak does not stop in the Village.



Metro-North Train Station. Source: M.J. Engineering and Land Surveying.

Metro-North offers many trains from the

Village to Grand Central Terminal in Manhattan during the weekday morning peak hours and trains from Grand Central Terminal to the Village during the weekday evening peak hours along the Hudson Line. On weekends and off-peak during the week, trains run one to two times per hour. According to the MTA website, peak fares

are charged on trains to NYC between 6 a.m. and 10 a.m. and departing NYC between 4 p.m. and 8 p.m. On Metro-North, peak fares also apply to weekday trains that leave Grand Central between 6 a.m. and 9 a.m.

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, one of which is at the newly reconstructed Ravensdale Bridge. 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 area. There are bus stops at various locations in the Village.

In addition, people 65 and older are eligible to receive a Reduced-Fare MetroCard. As part of the program, riders pay \$1.35 per ride and receive a free transfer to another Bee-Line local bus or to an NYC subway or bus. Bee-Line also offers paratransit to people with varying abilities.

#### **Electric Vehicles**

During Earth Month 2021, the Village launched four CEC Community Campaigns. campaigns were part of NYSERDA's Clean Energy Communities (CEC) program, which has continued to the present. One of the Community Campaigns focused on Electric Vehicles (EVs), and its goal was to provide information about owning an EV, the variety of makes and models, and relevant rebates and discounts associated with EVs. The campaign has continued, and as of December 2024, the NYSERDA Electric Vehicle Registration Map indicates that 493 Battery Electric Vehicles (BEVs) and Plug-In Electric Vehicles (PHEVs) were registered as being on the road in 10706, the Village's zip code. The Village is also making an effort to green the municipal fleet: it adopted a Green Fleet Policy in 2021 and has since purchased eight BEVs for the Village fleet.



EV Fair, 2021. Source: Village of Hastings-on-Hudson

## **Recent Projects**

## Bike and Pedestrian Signage (2023)

In 2022, significant improvements were made to Farragut Avenue, including the addition of bike lanes, installation of new crosswalks, and enhancements to signage. Farragut Avenue, home to the Middle and High Schools, witnessed several pedestrian crosswalk upgrades strategically placed near the schools and along the routes typically used by children commuting to school. A pivotal safety initiative transpired in September 2018 when the Village enacted a local law to reduce the speed limit in the school zone to 15 MPH. Subsequently, corresponding signs were installed in 2019, further contributing to the overall safety enhancements in the vicinity of the school.

# Bicycling and Walking Infrastructure Master Plan (June 2021)

The Village's Bicycling and Walking Infrastructure Master Plan calls out and celebrates the Village's distinct character with its naturally walkable and bikeable surroundings. This Plan addresses the safety and mobility of all road users, especially vulnerable populations such as older and younger individuals and those with mobility disabilities. It is designed to encourage and facilitate active transportation, such as walking and bicycling, to improve safety and access to schools, parks, shopping, and employment. This plan builds upon the Village's previous work on bicycle and pedestrian safety issues.

# Ravensdale Bridge/Ravensdale Road (2019)

The Village collaborated extensively with NYS Department of Transportation Region 8 to incorporate sidewalks into the Ravensdale Bridge reconstruction project, thereby connecting the Village to the South County Trailway for the first time.

# Broadway/Route 9 (2018)

In collaboration with four other Rivertowns villages along Route 9 to the north of the Village—Tarrytown, Sleepy Hollow, Dobbs Ferry, and Irvington—the Village created a corridor-wide plan to improve safety for pedestrians, bicyclists, and transit riders along this corridor that serves as the "Main Streets" for these villages. The Route

# Safe Routes to School Program



Adopted by the Village when it began implementing its Complete Streets Policy.

The Program enables community leaders, schools, and parents to improve general safety, with the goal of encouraging more children to walk and bike to school.

The Village has initiated multiple pedestrian and bike-friendly traffic-calming measures that benefit students walking and bicycling to school.

9 design also includes a direct connection to the Mario M. Cuomo Bridge for the Village and the surrounding areas. In August 2022, NYSDOT advised that it would prepare preliminary engineering to evaluate Complete Streets in the Route 9 corridor. The DOT retained WSP Engineering, and engagement with the villages began in October 2023. A draft scoping project report was shared in the fall of 2024.

## Pedestrian Safety

The Village invested in sidewalk improvements, including along Hillside Avenue in 2016, a key route for children walking to the Elementary School, and in 2019



New Bike Lanes on Farragut Ave. Source: Village of Hastings-on-Hudson.

along Warburton Avenue, an important route into the Downtown for residents, retailers, and shoppers. The Warburton Avenue sidewalk also provides access to Riverview Park and Vest Pocket Park, both of which offer residents a welcome respite from the bustle of the Village. In addition, the Village installed a short yet geographically significant stretch of sidewalk on the west side of Washington north to the existing sidewalk in front of 445 Broadway.

Below are additional crosswalk and sidewalk improvements recently made within the Village.

- ✓ Installation of four stop signs on High Street to calm traffic in the Southern Corridor (at Rose, James, Warren, and Harvard).
- ✓ Installation of stop signs on Hillside Avenue at the entrance to Reynold's Field.

- ✓ Installation of crosswalk at Villard and Croton Aqueduct as well as at Chauncey Lane and Croton Avenue.
- ✓ Installation of "No Trucks" signs at James Street, High Street, Olinda Avenue, and Pinecrest Parkway.
- ✓ Addition of ADA-compliant curb ramps to all sidewalks during Warburton Avenue repaving.
- ✓ Reduced speed limit on all Village and County roads to 25mph.
- ✓ Installation of marked crosswalks with pedestrian stanchions at multiple locations, including on Warburton Avenue, as well as on Broadway after repaying.
- "No Turn on Red" sign was added to the Fraser Place crosswalk, and the crossing signal was extended for four seconds before the light turned green to allow pedestrians to enter the crosswalk and become visible to drivers.
- ✓ Improvements to stairs in several locations across the Village including between 11 West Main Street and Southside Avenue and between the Old Croton Aqueduct Trail and Southside Avenue.
- Landscaping, including preserving street trees, was part of the Hillside Avenue sidewalk project, the Uniontown playground parking lot development, and the repaving and upgrades to Warburton Avenue.
- Two major streets through the Village (Broadway and Warburton Avenue) were resurfaced and repainted with narrower traffic lanes.
- A major street that bisects the village (Farragut Parkway) was resurfaced and repainted, with narrower traffic lanes and bike lanes added.
- The Village conducted a study to assess the viability of reducing the speed limit village-wide and implemented the findings.
- The Village conducted a study to assess the viability of adding crosswalks on Warburton Avenue at Pinecrest and Divison.

The Village bonded funds in 2020 for improvements in crosswalks that will enhance safe paths to school, as well as a sidewalk design for new or upgraded sidewalks that will use the school as the focal point for pedestrian activity. The Village has also been awarded grant funding for sidewalk improvements in the downtown area and is pursuing more Community Development Block Grant (CBDG) funding to expand the improvements. According to the Village's Climate Smart Communities Annual Progress Reports from 2020 to 2023, the Village has had about \$1.2 million invested in sidewalk improvements.

# Downtown Sidewalks Project (2022)

The Village successfully executed the 2022 downtown sidewalks project, a venture partially funded by grants and subsequently implemented by the municipality. Beginning in January 2020, the Village secured CBDG grants paving the way for sidewalk installation during the summer of 2022. The project concentrated on enhancing sidewalks along Warburton Avenue and Main Street, key thoroughfares used by commuters accessing the train. The Village completed another CDBG /Village-funded sidewalk on the west side of Warburton in 2024. The Village is seeking additional CDBG funding to implement new projects in 2025 and beyond



New Sidewalk along Warburton Ave. Source: Village on Hastings-on-Hudson

# Complete Streets Policy (2014)

The Village adopted a Complete Streets Policy that requires it to consider multimodal transportation impacts and opportunities when implementing any roadway capital projects, including repaving, on Village streets. Since then, the Village has tracked implementation.

# Speed Limit Changes and Other Traffic Calming Measures

In 2018, the Village adopted a local law regarding school speed zones, limiting speed to 15 mph in the vicinity of the schools. In 2023, the Village retained a private entity to perform a speed study and evaluate the feasibility of reducing the speed limit throughout the Village to 25 mph. As a result of the study, the speed limit on all Village and County roads has been reduced to 25 mph. The Village also implemented a no-left-turn signal on James Street during rush hours. In addition, during repaving efforts several roads have been given a "road diet" where the streets are narrowed, and chicanes or median islands have been installed.

# **Challenges and Opportunities**

The Village's mass transit options connect its residents to the region through its Metro North train station and Bee-Line bus routes. In terms of vehicular mobility, the Village is well connected to its neighboring communities via the Saw Mill River Parkway, Warburton Avenue, and Broadway (U.S. Route 9). However, within the Village, the proliferation of automobiles has affected pedestrian and bicycle safety. In years past, residents could walk or bicycle with ease along the streets, whether they had sidewalks or not. Pedestrians could also use the unique system of pathways and stairs. Now there are many more cars, making sidewalks, pathways, and bike lanes crucial for safe travel.

The Village's downtown area contains sidewalks, but the availability of sidewalks tapers off in the surrounding neighborhoods and Village periphery. Some of the original sidewalks were not maintained and were allowed to disappear. Several major roadways have sidewalks along part of their length, but the sidewalks are inconsistent. Some of the narrower streets in the hilliest part of the Village don't have sidewalks at all.

In recent years, the Village has engaged in planning efforts to enhance the bicycle and pedestrian experience, including dedicated bicycle parking in MacEachron Park, Village Hall, Zinsser Park, Uniontown Playground and Fields, Draper Park, Reynolds Field, Chemka Pool, and the James Harmon Community Center, and bike lanes along Farragut Avenue near the Farragut School Complex.

Expanding these efforts throughout the Village and facilitating greater connectivity between the waterfront, downtown area, and neighborhoods would be a significant benefit for the Village. Increasing connectivity via

dedicated bike paths, signage, and enhanced pedestrian access would provide an essential link for residents to travel from neighborhoods to the downtown area and waterfront. This will help the Village reduce dependency on cars, helping the Village achieve its GHG emission goals while promoting the physical health of the community.

Expanding connectivity and access to reach the downtown area should also include the Metro-North Railroad Station. While enhancing the connections between the Village neighborhoods, downtown area, and the train station has environmental and physical health benefits for the community, it can also draw in visitors to the Village, which boosts tourism and the local economy. Presenting residents with improved bicycling and walking pathways to the downtown area reduces car dependency and may allow the Village to reduce parking regulations and the overall amount of land devoted to parking. This may provide the opportunity to convert parking spaces to other uses such as housing, recreation or green infrastructure.

As mentioned in the Economic Vitality Chapter, a cluster of Yonkers residents located in the northern area of the city often travel into the Village to meet daily needs. This presents the Village with a unique opportunity to improve the connections to Yonkers so that this population can continue to meet their needs in the Village. Promoting these connections can also increase the number of visitors to the Village, thus supporting the Village's local economy.

Providing well-designed and maintained pedestrian and bicycle infrastructure improves quality of life for all residents by encouraging regular physical activity and promoting overall health. These pathways foster social connectivity and enhance community connections by reducing social and physical isolation. Offering enhanced pedestrian and bicycle pathways with safety features such as well-lit sidewalks and properly maintained paths serves all residents of the community, especially school-age and older individuals.

Population data for the Village is signaling that the community is aging, while school enrollment trends remain relatively stagnant. Ensuring the Village is equipped with safe, well-maintained, and accessible pedestrian and bicycle infrastructure is paramount to the health and safety of all residents, particularly older adult and schoolage populations. These spaces and pathways also support the ability to age in place by facilitating access to essential services.

The Village also has a <u>Recreation Bus</u>, which transports older residents to shopping and special events. The availability of the bus can be found on the monthly calendar at the community center. The bus also offers a reservation option where residents can be picked up from their homes. This existing model of transportation

can also be used to expand access to the downtown area and Village parks for older adults and individuals with limited mobility.

Well-designed sidewalks, pedestrian crossings, trailways, and bicycle pathways that are connected to the various recreational opportunities in the Village may also draw in prospective residents with children and provide safer access to community assets for children already living in the Village. Encouraging children to walk to school and throughout the Village would reduce the increasing automobile congestion near Hillside School and the Farragut Complex at peak hours.

Expanding access for people of all abilities to the waterfront will support development efforts and will enhance the environmental stewardship of the area and the Hudson River at large. Convenient and safe access to the waterfront for residents and visitors of all abilities sparks a deeper sense of connection to the natural resources along the waterfront and overall improved ecological responsibility amongst the community.

# **Recommendations**

The following recommendations indicated with the Smart Growth Principle Icon satisfy at least one of the Smart Growth Principles.



# C1. Continue to implement and update as necessary the Complete Streets policy (2014).

Ensuring the continual alignment of transportation infrastructure with the evolving needs and priorities of the community is paramount to the success of the Village. As societal trends, demographics, and technologies change, an updated policy ensures that streetscapes remain adaptable and equitable, prioritizing safety, accessibility, and efficient mobility for all residents. This ongoing commitment to policy evolution positions the village at the forefront of progressive development and incorporates the latest design principles to create a transportation network that reflects the community's contemporary values. Beyond staying current with best practices, an updated Complete Streets policy serves as a strategic response to emerging challenges such as climate change, shifting mobility patterns, emerging micro-mobility technologies, and the promotion of active transportation. Considering the latest data and trends allows the village to proactively address issues like traffic congestion and air quality, fostering a more resilient and adaptable transportation system.



# C2. Develop a Complete Streets master plan (including sidewalks).

A Complete Streets master plan aims to create safe, accessible, equitable, and convenient transportation systems by prioritizing the needs of pedestrians, cyclists, motorists, and public transit users. The plan would consider elements such as pedestrian infrastructure, bicycle facilities, public transit enhancements, traffic calming measures, and green infrastructure, ensuring a holistic and balanced approach to the Village's transportation network. It also integrates with land use planning, promoting walkable neighborhoods and aligning transportation goals with the community's broader development objectives.

Key components of a Complete Streets master plan might include clear design guidelines, accessibility features, and ongoing monitoring and evaluation strategies. The plan emphasizes economic vitality by considering the potential benefits for local businesses and property values. Implementation strategies ensure a systematic and efficient execution of the plan, while public engagement fosters community involvement and ensures that the transportation network aligns with the needs and desires of residents. A Complete Streets Master Plan would serve as a roadmap for creating well-balanced, accessible, and environmentally friendly transportation systems that contribute to the overall livability of the Village. Lastly, this plan can provide measurable outcomes like improvement of the multi-modal level of service, expanded bike amenities at key activity nodes, and potentially reduced traffic infractions and crash rates.



# C3. Continue supporting circulation improvements.

Over recent years, the Village has implemented several improvements that support the improved circulation. These strategies should continue and include the following:

- Maintain existing sidewalks.
- ✓ Continue to add or improve sidewalks to downtown.
- ✓ Continue to provide and enhance "safe routes to school".
- ✓ Improve the condition of the stairs throughout the Village.
- Improve pedestrian connections between neighborhoods.

- Study options for improving intersections that are difficult for both motorists and pedestrians.
- Improve pedestrian circulation downtown.
- ✓ Implement traffic calming measures.
- Better coordinate the schedules and roadway requirements of Village services and vehicles with those
  of residents.
- ✓ Improve the Farragut Parkway and Cliff Street gateways.
- ✓ Improve bridge connections for both motorists and people, including to the waterfront.
- ✓ Prepare a Master Plan for existing and future trails, pathways, and stairs.
- Establish a maintenance program for existing trails, pathways, and stairs.
- ✓ Improve intersections with trails, pathways, and stairs.
- Improve transit service and amenities.



### C4. Update the Bicycling and Walking Infrastructure Master Plan (2021).

The Village's Bicycling and Walking Infrastructure Master Plan (2021) underscores the value of biking and walking and provides strategies for enhancing related infrastructure Village-wide. The Plan also aligns with the Village's complete streets policy as it supports walking, biking, and connections to public transportation. The Village should seek to update the 2021 Plan to continue to improve these pathways and multi-modal connections throughout the Village. Updating this Plan ultimately promotes a healthy, safe, and equitable community by providing the basis for physical improvements to bicycle and pedestrian infrastructure.



# C5. Consider reviewing zoning districts to reduce parking requirements and provide shared parking opportunities.

Shared parking allows neighboring businesses or developments to share facilities, optimizing land use, reducing traffic congestion, and minimizing the environmental impact of large parking lots. It fosters a

pedestrian-friendly environment by reducing curb cuts, improving safety, and encouraging "park-once" behavior to access multiple destinations. Shared parking can also support sustainability, enhance connectivity, and promote a vibrant sense of place.

Reducing parking requirements in specific zones, like the Village's downtown area, mixed-use developments, and transit-oriented districts, further supports these benefits. Lower parking minimums free up valuable land for other uses, such as green spaces, housing, or commercial development, contributing to a more dynamic and efficient use of space. These adjustments can reduce development costs, making projects more financially viable while also discouraging car dependency and promoting alternative transportation modes that are already available to the community (walking, biking, and public transit).



#### C6. Enhance connectivity between the downtown area and neighborhood clusters.

Inviting streetscapes and sidewalks connecting the downtown area and neighborhood clusters provides the community with better mobility and access and supports alternative modes of transportation. These connections align with the needs of all ages, particularly older adults. Not only does improved connectivity promote physical health and safety of the community, but it can also bolster the local downtown economy. Increased access between the neighborhood clusters can easily guide residents to the amenities in the downtown area and to the waterfront.



### C7. Assess viability of reestablishing and improving publicly owned stairways and connecting pathways.

The stairways throughout the Village are critical to the network of pathways that provide connectivity, mobility, and pedestrian access for Village residents. Many of the stairways in the Village were constructed in the early 1900s and, over the years, have fallen into a state of disrepair. Despite this, most stairways are still heavily trafficked and used during daily commutes. Ownership of these stairways has changed hands leading to some being privately owned, which presents a challenge in repairing them. However, a number of these stairways remain owned by the Village. While the Village should work to repair all stairways, priority stairways should be addressed first. The Village should begin by identifying key pathways with publicly owned stair systems, assessing the stair's condition, and the viability of repairing the stairs for safer access.

C8. Consider updating the existing zoning code to require all new development projects or substantially improved structures with street frontage to include the construction or repair of existing sidewalks.

This recommendation aims to support alternative modes of transportation in the Village by improving pedestrian mobility and access. The Village code already indicates that the maintenance of sidewalks is the responsibility of the property owners. Given the number of properties and property owners responsible for sidewalk maintenance or improvements in the Village, it can be difficult for the Village staff to closely monitor sidewalks. To ensure future sidewalk construction, improvement or maintenance, the Village can update the code to require sidewalk construction for all new projects with street frontage and sidewalk construction or maintenance for projects proposing to substantially improve a structure on a lot with street frontage.

### C9. Evaluate the feasibility of extending the Senior Bus program.

The aim of this recommendation is to foster equity by improving access to services for seniors. Expanding the Senior Bus program to provide access to key Village assets enhances connectivity and can help older adults or individuals with limited mobility overcome the Village's steep terrain and cover distances with ease. In addition, Friends In Service Helping (FISH) is a volunteer transportation service in the Village with over 20 volunteer drivers who provide riders in need of safe and convenient transport to medical or dental appointments. FISH is looking to expand its program to increase connectivity and accessibility and could be a potential collaborator in the expansion of the Senior Bus program. The Senior Bus program also aims to decrease dependency on single occupancy vehicles.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

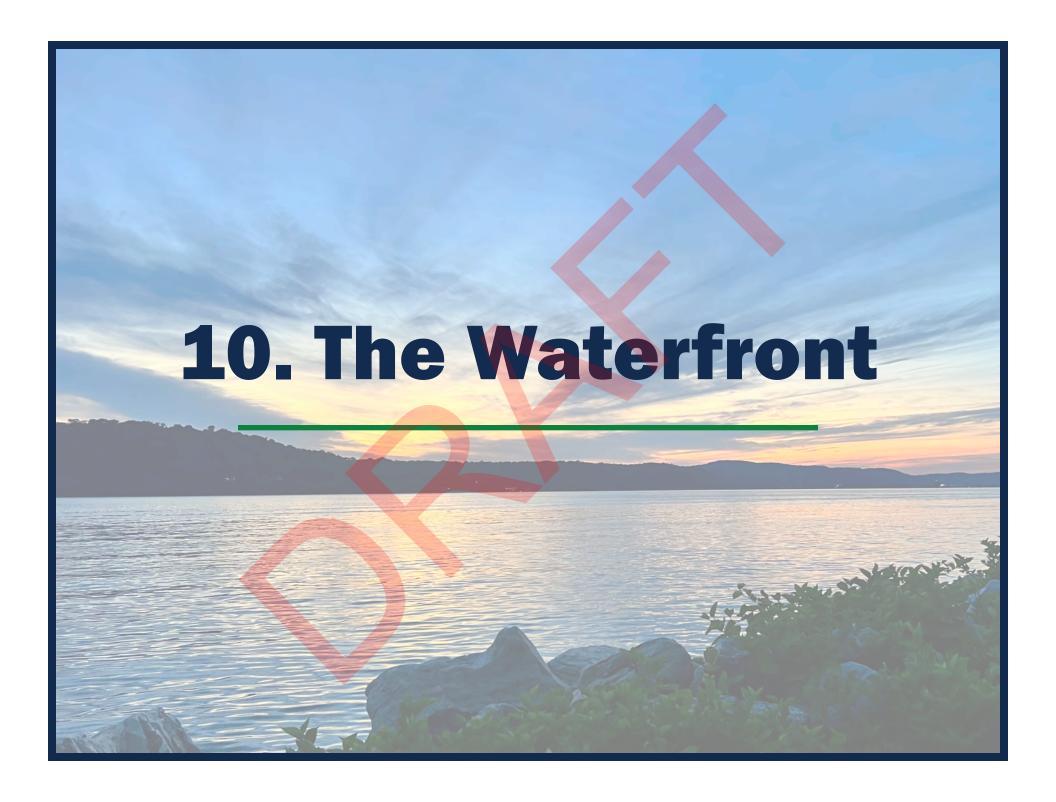
- P2. Upgrade existing public spaces, parking lots and streets to better support community gatherings, performances, and other events. (History and Placemaking)
- P5. Update the streetscapes on main routes and important thoroughfares to enhance the village street environment, calm traffic, and improve pedestrian and bicyclist safety. (History and Placemaking)

- R2. Conduct a Village-wide trail improvement and access study. (Recreation)
- R3. Update the Long-Range Plan for Strategic Management of Parks and Recreation Assets (2016). (Recreation)
- R4. Implement key concepts from the Conceptual Shoreline Design Report (2018).
- W4. Expand access to the waterfront and recreational opportunities along the waterfront. (The Waterfront)

#### References

https://www.fhwa.dot.gov/policyinformation/pubs/pl18027 traffic data pocket guide.pdf

https://gisportalny.dot.ny.gov/portalny/apps/webappviewer/index.html?id=28537cbc8b5941e19cf8e959b16797b



### **10.** The Waterfront

### Hastings-on-Hudson

### **The Waterfront Overview**

The Village waterfront is a focal point for residents and visitors, offering scenic views, recreational opportunities, and a serene atmosphere. The river and Palisades are resources that can be viewed from many parts of the Village, while the waterfront is a place with the potential for recreational and community gathering activities, wildlife conservation, new development, and peaceful contemplation of the panoramic views. The Hudson River is a federally designated American Heritage River because of its nationally significant assets. The two-mile waterfront along the Village boasts spectacular views of the Hudson River and Palisades. At

present, the Village's magnificent waterfront is largely underutilized because the heavy industry along the Village's waterfront polluted the land area and the Hudson River, leaving it contaminated and in need of remediation.

Currently, the remediation of the waterfront is in the planning phases, and recreational and water uses on the waterfront are constrained; reduced to MacEachron Park (1.3 acres), Kinnally Cove (about .5 acres), the privately-owned tennis club, and Tower Ridge Yacht Club at the north end of the waterfront area west of the railroad tracks. Most of the waterfront (42 acres) is off-limit due to contamination.



MacEachron Waterfront Park. Source: Community Survey

The Hastings-on-Hudson Metro-North Station provides convenient access to New York City and other destinations along the Hudson Line.

The Metro-North Railroad tracks travel north and south through the Village and act as the eastern boundary of the waterfront. The waterfront consists of 11 parcels in total (not including the underwater parcels). The northern area (green) contains five (5) parcels, all of which are developed and used by the community. The southern area (pink) consists of six (6) undeveloped parcels. All the southern six (6) parcels of the waterfront are privately owned.

Currently, the waterfront is only accessible by the Dock Street / West Main Street Bridge, that extends over the Metro-North Railroad, Railroad Bridge to the south is currently unusable and should be reconstructed as a second means of access and egress. The northern area of the waterfront, along River Street, offers a private yacht club, a restaurant, MacEachron Park, Kinnally Cove Park, and a private tennis club. MacEachron Park is a popular destination along the waterfront, providing green space for recreation, walking, and enjoying the scenic views of the Hudson River and Palisades. There is only one public access point to the Hudson River for kayakers and boaters through Kinnally Cove. Other boating options are offered through the private marina just north of MacEachron Park.



Excerpt of the Waterfront Areas Map

The southern area of the waterfront consists of six (6) undeveloped parcels, 42 acres in total, and is currently inaccessible to the public: the northern end of this area, owned by BP ARCO, is in the early phases of remediation, while the southern end, which has been remediated, is served by the Railroad Bridge which has been closed and needs to be rebuilt.

The Village's waterfront was developed in the 19<sup>th</sup> and 20<sup>th</sup> centuries and was the heart of industrial activity for over a century. The development of the railroad in the 1840s sparked unprecedented change for the Village and ushered in the waterfront's industrial era, which would last until the late 1990s.

The Hudson River Steam Sugar Refinery began operations in 1849. In 1875, a fire destroyed the facility and prompted the refinery to relocate its operations outside of the Village. When the refinery shut down, nearly 200 workers, mostly of German descent, were unemployed.

After the sugar refinery relocated, Hastings Pavement moved onto the waterfront in the 1880s. Shortly after, the National Conduit and Cable Company started operations on the waterfront producing insulated electric cables in 1891. Frederick G. Zinsser began operating a chemical plant on the Village's waterfront in 1897. Zinsser quickly



Sugar Refinery. Source: Hastings Historical Society

expanded operations by acquiring buildings and filling in the Hudson River. In 1921, the National Conduit and Cable Company failed to pay its debts, and Anaconda Wire and Cable Company, a subsidiary of Anaconda Copper and Mining Company, claimed its facilities. During WWII, Anaconda Wire and Cable Company used Polychlorinated Biphenyl (PCB) mixtures to make waterproof and fireproof shipboard wire for the US Navy. In 1944, Hastings Pavement facilities closed, and in 1955, the Zinsser Chemical Company ceased production and sold its facilities to Harshaw Chemical.

Moore Tappan Tanker moved onto the southern portion of the waterfront in 1962 and installed large fuel tanks. Eventually, the southern portion of the waterfront was subdivided, and about 8 acres of the waterfront was devoted to fuel storage for Mobil Oil, while Ulich Color Company occupied about 7 acres. Mobil Oil continued operations along the waterfront until 1985, and Ulich Color Company moved away sometime in the 1990s.

The waterfront and Hudson River are severely polluted because of these years of heavy industry, and redeveloping the waterfront has remained a significant topic of interest ever since these industrial companies relocated elsewhere.

In 2001, BP ARCO and the Westchester Community Foundation prepared a study based on community and stakeholder input to identify challenges and opportunities regarding waterfront access, land use, water use, and redevelopment. The study was intended to be part of the LWRP that was prepared but never adopted.

A lawsuit initiated by Riverkeeper and the Village to force BP ARCO to clean up the waterfront resulted in the signing of a Consent Decree in 2003. The Consent Decree is a document binding all parties involved in the legal dispute and provides details of further remediation requirements for the site and regulations for future development. Subsequently, the Consent Decree has been modified but stipulates, among other things, how the shoreline will be remediated and treated in the future.

Today, portions of the waterfront remain undeveloped and must be environmentally remediated before they can be redeveloped. Four (4) of the six (6) undeveloped parcels of the waterfront area (currently owned by BP ARCO) are polluted with high levels of PCBs and heavy metals. The remediation is the responsibility of BP ARCO and is estimated to take roughly 7 to 10 years to complete. The Village maintains a repository of progress reports and remediation/access agreements on its website. The southern two (2) of the six (6) parcels along the waterfront area are currently owned by 99 Grand St. LLC and 1 Railroad Avenue Ventures LLC and were recently remediated after years of chemical infiltration and fuel storage and were recently remediated after years of chemical infiltration and fuel storage.

### **Challenges and Opportunities**

An undeveloped waterfront with an undefined future vision presents a significant opportunity for the Village. The Village can use current climate data and trends to inform and solidify development strategies for the waterfront. Thie undeveloped waterfront also presents an opportunity to update zoning regulations. Having a defined vision for the waterfront and consistent zoning to support that vision will help the Village direct and attract appropriate development.

Deciding the future of the waterfront remains a challenge for the Village. During the last two decades, the Village has entertained various waterfront plans and ideas. In April 2007, the Village drafted a Local Waterfront Revitalization Plan (LWRP) through NYSDOS with funding provided under Title 11 of the Environmental Protection Fund; however, the plan was not adopted. The majority of the waterfront is currently zoned as General Industrial (GI), which limits the type of development allowed.

Ideally, the Village should create a unified development plan for the waterfront, however, private ownership of the various parcels and the need to coordinate remediation and development efforts among the parcel owners along the waterfront has proved to be difficult. Development of the waterfront will have to take into consideration the impact of climate change and sea level rise.

Another aspect of the waterfront that continues to be a challenge for the Village is pedestrian, bicycle, and vehicular access to the waterfront. The Metro-North Railroad extends the entirety of the Village's waterfront, which significantly reduces accessibility. The Dock Street / West Main Street Bridge extending over the Metro-North Railroad provides vehicular access to the waterfront parks, restaurants, tennis clubs, and yacht clubs; however, the bridge is narrow and provides minimal pedestrian and bicycle access.

The southernmost Railroad Bridge extending from Southside Avenue over the railroad is in disrepair and closed to all access. The bridge does not support vehicular access to the southern portion of the waterfront, and it is currently blocked by Jersey barriers. The bridge is also relatively isolated as it is located at the southern terminus of Southside Avenue. There are stairs that connect Warburton Avenue to Southside Avenue.

The Village has the opportunity to identify planning practices to improve pedestrian, bicycle, and vehicular access to the waterfront for people of all abilities. Identifying and implementing such practices can also direct attention to the waterfront and reinforce the waterfront as an important destination and asset. The Village has

an opportunity to improve access to the waterfront and leverage that improved access to direct development. Enhanced pedestrian access to the waterfront could include a waterfront walkway to enjoy the scenic views. Previous plans for the waterfront and the Consent Decree have identified a public walking path along the shoreline as a key element of a redeveloped waterfront. This path would complete a missing link in Westchester County's Riverwalk and connect to other trailways and roadways in the Village.

The Village has already demonstrated its commitment to improving waterfront access through the Quarry Trail and Rowley's Bridge Trail projects. While the trailheads for the Rowley's Bridge Trail and Quarry Trail are located near and along Southside Avenue, respectively, access to the waterfront is still obstructed by the railroad tracks, as the Dock Street/West Main Street Bridge is about half a mile north of these trailheads.

The water quality of the Hudson River also presents a challenge for the Village. Since 1975, the State has restricted fishing in the Hudson River, and consuming fish therefrom is restricted due to the presence of high concentrations of PCBs. Degraded water quality significantly reduces the benefits that can be derived from a water resource, and protecting the water quality of the Hudson River is essential for maintaining healthy ecosystems.

The Village has the opportunity to enhance existing partnerships and form new ones focused on the Hudson River waterfront and improving its water quality. The Hudson River is an important Village asset that can be sustainably used to enhance the economy, residents' quality of life, and resiliency. The Village should continue its existing partnerships with the Riverkeeper and Scenic Hudson, both of which have been supportive in the past.

While significant changes to the waterfront are unlikely to be feasible until the required environmental remediation is complete, the following recommendations are actions that can be taken during the remediation process to position the Village to maximize the waterfront's potential.

### **Recommendations**

The following recommendations indicated with the Smart Growth Principle Icon satisfy at least one of the Smart Growth Principles.

W1. Conduct a focused planning study to examine appropriate waterfront uses targeted to the southern waterfront area.

A planning study will help inform potential zoning changes necessary to promote the reuse of the properties and climate adaptation strategies in the undeveloped waterfront area. A study identifying and examining future waterfront uses can also be used as a guided document for new development and for the public to have a dedicated resource for learning about the waterfront, its history, and its potential future. The NYS Brownfield Opportunity Area (BOA) program may support such a study.



W2. Rezone the waterfront and foster coordination between waterfront property owners.

The southern portion of the waterfront is currently zoned as General Industrial (GI), which does not necessarily reflect an appropriate future use. The Village's Waterfront Rezoning Committee (WRC) (sunset), was responsible for developing the Strategic Plan and a Request for Proposals (RFP) for Waterfront Rezoning. The Strategic Plan outlines phased goals to be achieved through rezoning the waterfront. The RFP was developed as a mechanism to implement the Strategic Plan. In addition, the Shoreline Advisory Committee (also sunset) facilitated the preparation of the Conceptual Shoreline Design Report. The overall goals of this effort were to develop a shoreline design that would provide access to the waterfront and river for the community, and the desired outcome was for BP ARCO to consider the proposed design elements and incorporate them into their remediation design for the site and shoreline. The Village should use the existing frameworks specified in these documents and work toward rezoning the waterfront.

The draft Local Waterfront Revitalization Program (LWRP), currently under review, provides an opportunity to advance these efforts. The LWRP is a comprehensive strategy that identifies key policies and actions to guide future development and environmental stewardship of the Village's waterfront. Ensuring that the Village's

zoning aligns with the goals outlined in the draft LWRP will guarantee a cohesive approach to waterfront revitalization, balancing economic development, environmental protection, and community access.

Environmental remediation is required to redevelop the waterfront. Currently, much of the remediation must occur in the southern portion of the waterfront. Specifically, the land is owned by BP ARCO, and BP ARCO is responsible for this remediation. The remediation of the two southernmost parcels of the waterfront is mostly complete. These parcels to the south of BP ARCO are currently land-locked and cannot proceed with a unified development vision until BP ARCO completes its remediation efforts. The Village should facilitate regular coordination between BP ARCO and the southern parcel owners as it moves forward with remediation and inform the public about the timeline.

### W3. Improve scenic view preservation efforts throughout Village.

The Village has previously documented and identified important viewsheds that contain natural resources that should be preserved and protected. The Village should review its View Preservation Ordinance to examine its current application and potential flaws. Important view corridors should be protected without imposing undue hardship on property owners.



### W4. Expand access to the waterfront and recreational opportunities along the waterfront.

Improved access allows residents and visitors to enjoy the recreational opportunities that already exist on the Village's waterfront, which can contribute to improved health, safety, and quality of life for the community. There is ample evidence that improving access to an existing asset can invite development and improve infrastructure. Waterfront areas attract tourism and seasonal business. Expanded opportunities for bike and pedestrian access can lead to increased foot traffic which in turn supports nearby businesses and stimulates economic growth.

The Village can increase opportunities for bike and pedestrian access to the waterfront by implementing complete street strategies along Southside Avenue, West Main, and River Streets. These strategies might include dedicated bike lanes, improved bike rights-of-way, and widening sidewalks to make them accessible for people of all abilities.

The northern portion of the waterfront already has some recreational opportunities for residents and visitors; providing more recreational opportunities along the southern portion of the waterfront can improve the overall health and well-being of the community, community engagement, increase property values, and provide space for more cultural and recreational opportunities. The Consent Decree also requires the implementation of an open space area, not to be developed, that includes a walkway.

Active use of a waterfront can also promote environmental stewardship. Increasing community connection to the waterfront through expanded recreational opportunities will likely garner support for enhanced conservation efforts and sustainable practices.



# W5. Improve water quality and habitat preservation and restoration through sustainable and resilient design along the waterfront.

The Consent Decree identifies two potential designs for the shoreline along the Village's waterfront. One option is a living shoreline, and the other is an armored shoreline. A living shoreline is highly sustainable and works with the natural habitat to protect the local ecosystems by implementing native plantings and living breakwaters. Living shorelines are also effective in protecting inland areas from storm surges and potential flooding. Armored shorelines are constructed using hard structures designed to protect the shoreline. While armored shorelines are effective and can often blend into the natural surroundings, initial construction and frequent maintenance costs can be expensive. Research suggests that armoring shorelines can increase the rate of erosion in nearby areas resulting in loss of public access points, biodiversity, and ecosystem functions. BP ARCO has agreed to work with the Village to create a landscape and habitat design as diverse and varied as possible along the shoreline, but armoring will also nonetheless be required to protect the remedy.

Given the likelihood of a significant rise in sea level, waterfront land may need to be elevated. Elevating the BP ARCO owned portion of the waterfront is already addressed in the Consent Decree, but it should be considered across the entirety of the Village's waterfront area. Elevating these other portions of the waterfront to reduce flooding impacts should be considered together with a living shoreline to help achieve improved habitat preservation, water quality, and biodiversity while attenuating flooding and erosion.

Flooding is an issue for the Village and sometimes occurs along the Metro-North Railroad resulting in railroad closure. The MTA has also considered implementing bilevel (double-decker) train cars: a major investment necessitating raising bridges and pathways over the railroad tracks. Given the MTA's stake in preserving the

use of this railroad, the potential future investment, and the years of recent flooding that have closed the railroad, the Village should work with the MTA to assess how elevating the waterfront could support the continued use of the railroad and how elevating the waterfront (and ultimately the railroad tracks) may necessitate raising the bridges and pathways over the tracks, ultimately impacting potential future uses of the Villages' undeveloped waterfront area.

The recommendations below are from other chapters in this Comprehensive Plan and are listed here to identify overlap between the plan's recommendations and chapters.

- E4. Prepare waterfront redevelopment plan. (Economic Vitality)
- R4. Implement key concepts from the Conceptual Shoreline Design Report (2018). (Recreation)
- R5. Explore opportunities for water-dependent recreational activities. (Recreation)



# **11. Governance** Hastings-on-Hudson

### **Governance Overview**

Villages are local government units responsible for addressing and providing the practical needs of their citizens. Those needs include a variety of functions, such as highway maintenance, police services, recreational services, land use development permitting, and providing sewer and storm drainage infrastructure to protect public health. The Village aspires to provide these services efficiently to meet the community's needs.

Local government functions in the Village are carried out and directed from the Municipal Building located at 7 Maple Avenue. The Municipal Building is open to the public for assistance with a variety of needs and functions. It also houses the Village Justice Court and Police Department.

The local government and Village staff play pivotal roles in overseeing and managing key services such as parks, green space, recreation facilities, refuse



Municipal Building. Source: M.J. Engineering and Land Surveying

and recycling collection, and essential infrastructure like stormwater, wastewater, and road maintenance.

The following identifies the Village's statutory boards, committees, and commissions.

### **Statutory Boards**

The Village has several statutory boards with authority under municipal laws. These boards, together with Village staff, are the primary forces driving the Village.

#### Board of Trustees

The Board of Trustees has five (5) members, including the Village Mayor, and has legislative policy-making powers. The mayor is the chief elected official of the Village and chairs the Board of Trustee meetings. The term for the Mayor and Board of Trustees is two years.

### Planning Board

The Village Planning Board consists of seven (7) members and has the authority to prepare maps, reports, and investigate and provide recommendations regarding development if necessary and stipulated by the Village Zoning Code. The Planning Board is responsible for reviewing various types of land use applications to ensure the orderly development of the Village and performs functions that include subdivision review, special use permit approval, and site plan review. The Planning Board is guided by the Village's Comprehensive Plan and local ordinances like the Village Zoning Code and subdivision regulations. Planning board members serve a 7-year term as there are seven (7) members.

### Zoning Board of Appeals

The primary function of the Zoning Board of Appeals is to interpret the Village Zoning Code, issue special permits, and review variance applications regarding the Village Zoning Code and the Architectural Review Board as they apply to specific land uses and cases. The Village Zoning Board consists of seven (7) members, and each member can serve a seven-year term.

#### Ethics Board

Per Article 18 of the General Municipal Law, the Board of Ethics advises the Board of Trustees regarding Article 18 and any other codes of ethics adopted pursuant to Article 18. The Ethics Board consists of five (5) members.

#### Architectural Review Board

The Architectural Review Board (ARB) serves in an advisory capacity to the Planning Board and Building Inspector and often consults with the Board of Trustees, Zoning Board, and other Village Boards and Commissions about appropriate design and quality of building materials for exteriors of buildings, signs and other structures constructed in the Village. The ARB also has the authority to approve changes to any façade or roof in the Central Commercial (CC) district that do not require building permits. The ARB consists of five (5) members who have backgrounds in architecture or a related field.

### Library Board of Trustees

The Library Board of Trustees make a broad range of decisions that determine how the library best serves this community. Their scope of responsibilities includes budget, personnel, and policy matters, and the interactions with municipal, county, and state departments that the operation of a public institution requires. The trustees champion the library's vital role in village life. They meet regularly and work collaboratively with the Library Director to fulfill the commitment to shared resources, vibrant engagement, diverse programs, and splendid common ground. The Library Board of Trustees consists of five (5) members.

#### **Committees and Commissions**

The Village has several advisory Committees and Commissions that were formed to address specific community needs. These committees and commissions are called upon to advise the Village or assist with tasks or policy issues. The Village is fortunate to have an engaged public who willingly volunteers to offer expertise on these committees and commissions. The following is a list of committees and commissions in the Village.

- ✓ Advisory Committee for the Disabled
- ✓ Beautification Committee
- ✓ Board of Police Commissioners
- ✓ Climate Smart Communities Task Force
- ✓ Conservation Commission
- ✓ Draper Park Review Board
- ✓ Hastings-on-Hudson Affordable Housing Committee
- ✓ Parks and Recreation Commission
- √ Safety Council
- ✓ Senior Council
- √ Tree Preservation Board
- √ Village Arts Commission
- ✓ Youth Council

### **Village Tax Breakdown (2023)**

The Village taxes are levied by each of the following taxing jurisdictions: the Hastings-on-Hudson Union Free School District, the Town of Greenburgh, the County, and the Village. In 2023, the largest percentage of total annual tax payments are for the school at 68.05%. followed by the Village (19.01%), the County (11.54%), and the Town of Greenburgh (1.41%). County taxes include the sewer and refuse district. It is important to note that taxes change little from year to year and that the Village has the lowest tax rates out of all Villages located in the Town of Greenburgh.

Village residents pay a tax rate per thousand of assessed value. Again, per the 2023 tax rates, the school has the highest rate of 20.29, followed by the Village (5.66), the County (3.44), and the Town of Greenburgh (0.42). In 2023, a home assessed at \$1,000,000 would pay \$20,290 for school taxes, \$5,666 to the Village, \$3,440 to the County, and \$420 to the Town of Greenburgh. In total, this resident would pay \$29,816 in property taxes. A resident with a home assessed at \$700,000 would pay \$20,871 in property taxes.

### **Challenges and Opportunities**

Development in the community is directed by the Village of Hastings-on-Hudson Code, Part II, General Legislation, Chapter 295 Zoning (§295-1 - §295-160). The legislation was adopted to establish guidance and regulations regarding development in the Village in accordance with the Village's Comprehensive Plan. The law addresses the use of property in residential, commercial, and industrial areas within the Village. The legislation covers but is not limited to, buildings, additions, parking areas, driveways, signs, sheds, garages, swimming pools, decks, and major landscaping. The local law is administered daily and enforced by the Building Department. The Village also recently adopted an updated Green Building Code establishing additional requirements above and beyond the requirements in the state energy code and stretch energy code for all new construction, additions, and alterations for both residential and commercial buildings or structures. It is also intended to provide guidance and ideas for consideration in all other projects, including those undertaken by the School Districts with property in the Village. The Building Department also administers the building code and enforces property maintenance standards mentioned in the Code. All interpretation questions, and petitions for relief, such as area and use variances, are addressed by the Zoning Board of Appeals. The Village's existing Code breaks down the Village community into 17 Zoning Districts and 7 overlays, floating, and additional requirements districts. The districts include:

#### Residential Districts

-R-20: One-Family Residence

-R-10: One-Family Residence

-R-7.5: One-Family Residence

-2R: Two-Family Residence

-2R-3.5: Two-Family Residence

-MR-2.5: Multi-family Residence

-MR-1.5: Multi-family Residence

-MR-O: Multi-family Residence/ Office

### **Overlay District**



An overlay district is a geographic zoning district layered on top of another zoning district or districts and implements additional regulations.

The Hastings Gateway
Cluster Overlay carries out
recommendations from the
2011 Comprehensive Plan.
The use of clustering for
future development of
these parcels contributes to
the preservation of their
natural and scenic aspects,
as well as the character of
the gateways to the Village.

### -MR-C: Multi-family Residence/ Commercial

#### Commercial and Industrial Districts

-LO: Limited Office

-CO: Central Office

-LC: Limited Commercial

-CC: Central Commercial

-LI: Limited Industry

-GI: General Industry

-MW: Marine Waterfront

-PR: Public Park, Recreation and Playground

### Overlay Districts, Floating Zones, and Additional Requirements

-MUPDD: Mixed-Use Planned Development District

-Access to and preservation of the Hudson River waterfront in GI and MW

-VP: View Preservation

-PWSF: Personal Wireless Service Facilities Overlay

-GCO: Gateway Cluster Overlay

-MPSO: Multimedia Production Studio Overlay

Another tool that is used to redirect growth in the Village is allowing residential dwellings within commercial zones, which are concentrated near the train station and downtown area. The Village encourages mixed-use development by allowing residential development within some commercial areas. This land-use practice encourages vibrant commercial corridors and increases the housing supply within the Village. These considerations are also limited to the downtown area near the waterfront which serves to encourage multi-modal transportation, access to the waterfront and recreation, and downtown beautification efforts.

The Village also recently revised its Green Building Code in September 2024 (Local Law No. 8-2024). The Green Building Code enhances sustainability and resilience by establishing stricter requirements than state and stretch energy codes for new construction, additions, and alterations to residential and commercial buildings. It aims to minimize environmental impacts, reduce greenhouse gas emissions, and promote best practices in all-electric building design and construction. By prioritizing electrification, renewable energy, and resilience, the code delivers economic benefits through energy and water savings, the use of sustainable materials, and the integration of renewable energy sources. It also provides guidance for diverse projects, including for local school districts, fostering a more sustainable and climate-conscious community.

#### **Infrastructure**

#### Stormwater

The Village manages stormwater through a Municipal Separate Stormwater Sewer System (MS4) in accordance with the MS4 State Pollution Discharge Elimination System (SPEDES) Permit issued by the New York State Department of Environmental Conservation (NYSDEC). NYSDEC's program is, in turn, regulated by the United States Environmental Protection Agency. The MS4 consists of infrastructure designed to convey (e.g., pipes and swales), treat (e.g., stormwater management "retention" ponds), and discharge stormwater to receive waters. The MS4 Permit regulates the discharge of stormwater to both reduce the amount of stormwater discharge and reduce the number of pollutants entering nearby water bodies.

Adherence to the MS4 Permit includes the implementation of control measures to reduce the number of pollutants entering a water body. To meet these goals, the Village has adopted Storm Management, Erosion, and Water Pollution Control legislation within Chapter 250 of the Village Code. The Code was established to identify minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the public residing within the Village.

Every year, the Village reviews its stormwater management planning and creates a comprehensive Stormwater Management Report. The report is presented at a Board of Trustees meeting and is available on the Village website. Informational pamphlets on stormwater management are available in Village Hall and are distributed at public events. The Village website also provides materials and toolkits for rain barrels, rain gardens, and permeable pavements. The Village continually cleans and repairs catch basins, restores curbing

and drainage pipes, and has recently finalized Phase 1 of a flood study to identify, design, and build more resilient stormwater infrastructure. Phase 2 of the study is in progress.

#### **Public Utilities**

The Village wastewater is processed in Glenwood, Yonkers at the County Wastewater Treatment Plant. The Village does not own any public utilities; however, it does own and maintain the sanitary sewer collection pipes that connect to the County trunks lines. The Village is within the jurisdiction of Westchester County Sewer District - North Yonkers. Water services are provided by Veolia Water Company (formerly SUEZ). Gas and Electric services are provided by Con Edison. All municipal buildings, street lighting and public schools are serviced by the New York State Power Authority.

#### Infrastructure Considerations

The availability of sewer and water infrastructure often controls a community's growth and development. The Village has sufficient water and sewer to allow future development.

### Community Services

Village's The educational resources present many opportunities to draw new residents and retain existing residents, particularly those with school-age children. The Hastings-on-Hudson Union Free School District operates facilities that serve uses beyond the Source: Village of Hastings-on-Hudson educational needs of students



and provide important recreation and other community amenities. The School District owns and operates Reynolds Field, which is utilized by the student body and community at large.

Enrollment trends in Hastings-on-Hudson Union Free School District rose from the 2014-15 school year. However, enrollment trends began to plateau in 2018 and peak in 2020. From 2020 to 2021, enrollment numbers dropped, likely due to the COVID-19 Pandemic.

#### **Student Enrollment** 1,655 1,656 1,623 1,611 1,601 1,597 1,581 1,573 1,545 Students 2018-19 2019-20 2020-21 2014-15 2015-16 2016-17 2017-18 2021-22 2022-23 School Year

Figure 15: Student Enrollment; Source: New York State Education Department

Over the past few decades, the Village has recognized a need for additional housing for all income ranges, the senior population, and volunteer staff. With the expressed need for additional housing, new residential development, and rising enrollment trends, continued coordination with the Union Free School District will be important in addressing future challenges placed on the school's facilities.

The Village's first responders are a core element of the essential services provided to the Village and its businesses, and the Village provides a high level of service in this regard. The Volunteer Fire Department provides aid to the Village and the Donald Park area under contract with the Town of Greenburgh. The fire and ambulance services in the Village are all volunteer, and the Village provides them with the necessary equipment. The Village has more volunteers than neighboring municipalities. However, it can be challenging to find enough volunteers to maintain a high level of service.

As referenced in the Sustainability and Resiliency chapter of this plan, the Village has an Emergency Management Operations Center (EMOC) that is activated before and during emergencies. The EMOC consists of the Village Manager, the Chiefs of Police, Fire, and DPW departments, and the Communications and IT Department, with the support of the Village Clerk and Building Inspector. The EMOC manages

emergencies by first determining the threat, followed by a plan and response. The EMOC provides a critical Village service by reducing emergent threats through enhanced coordination and planning.

### **Local Government Efficiency**

The efficiency of local government is a significant priority for the Village. The Village strives to provide services to its citizens with a customer service approach to meet the needs of all members of the community in a fiscally responsible manner. Regular audits and public transparency in budgetary processes ensure that resources are allocated efficiently and with accountability. Despite the unprecedented challenge of COVID-19, the Village continued to provide basic functions during the pandemic and has taken steps to alleviate the effects on the community. During the pandemic, the Village modified how it delivered library, food bank, youth, recreational, and other services to protect residents and staff.

The Village is augmenting and streamlining internal department processes through digital upgrades and increased coordination. It examines energy-efficient approaches to reduce municipal costs. The Village commissioned a Municipal Energy Audit in 2019 and recently prepared an updated Municipal Greenhouse Gas Emissions Inventory and a Municipal Climate Action Plan. These studies identified opportunities to reduce emissions from lighting, the existing vehicle fleet, and government buildings. The Village is pursuing the installation of geothermal heating and cooling for Village Hall and the Library facilities with funding from a series of grants and incentives (see Sustainability Chapter for more information).

The MTA is reclaiming land in the Village that is currently used for the Village's Department of Public Works (DPW). As a result of this, a future challenge for the Village may involve relocating the DPW space and operations. Though this may present a challenge, the Village can use it as an opportunity to review current DPW operations and examine potential best practices. This also presents the Village with the opportunity to discuss with the MTA its stewardship of the railroad considering the environmental, economic, and accessibility concerns mentioned throughout this Comprehensive Plan.

### **Recommendations**

G1. Update the Village Zoning to be consistent with the Comprehensive Plan.

Per New York State Village Law §7-722, "all village land use regulations must be in accordance with a comprehensive plan". Thus, the State must ensure the Village Zoning Code is consistent with the contents of this Comprehensive Plan update. The Village Zoning Code should reflect the ideas outlined in this plan including, but not limited to, promoting energy efficiency, public access to the waterfront, mixed-use development, and aesthetics and scale of development that is consistent with the community character.

G2. Modernize and continue to consistently update the Village website for residents' ease of access to publicly available resources.

Ensuring the Village has a user-friendly, centralized platform for communication, information dissemination, and community engagement is paramount to ensuring that the community remains abreast of important updates. Improving the Village's digital presence will enhance transparency and civic participation, allowing residents to stay informed, voice concerns, and actively participate in local decision-making, contributing to a more connected and engaged community.



G3. Evaluate current DPW operations and practices to identify potential best practices and consider potential locations for relocating the DPW headquarters, if necessary.

The Village should continue to consider efficiencies and opportunities for relocation of municipal facilities including the DPW. Considering the possibility that the MTA may legally reclaim the lands currently housing the DPW headquarters, it may be prudent for the Village to examine current operations to understand any potential best practices for daily operations, including strategies to promote recycling and composting or anaerobic digestion of organic materials. The Village should attempt to increase lines of communication with the MTA to ascertain whether their reclamation of land will force the DPW to move elsewhere. Depending on the outcome of these future discussions, the Village should evaluate potential new locations for DPW operations.

### References

i https://data.nysed.gov/profile.php?instid=800000035553



### **12.** Implementation

### Hastings-on-Hudson

### **Implementation Overview**

This plan is the culmination of considerable effort by the Village and its respective Boards, Village staff, CPUC members, volunteers, residents, business owners, and engaged citizens. An active implementation process will be necessary for the plan to have a lasting impact. Working with a range of public, private, and nonprofit implementation partners, the Village can accomplish the recommended actions and continue striving toward its vision. Following the adoption of this Comprehensive Plan Update, the first step in the implementation process is to evaluate the Village's zoning code for consistency with the plan and update the zoning to be consistent with the Comprehensive Plan, if necessary.

## **Implementation Recommendations**

The following recommendations are priority actions to be completed immediately following the adoption of the Comprehensive Plan Update.

I1. Review, evaluate, and amend the Village's zoning ordinance and subdivision regulations to ensure consistency with this Comprehensive Plan.

A Comprehensive Plan provides the foundation for local zoning laws. A zoning analysis should be performed to identify inconsistencies between the local zoning code and the newly adopted Comprehensive Plan. The zoning analysis should also identify potential solutions to resolve any such inconsistencies. New York State's zoning enabling statutes require that zoning laws be adopted in accordance with a Comprehensive Plan. Specifically, §7-722, 11(A) states "All village land use regulations must be in accordance with a Comprehensive Plan adopted pursuant to this section".

- 12. Continue to provide support or training opportunities for land use board members to keep up-to-date on current planning and zoning practices and laws and meet the minimum four-hour training requirement pursuant to Village Law §7-712.
- 13. Continue enforcing land use regulations.
- **Id**. Identify existing or previous committees to assist the Village in preparing an annual Comprehensive Plan Recommendation Oversight Report utilizing the framework in the implementation table.
- 15. Consider creating a Citizen's Quick Guide to Land Use Development Regulations.

Land use and development in the Village must conform to the local land use regulations and planning efforts, which can have major impacts on the health, safety, and welfare of the community. The Village could create a quick guide to help individuals in the Village understand land use law and zoning terms so that the public can more effectively express their concerns about projects or changes in the Village.

- Identify locations for future development and ensure future developments are in line with Smart Growth Principles.
- 17. Review the Comprehensive Plan every 5 10 years.
- **18.** Direct Village staff to generate an Annual Progress Report to track the implementation status of the recommendations within this Comprehensive Plan.

### **Recommendation Table**

The recommendation table that follows represents all the recommendations identified in this Comprehensive Plan. The recommendations were developed using input from community members, stakeholders, and the CPUC. The table identifies potential partners to assist in implementation. Potential funding sources are also listed to support implementation. Finally, a recommendation status column has been included to allow for easy tracking and review of comprehensive plan implementation progress related to each recommendation. The recommendation status column can be translated into an annual report to the Village on the progress of the recommendations.

### The Village of Hastings-on-Hudson Recommendation Table

This recommendation table provides a list of the recommendations in the Comprehensive Plan. The recommendations herein are taken from each Comprehensive Plan chapter containing recommendations. The recommendations were developed using input from community members, stakeholders, and members of the CPUC. This table also includes potential partners to assist in the implementation of the recommendations. Potential funding sources and informational resources are also listed to support implementation.

4	History & Placemaking			
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status
P1.	Hold community placemaking workshops to determine key public destinations throughout the Village and assess how they could be better places (using the PPS definition of a "great place").	Village Arts Commission, Architectural Review Board	www.hud.gov; https://esd.ny.gov/innovatio n-development-support	
P2.	Upgrade existing public spaces, parking lots, and streets to better support community gatherings, performances, and other events.	Parks and Recreation Department, Parks and Recreation Commission	www.parks.ny.gov	
P3.	Plan for new public spaces on the waterfront or elsewhere to better support public gatherings.	Beautification Committee, Department of Public Works	www.mainstreet.org, www.dot.ny.gov/TAP-CMAQ	
P4.	Facilitate the creation of an arts district that celebrates cultural and historic destinations in the Village's downtown and beyond and links them with a cultural trail.	Hastings Historical Society	www.nps.gov/orgs/1582/ind ex.htm, www.hastingshistoricalsocie ty.org	
P5.	Update the streetscapes on main routes and important thoroughfares to enhance the village street environment, calm traffic, and improve pedestrian and bicyclist safety.	NYSDOT, Westchester County, NYS HCR	https://www.dot.ny.gov/programs/completestreets/funding	

			https://hcr.ny.gov/new-york-
			<u>main-street</u>
P6.	Promote adaptive reuse of existing building stock with an	Village Arts Commission,	www.hud.gov;
	emphasis on arts and culture.	Architectural Review	https://esd.ny.gov/innovatio
		Board, Hastings Historical	n-development-support
		Society	
P7.	Study the benefits of creating local landmark designations	Village Arts Commission,	www.hud.gov;
	or historic districts.	Architectural Review	https://esd.ny.gov/innovatio
		Board, Hastings Historical	n-development-support;
		Society, NY Landmarks	https://nylandmarks.org/wh
		Conservancy	at-we-do/grants-loans/



5	Housing					
	Recommended Action	Recommended Action Potential Partners		Status		
H1.	Evaluate adopting the Pro-Housing Community Resolution.	NYS HCR	https://hcr.ny.gov/phc			
H2.	Conduct a study on opportunities for multi-family zones.	Hastings Affordable Housing Committee	https://www.hohny.go v/331/Affordable- Housing-Committee			
Н3.	Explore incentives to encourage a mix of housing types.	Hastings Aff <mark>ord</mark> able Hous <mark>ing</mark> Committee, NYS HCR	www.hcr.ny.gov			
H4.	Review the View Preservation Ordinance relative to criteria and applicability.	Village of Hastings-on-Hudson Planning Board and Zoning Board of Appeals	https://www.hohny.go			
H5.	Review the Accessory Dwelling Units ordinance to consider simplifying the approval process for Accessory Dwelling Units.	Hastings Affordable Housing Committee, Village of Hastings-on-Hudson Building Department	www.hastingsgov.org/ building-department, www.hcr.ny.gov			
Н6.	Conduct a study on how changes to parking regulations, including minimum parking requirements, to support the development of affordable units.	Hastings Affordable Housing Committee, Westchester County Department of Housing, Westchester Department of Transportation	www.hcr.ny.gov			
Н7.	Consider incorporating universal design standards for all varieties of housing, where appropriate.	Hastings Affordable Housing Committee, Village of Hastings-on-Hudson Building Department	https://www.hohny.go			
H8.	Consider reviewing residential zoning districts and consider modifications to reduce non-conformities.	Village of Hastings-on-Hudson Board of Trustees	Not Applicable			

6	Economic Vitality					
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status		
E1.	Study suitable areas for commercial, high-density residential, and mixed-use development, including redevelopment potential and economic, tax, and aesthetic impacts. Update zoning as needed.	NYS HCR	https://hcr.ny.gov/new-york- main-street			
E2.	Update the streetscape plan with the desired downtown streetscape aesthetic and implementation strategies.	Westchester County Planning Department, Beautification Committee, Senior Council	www.mainstreet.org, www.hud.gov/program_offic es/comm_planning/cdbg			
E3.	Support commercial business incubation and adaptive reuse of existing building stock.	Rivertowns Chamber of Commerce, Hastings-on- Hudson Downtown Advocate	www.hcr.ny.gov, www.esd.ny.gov www.rivertownschamber.co m			
E4.	Prepare waterfront redevelopment plan.	Waterfront Rezoning Committee (sunset)	www.dos.ny.gov/local- waterfront-revitalization- program			
E5.	Foster communication among landlords, business owners, and the Village to mitigate turnover and vacant commercial spaces and identify incentives.	Hastings Affordable Housing Committee, Hastings-on-Hudson Downtown Advocate Rivertowns Chamber of Commerce	www.rivertownschamber.co m			
E6.	Develop strategies to encourage greater use of downtown businesses during weekdays.	Hastings-on-Hudson Downtown Advocate, Parks and Recreation Department, Rivretowns	Not Applicable			

		Chamber of Commerce,		
		Senior Council		
E7.	Undertake a downtown revitalization study to develop	Village of Hastings-on-	Not Applicable	
	strategies for the downtown.	Hudson		

7	Sustainability & Resiliency				
	Recommended Action	Recommended Action Potential Partners		Status	
S1.	Improve stormwater and flood management by incorporating green infrastructure techniques, enhancing the stormwater system, and implementing strategies from the Village-wide Flood Study.	NYSDEC, FEMA	www.dec.ny.gov/nature/wate rbodies/wetlands/freshwater -wetlands-program/conserve		
S2.	Ensure that MTA remains dedicated to the Hudson Line and contributes to the resilience of the Village waterfront.	MTA, NYS EFC	www.efc.ny.gov/green- stormwater-infrastructure		
S3.	Consider developing a local wetland preservation law.	Village of Hastings-on- Hudson Planning Board and Zoning Board of Appeals, NYSDEC	<u>Hudson River National</u> <u>Estuarine Research Reserve</u>		
S4.	Maintain current and establish new long-term education partnerships with environmental groups.	Climate Smart Communities Task Force	www.climatesmart.ny.gov/		
S5.	Continue efforts to advance under the Climate Smart Community Program.	Climate Smart Community Task Force, NYSEFC	www.efc.ny.gov/gigp-apply		
S6.	Conduct a feasibility study identifying Village parking areas (including rail commuter lots) as candidates for implementation of green infrastructure.	Westchester County, NYSDEC	https://planning.westchester gov.com/hazard-mitigation- planning, www.dec.ny.gov/environmen tal-protection/water/water- quantity/resilient-ny		
S7.	Support and attract sustainable development along the waterfront and throughout the Village.	Waterfront Rezoning Committee (sunset),	Not Applicable		

		Shoreline Advisory Committee (sunset)		
S8.	Work with organizations to help lower-income residents retrofit homes to conserve energy.	NYSERDA	https://www.nyserda.ny.gov/ All-Programs/RetrofitNY- Program	
S9.	Work with community members to undertake community resilience mapping.	Climate Smart Communities Task Force	Not Applicable	
S10.	Continue to support youth engagement in a variety of sustainability and conservation projects.	Various Yo <mark>uth</mark> Organizati <mark>ons</mark> , Union Free S <mark>choo</mark> l District	Not applicable	

8	Parks & Recreation						
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status			
R1.	Promote adaptive reuse of existing building stock to welcome makers' space/studios with an emphasis on innovation and fine arts, where appropriate.	NYSDOS	https://dos.ny.gov/spurring- adaptive-reuse				
R2.	Conduct a Village-wide trail improvement and access study.	Parks & Recreation Commission, Hudson River Valley Greenway, Parks & Trails New York	www.hudsongreenway.ny.gov/grants-funding, www.ptny.org/ourwork/support/funding-opportunities				
R3.	Update the Long-Range Plan for Strategic Management of Parks and Recreation Assets (2016).	Village of Hastings-on-Hudson Parks & Recreation Department, Parks & Recreation Commission, NYSDEC	www.parks.ny.gov/grants/grant- programs.aspx, www.scenichudson.org/wp- content/uploads/2019/10/revitaliz ing-hudson-riverfronts.pdf				
R4.	Implement key concepts from the Conceptual Shoreline Design Report (2018), including opportunities for water-dependent recreational activities.	Waterfront Rezoning Committee (sunset), Parks & Recreation Commission, Scenic Hudson, Riverkeeper	www.scenichudson.org/wp- content/uploads/2019/10/revitaliz ing-hudson-riverfronts.pdf; https://dec.ny.gov/nature/waterb odies/oceans-estuaries/hudson- river-estuary-program				
R5.	Promote and potentially expand existing artistic and cultural attractions.	Parks & Recreation Commission, Hastings-on-Hudson Downtown Advocate	https://www.clearwater.org/				
R6.	Consider expanding recreational opportunities for the full spectrum of older residents, including those with limited abilities.	Parks & Recreation Commission, Village Arts Commission, River Arts, Rivertowns Chamber of	www.riverarts.org,; www.rivertownschamber.com/				

		Commerce, Hastings-on-Hudson			
		Downtown Advocate			
R7.	Explore opportunities to improve all forms of access to the waterfront.	Transportation Working Group,  Downtown Advocate		Not Applicable	

9	Connectivity Mobility, and Access					
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status		
C1.	Continue to implement and update as necessary the Complete Streets policy (2014).	Conservation Committee, Safety Council, NYSDOT	www.dot.ny.gov/programs/c ompletestreets/nysdot			
C2.	Develop a Complete Streets master plan (including sidewalks).	USDOT, Safety Council	www.transportation.gov/gra nts/SS4A			
C3.	Continue supporting circulation improvements.	NYSDOT	www.dot.ny.gov/divisions/o perating/opdm/local- programs-bureau/tap-cmaq			
C4.	Update the Bicycling and Walking Infrastructure Master Plan (2021).	Westchester County Department of Transportation, Safety Council	https://transportation.westc hestergov.com/programs- and-services			
C5.	Consider reviewing zoning districts to reduce parking requirements and provide shared parking opportunities.	Village of Hastings-on-Hudson Planning Board and Zoning Board of Appeals	Not Applicable			
C6.	Enhance connectivity between the downtown area and neighborhood clusters.	Transportation Task Force, NYSDOT, Senior Council	https://www.dot.ny.gov/pro grams-services			
C7.	Assess viability of reestablishing and improving publicly owned stairways and connecting pathways.	NYS HCR, NY Forward, NY Downtown Revitalization Initiative	https://hcr.ny.gov/new-york- main-street; https://www.ny.gov/progra ms/downtown- revitalization-initiative; https://www.ny.gov/progra ms/ny-forward;			
C8.	Consider updating the existing zoning code to require all new development projects or substantially improved structures with street frontage to include the construction or repair of existing sidewalks.	Village of Hastings-on-Hudson Planning Board and Zoning Board of Appeals	Not Applicable			

C9.	Evaluate the feasibility of extending the	Senior Council, Transportation	Not Applicable	
	Senior Bus program.	Working Group, Downtown Advocate,	Not Applicable	

10	The Waterfront				
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status	
W1.	Conduct a focused planning study to examine appropriate waterfront uses targeted to the southern waterfront area.	Waterfront Rezoning Committee (sunset)	https://www.hohny.gov/391/Wat erfront-Rezoning-Committee		
W2.	Rezone the waterfront and foster coordination between waterfront property owners.	Waterfront Rezoning Committee (sunset), Rivertowns Chamber of Commerce, Hastings-on-Hudson Downtown Advocate	https://www.hohny.gov/391/Wat erfront-Rezoning-Committee; https://rivertownschamber.com/;		
W3.	Improve scenic view preservation efforts throughout Village.	Village of Hastings-on-Hudson Planning Board and Zoning Board of Appeals	Not Applicable		
W4.	Expand access to the waterfront and recreational opportunities along the waterfront.	Waterfront Rezoning Committee (sunset), MTA, NYSDOT	https://www.dot.ny.gov/program s-services; https://new.mta.info/		
W5.	Improve water quality and habitat preservation and restoration through sustainable and resilient design along the waterfront.	Waterfront Rezoning Committee (sunset), Shoreline Advisory Committee (sunset), Parks & Recreation Commission, Hudson Riverkeeper, Scenic Hudson, NYSDEC	https://www.scenichudson.org/; https://www.hastingsgov.org/par ks-and-recreation-department; https://www.riverkeeper.org/;		

11	Governance			
	Recommended Action	Potential Partners	Potential Funding/Technical Resources	Status
G1.	Update the Village Zoning to be consistent with the Comprehensive Plan.	Zoning Board of Appeals	Not Applicable	
G2.	Modernize and continue to consistently update the Village website for residents' ease of access to publicly available resources.	Not Applicable	Not Applicable	
G3.	Evaluate current DPW operations and practices to identify potential best practices and consider potential locations for relocating the DPW headquarters, if necessary.	Climate Smart Task Force, Department of Public Works	Not Applicable	

