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Village of Ossining Local Waterfront Revitalization Program

Adopted:
Village of Ossining Board of Trustees, July 2, 1991

Approved:
NYS Secretary of State Gail S. Shaffer, July 11, 1991

Concurred:
U.S. Office of Ocean and Coastal Resource Management, June 8, 1993

This Local Waterfront Revitalization Program (LWRP) has been adopted and approved in accordance with the provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42) and its implementing regulations (6 NYCRR 601). Federal concurrence on the incorporation of this LWRP into the New York State Coastal Management Program as a Routine Program Implementation action has been obtained in accordance with the provisions of the U.S. Coastal Zone Management Act of 1972 (P.L. 92-583), as amended, and its implementing regulations (15 CFR 923).

The preparation of this LWRP was financially aided by a federal grant from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended. Federal Grant No. NA-82-AA-D-CZ068.

The New York State Coastal Management Program and the preparation of LWRPs are administered by the New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, 162 Washington Avenue, Albany, New York 12231.



STATE OF NEW YORK
DEPARTMENT OF STATE
ALBANY, N.Y. 12231-0001

GAIL S. SHAFFER
SECRETARY OF STATE

July 11, 1991

Honorable Joseph G. Caputo
Mayor
Village of Ossining
Municipal Building
16 Croton Avenue
Ossining, NY 10562

Dear Mayor Caputo:

It is with great pleasure that I inform you that, pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act, I have approved the Local Waterfront Revitalization Program (LWRP) prepared by the Village of Ossining. The Village of Ossining is to be commended for its thoughtful and energetic response to opportunities presented along its waterfront.

I will notify State agencies shortly that I have approved the LWRP and will provide them with a list of their activities which must be undertaken in a manner consistent to the maximum extent practicable with the LWRP.

Again, I would like to commend the Village for its efforts in developing the LWRP and look forward to working with you in the years to come as you endeavor to revitalize your waterfront.

Sincerely,

A handwritten signature in black ink, appearing to read "Gail S. Shaffer", written in a cursive style.

Gail S. Shaffer

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT
Washington, D.C. 20235

JUN 8 1993

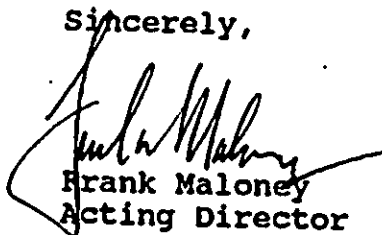
Mr. George Stafford
Director
Division of Coastal Resources
and Waterfront Revitalization
Department of State
162 Washington Street
Albany, New York 12231

Dear Mr. Stafford:

The Office of Ocean and Coastal Resource Management concurs with your request to incorporate the Village of Ossining Local Waterfront Revitalization Program (LWRP) into the New York State Coastal Management Program as a Routine Program Implementation (RPI) change. We received comments from ten Federal agencies, none objecting to incorporating the LRWP as an RPI. This approval assumes you will make no further changes to the document in addition to the ones submitted.

In accordance with the Coastal Management Regulations, 15 CFR 923.84, Federal consistency will apply to the Village of Ossining after you publish notice of our approval.

Sincerely,



Frank Maloney
Acting Director



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WHEREAS, the Village of Ossining entered into a contract with the New York State Department of State for the preparation of a Local Waterfront Revitalization Program (LWRP) which, upon its approval by the State, would become part of the State's Coastal Zone Management Plan; and

WHEREAS, a draft of the Local Waterfront Revitalization Program was prepared with input from the Waterfront Advisory Committee and a resolution authorizing its submission to the State for review was passed on May 19, 1987; and

WHEREAS, the State withheld their final approval of the LWRP pending the passage of the Village's Zoning Law, which was passed, following input from the State and the necessary public hearing and environmental review, on December 18, 1990; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) was prepared concerning the (LWRP) in accord with the requirements of Part 617 of the implementing regulations of Article 8 of the Environmental Conservation Law and the DEIS was accepted as complete and released for distribution by resolution passed on May 19, 1987; and

WHEREAS, a Public Hearing on the DEIS and the LWRP was held on July 7, 1987 where comments from the public were encouraged and where no one spoke in opposition to the program; and

WHEREAS, the Draft LWRP has now been updated to bring it into conformance with the new Zoning Law;

NOW THEREFORE BE IT RESOLVED by the Board of Trustees of the Village of Ossining that the revised LWRP has the approval of the Village and that the Village Manager is hereby directed to submit it to the NYS Department of State for their approval.

EXTRACT FROM THE MINUTES OF A REGULAR
MEETING OF THE BOARD OF TRUSTEES OF THE
VILLAGE OF OSSINING, WESTCHESTER COUNTY

The Board of Trustees of the Village of Ossining met in a regular session
in the Court Room of the Municipal Building in the Village of Ossining at
8:00 P.M. on July 2, 1991. The meeting was called to order
by the Mayor and, upon roll call, those present and absent were
as follows:

PRESENT: MAYOR: Joseph G. Caputo
 TRUSTEES: Thomas G. Cambariere
 Penny Markowitz-Moses
 William G. Lent
 Mary Ann Roberts
 VILLAGE CLERK: Marion E. Stahl

ABSENT: _____

STATE OF NEW YORK :
COUNTY OF WESTCHESTER: SS
VILLAGE OF OSSINING :

I, Marion E. Stahl, Village Clerk of the Village of Ossining, Westchester County,
New York, do hereby certify that the annexed are true copies of the original resolutions
passed by the BOARD OF TRUSTEES, at a legally convened meeting held on the 2nd day
of July, 1991, and are on file as part of the minutes of such meeting, and
that the same are true copies thereof and the whole of such originals. I further certify
that the full BOARD OF TRUSTEES consists of FIVE members, and that five (5) of such
members were present at such meeting and that five (5) of such members voted in favor
of the above resolutions.

IN WITNESS WHEREOF, I have hereunto set
my hand and the seal of the

VILLAGE OF OSSINING
on the 9th Day of July 1991
Marion E. Stahl
Village Clerk

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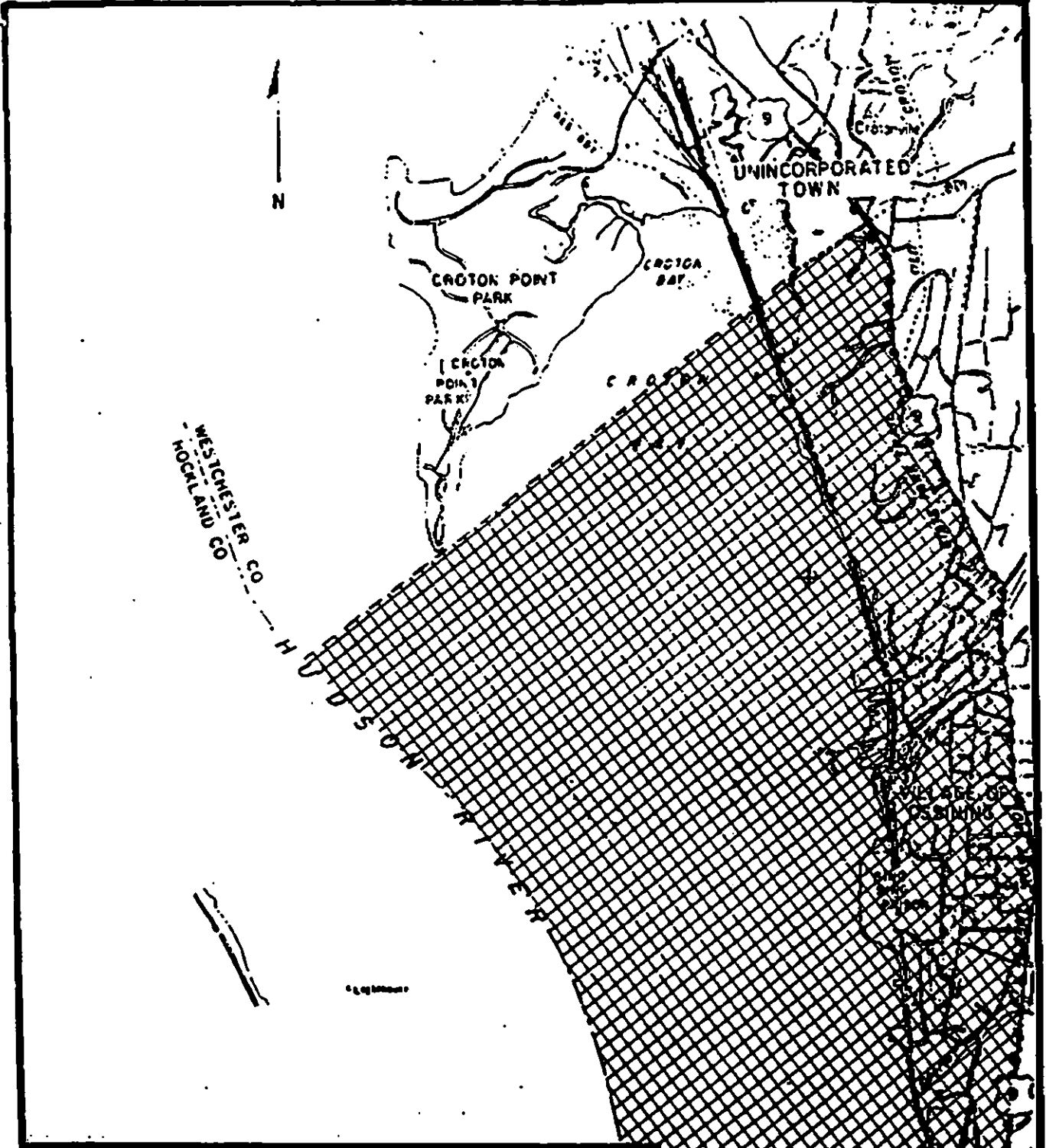
SECTION I





WATERFRONT REVITALIZATION AREA BOUNDARY

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The Village of Ossining Waterfront Revitalization Area is as follows:

Beginning at a point on the southerly side of the Croton River at a point 1,000 feet north of the center line of a brook running through the southerly portion of property of Mary Immaculate Incorporation, as measured along the easterly bank of the Croton River; thence in a straight line approximately 1600 feet to the westerly side of Route 9 which line if extended would cross the Albany Post Road at a point on the east side of said Albany Post Road distant three hundred feet from the intersection of the Albany Post Road with the northerly side of Ogden Road; thence along the westerly side of Route 9 in a southerly direction approximately 3.5 miles to a monument at the southeast corner of Sparta Cemetery; thence running along the southerly side of Sparta Cemetery 294.00 feet to a point on the easterly side of Old Albany Post Road, now Revolutionary Road; thence in a northerly direction along the easterly side of Old Albany Post Road 2.75 feet to a point; thence crossing Old Albany Post Road and continuing along the division line of lands now or formerly of F.R. Pierson and lands now or formerly F.A. Vanderlip 866.0 feet to a point on the easterly side of Kemeys Ave; thence along the Kemeys Avenue north twelve degrees forty four minutes east one hundred and thirty-three (133) feet, north thirteen degrees seventeen minutes thirty seconds east eighty-four and twenty-three hundredths (84.23) feet to a corner; thence on a course south eighty-two degrees seventeen minutes west and crossing Kemeys Avenue and running through lands of Nicholas Fioreta one hundred ninety-six and thirty-five hundredths (196.35) feet to a point on the easterly side of lands of New York Central Railroad Co; thence along lands of New York Central Railroad Co. on a curve to the left not tangent with the last mentioned course having a radius of 3670.00 feet, a central angle of four degrees eleven minutes ten seconds and a length of 268.14 feet; thence north eighty-nine degrees forty-four minutes west eighty feet more or less to the Hudson River; thence in a westerly direction on a line being the shortest distance to the center line of the Hudson River, being the same boundary line of the County of Westchester; thence in a northerly direction along said line of the County of Westchester to a point; distant 100 feet south of Teller's Point, thence northeasterly on a straight line to the point of place of beginning.



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|---|--------------------------------|
| LEGEND | SCALE 1:33,000 |
| MAP 1 | |
| WATERFRONT REVITALIZATION AREA BOUNDARIES | |
|  | Waterfront Revitalization Area |
|  | TOWN BOUNDARY LINE |
|  | VILLAGE BOUNDARY LINE |
|  | ROUTE 9 |



SECTION II
INVENTORY and ANALYSIS

General Information

The Hudson River, "one of the most beautiful rivers in the world," forms the western boundary of the Village of Ossining. Richly endowed in its setting, Ossining is located 31 miles north of New York City on the rolling hills which characterize the eastern shore of the Hudson Valley. The Village has three miles of riverfront land with some of the most spectacular views in all of the Hudson's 315 mile length: the Palisades lie on the western shore; the Manhattan skyline is to the south; and Croton Point is upriver. However, the waterfront area has been long neglected and most of Ossining's residents have had little opportunity to enjoy the pleasures which the river has to offer. Recently, attempts have been made to provide waterfront park land; however, the riverfront is still underutilized as a people resource.

When the railroad came through Ossining, in 1849, it separated the community from the river, both physically and economically. The Hudson was no longer quite as accessible nor would it ever again play as big a role in the transportation of goods and people between Ossining and the communities to its north and south.

The railroad was largely constructed on fill placed along the water's edge and only in a few places is there enough land west of the tracks for buildings or for recreational uses. Within the Village of Ossining, there is a 0.6 mile stretch of land west of the railroad tracks which can be reached via two vehicular bridges. This land contains the Louis Engel Waterfront Park, some private marinas and small industries. This is the only land west of the railroad tracks within the Village of Ossining which is easily and safely accessible to the public.

The other large parcel of land directly on the water is utilized by the Tappan Facility, which is part of Sing Sing Prison. The release of this land by the State would give the Village the opportunity for major waterfront development.

The only other potentially usable land within the Village of Ossining lying west of the tracks is 1½ acres of parkland known as Sparta Dock. This land is inaccessible except by climbing over the railroad tracks. A bend in the tracks just south of Sparta combined with the live third rail makes this extremely dangerous.

East of the railroad tracks the land rises quite steeply up to Route 9. The Village's oldest neighborhoods and its historic downtown shopping area lie here along with a few parcels available for development.

The land uses in the Village are much more mixed than in the surrounding Town of Ossining which is primarily residential. In the Village there are single-family, two-family and multi-family dwellings along with commercial and industrial uses. Manufacturing is almost entirely confined to the western portion of the Village along the riverfront and railroad tracks. Commercial land use consists mainly of retail and neighborhood oriented service establishments along portions of Route 9, Main Street and Spring Street. The central business district of the Village is located on Main Street and Spring Street, with additional commercial development

along Broad Avenue. Although there are still a few undeveloped and underutilized parcels between Route 9 and the Hudson River, this is basically a built-up area. There are no commercial fishing facilities or agricultural lands.

Air quality appears to be good in Ossining; however, there is no local monitoring. Ossining is part of the New York Metropolitan Region which has attained acceptable levels of air quality regarding all pollutants except photo-chemical oxidants. Parts of the region have unacceptable levels of carbon monoxide and total suspended particulates (although this is not the case in the Ossining area). Air quality for the State as a whole has been given a classification of #2 on a scale of 1-3.

Route 9, which forms the eastern boundary of the Ossining Waterfront Area, is a major north-south arterial and has been undergoing improvements. This state road connects with the New York State Thruway via the Tappan Zee and Beacon-Newburgh Bridges and was nominated for designation as a Scenic Road by the New York State Department of Environmental Conservation. Revolutionary Road in Sparta was also nominated; however, neither of these roads was so designated. The area also contains two railroad stations with a third station, the Croton-Harmon, just to the north.

All of the Ossining Waterfront Area has public water service and all but the Beach Road area in the northern waterfront is served by public sewers. A new county-owned secondary sewage treatment plant, next to the Tappan Facility of Sing Sing Prison, was completed in 1983 with sufficient capacity to handle Ossining's projected needs. Certain terrain conditions make the installation of sewer lines infeasible in areas of low density; however, new development would not be limited anywhere within the waterfront area due to the lack of sewer service.

Over the past fifteen years, a great deal of effort and money has been devoted to improvements to the Village's infrastructure. New sewers have been laid and a schedule of road rebuilding as well as repaving has been set up. These infrastructure improvements have been especially obvious in the Village's historic downtown section where decorative sidewalks and lighting along with plantings have been included in the infrastructure rebuilding. During 1985, the telephone company brought the latest state-of-the-art equipment into an addition which they built into their Main Street facility. Their improvements have encouraged the redevelopment of vacant land within the Village's Central Business District. Money and effort has also gone into improving the Village's water system. The water filtration plant was enlarged and rebuilt and is fed by both the Old Croton Aqueduct and the Indian Brook Reservoir; new water mains have been installed and other lines cement lined.

Ossining is built on hills and in no place is this more obvious than in the waterfront area. Only west of the railroad tracks and in the Water Street area of the Village is there flat land and this is prone to flooding. East of the railroad are steep slopes and occasional deep ravines. The deepest of the ravines was cut by the Sing Sing Kill as it flowed west to the Hudson River. This stream is classified as "D" as is Sparta Brook, Ossining's only other classified stream. This classification indicates that they are not clean enough for recreation. However, these streams

are being considered for upgrading to "C" based on a proposed generic upgrading of all perennial streams to reflect the fact that nearly all are capable of sustaining at least some fish life. Both streams empty into the Hudson River which is classified as "B" which means that it is suitable for swimming and other water related activities but not pure enough for drinking. The steep slopes do at times cause stormwater run-off problems but this situation has, for many years, been handled by storm sewers with only occasional overflow problems. More recently, new developments have been required to install retention basins so that storm water will percolate into the soil rather than cause run-off problems. There were serious erosion problems on the steep embankment between Hunter Street and Barlow Lane in the Village which led to a land-slide in 1984. Since then, new storm sewers have been laid and sheet pilings installed. Other embankments throughout the Village appear to be stable; however, if disturbed by construction, precautions will have to be taken.

The Hudson River represents one of the most dynamic, viable, and resource-rich estuaries found in the Northeast. Off Ossining's shores is the Croton River and Bay habitat which has been designated by the State Coastal Management Program as a Coastal Fish and Wildlife Habitat of Statewide Significance. This habitat is one of the largest shallow bay areas in the lower Hudson River that is sheltered from strong river currents and, to some extent, from prevailing winds. Consequently, the area provides favorable habitat for anadromous fish species, such as blueback herring, and also for resident warm water species, such as largemouth bass. The river and bay are very popular for recreational fishing. (See the appendix for the full description of the habitat.) Just outside Ossining's northern village boundary, which extends to the center of the Hudson River, is the Harverstraw Bay Significant Coastal Fish and Wildlife Habitat.

Because the Hudson is tidal, Ossining's shoreline depths, of 2-9 feet, vary with time. The same action affects the 30-40 foot deep center channel. Average tides are 3.1 feet but can be as much as 5 feet during the spring and autumnal equinoxes. In the event of extreme flood conditions associated with 100 year storms, the river rises 7.8 feet above its mean high water mark flooding most of the downtown waterfront west of the railroad tracks.

The Ossining shoreline is in a constant state of change. Much of the land west of the railroad tracks is fill, placed there during the days when Ossining was a busy shipping area with many docks and warehouses along the riverfront. This fill erodes rapidly under the action of the severe northwest winds common to the region. However, some areas are being built up with silt and sand carried down by the Sing Sing Kill and the Croton River. In addition, there is a unique current situation in the waters adjacent to the downtown waterfront area. This is due to cross currents off Croton Point and can make certain boating activities difficult unless the landing and docking areas are well protected and supervised.

Within the waterfront area, the Village has two resources which have played a unique role in the development of New York State, the Old Croton Aqueduct and Sing Sing Prison. Together they have led to the selection of Ossining as part of a Statewide Urban Cultural Park (UCP) system. With the help of the State, they are being groomed to attract visitors, shoppers and economic development to Ossining.

