



# **Village of Ossining, New York Waterfront Access & Trail Plan 2011**

# Acknowledgements

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## Section I: Introduction

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The Village of Ossining's three miles of waterfront represents one of the community's greatest assets. Ossining's rugged topography provides residents and visitors alike with dramatic, panoramic views of the Hudson River and points beyond, while the River itself has linked Ossining with the many waterfront communities located on both of its flanks for nearly two centuries. While residents are no longer dependent on the River for commerce, industry, or transportation, they are now drawn to it for recreation, relaxation, and contemplation.

Recent times have seen a resurgence of community interest in further developing the Village's waterfront as a recreational resource. The Village's Local Waterfront Revitalization Program (LWRP), adopted in 1991, identified a number of potential ways in which future development can be undertaken in a manner that preserves the area's delicate ecology while providing new and enhanced amenities. The Village of Ossining's Comprehensive Plan was completed in 2009 and a substantial portion of the document focused on identifying the possibilities that exist for improvements to the waterfront's numerous water-dependent and water-related recreational amenities.

In addition to promoting the design and implementation of site-specific improvements to waterfront assets, other efforts have sought to take advantage of the waterfront's sweeping vistas to provide a conduit for a system of trailways. The Westchester RiverWalk trail, a planned 46.6 mile pathway paralleling the Hudson, will link the village center, historic sites, parks, and river access points via a connection of trails, esplanades, and boardwalks. The existing Edward M. Wheeler Crawbuckie Nature Preserve, a 26 acre wooded preserve along the Village's northern waterfront, will serve as the first segment of RiverWalk in Ossining, connecting to many waterfront points of interest as well as the Old Croton Aqueduct Trail, another of the community's treasured recreational amenities.

The Village's Waterfront Visioning Committee is made up of residents, property owners, and other stakeholders and is committed to advancing the goal of revitalizing Ossining's waterfront. The Committee has spearheaded initiatives over the past year to examine ways to enhance the waterfront's ability to serve as a recreational resource for the community. The Village of Ossining Waterfront Access & Trail Plan, produced in collaboration with consultants Munz Associates and E.M. Weinstein, P.C., is the product of these efforts. The project was made possible by grants from the New York State Hudson River Valley Greenway and the New York State Department of Environmental Conservation's Hudson River Estuary Program.

The Plan includes:

- Potential alignments for segments of the Westchester RiverWalk trail system through the Village of Ossining, including signage opportunities and linkages to waterfront sites (see page 17)
- Site-specific recommendations for improvements to waterfront recreational resources (see page 30)
- Cost estimates, permitting requirements, and potential funding sources for recommended waterfront and trail improvements (see page 67)

The recommendations and RiverWalk trail alignments are divided up among three waterfront study areas; south, central, and north. Please see page 8 for additional information on each of the study areas. The proposed improvements have also been categorized into those that can be implemented in the short term (1-5 years) and the long term (5 years+), with cost estimates based upon 2011 project costs.



## Section II: Ossining's Waterfront

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### Waterfront History



The story of Ossining is, in many ways, the story of its waterfront. Over the last 270 years, the Village waterfront has functioned as a place for trade, commerce and recreation, as well as institutional penalization. These diverse, at times contradictory, uses resulted in a waterfront area that was spliced up, parceled off, and left disjointed – the ramifications of which are still felt today.

At the time of its initial settlement by the Dutch in the 18<sup>th</sup> century, Ossining, known at that time by the Native American-derived name ‘Sing Sing’, was part of the vast Phillipsburg Manor estate that stretched from the present-day Bronx all the way to the Croton River. From its earliest days as a small waterfront settlement, cattle, agricultural and other goods were brought from farms around the area down Main Street to the water’s edge in the vicinity of the present day train station for shipment by boat to New York City and beyond. Just to the south of Sing Sing Village was the thriving community of Sparta, with its own busy dock located north of where Sparta Brook empties into the Hudson. The River was the superhighway of its day.

In 1825, Sparta and Sing Sing Village were peremptorily split by the construction of Sing Sing Correctional Facility, a site which eventually occupied over 55 acres of prime riverfront real estate. The arrival of the new Prison greatly accelerated the community’s growth as new businesses and infrastructure were needed to support both that facility’s operations and that of waterfront industry. Downtown Ossining began growing at this time as structures were built along the higher ground of Main Street. Within decades, further change would take place: the arrival of the New York Central and Hudson River Railroad in Ossining in 1851 separated the upland community

from the river, both physically and economically. From then onward, the railroad – not the river – became the primary carrier of goods and people and further encouraged the development of industry and warehousing along the rail line and river. Among the best known was the patent medicine works of Dr. Benjamin Brandreth, who operated out of his pill factory on Water Street.

Due to the presence of the railroad and industry, residents have historically had sparse opportunity to take advantage of water-dependent recreational activities, such as fishing, canoeing, sailing and swimming. Industrial pollution within the River reached its peak during the middle decades of the 20<sup>th</sup> century, limiting opportunities for swimming and fishing. Crawbkuckie Beach, located on the northern waterfront in an area that was once part of the Moorehaven estate, served as a bathing beach and was popular during the 1920s and 1930s. The Crawbuckie property was later purchased by the Village in 1967 to provide a publicly-owned recreational area.

While at-grade railroad crossings were initially common along Ossining's waterfront, the increase in rail traffic and speed through the years necessitated that the railroad be fenced off, further separating Ossining residents from the water's edge. The increase in rail traffic also necessitated the eventual construction of vehicle bridges at Secor Road and Snowden Avenue to carry these streets over the rail line, and by a pedestrian-only footbridge at the Scarborough Station south of Sparta. As the waterfront's role as an industrial center intensified, Ossining itself grew both upland and inland, gradually turning its back on the noise and pollution generated by industry and rail transportation.

Just as rail once superseded water-borne transportation, road transportation eventually came to overshadow rail as a method to ship goods and materials. Over the past six decades, in Ossining as throughout the northeast, trucks have taken over from trains and barges as the main carriers of manufactured goods in the United States. Industry and warehousing now seek highway locations. Rail lines on river locations are no longer necessary, and survive mainly by inertia or the lack of alternatives. This in turn opens up the opportunity to make the waterfront into a recreational destination, taking full advantage of its dramatic views and location in close proximity to downtown Ossining to provide a place where residents and visitors alike can gather together and enjoy both passive and active recreation along the River. Improvements to the waterfront's recreational amenities also dovetail with the goal of facilitating residential development within this area. The last decade has seen increased interest in the development of housing along Ossining's waterfront to take advantage of both the river views and proximity to the Metro North rail line. In 2005, the 150 unit residential and mixed use development known as Harbor Square was proposed, illustrating the attractiveness of the waterfront as a place to both live and play.



## The Waterfront Today



### Waterfront Recreation

Enjoyment of the river for recreational purposes is currently available at Louis Engel Park, the Ossining Boat and Canoe Club, Shattemuc Yacht Club, and Westerly Marina. These are among the few sites that provide access to the water's edge. Numerous legacy uses on the waterfront make the provision of river access difficult: these uses include Sing Sing Correctional Facility; the County-owned wastewater treatment plant; several light industrial facilities, the Metro North rail line, and a number of under-activated and/or vacant sites such as the former Testwell Craig site at 47 Hudson Street and Sparta Dock. Plans have been proposed for the redevelopment of several waterfront sites as residential and mixed use sites, including the Harbor Square site located adjacent to the Ossining Metro North station. As of this writing, the Village has worked with the developer of the Harbor Square site on the provision of publically-accessible parkland on the site, an initiative that will allow this key location to serve as a new recreational amenity. Village residents have repeatedly emphasized that public waterfront access is the most important requirement for any current and future waterfront redevelopment initiatives, despite the fact that only a small percentage of respondents indicate that they now utilize the river for recreational purposes. For many, the waterfront is in sight, yet remains just out of reach.

## Waterfront Trails

As of this writing, plans are underway to design and then construct a system of trails located within the Edward M. Wheeler Crawbuckie Nature Preserve, a 26 acre nature area located along the northern waterfront. These trails will be the first Ossining segment of the larger Westchester RiverWalk trail system that will extend from Yonkers to the border of Putnam County when completed. The density of uses and number of individually owned parcels along the waterfront and areas immediately upland of the waterfront make the identification of a continuous right of way complicated. These constraints formed for the impetus for the creation of this document.

## **Reference Documents**

The Village of Ossining Waterfront Access & Trail Plan builds on a number of documents and initiatives that have been previously completed. The processes through which these documents were created have repeatedly demonstrated the community's desire for expanded waterfront recreational resources and waterfront trails. These include the following:

### Village of Ossining Comprehensive Plan (2009)

The Village of Ossining's Comprehensive Plan, the culmination of an intensive four year outreach and public input process, was completed in 2009 as part of a process that included substantial updates to the Village's Zoning Code. The Plan sets forth a vision for the economic, physical, social, and environmental development of the Village and dedicates more than twenty-five pages of its 118 page length to potential improvements to the Village's waterfront. Please see Appendix D: References & Additional Information for the specific Comprehensive Plan strategies and objectives that are relevant to this document.

### Village of Ossining Local Waterfront Revitalization Program (1991)

The Village's Local Waterfront Revitalization Program (LWRP), first adopted in 1991 and currently in the process of being updated, is a land and water use plan completed by the Village in accordance with NYS Dept. of State and Federal standards that covers the area of the Village west of Route 9. The LWRP contains forty-four policies that focus on development, recreation, historic and scenic quality, and water and air resources. A number of LWRP policies focus specifically on the provision of additional public access to the water's edge when opportunities arise, the promotion of water-dependent and water-related recreational uses, and the construction of a linear trail along the waterfront to link waterfront recreational facilities and provide pedestrian access. The LWRP is administered by the Village's Environmental Advisory Council (EAC), an eight-member board appointed by the Village of Trustees. Please see Appendix D: References & Additional Information for the specific LWRP policies that are relevant to this document.

## Other Documents

The trail improvements proposed within this Plan draw upon the 2005 Westchester County RiverWalk Guidelines, a 98 page manual setting forth standards and recommendations for the 46 mile RiverWalk multi-use path system that will extend the length of Westchester County when completed. The proposed trail improvements for the Village of Ossining's waterfront contained within this Plan are based upon those included within the Guidelines. Please see Section VI: RiverWalk Trail Program for additional information on this document.

The project is consistent with Objective 4 of the 2004 Westchester County Greenway Compact Plan, which states *"Enhance use of Westchester County's parks, beaches, and recreation facilities by improving public access, by providing a variety of natural settings for passive enjoyment, and by taking into account the need for recreation close to population centers and the interests of the County's changing population."*

## Section III: Waterfront Areas & Existing Conditions

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### Introduction

For the purposes of this document, the Village of Ossining's three miles of Hudson River waterfront has been divided among three study areas: southern, central, and northern. Each of the areas possesses a different character; the southern and northern waterfronts are home to lower-density development, while the central waterfront area is located in the heart of the Village and is directly adjacent to downtown Ossining. Below is a description of each study area:

#### Southern Waterfront Area

**Area Description** - The Southern area includes the Scarborough Train Station and Kemeys Cove and extends ½ mile north to the intersection of Liberty Street and Hudson Street. This area is residential in character and contains the Village's Sparta neighborhood as well as the adjacent Scarborough area.

- **Existing Pedestrian Access** – There is a 3' wide asphalt sidewalk in fair to poor condition that runs along the westerly side of Kemeys Avenue from the Scarborough Train Station heading north to the entrance of Kemeys Cove Condominiums on Revolutionary Road, where sidewalk continues on the easterly side of Revolutionary Road. This sidewalk is concrete and in new condition. At the intersection of Revolutionary Road and Liberty Street, there is a concrete sidewalk on the southerly side of Liberty Street to Hudson Street. The sidewalk is in fair condition and stops at the intersection of Liberty Street and Hudson Street. There are currently no sidewalks to Sparta Park.
- **Existing Waterfront Access** – Within the Southern Study Area, waterfront access does not currently exist.



Site 1: Kemeys Cove



Site 2: Sparta Park

## Central Waterfront Area

**Area Description** - The Central study area includes the area from Hudson Street north to Snowden Park, a total of 1.2 miles in length. This portion of the study area has the greatest density and it includes a wide range of uses, with residential and mixed uses along Hudson Street, including the former Testwell Craig site located at 47 Hudson Street, Sing Sing Correctional Facility, Westchester County's Sewage Treatment Facility, the Ossining Metro North Station, Downtown Ossining and the Downtown Waterfront, several waterfront parks, marinas and light industrial areas.

- **Existing Pedestrian Access** – At the southern end of the study area at Sparta Park heading north along Hudson Street to beyond the prison there are no sidewalks. Sidewalks do not begin until Hunter Street. Due to various grade changes on the easterly side of Hudson Street, it would be easier to have sidewalks on the westerly side of Hudson Street. The sidewalks along Hunter Street extend to the intersection of Main Street. Sidewalks exist along Main Street and Secor Road and are slated to be replaced through Community Development Block Grant funds. Along the waterfront, sidewalks would be required along Westerly Road from the Harbor Square development north to Westerly Marina.
- **Existing Waterfront Access** – Within the Central Study Area, current waterfront access is limited to the area at Louis Engel Park, the Ossining Boat and Canoe Club, the Harbor Square site, and Shattemuc Yacht Club and Westerly Marina.



Site 3: 47 Hudson St.



Site 4: Sing Sing Correctional Facility



Site 5: Louis J. Engel Park



Site 6: Ossining Boat & Canoe Club





Site 7: Ossining Dock



Site 8: Harbor Square



Site 9: Sing Sing Kill/Kill Brook



Site 10: Quimby Street



Site 11: Marina Areas

## Northern Waterfront Area

**Area Description** - The Northern Study Area along the waterfront includes the area from the intersection of Snowden Park north to Mariandale and the upland trail connection area from Snowden Avenue to the Old Croton Aqueduct Trail and north to the Mariandale site. The area is .85 miles in length and includes a wide range of uses, with mixed use and light industrial along the waterfront area to residential along Snowden Avenue and the area surrounding the Edward R. Wheeler Crawbuckie Nature Preserve and Mariandale sites. This area of the Village also contains numerous steep slopes, posing constraints for provision of public access.

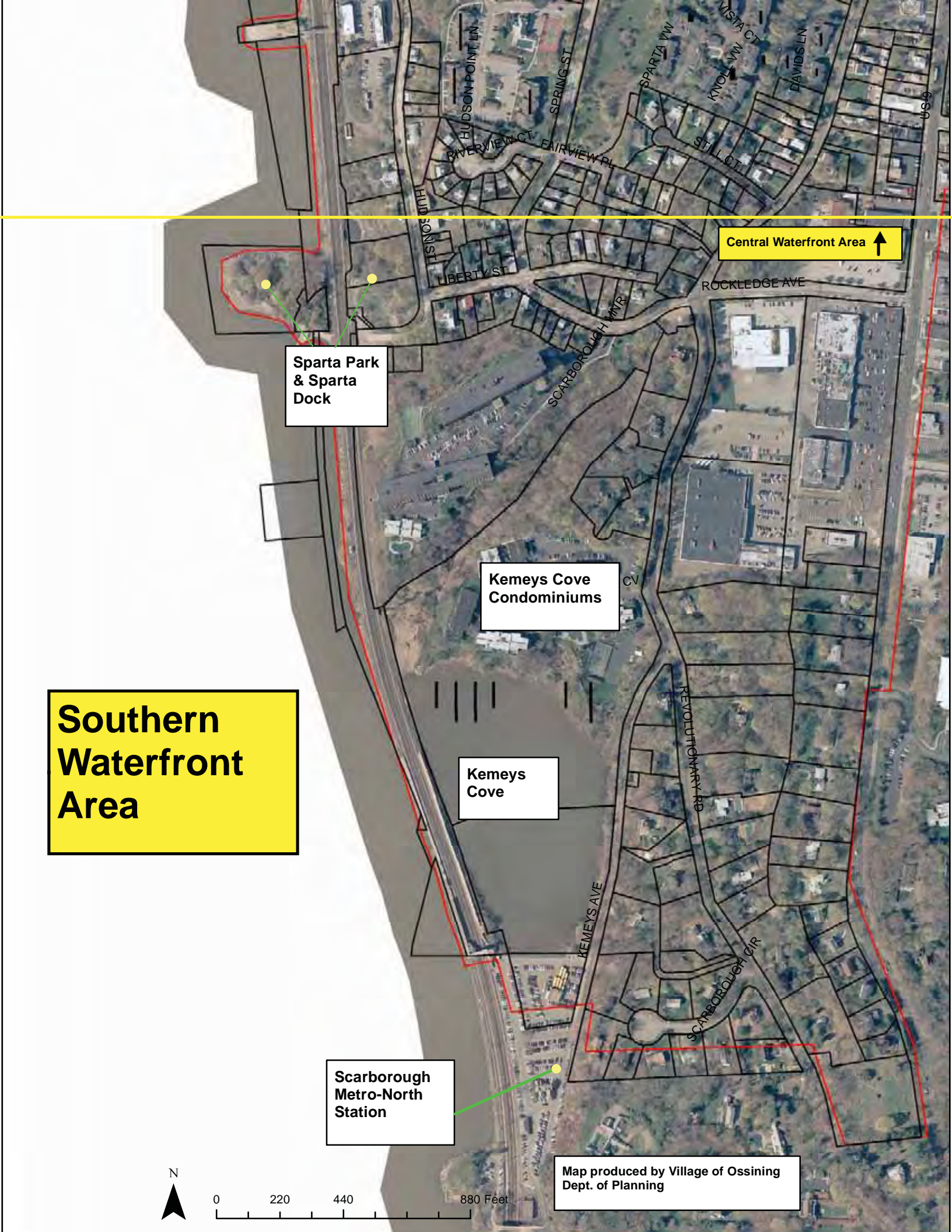


- **Existing Pedestrian Access** – At the southern end of the study area at the intersection of Snowden Avenue and heading north along the waterfront area along North Water Street to Diamond Dairy, there are no sidewalks and presently, due to the extremely narrow roadway, sidewalks are not feasible. Snowden Avenue has sidewalks that lead to the Aqueduct Trail, and most of those sidewalks are in fair to good condition.
- **Existing Waterfront Access** – Current access to the waterfront is limited due to the topography, lack of land accommodation, proximity to Metro North track, and various land parcels under private ownership that do not have direct access to the River.



Site 12: Diamond Dairy - Crawbuckie Connection

Please see the next page for maps of the Waterfront Areas.



Central Waterfront Area ↑

Sparta Park  
& Sparta  
Dock

Kemeys Cove  
Condominiums

**Southern  
Waterfront  
Area**

Kemeys  
Cove

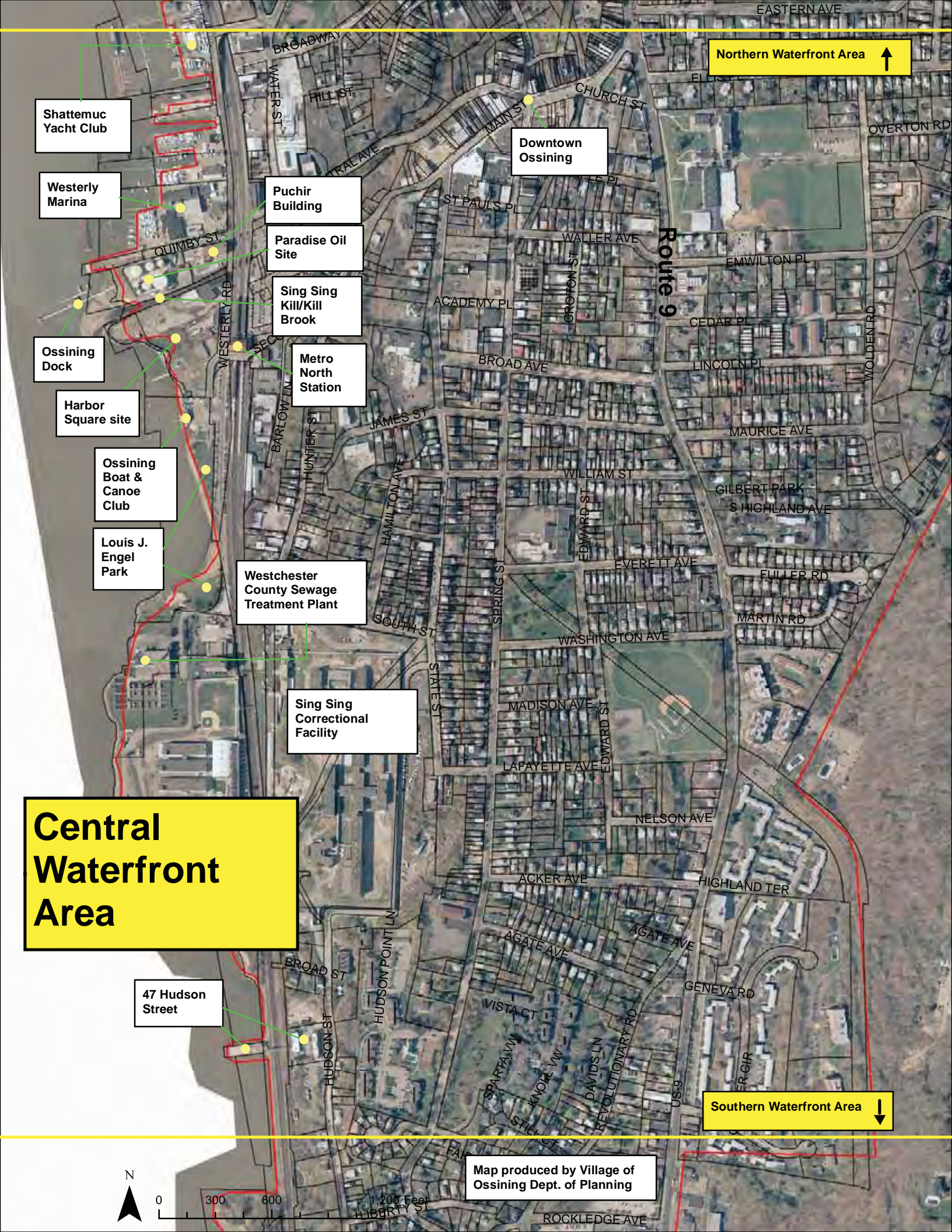
Scarborough  
Metro-North  
Station

Map produced by Village of Ossining  
Dept. of Planning



0 220 440 880 Feet





Northern Waterfront Area ↑

Shattemuc Yacht Club

Westery Marina

Puchir Building

Paradise Oil Site

Sing Sing Kill/Kill Brook

Metro North Station

Ossining Dock

Harbor Square site

Ossining Boat & Canoe Club

Louis J. Engel Park

Westchester County Sewage Treatment Plant

Sing Sing Correctional Facility

Central Waterfront Area

47 Hudson Street

Downtown Ossining

Route 9

Southern Waterfront Area ↓

N

0 300 600

1,200 Feet

Map produced by Village of Ossining Dept. of Planning



# Northern Waterfront Area

Eagle Bay Condominiums

Atria on the Hudson

Mariandale

Crawbuckie Beach

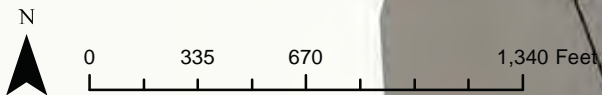
Edward M. Wheeler  
Crawbuckie  
Nature Preserve

Diamond Dairy

Brandreth  
Pill Factory

Old Croton  
Aqueduct

Central Waterfront Area ↓



Map produced by  
Village of Ossining  
Dept. of Planning



## Section IV: RiverWalk Trail Program

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### RiverWalk Program Overview

#### *What is RiverWalk?*

The Westchester RiverWalk is a planned 51.5-mile multi-faceted pathway paralleling the Hudson River in Westchester County. When completed, it will link village centers, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. RiverWalk spans 14 municipalities in Westchester and is part of the Hudson River Valley Greenway system. RiverWalk is a work in progress that is being developed through a series of projects constructed by the county, local municipalities and other entities, including private developers.

#### *What are some examples of RiverWalk segments that have been completed to date?*

- Route 9 Bridge Bike Path connecting Croton & Ossining
- RiverWalk at Croton Landing
- Tarrytown RiverWalk (Kraft Foods & Lyndhurst)
- Annsville Preserve, Peekskill
- Yonkers Waterfront Promenade

*Please see Appendix D: References & Additional Information for a full breakdown of current Westchester RiverWalk mileage.*



## Westchester RiverWalk Guidelines

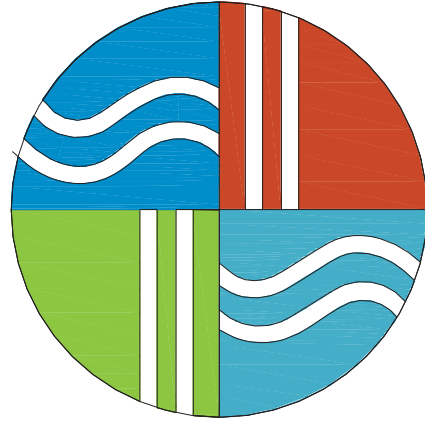
In 2005, the County and a team of consultants worked together to flesh out the 2003 trail plan with a set of guidelines containing recommendations for trail specifications and amenities as well as options for materials and signage. This document is known as the *Westchester RiverWalk Guidelines Manual*.

The goal of the Guidelines is to set forth concepts for the creation a cohesive trail that is visually connected, so that users can traverse easily in an attractive setting, and can experience the Hudson River through a unified trail way experience. The Guidelines serve as a set of standards and a design palette that will unify the trail and establish a consistent approach for construction. Each municipality and other entity that plans a trail segment can apply these Guidelines by incorporating the standards and amenities that apply to its category of trail, such as an Esplanade or a Trail in a Natural Area.

The recommendations contained within the Guidelines are intended to meet the needs of all users in varying conditions. While it describes how to accommodate pedestrians and bicyclists along with other users and covers most environments and potential scenarios, it cannot address every possible situation. It does, however, provide a foundation upon which each segment can be developed in greater detail to incorporate specific individual needs and conditions. The Guidelines represent a thorough and organized effort to provide sound design principles in order to attain a cohesive RiverWalk trail experience.

The recommendations proposed within the Village of Ossining Waterfront Access & Trail Plan are based upon the best practices contained within the RiverWalk Guidelines.

For further information and to obtain the RiverWalk Guidelines, please visit the Westchester County Dept. of Planning's website.



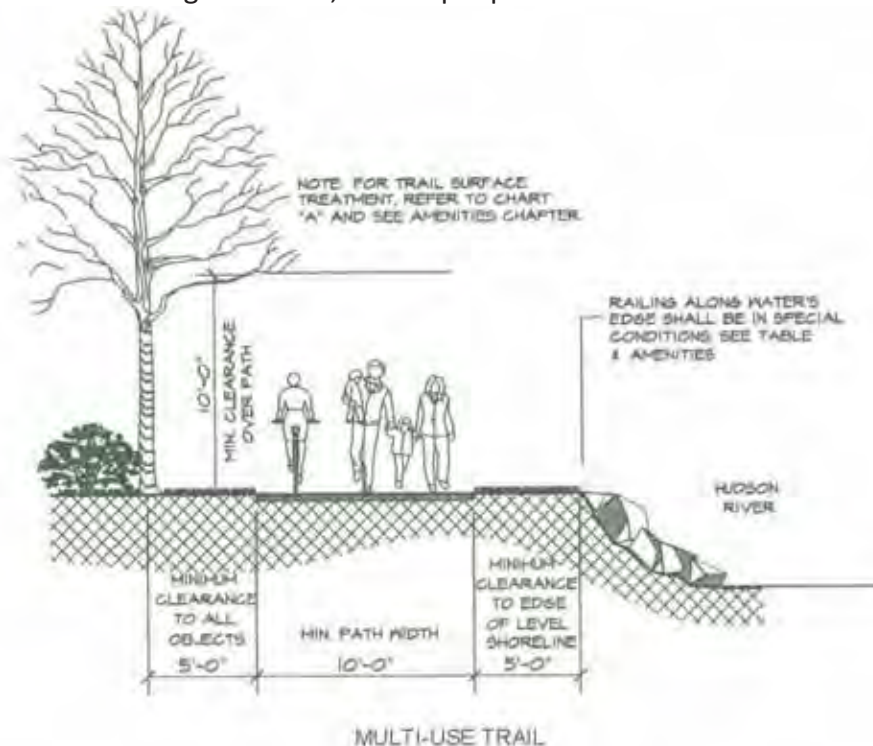




### **Categories of Trails**

Several categories of trails have been developed to represent the settings which will be encountered in the Village of Ossining as RiverWalk is developed. In some situations, existing trails such as the Old Croton Aqueduct Trailway will be used as a conduit to link other segments of RiverWalk. In other situations, the trail will be located along a sidewalk, road, or in a parking lot. Because of site conditions, the type of trail developed will vary. In some cases, the trail's use will be limited to pedestrians, or may not be suitable for those with disabilities or on bicycle. Below are the various categories of trail conditions potentially encountered along RiverWalk:

- A. Multi-Use Trail – The multi-use trail applies to segments where different users can use the trail: walkers, bicyclists, joggers, runners, those on roller blades, those wheeling strollers, and people in wheelchairs or with walkers.

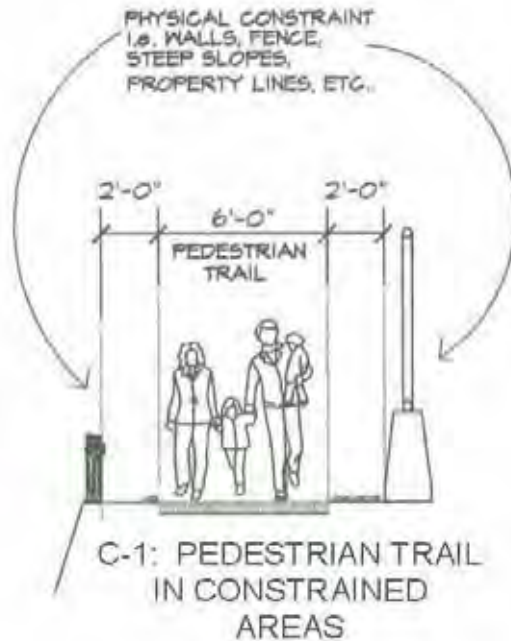


- B. Multi-Use Trail on Roads & In Parking Lots – multi-use trail along roads and in parking lots are based primarily on creating a safe and visually pleasing experience for the user. Designers meet with their municipal DOT during the planning stage and review AASHTO and NYSDOT Highway Design Manual to ensure safe use by both trail users and vehicles.



### C. Pedestrian Trail

- a. In Constrained Areas – A proposed segment of RiverWalk that best exemplifies a pedestrian trail in a constrained area is located within the Northern Waterfront Study Area; specifically, the proposed spur connecting the Diamond Dairy Area with the Crawbuckie Preserve, where there is limited access and steep slopes in a natural and wooded area.



- b. In Natural Areas – A pedestrian trail in a natural area would be best illustrated by the pending Crawbuckie Trailways and the proposed spurs extending through the BASF property and along the border of the Mariandale property, where the area is natural woodland and limited access.



- D. Bicycle Trail on Road – This type of trail is a “shared” roadway, and must adhere to AASHTO standards and the NYSDOT Highway Design Manual, Chapter 18: Facilities for Pedestrians and Bicyclists. No trails of this type have been proposed within the Ossining Waterfront & Trail Plan.

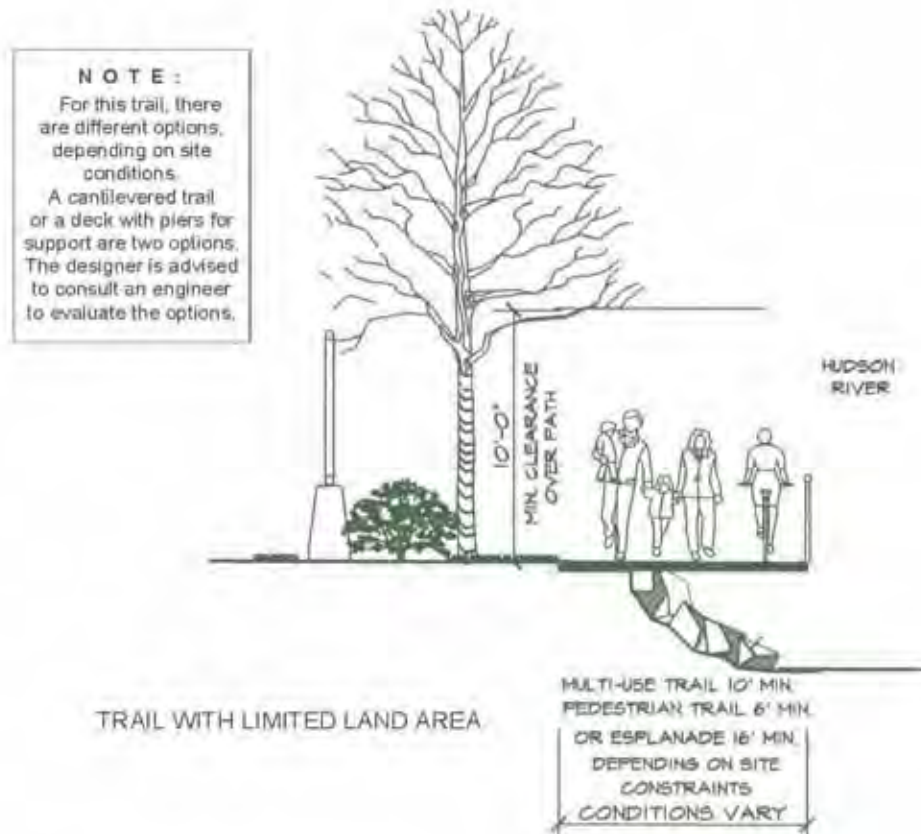


- E. Trail Adjacent to Railroad – Trails adjacent to the Railroad will vary in width, material and method of construction. A potential area proposed within this document is the right of way adjacent to the Diamond Dairy property. All potential plans must be submitted to Metro-North for review and comment.

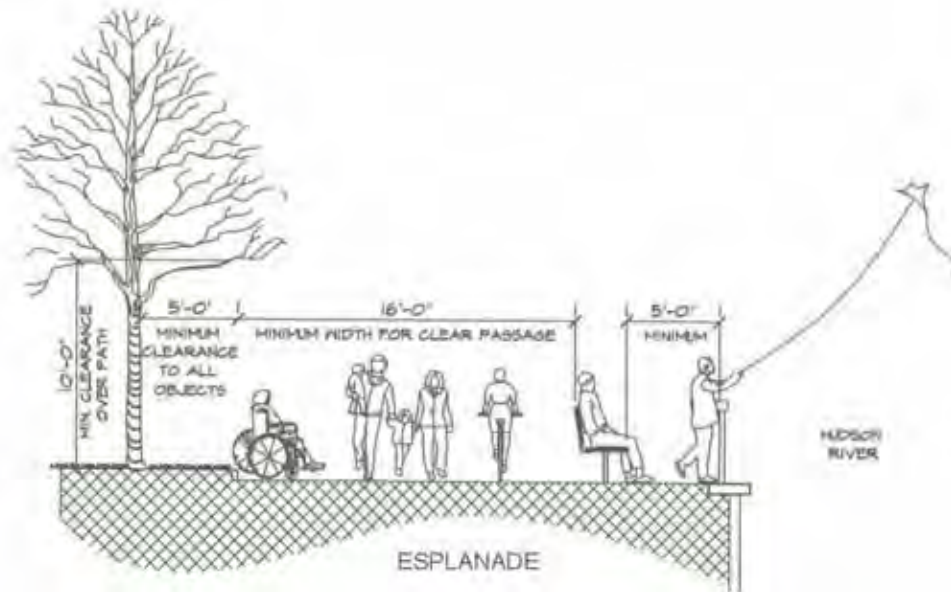




- F. Trail with Limited Land Area – Trails in areas with Limited Land Area will vary in width, arterial, and methods of construction, and type of use. Additional important factors include site conditions, ownership, budget and the trail the community wishes to build. Some trails may take the form of a 6' wide boardwalk for pedestrians only where space is very limited, while others may become wide and multi-use esplanades, cantilevered over riprap or sandy beach areas. A potential trail such as this is along the Kemeys Cove and 47 Hudson Street, formerly known as the Testwell Craig site.



- G. Esplanade – An esplanade area is a wider promenade along the waterfront where large numbers of users can gather. Esplanades will often lead into or actually be situated in mixed-use areas. Several such potential areas in Ossining include the Harbor Square site, Louis Engel Park and Quimby Street.



#### 4. Existing & Currently Pending Trailways within the Study Area

The Old Croton Aqueduct trail, which traverses the study area through Downtown Ossining, extends along the eastern edge of the study area and heads north on the west side of Route 9. Since the old Croton Aqueduct, a linear park, already runs through the Village there are many alternatives for the path of RiverWalk because the RiverWalk can link to the Old Croton Aqueduct at any point throughout the Village. It is identified to be incorporated into the overall RiverWalk “linkage” connection; please see the large fold-out RiverWalk Trail Map following this section for further information. This existing trail will also serve to connect the forthcoming Mariandale RiverWalk Trail in the Northern Waterfront Study Area.

The Mariandale property, via funding by Westchester County, will be constructing a linear pedestrian black-topped trail along its southern border that connects with the Old Croton Aqueduct at the western edge of its property and to the pending Edward M Wheeler Crawbuckie Nature Preserve Trailway in the eastern edge of its property.

A 3/4 mile length wooded pedestrian trail will be constructed in the Edward M Wheeler Crawbuckie Nature Preserve Trailway through funding by the Village of Ossining and New York State Department of State Environmental Protection Fund. This trail will connect with the Mariandale Trail as well as the pending trail on the proposed redevelopment of the former BASF property.



The proposed redevelopment of the former BASF property will create a wooded pedestrian trail that will connect with the Edward M Wheeler Crawbuckie Nature Preserve Trailway and the Old Croton Aqueduct, which traverses the former BASF property.

Please see Appendix D: References & Additional Information for a map of the currently proposed Edward M Wheeler Crawbuckie Nature Preserve and Mariandale RiverWalk trailways as well as the large fold-out map on page x for further information.

## **5. Proposed RiverWalk Trail Alignments**

The section below describes and follows the trails outlined in the large fold out map located on page 28.

### **Southern Waterfront Area**

The RiverWalk portion of the southern area would extend from the Scarborough Train Station along Kemeys Cove to Revolutionary Road turning on Liberty Street and ending in the vicinity of Hudson Street. The southern area presents RiverWalk opportunities through already existing sidewalks and the existing Sparta Park. This area of the Village presents both a long term and short term RiverWalk trail.

- **Short Term – Waterfront & Upland Trail** - Since much of the pathway is in place, and easements are not required, these improvements can be accomplished in the short-term. The trail would start at the Scarborough Train Station, and extend north along the eastern bank of Kemeys Avenue to Revolutionary Road to Rockledge Ave, to Liberty Street, to Sparta Park. This would include varies directional signage along existing sidewalk areas, and the development of a new sidewalk from the intersection of Liberty and Hudson into Sparta Park, which would be a spur along the RiverWalk trail The trail would then head down Hudson Street.
- **Long Term – Waterfront Trail –**
  - The first long term section of the RiverWalk trail would include a boardwalk in the Town of Ossining owned portion of Kemeys Cove. This would require approvals from the Town of Ossining.
  - The second long term section of RiverWalk in the southern section of the waterfront would include a trail from Kemeys Cove to Sparta Dock and from Sparta Dock to 47 Hudson Street on the west of the tracks. This is a long-range plan due to the complexities of the proposed waterfront trail, which would require extensive planning, permitting, easement negotiations and high costs of construction due to limited access to the

waterfront. Design & implementation of the trail would require coordination with Metro North. Depending on the exact location of the trail, portions of the trail would be a boardwalk located on the Hudson River and other portions would be located just on the shore of the River.

### Central Waterfront Area

The RiverWalk section of the central area includes the area from Hudson Street north to Snowden Park, a total of 1.2 miles in length. This portion of RiverWalk has the greatest density and it includes a wide range of uses, with residential and mixed uses along Hudson Street, including the former Testwell Craig site located at 47 Hudson Street, Sing Sing Correctional Facility, Westchester County's Sewage Treatment Facility, the Ossining Metro North Station, Downtown Ossining and the Downtown Waterfront, several waterfront parks, marinas and light industrial areas. The central area presents RiverWalk opportunities through existing sidewalks and public parks but also offers some longer term options.

- **Short Term Waterfront and Upland Trail –**

The short term trail would start at Sparta Park and run along Hudson Street passing the Correctional Facility Rd (Eastern Side of Sing Sing) to Hunter Street, and eventually intersecting with Main Street.

Here the pedestrian would have two choices: the first choice is to walk up Main Street and connect with existing Old Croton Aqueduct Trail. This would also introduce those who are walking on RiverWalk to the Village's downtown business district and historic area. While this section of the trail is listed as short-term, it is important to note that there are no sidewalks along Hudson Street and that sidewalks would need to be constructed. In addition, given the trail's route around the prison, this may need further study and additional permitting requirements not identified in this document. Alternatively, there are other streets that run parallel to Hudson Street but are further away from the River. However, they could be utilized as a substitution because they already have existing sidewalks, such as Spring Street.

The second choice when at the intersection of Hunter and Main Streets is to walk down Secor Road or Main Street, over the Secor Road bridge towards the waterfront area and connect with Louis Engel Waterfront Park and the soon to be constructed Harbor Square Park. A pedestrian trail is already located in Engel Waterfront Park and an additional pedestrian trail that hugs the Harbor Square property along the Hudson and Sing Sing Kill are part of the Harbor Square site plan. From Louis

Engel Waterfront and Harbor Square Parks, RiverWalk will travel north to the Ossining Boat and Canoe Club, to Westerly Road to Broadway Bridge. Sidewalks would need to be created along portions of Westerly Road to the Broadway Bridge.

- **Long Term Waterfront –**

- The first long term RiverWalk section in the central section would begin at 47 Hudson Street, formerly known as the Testwell Craig site, and run along the shore side of Sing Sing Correctional Facility to Louis Engel Park. This is a long-term plan due to the planning, permitting, and easement negotiations that would have to take place.
- The second long term section would be to have RiverWalk run the north side of Harbor Square site, to south bank of Sing Sing Kill/Kill Brook with a bridge over Sing Sing Kill/Kill Brook along the eastern side of Paradise Oil Site, which would lead down the Quimby dock to Westerly Road over the Broadway Bridge. This is a long-term plan due to the complexities of the proposed bridge, which would require planning, permitting, and easement negotiations.

#### Northern Waterfront Area

The Northern Study Area along the waterfront includes the area from the intersection of Snowden Park north to Mariandale and the upland trail connection area from Snowden Avenue to the Old Croton Aqueduct Trail north to the Mariandale site. The area is .85 miles in length and includes the least dense and most wooded area of the Village. The northern area presents the possibility for the most natural RiverWalk trails and various routes for both short and long term scenarios. The Old Croton Aqueduct is an integral part of RiverWalk in this area of the Village.

- **Short Term– Upland Trail –**

RiverWalk would start at foot of Broadway Bridge up Snowden Avenue towards the Old Croton Aqueduct Trail. The main upland trail would continue east to the Aqueduct Trail, and run along the trail to the BASF site and connect with a spur to the Edward M. Wheeler Crawbuckie Nature Preserve and/or continue north to the Mariandale Site and connect to the Edward M. Wheeler Crawbuckie Nature Preserve through the Mariandale Trail. From Mariandale, RiverWalk will continue along either the Old Croton Aqueduct or north on Route 9 to Croton-on-Hudson. The trails would either traverse existing sidewalks, the current

Old Croton Aqueduct, or pending pedestrian wooded and non-wooded trails.

- **Long Term Waterfront and Spur Connection-**

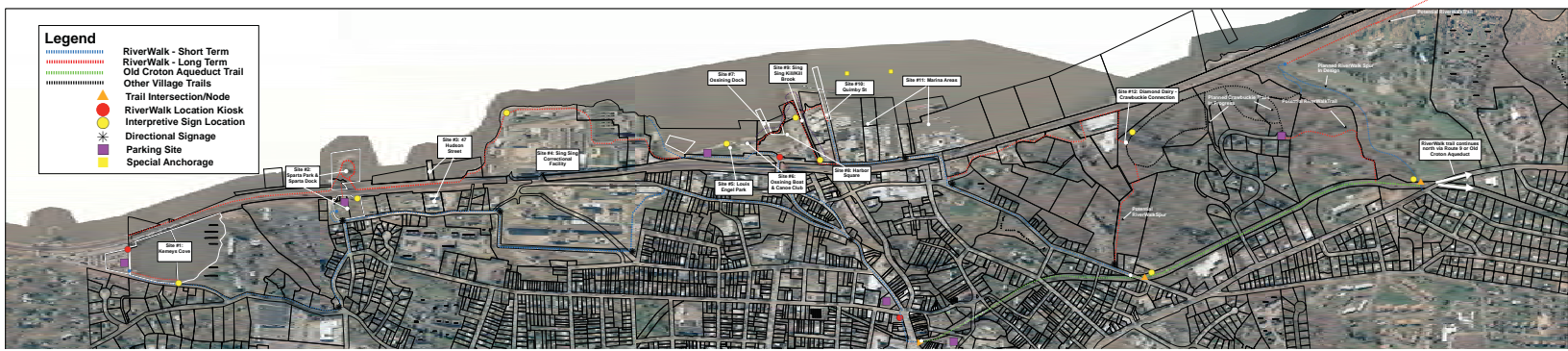
Ideally, the RiverWalk trail would move from North to South traversing through the Edward M. Wheeler Crawbuckie Nature Preserve Trailway. In order for this to happen one of two scenarios would need to take place.

- The first would have RiverWalk start at the southern foot of Snowden Avenue and extend north to through the North Water Street extension near the Diamond Dairy site and connect with the Edward M. Wheeler Crawbuckie Nature Preserve Trailway. This is a long-term plan due to the planning, permitting, and easement negotiations that would have to take place and the fact that the North Water Street extension is a very narrow roadway and currently does not have any sidewalks and in its current width is not able to accommodate any.
- The second scenario would start at Snowden Avenue just north of the Snowden Apartment complex heading west through the vacant lands of Snowden Woods area to connect with Edward M. Wheeler Crawbuckie Nature Preserve Trailway. The vacant areas of Snowden Woods are privately owned and would need easement negotiations. However, due to their vacancy these properties would lend themselves for easement, land donation, or acquisition negotiations in proposed development scenarios or possible grant opportunities.

Please see the next page for a map of the proposed short-term and long-term RiverWalk trail routes in the Village of Ossining.

**Legend**

- RiverWalk - Short Term
- RiverWalk - Long Term
- Old Croton Aqueduct Trail
- Other Village Trails
- Trail Intersection/Node
- RiverWalk Location Kiosk
- Interpretive Sign Location
- Directional Signage
- Parking Site
- Special Anchorage



## Section V: Recommendations for Waterfront Sites

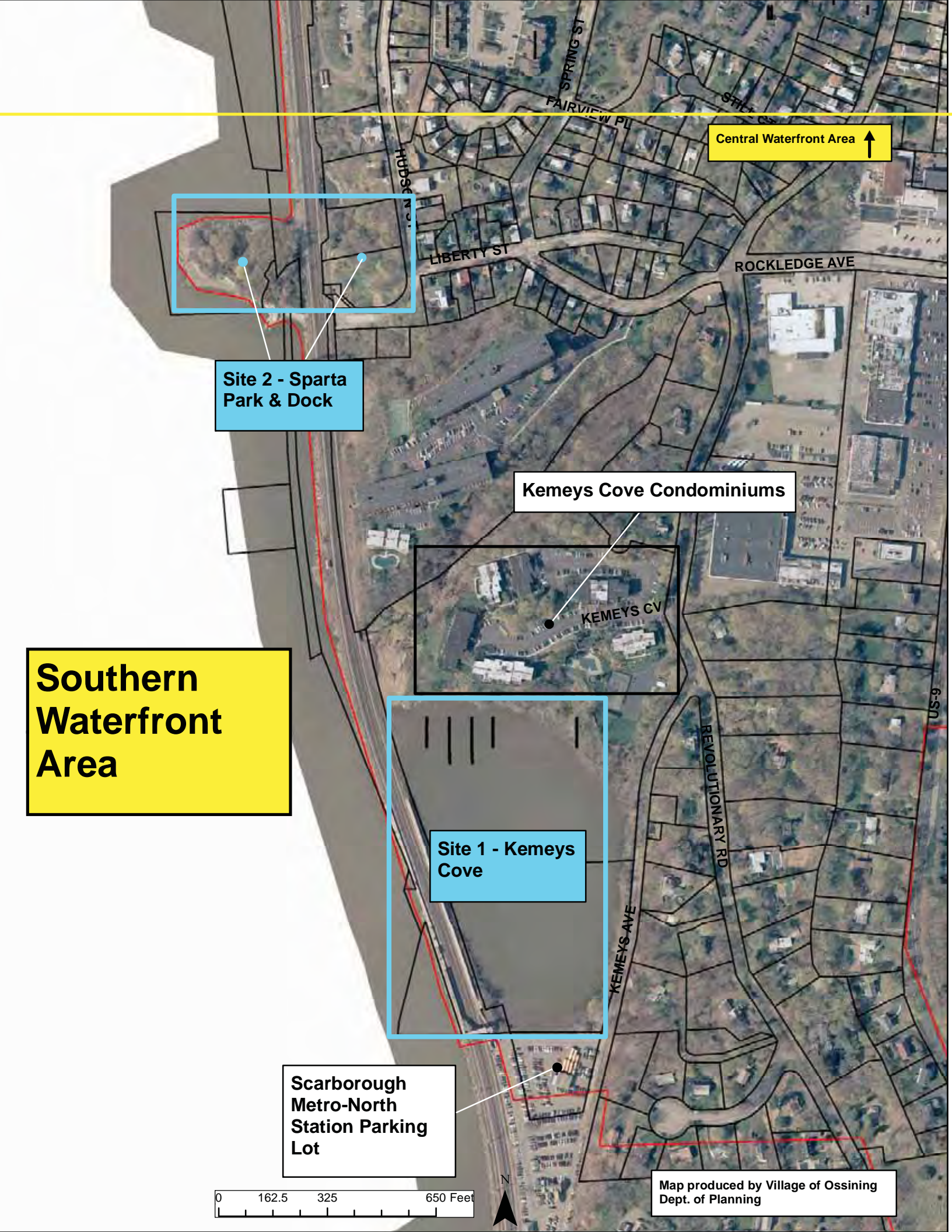
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### Introduction

Enjoyment of the river for recreational purposes is currently available at the following locations: Louis Engel Park, the Ossining Boat and Canoe Club, Shattemuc Yacht Club, the newly completed Harbor Square Park, and Westerly Marina. Although the Village of Ossining has three miles of Hudson River waterfront, these are among the few sites that provide access to the water's edge. Numerous legacy uses on the waterfront make the provision of river access difficult: these uses include Sing Sing Correctional Facility; the County-owned wastewater treatment plant; several light industrial facilities, the Metro North rail line, and a number of under-activated and/or vacant sites such as 47 Hudson Street and Sparta Dock.

Although access is limited, there are still numerous opportunities to increase waterfront recreation and access. This section describes in detail twelve areas along the waterfront that could expand its recreation potential. The site-specific recommendations have been divided among three waterfront study areas: Southern, Central, and Northern, as defined and described in Section V – Waterfront Areas & Existing Conditions. Each of these sites and areas have been placed into a subsection of Section VII, with each subsection preceded by a map illustrating the details of each Site.





Central Waterfront Area ↑

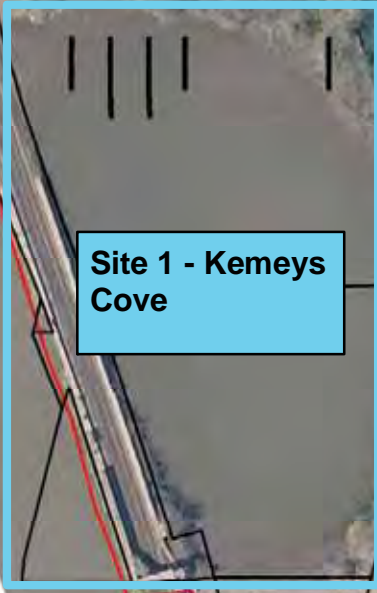


Site 2 - Sparta  
Park & Dock

Kemeys Cove Condominiums

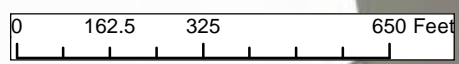


**Southern  
Waterfront  
Area**



Site 1 - Kemeys  
Cove

Scarborough  
Metro-North  
Station Parking  
Lot



Map produced by Village of Ossining  
Dept. of Planning

## Site 1

### Kemeys Cove



**View of Kemeys Cove looking northwest from the parking lot**

**Summary** –Kemeys Cove is a 12 acre tidal cove, located at the most southern end of the study area. It is bordered by the Scarborough Train Station parking lot to the south, the Metro-North tracks to the east, Kemeys Avenue to the west and the Kemeys Cove Condominium Association to the North. The tidal cove is protected because it is bounded by the railroad tracks to the west and the topographical grade changes to the north and east, protecting it from wind and river currents. With its attractive natural setting and adjacent parking opportunities, this area lends itself to being a candidate for passive water-related recreational uses. The addition of conservation plantings could also add visual interest to the site, which could also serve as a southern beginning point in Ossining for the development of a segment of the RiverWalk Trail. The existing site constraints can reasonably be mitigated through cooperation and partnership.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
12 acre cove directly east of Metro-North Tracks	Northern half owned by Kemeys Cove Condominium Association and the southern half owned by the Town of Ossining	There is waterfront access from the southern portion of the cove –Potential Riverfront access from Metro-North Stairway bridge	There is potential parking at the southern end of the cove – in the existing Village parking lot	There are no sidewalks or access to the cove. The cove is bounded by a 4’ height chain link fence	One-Family Residence District and Planned Residence District



Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Calm Waters – Protected Inlet</li> <li>• 50% of land under municipal jurisdiction</li> <li>• Natural setting and habitat enhancement potential</li> <li>• Existing municipal lot to the south</li> </ul>	<ul style="list-style-type: none"> <li>• Split ownership of Cove area- private parcel &amp; municipal parcel</li> <li>• Limited shore access</li> <li>• Impacted by stormwater outfalls</li> </ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• RiverWalk/Sidewalk Connection</li> <li>• Cove overlook area</li> <li>• Interpretive Signage</li> <li>• Conservation plantings</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfiguration of existing parking to enhance access to trail</li> <li>• If chain link fence is ever replaced, consider alternative fence material</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• Development of new RiverWalk Trail/Boardwalk &amp; cove overlook areas</li> <li>• West of tracks RiverWalk trail alignment from Metro-North stairway access north to Sparta Dock</li> <li>• RiverWalk wayfinding Kiosk at Metro-North Parking Lot</li> <li>• Interpretive signage</li> </ul>

Required Permits
<ul style="list-style-type: none"> <li>• Metro-North</li> <li>• NYSDEC</li> <li>• Village of Ossining</li> <li>• Army Corps of Engineers</li> </ul>

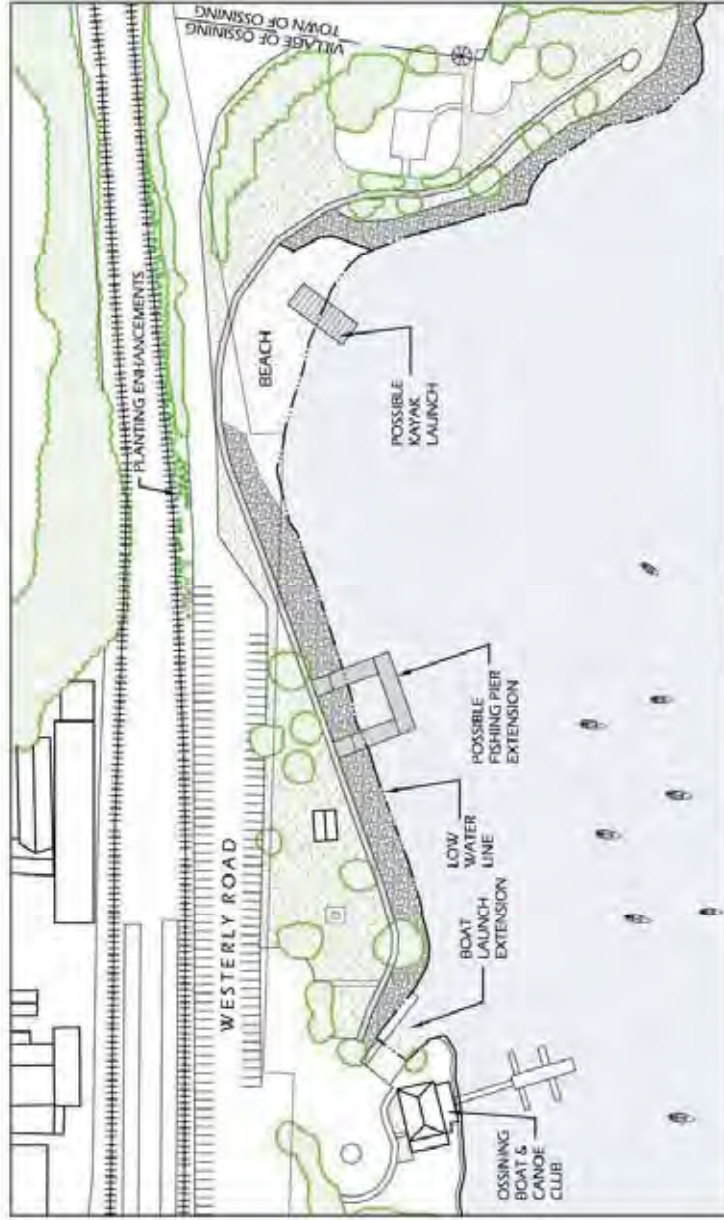
Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• The trail along the southern half of Kemeys Cove will require a 20' - foot easement from the Town of Ossining for the proposed Multi-Use Trail.</li> <li>• The trail on the northern half of Kemeys Cove will require a 20' - foot easement from the Kemeys Cove Condo Association. See attached site plan for layout of easement area.</li> <li>• The trail along the waterfront would require easements from Metro-North and the Kemeys Cove Condo Association</li> </ul>

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## AREA 5 - LOUIS J. ENGEL PARK

### Boundary Conditions

- Public park owned by Town of Ossining
- Site includes new playground, beach area, 2 walking paths, pathways, and comfort station
- Adjacent parking along roadway
- Short Term Improvements
- Landscaping improvements
- Fishing pier enlargement
- Paved walk signage
- Beach kayak launch
- Long Term Improvements
- Get down section
- Boardwalk/walkway connection suggestions
- RiverWalk Trail Connection
- Riverwalk improvements, pathways, and interpretive signage about fishing.
- Required Permits
- Village of Ossining
- Town of Ossining
- New York State Department of Environmental Conservation (NYSDC)
- Army Corps of Engineers (ACOE)
- Westchester County Department of Health
- NY's DOS Coastal Consistency



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DATE	SCALE AS NOTED		
BY			
CHECKED BY			
PROJECT NUMBER			ISSUE DATE
			<b>086-629-12.00</b>

DRAWING NUMBER

Area 5

Edward M. Weinstein  
Architecture and Planning, P.C.  
14 Spring Street, Hastings-on-Hudson, NY  
10706

DRAWING TITLE	LOUIS J. ENGEL PARK CONCEPTUAL SITE PLAN
PROJECT TITLE	VILLAGE OF OSSINGTON WATERFRONT ACCESS & TRAIL PLAN

**Munz Associates**  
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**Site 2****Sparta  
Park &  
Dock**

**View of Sparta Park looking east**

**Summary** – Sparta Park and Sparta Dock, located at the western end of the Village’s Sparta neighborhood, are 1.6 and 2 acres in size, respectively. Sparta Park sits 3/4 mile north of Kemeys Cove at the foot of Liberty Street and is located on what was formerly a copper mine; access to the mine’s entrance has been sealed. The site has commanding views of the Hudson River and a new playground, gazebo and parking improvements are to be installed by funding from Westchester County through the Community Development Block Grant program. The park site is in need of various improvements including slope stabilization to mitigate the effects of erosion. There is a small tidal basin found on the northern end of Sparta Park that could serve as an educational opportunity for an interpretive sign as well as signage about the historic copper mine. Sparta Dock, although not accessible by land due to the Metro North tracks, could be considered for the inclusion within the Hudson River Water Trail. Please see Appendix D: References & Additional Information to learn more about the Water Trail.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
Sparta Park – 1.6 acres; Sparta Dock – 2 acres	Owned by the Village of Ossining	No direct waterfront access however, there are commanding views of the Hudson River from the park	There is potential parking at the southern end of the park	There are no sidewalks or access to the park	Planned Residence Development (PRD)



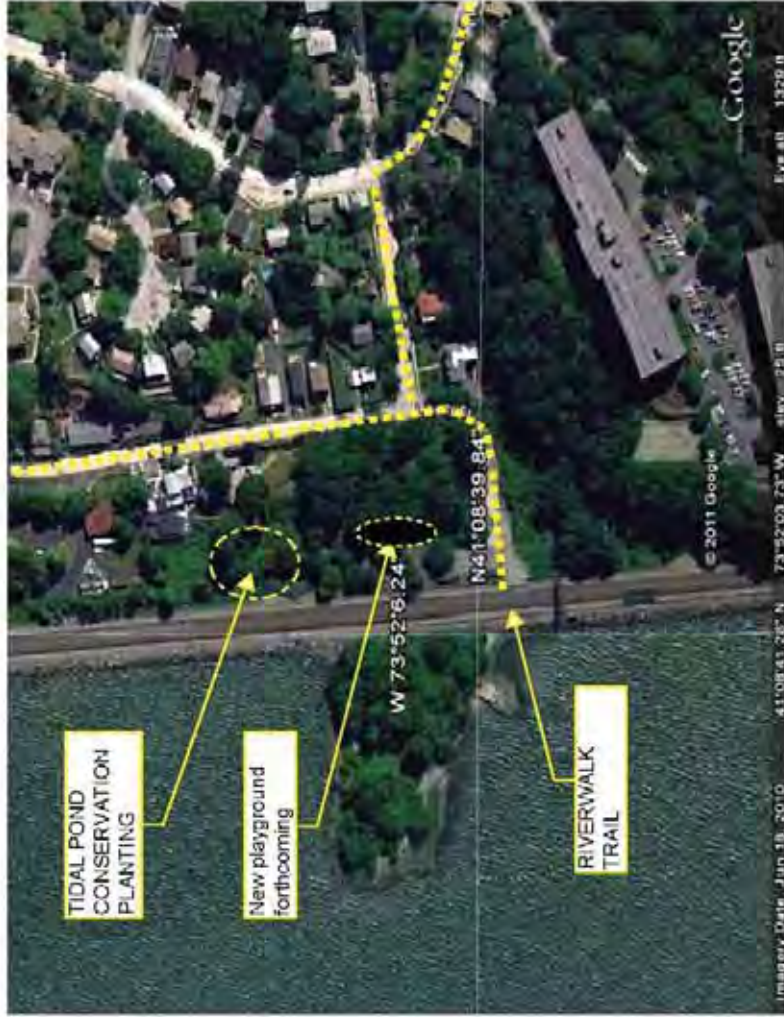
Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Village owned parcel and limited parking access</li> <li>• Commanding views of the Hudson River</li> <li>• Natural setting and habitat enhancement potential &amp; historic connection to Copper Mine</li> <li>• Forthcoming park improvements by Westchester County</li> </ul>	<ul style="list-style-type: none"> <li>• Site erosion</li> <li>• No access to the water</li> <li>• High cost of construction for connection over tracks to Sparta Dock</li> <li>• Sparta Dock not able to be accessed by general public</li> </ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• RiverWalk Trail Connection</li> <li>• Tidal Pool habitat enhancement</li> <li>• Interpretive Signage</li> <li>• Site erosion stabilization</li> </ul>	None Proposed

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• RiverWalk trail connection – spur off of main trail with interpretive signage about the copper mine and tidal pool</li> </ul>

Required Permits
<ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• Village of Ossining</li> <li>• Army Corps of Engineers</li> <li>• NYS DOS Coastal Consistency</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• Area at Tidal Pond – approximately 5400 square feet of the tidal pond is located on adjacent parcel, as noted on the large map. An easement from the owner would be required for this area.</li> </ul>



Aerial View of Sparta Park



## AREA 2 - SPARTA PARK AND DOCK

### Existing Conditions

- Located 1/2 mile north of Kamey's Cove at the foot of Liberty Street
- Access to 2 acre "Sparta Dock", blocked by railroad tracks
- Park contains a small tidal basin
- Boarded-up entrance to former Sparta Copper Mine
- County installing new playground and basketball court

### Short Term Improvements

- Tidal Pool enhancements
- Site erosion stabilization
- Interpretive signage

### Long Term Improvements

- None proposed

### Riverwalk Trail Connection

- Riverwalk spur connection with interpretive copper mine signage and site amenity

### Required Permits

- Village of Ossining
- New York State Department of Environmental Conservation (NYSDEC)
- Army Corps of Engineers (ACOE)



Northern Waterfront Area ↑

Downtown Ossining

Site 11 -  
Marina  
Areas

Site 10 -  
Quimby  
Street

Site 9 -  
Sing Sing  
Kill/Kill  
Brook

Site 8 -  
Harbor  
Square

Site 7 -  
Ossining  
Dock

Site 5 -  
Louis Engel  
Park

Site 6 -  
Ossining  
Boat &  
Canoe Club

Site 4 - Sing Sing  
Correctional  
Facility

Central  
Waterfront  
Area

Site 3 - 47  
Hudson St

Southern Waterfront Area ↓

0 300 600 1,200 Feet



Map produced by Village of  
Ossining Dept. of Planning



**Site 3****47  
Hudson  
Street**

**View of 47 Hudson Street looking west**

**Summary** – 47 Hudson Street, formerly the home of Testwell Craig, is a vacant 3-acre upland site (an additional portion of parcel is submerged) that terraces down to the waterfront and is bisected by the Metro-North Railroad. Parking lots and buildings remain from the former use. There is a “walkway bridge” over the railroad tracks to a former helipad on the westerly side of the railroad tracks. In the event of future redevelopment, opportunities exist to provide public access to the water’s edge at this site via the bridge.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
3-acre upland parcel with buildings and parking lots	Private	There is waterfront access from a pedestrian bridge to the parcel that is bisected by the railroad tracks	None currently. Public parking would most likely not be allowed after redevelopment due to private ownership.	There are no sidewalks or access to the parcel.	Planned Residence District (PRD)

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Can be redeveloped into residential with public access</li><li>• Ability to connect along shoreline to Sparta Dock or future west-of-tracks RiverWalk trail</li></ul>	<ul style="list-style-type: none"><li>• Potential brownfield site</li><li>• Site has uncertain future, may remain vacant for some time</li></ul>

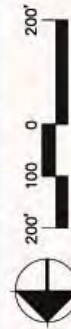
Short Term Improvements	Long Term Improvements
None Proposed	Redevelopment into residential with public waterfront access

RiverWalk Trail Connection Opportunities
Potential long-term trail alignment along waterfront

Required Permits
<ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• Village of Ossining</li> <li>• Army Corps of Engineers</li> <li>• NYSDOS</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• Boardwalk west of railroad tracks would require an easement from site owner</li> </ul>





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DRAWING TITLE Testwell Site  
Conceptual Site Plan  
PROJECT TITLE Village of Ossining Waterfront  
Access & Trail Plan

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Architecture and Planning, P.C.  
14 Spring Street, Hastings-on-Hudson, NY  
10706

DRAWING NUMBER  
**Area 3**

DESIGNED BY	SCALE	DATE
CHECKED BY	ANNOTATED	
PROJECT NUMBER		
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- AREA 3 - TESTWELL SITE**
- Existing Conditions**
- Vacant upland 3 acre site
  - Parking lots and buildings remain from former use
  - Walkway over tracks to former heliport
  - Property Zoned PRD (Planned Redevelopment District)
- Short Term Improvements**
- None proposed
- Long Term Improvements**
- Waterfront Access
  - Redevelopment into residential with public access
- Reverwalk Trail Connection**
- Potential long-term trail alignment
- Required Permits**
- Village of Ossining
  - New York State Department of Environmental Conservation (NYSDEC)
  - Army Corps of Engineers (ACOE)
  - NYS Coastal Consistency

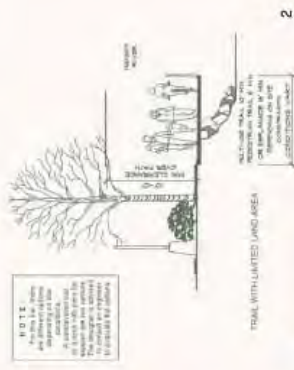


Image 1 & 2: examples of walkways with limited land area.  
Image 3 & 4: examples of walkway parallel to shoreline.

#### Site 4

##### Sing Sing Correctional Facility



**Summary** – Sing Sing Correctional Facility is a 51-acre maximum-security prison and guard training site that does not currently afford waterfront access. The Metro-North railroad bisects the site; the majority of the prison facilities are located east of the tracks, while the west side of the tracks contains the remnants of the original 1826 cell block. This site has a redevelopment vision established by the Village’s IR (Institutional Redevelopment) zoning district, which permits mixed use and water-related uses in the event that the prison use closes. With its dramatic views of the river, the site contains a great deal of development potential in the event that the prison use is discontinued at some point in the future. Discussions regarding a potential future prison museum on the westerly portion of the site have taken place in recent years but this project is currently on hold. The Sing Sing Correctional Facility is rich in history and could become a tourist attraction for the Village if the museum becomes a reality. Developing RiverWalk along the perimeter of the Sing Sing Correctional Facility property or as a component of the future redevelopment of the property would serve as an extremely beneficial community amenity for Village residents.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
51-Acre parcel bisected by Metro-North Railroad	State of New York	Waterfront access is currently restricted to due security issues – This large scale restricted access breaks-up continuity of the waterfront trail access	No public parking; parking on-site is for visitors to the prison and employees only	There are no sidewalks or access to the parcel.	Institutional Redevelopment (IR)

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Large site for redevelopment if prison is relocated</li> <li>• Rich history – similar to Alcatraz</li> </ul>	<ul style="list-style-type: none"> <li>• Very large waterfront parcel with restricted access and no waterfront connection</li> </ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• None Proposed</li> </ul>	<ul style="list-style-type: none"> <li>• In the event of future redevelopment, work with developer to obtain public access at site</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• Potential long-term trail alignment along waterfront –future location for interpretive historical signage about prison</li> </ul>

Required Permits* See Permitting Chart in Section VI for timeframe
<ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• Village of Ossining</li> <li>• Army Corps of Engineers</li> <li>• NYSDOS</li> </ul>



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# AREA 4 - SING SING CORRECTIONAL FACILITY

## Existing Conditions

- 51 acre minimum security prison and guard training site
- No waterfront access
- Bisected by railroad
- Redevelopment vision established in Village Zoning - District IR

## Short Term Improvements

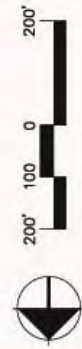
- None proposed

## RiverWalk Trail Connection

- Potential Riverwalk Spur location - future location for interpretive historical signage about prison.

## Required Permits

- Village of Ossining
- New York State Department of Environmental Conservation (NYSDEC)
- Army Corps of Engineers (ACOE)



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DRAWING NUMBER  
**Area 4**

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CHECKED BY	AMENDED
PROJECT NUMBER	SHEET DATE
	06.02.02.08

**Edward M. Weinstein**  
Architecture and Planning, P.C.  
14 Spring Street, Hastings-on-Hudson, NY 10706

DRAWING TITLE Sing Sing Correctional Facility  
Conceptual Site Plan  
PROJECT TITLE Village of Ossining Waterfront  
Access & Trail Plan

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26 Hoyt Street, South Salem, NY 10590 . (Ph) 914 - 358 8450 . (Fax) 914 - 358 - 5451  
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## Site 5

### Louis J. Engel Park



**View of Louis J. Engel Park Fishing Pier – Looking Northwest**

**Summary** – Louis J. Engel Park is a 1-acre linear park that fronts the Hudson River and is bordered in the South by a County Wastewater Treatment Facility and Sing Sing Correctional Facility and to the North by the Ossining Boat and Canoe Club. This park is owned by the Town of Ossining. The site is very narrow as it is also bordered by the Metro-North tracks to the east. The park includes a new playground, beach area, two fishing piers, kayak launch, pathways, and a comfort station with an adjacent parking area. The park has commanding views of the Hudson River, is used highly by residents, and warrants consideration for additional resources for improvements as it is presently one of only two public park facilities with waterfront access. The potential exists for the future provision of swimming as an activity at the park, as recent water quality analysis by RiverKeeper has shown this area to have acceptable water quality for public use. Submerged debris immediately west of the shoreline would also need to be removed to make swimming a viable activity at the site.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
1 acre linear parcel along the Hudson River	Town of Ossining	Ample public access, via beach, fishing pier and walkway	Adjacent public parking and commuter parking lot	Internal park pathway system	Riverfront Development District (RDD)

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Water related activities</li> <li>• Access to shoreline &amp; Hudson River</li> <li>• Adjacent parking availability</li> <li>• Municipally owned (Town of Ossining)</li> </ul>	<ul style="list-style-type: none"> <li>• Potential submerged debris in river</li> </ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Extend Boat Launch</li> <li>• Landscape Improvements</li> <li>• Fishing Pier Enlargement</li> <li>• RiverWalk Interpretive signage</li> </ul>	<ul style="list-style-type: none"> <li>• Boardwalk enhancements</li> <li>• “Get Down” section to river</li> </ul>

RiverWalk Trail Connection Opportunities
Pathways, fishing pier, plantings, interpretive signage, seating and general expansion

Required Permits
<ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• Village of Ossining</li> <li>• Army Corps of Engineers</li> <li>• NYSDOS</li> <li>• Town of Ossining</li> <li>• NYS DOS Coastal Consistency</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• None required</li> </ul>



## Site 6

### Ossining Boat & Canoe Club



**View of Ossining Boat and Canoe Club East Elevation**

**Summary** – The Ossining Boat & Canoe Club is owned by the Town of Ossining and leased to the Ossining Boat and Canoe Club. The Boat and Canoe Club is open to members only. There is a public kayak launch area and a boat launch for members only.

The Boat and Canoe Club area in many ways serves as the gateway to the waterfront as it is the first site entered at Secor Road and Westerly Road at the waterfront. Since this area serves as the gateway to a large portion of the waterfront, this area could benefit from aesthetic upgrades and enhanced celebration of the waterfront.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
.6 acres	Town of Ossining	Public kayak launch and private boat launch	Adjacent public parking and commuter parking lot	Limited pedestrian access	Riverfront Development District

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Water related activities</li><li>• Access to Louis Engel Park shoreline &amp; Hudson River</li><li>• Adjacent parking availability</li></ul>	<ul style="list-style-type: none"><li>• Privately held lease for members only – limited financial resources of the club</li></ul>

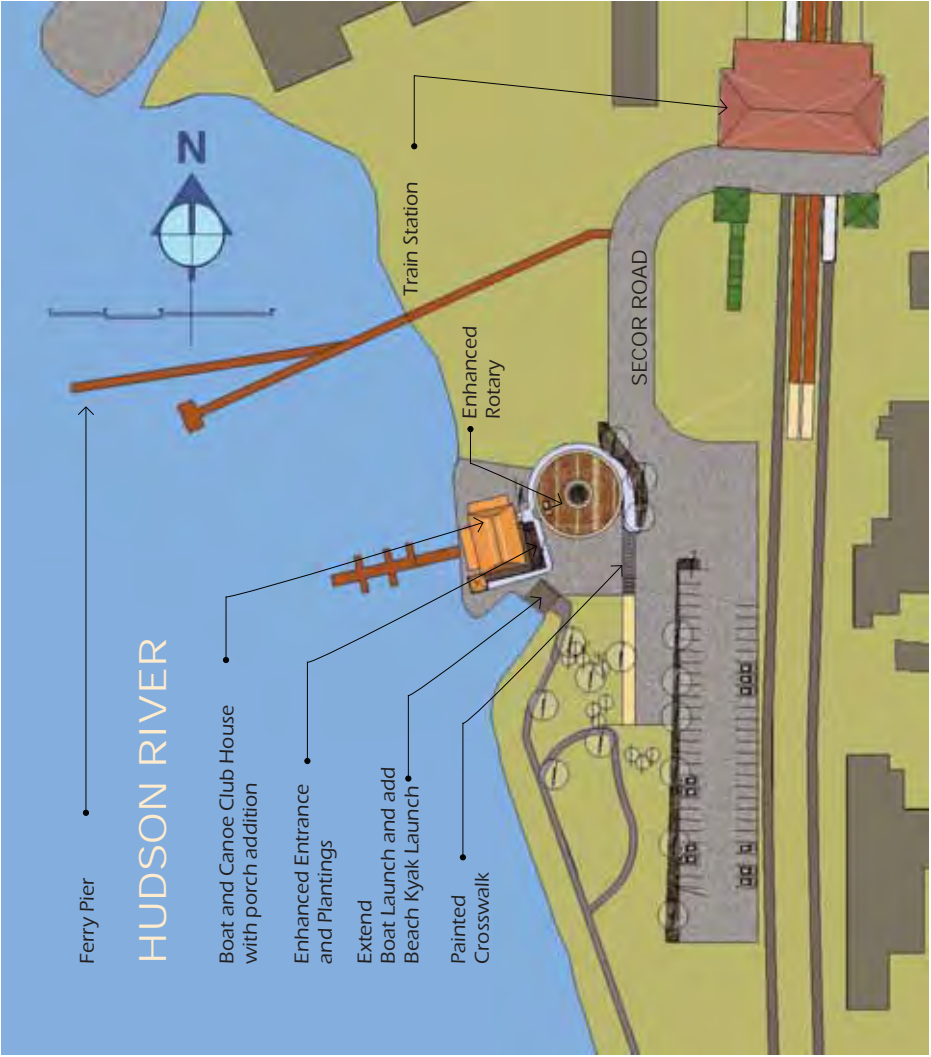


Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Site and Landscape Improvements</li> <li>• Develop sidewalk connection to Harbor Sq.</li> <li>• Consider minor building upgrades to enhance appearance of building</li> </ul>	<ul style="list-style-type: none"> <li>• Boat and Canoe club may want to consider developing a small addition for a concession/restaurant area to generate income</li> </ul>

RiverWalk Trail Connection Opportunities
Sidewalk trail connection to Louis Engel Park & Harbor Square

Required Permits
<ul style="list-style-type: none"> <li>• Town of Ossining</li> <li>• Village of Ossining</li> <li>• NYS DOS Coastal Consistency</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• None required</li> </ul>



Conceptual Site Plan



Perspective View of Boat and Canoe Club

AREA 6 - OSSING BOAT AND CANOE CLUB

- Existing Conditions
- Adjacent to Louis Engel Park
  - Site owned by Town of Ossining
- Short Term Improvements
- Suggest site improvements, plantings
  - Develop walkway to Harbor Square - short and long term connections
- Long Term Improvements
- None Suggested
- Riverwalk Trail Connection
- None suggested
- Required Permits
- Town of Ossining

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DRAWING TITLE	Ossining Boat and Canoe Club Conceptual Site Plan
PROJECT TITLE	Village of Ossining Waterfront Access and Trail Plan

**Edward M. Weinstein**  
**Architecture and Planning, P.C.**  
14 Spring Street . Hastings-on-Hudson, N.Y.  
10706

DRAWN	SCALE	DRAWING NUMBER
CHECKED		
PROJECT NO.	ISSUED	Area 6
05.16.01.10		

**Site 7****Ossining Dock**

**Ossining Dock Pedestrian Access looking west**

**Summary** – Ossining Dock is located adjacent to the Harbor Square site. The high-speed Haverstraw-Ossining Ferry is operated by NY Waterway. The ferry service operates all year weather permitting and primarily serves a public transportation to and from Rockland and Westchester counties to the Ossining Metro-North train station. Metro-North has recently reconstructed the ferry pier, increasing its size and adding larger access ramps. The location of the pier provides an opportunity to include a multi-purpose dock that could accommodate varying ships and boats to serve as an enhanced use of the site and waterfront area. Given the number of commuters and other potential visitors in the vicinity of the site as well as the number of taxis that service the Metro North station, it is also a potential location for a taxi kiosk.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
Pier, gangway, and floating docks will be approx, 220 feet long	Village of Ossining	Public ferry pier	Adjacent public parking and commuter parking lot	Limited pedestrian access	Riverfront Development District

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Water depth affords opportunity for large boats</li> <li>• Public access from Harbor Square Site</li> <li>• Adjacent parking availability</li> </ul>	<ul style="list-style-type: none"> <li>• Financial cost of proposed improvements</li> </ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Proposed multi-purpose dock</li> <li>• Interpretive historic signage @ Metro-North Station</li> <li>• Add taxi kiosk</li> </ul>	<ul style="list-style-type: none"> <li>• None suggested</li> </ul>

RiverWalk Trail Connection Opportunities
RiverWalk Wayfinding Kiosk and Interpretive signage at dock and Metro-North Station

Required Permits
<ul style="list-style-type: none"> <li>• Village of Ossining</li> <li>• Metro-North Railroad</li> <li>• NYSDEC</li> <li>• ACOE</li> <li>• NYSDOS</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• None required</li> </ul>



## Site 8

### Harbor Square Harbor Square Site



**View of Harbor Square Site looking northwest**

**Summary** – The Harbor Square site is privately owned, with the exception of a linear band located adjacent to the river that is owned by the Village of Ossining. It currently has an approved site plan for a 150 unit residential and mixed-use development. Due to the economic downturn, this project is currently on hold. The site affords commanding views of the Hudson River and a large component of the site plan includes public waterfront access and RiverWalk trail components, the former of which was recently implemented via the new Harbor Square park. The site is adjacent to the Metro-North train station and Ferry Pier.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
4.5 acres and 700 linear feet of shoreline	Private, with .7 acre public park on northwest portion of site	Proposed public walkway and public access	Adjacent public parking and commuter parking lot	None currently	Riverfront Development District (RDD)

Opportunities	Constraints
<ul style="list-style-type: none"><li>Public access proposed as part of Harbor Square Site Plan</li><li>Adjacent parking availability</li></ul>	<ul style="list-style-type: none"><li>Construction date unclear due to current economic conditions</li></ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Incorporate softer shoreline alternatives that do not impact site plan approval</li> </ul>	<ul style="list-style-type: none"> <li>• None suggested</li> </ul>

RiverWalk Trail Connection Opportunities
Interpretive signage and future trail connection (see Appendix A for example)

Required Permits <i>*See permitting chart in Section VI for timeframe</i>
<ul style="list-style-type: none"> <li>• Village of Ossining</li> <li>• Town of Ossining</li> <li>• NYSDEC</li> <li>• Army Corps of Engineers</li> <li>• NYSDOS</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• None required</li> </ul>

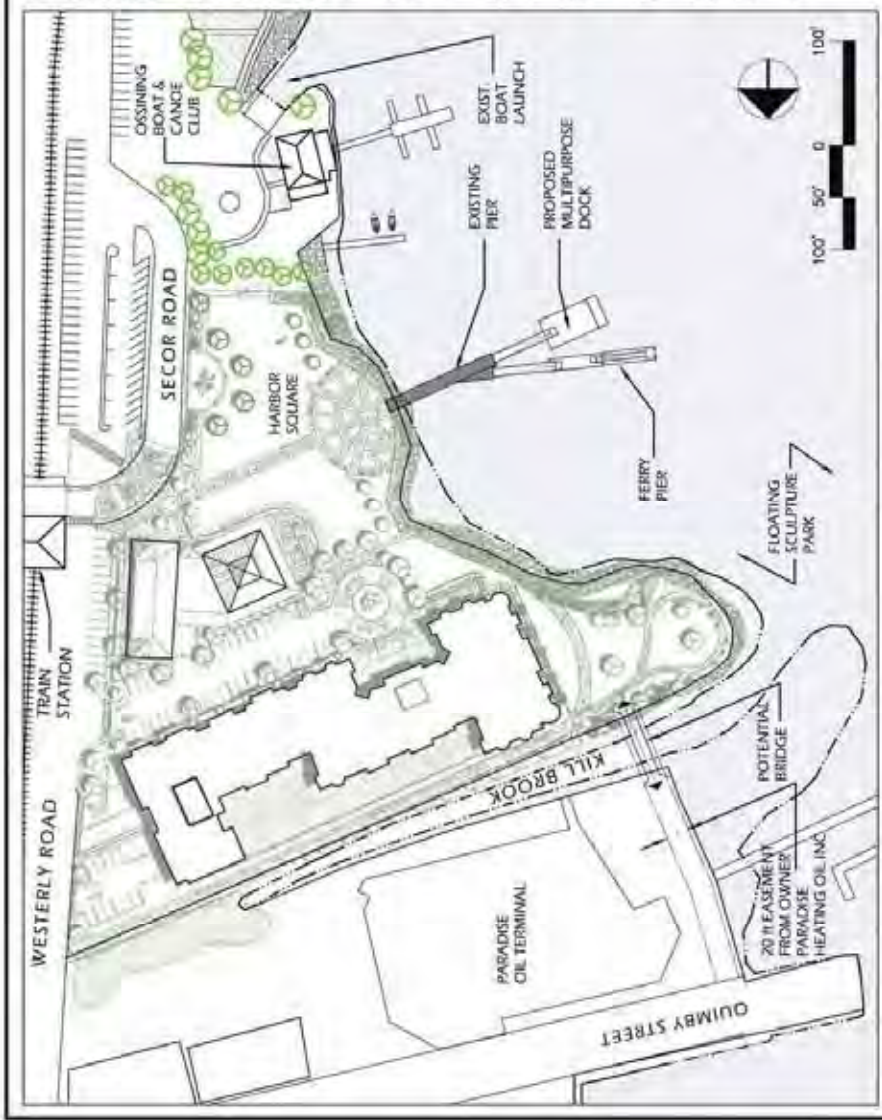
**REVISIONS TO DRAWING**  
 ALL REVISIONS TO THIS DRAWING SHALL BE  
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 A DESCRIPTION OF THE REVISION. THE  
 REVISIONS SHALL BE MADE BY THE  
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 AND SHALL BE SIGNED AND DATED BY THE  
 ARCHITECT/ARCHITECTURAL FIRM.  
 NO REVISIONS SHALL BE MADE TO THE  
 DRAWING WITHOUT THE WRITTEN  
 CONSENT OF THE ARCHITECT/ARCHITECTURAL FIRM.

# AREA 7 - VILLAGE OF OCEANING

- Existing Conditions**
- WPA to replace existing dock
  - Proposed multipurpose dock
  - Interpretive historic sign and Metro North Station
  - Local Term Improvements
  - None suggested
  - Boardwalk Trail Connection
  - Boardwalk wayfinding kiosk
  - Boardwalk site amenities suggestions
- Related Permits**
- Village of Oceaning
  - Metro-North
  - New York State Department of Environmental Conservation (NYSDEC)
  - Army Corps of Engineers (ACE)
  - NYS DOS Coastal Consistency

# AREA 8 - HARBOR SQUARE

- Existing Conditions**
- 11.5 acre site with 700 linear feet of shoreline.
  - Site has Village site plan approval for 150 residential units and waterfront public access.
- Short Term Improvements**
- Inexpensive softer shoreline alternatives that will not impact site plan approval.
- Long Term Improvements**
- Boardwalk Trail Connection
  - Boardwalk improvements, signage, and connection to Kill Brook and Quimby Street.
- Related Permits**
- Village of Oceaning
  - Town of Oceaning
  - New York State Department of Environmental Conservation (NYSDEC)
  - Army Corps of Engineers



**DO NOT SCALE DRAWING**  
 ARCHITECTURE / LANDSCAPE ARCHITECTURE

SCALE	AS NOTED
CHECKED BY	DATE
PROJECT NUMBER	04.02.02.08

**Edward M. Weinstein**  
 Architecture and Planning, P.C.  
 14 Heron Street, Hastings-on-Hudson, NY 10743

**DRAWING TITLE** Harbor Square  
 Conceptual Site Plan  
**PROJECT TITLE** Village of Oceaning Waterfront  
 Access # Trail Plan

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**Site 9****Sing Sing Kill/ Kill Brook Site**

**View of Sing Sing Kill/Kill Brook looking west**

**Summary** – The Sing Sing Kill/Kill Brook empties into the Hudson River and carries a large watershed area from upland areas. Approximately 600 linear feet of the brook is tidal and daylight before it reaches a culverted area at the Metro-North tracks and Westerly Road. At this point it daylights again and is bordered by the Harbor Square site to the south and Paradise Oil Company to the north before meeting the Hudson. Although it is too shallow for recreational uses, the brook has retaining walls at either side (concrete and/or timber ties) that could be enhanced with various habitat restoration plantings.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
Approx. 3 acres	Village of Ossining	None	None	None currently	Riverfront Development District (RDD)

Opportunities	Constraints
<ul style="list-style-type: none"><li>Habitat enhancement</li></ul>	<ul style="list-style-type: none"><li>Physical Access to the site</li></ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>Planting improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bridge connection over brook from Harbor Square to Paradise Oil site</li> <li>Beach protection and pedestrian connection</li> <li>Potential water sculpture project (see Appendix B for details)</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>RiverWalk trail connection from Harbor Square to Quimby Street</li> <li>Interpretive signage (see Appendix A for example)</li> </ul>

Required Permits <i>*See permitting chart in Section VI for timeframe</i>
<ul style="list-style-type: none"> <li>Town of Ossining</li> <li>Village of Ossining</li> <li>US Coast Guard – for bridge over navigable waterways</li> <li>NYSDEC</li> <li>Army Corps of Engineers</li> <li>NYSDOS</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>May need temporary construction access easement from Harbor Square or Paradise Oil for bridge construction.</li> </ul>

**Site 10****Quimby Street****View of Quimby Street looking east**

**Summary** – Quimby Street is an 800 linear foot roadway between Paradise Oil and Westerly Marina. The most western portion of the roadway is owned by Westerly Marina, effectively cutting off waterfront access. There is an attractive older brick warehouse known as the Puchir Building that is adjacent to the street and is currently being used for storage purposes, and Paradise Oil is zoned for water-related uses if redeveloped. The area lends itself to becoming a waterfront promenade if negotiations with Westerly Marina can be made for access to the waterfront for public use.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
.6 acres	Village of Ossining	None	On street	None currently	Riverfront Development District (RDD)

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Wide right of way</li><li>• Attractive surrounding building</li></ul>	<ul style="list-style-type: none"><li>• Private ownership of western parcel</li><li>• No crossing of railroad tracks by pedestrians</li><li>• Westerly road has no sidewalks</li></ul>

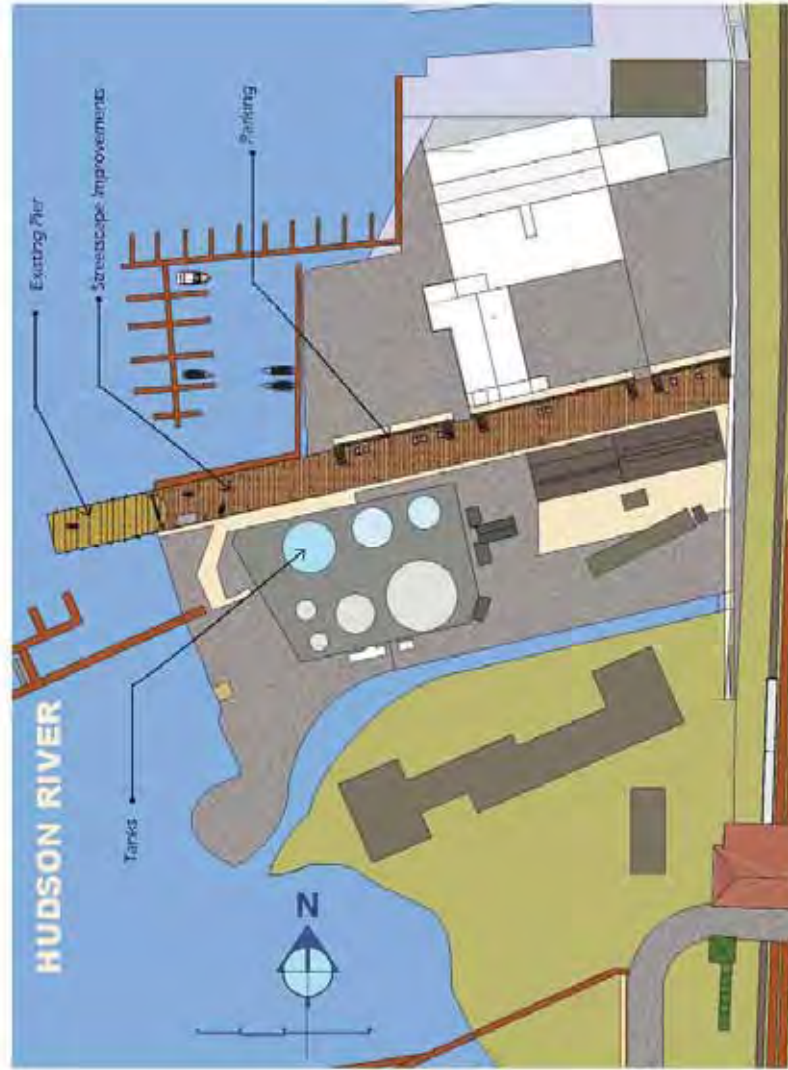


Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Parking reconfiguration</li> <li>• Pedestrian sidewalk along Westerly Road</li> </ul>	<ul style="list-style-type: none"> <li>• Development of promenade including fishing pier</li> <li>• Aesthetic improvements to Puchir Building</li> <li>• Café Plaza</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• RiverWalk trail connection from Harbor Square via bridge over Sing Sing Kill/Kill Brook, connecting to Westerly Road</li> <li>• Interpretive signage (see Appendix A for example)</li> </ul>

Required Permits <i>*See permitting chart in Section VI for timeframe</i>
<ul style="list-style-type: none"> <li>• Village of Ossining</li> <li>• NYSDEC</li> <li>• Army Corps of Engineers</li> <li>• NYS DOS Coastal Consistency</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• Easement and/or land swap with Westerly Marina - approximately 17,819 s.f.</li> </ul>



Conceptual Site Plan



Perspective View of Quimby Street Pier

#### AREA 10 - QUIMBY STREET

##### EXISTING CONDITIONS

- 600' roadway between Paradise Oil site and Westside Marina
- Westside Marina owned by Westside Marina
- Paradise Oil site - owned by water-related use if redeveloped

##### SHORT TERM RECOMMENDATIONS

- Parking reconfiguration
- Pedestrian connection along Water Street

##### LONG TERM RECOMMENDATIONS

- Café Plaza
- Fishing Pier
- Green Walk Trail Connection
- Riverwalk improvements, signage and connection to Mill Brook and Quimby Street

##### RELATED PARTIALS

- Town Village of Ossining
- New York State Department of Environmental Conservation (NYSDEC)
- Army Corps of Engineers



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DESIGN TITLE: Quimby Street Pier  
PROJECT TITLE: Village of Ossining Waterfront Access and Trail Plan

**Edward M. Weinstein**  
Architecture and Planning, P.C.  
14 Spring Street, Hastings-on-Hudson, N.Y.  
10706

DATE	SCALE	DATE	SCALE
10/10/06	1"=20'	10/10/06	1"=20'
10/10/06	1"=20'	10/10/06	1"=20'

AREA 10

**Site 11****Marina  
Areas**

**Aerial View of Westerly Marina and Shattemuc Yacht Club**

**Summary** – The privately owned Westerly Marina and Shattemuc Yacht Club are two long-standing fixtures on the Ossining Waterfront. These marinas could become an amenity to additional residents and visitors by increasing mooring capacity via a Special Anchorage or by providing a unique use open to the public, such as a restaurant barge. Each marina could also benefit by the provision of RiverWalk trail improvements along Westerly Road.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
Westerly Marina – 5.14 acres Shattemuc Yacht Club – 2.8 acres	Private	Private – For Marina members	Private onsite parking for members	None currently	Riverfront Development District (RDD)

Opportunities	Constraints
<ul style="list-style-type: none"><li>The marinas are heavily used and are considered important assets by the community.</li><li>Bridge over tracks provides access to Snowden Avenue and N. Water Street</li></ul>	<ul style="list-style-type: none"><li>Westerly Road has no sidewalks</li><li>Not accessible to public</li></ul>

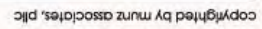


Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• Special Anchorage to add mooring capacity (see attached site plan)</li> </ul>	<ul style="list-style-type: none"> <li>• Restaurant Barge</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• RiverWalk trail connection from Quimby Street</li> <li>• Potential Restaurant Barge trail connection</li> </ul>

Required Permits <i>*See permitting chart in Section VI for timeframe</i>
<ul style="list-style-type: none"> <li>• Village of Ossining</li> <li>• NYSDEC</li> <li>• Army Corps of Engineers</li> <li>• NYS DOS Coastal Consistency</li> <li>• US Coast Guard</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• Negotiate with marina owners for use of lands under water for special anchorages.</li> </ul>



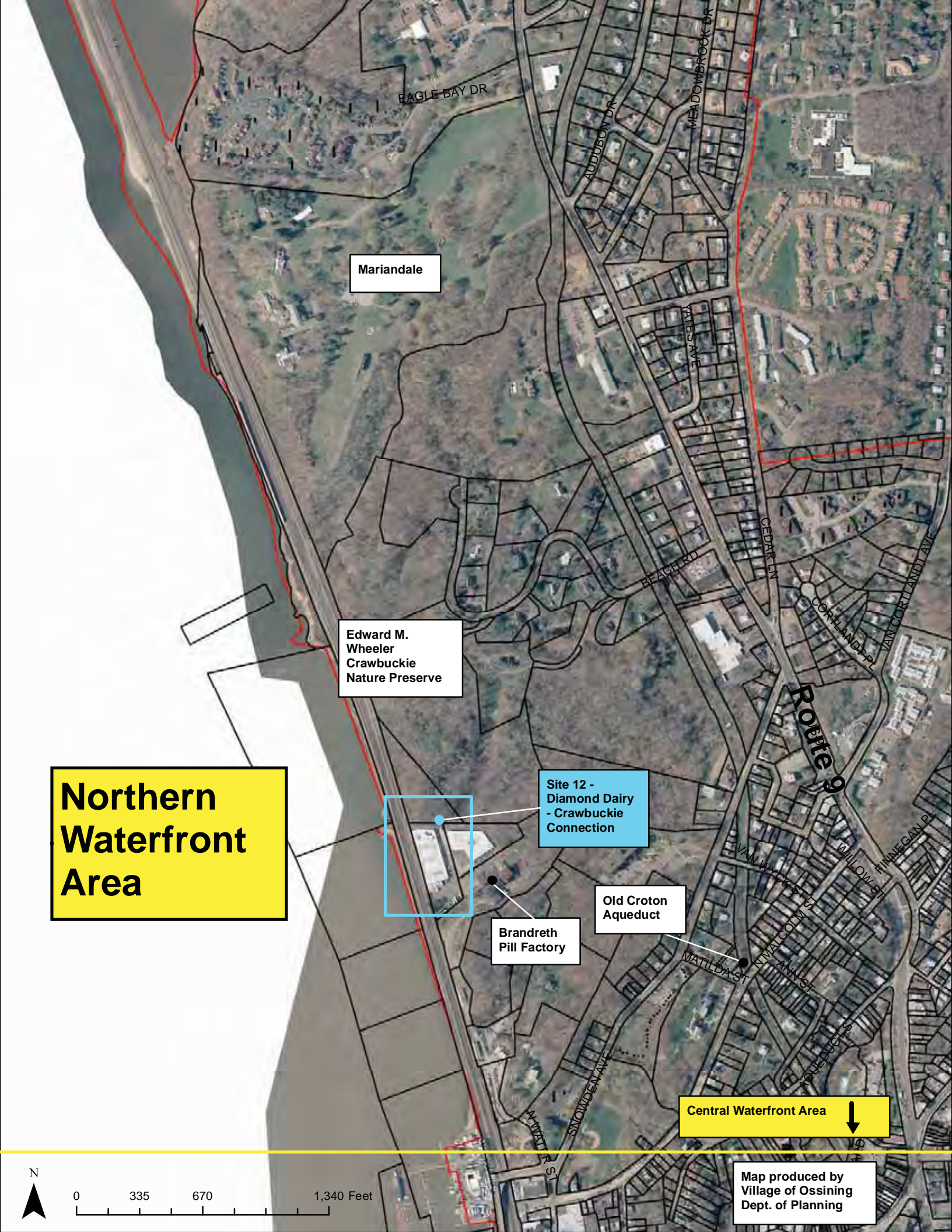
- Army Corps of Engineers
- US Coast Guard



DRAWN BY	SCALE	DRAWING NUMBER  Area 11
CHECKED BY	AS NOTED	
PROJECT NUMBER	DATE DATE	

Area 11





EAGLE BAY DR

AUDUBON DR

MEADOWBROOK DR

Mariandale

YATES AVE

BEACH RD

CEDAR LN

CORLENDI PL

VAN CORTLANDT AVE

Edward M.  
Wheeler  
Crawbuckie  
Nature Preserve

Site 12 -  
Diamond Dairy  
- Crawbuckie  
Connection

Brandreth  
Pill Factory

Old Croton  
Aqueduct

Route 9

VAN WYCK ST

WILLOW ST

FINNEGAN PL

MATILDA ST

N MATCOLM ST

ALANOR ST

ROXBOROUGH ST

MAINTENANCE ST

SNOWDEN AVE

Northern  
Waterfront  
Area

Central Waterfront Area



0 335 670 1,340 Feet

Map produced by  
Village of Ossining  
Dept. of Planning



## Site 12

### Diamond Dairy Area



**View of Diamond Dairy & Metro North Tracks looking north**

**Summary** – The Diamond Dairy area is comprised of 5 privately owned parcels totaling 11.7 acres. There are several light industrial uses in addition to the Diamond Dairy that are currently operating. The former Brandreth Pill Factory site, comprising of 3 parcels and totaling 8.1 acres, is currently a vacant parcel with several former factory buildings. The most limiting factor in this area is the lack of access to the parcels. Due to the topography as well as proximity to the Metro-North railroad tracks, the entrance road does not meet current standards for roadway width. The area is sandwiched between rock cliffs and the railroad. This area is also adjacent to the Crawbuckie Preserve, so consideration in any future planning should include trail connection and access to the preserve.

Existing Conditions					
Parcel Size	Ownership	Waterfront Access	Parking Access	Pedestrian Access	Zoning
Approximately 11.7 acres	Private	None	Private Parking only	None currently	Northern Waterfront District (PW-a)

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Adjacent to Crawbuckie Preserve</li></ul>	<ul style="list-style-type: none"><li>• Very Constrained site conditions</li><li>• No pedestrian access</li></ul>

Short Term Improvements	Long Term Improvements
<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate trail components into site plan requirements for future proposals.</li> </ul>

RiverWalk Trail Connection Opportunities
<ul style="list-style-type: none"> <li>• Potential RiverWalk trail connection from Crawbuckie Nature Preserve to Diamond Dairy Parcel (Long Term)</li> </ul>

Required Permits <i>*See permitting chart in Section VI for timeframe</i>
<ul style="list-style-type: none"> <li>• Village of Ossining</li> <li>• NYSDEC</li> </ul>

Required Easements, Acquisitions, and Site Plan Negotiations
<ul style="list-style-type: none"> <li>• Negotiate with property owners (Diamond Dairy Inc, Plateau Associates LLC, and Windward Holdings LLC) for easements along properties.</li> </ul>

## Section VII – Implementation

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### A. Projected Implementation Costs

*All estimated implementation costs have been presented based on adherence to ideal RiverWalk Guideline standards utilizing high-end materials as used in the Croton Landing RiverWalk project in 2009. It is possible to use less expensive materials to implement the projects, however; certain aspects of the “RiverWalk Guidelines” such as kiosks, signage and way finding help define and visually identify the trail and should be used to the fullest extent where possible and feasible.*

#### **Southern Waterfront Area**

##### **Site 1: Kemeys Cove** *(Costs based on Croton Landing 2009 Installation Costs)*

Fixed Pier (4 by 80)	24,000.00
Boardwalk/Sidewalk w/ overlook	90,000.00
(1) Way Finding Kiosk	15,000.00
(1) Interpretive Sign	7,500.00
Conservation Plantings	20,000.00
Waterfront Trail 16,000 s.f @ \$65/sf	1,040,000.00
Contingency (20%)	239,300.00
Design, Permitting & Construction Management (20%)	287,160.00
<b>Total =</b>	<b>\$1,722,960.00.00</b>

##### **RiverWalk Segment - Kemeys Cove to Sparta Park** *(Costs based on Croton Landing 2009 Installation Costs)*

Trail Blazers mounted on ex. Posts (12)	3,000.00
Directional signage (2)	3,000.00
Contingency (20%)	1,200.00
Design, Permitting & Construction Management (20%)	1,440.00
<b>Total =</b>	<b>\$8,640.00</b>



**Site 3: Sparta Park and Dock** *(The new sidewalk price is based on \$21/sf & curbing based on \$35/lf – this area will require all new site preparation and may require drainage modification. There are presently no sidewalks or curbing in this area – the sidewalks are designed for a 3’ min. width)*

Sidewalk – 1,500 s.f. (From Liberty & Hudson Street to Park – no existing sidewalk)	22,500.00
Concrete Curb 300 l.f. (For Concrete Sidewalk)	10,500.00
(2) Trail Blazers	500.00
(1) Interpretive Sign	7,500.00
Landscaping for slope stabilization	5,000.00
Landscaping for habitat enhancement	7,500.00
Contingency (10%)	5,300.00
Design, Permitting & Construction Management (20%)	11,760.00
<b>Total =</b>	<b>\$70,560.00</b>

**RiverWalk Segment - Sparta Park to Main Street via Hudson St & Hunter St** *(The new sidewalk price is based on \$21/sf & curbing based on \$35/lf – this area will require all new site preparation and may require drainage modification. There are presently no sidewalks or curbing in this area – the sidewalks are designed for a 3’ min. width).*

Sidewalk – 15,000 s.f.	225,000.00
Concrete Curb 5,000 l.f.	175,000.00
(35) Trail Blazers	8,750.00
(2) Directional Signs	3,000.00
(1) Directional Kiosk	15,000.00
Contingency (20%)	85,350.00
Design, Permitting & Construction Management (20%)	102,420.00
<b>Total =</b>	<b>\$614,520.00</b>

## **Central Waterfront Area**

### **RiverWalk Segment - 47 Hudson Street to Sparta Dock**

*(This waterfront segment of trail is designed to cantilever over the shoreline – path width minimum 8')*

Waterfront Trail 12,000 s.f @ \$65/sf	\$780,000.00
Contingency (20%)	156,000.00
Design, Permitting & Construction Management (20%)	187,200.00
<b>Total =</b>	<b>\$1,123,200.00</b>

### **Site 4: Sing Sing Correctional Facility Waterfront Trail**

*(This trail is on land is will require site preparation – this trail is multi-purpose 12' wide trail @ \$30/s.f.)*

Waterfront Trail 31,200 s.f.	\$936,000.00
Contingency (20%)	187,200.00
Design, Permitting & Construction Management (20%)	224,640.00
<b>Total =</b>	<b>\$1,347,840.00</b>

### **Site 5: Louis Engel Park**

*(The proposed boardwalk widening adheres to a 12' wide multi-purpose trail with cantilevering over the shoreline adhering to Croton Landing design).*

Fishing Pier Improvements (3,000S.F. @ \$60 per s.f.)	180,000.00
Landscape Improvements	50,000.00
Interpretive Sign	7,500.00
Trail Blazers (5)	1,250.00
Kayak Beach Launch	4,000.00
Boat Launch Extension	100,000.00
Boardwalk pathway widening 500 l.f. or 6000 s.f. @ \$90 s.f.	540,000.00
Contingency (20%)	178,850.00
Design, Permitting & Construction Management (20%)	214,560.00
<b>Total =</b>	<b>\$1,287,360.00</b>

**Site 6: Ossining Boat & Canoe Club**

*(Decorative pavers have been proposed for the rotary roadway – alternatives can be considered such as cast concrete pavement and/or asphalt pavement to reduce cost but keep aesthetic design intent).*

Concrete Curb @ circle 400 L.F.	14,000.00
Concrete Sidewalk 2,000 s.f.	30,000.00
Decorative Rotary Pavement 9,000 s.f.	225,000.00
Plantings	10,000.00
Club House Improvements	100,000.00
Contingency (20%)	75,800.00
Design, Permitting & Construction Management (20%)	90,960.00
<b>Total =</b>	<b>\$ 545,760.00</b>

**Site 7: Ossining Dock - Multi-purpose dock and extension**

Gangway (4 ft. by 80 ft.)	24,000.00
30 by 90 Deck Barge	200,000.00
Spuds (24")	50,000.00
Kayak Dock	6,000.00
Contingency (20%)	56,000.00
Design, Permitting & Construction Management (20%)	67,200.00
<b>Total =</b>	<b>\$ 403,200.00</b>

**Site 8: Harbor Square Site**

Trail Blazers (6)	1,500.00
Kiosk	15,000.00
Interpretive Sign (1)	12,000.00
Contingency (10%)	2,850.00
Design, Permitting & Construction Management (20%)	6,270.00
<b>Total =</b>	<b>\$37,620.00</b>



**Site 9: Sing Sing Kill/Kill Brook**

Pre-fabricated bridge (75 ft.)	100,000.00
Foundations (2)	40,000.00
Conservation Plantings	35,000.00
Interpretive Signage	7,500.00
Contingency (20%)	36,500.00
Design, Permitting & Construction Management (20%)	43,800.00
<b>Total =</b>	<b>\$262,800.00</b>

**Site 10: Quimby Street**

*(Decorative brick pavement can be replaced with asphalt roadway pavement to reduce costs – the design intent was to provide a “plaza” effect with brick pavement and adhere to RiverWalk Guideline standards. The railing price for the potential pier area was based on Croton Landing Design and installation costs).*

Concrete Curb 1,700 L.F. @ \$35/LF	59,500.00
Concrete Sidewalk 9,000 s.f.	135,000.00
Decorative Brick Street Pavement 33,000 s.f.	750,000.00
Street Trees (12) @ \$750	9,000.00
Street Lights (6) @ \$5,000	30,000.00
Pier Decking Refurbishment	150,000.00
Railing @ \$350 lf./300 lf.	105,000.00
Archway entrance	250,000.00
Contingency (10%)	105,850.00
Design, Permitting & Construction Management (20%)	232,870.00
<b>Total =</b>	<b>\$ 1,827,220.00</b>

**Site 11: Marina Area Restaurant Barge (superstructure by others)**

*(These costs are for barge only – and the access requirements that would be necessary).*

30 by 90 Deck Barge	200,000.00
2 - 80 foot gangways	48,000.00
Spuds (24” diameter)	50,000.00
Electrical Connection (L.S.)	40,000.00
Contingency (20%)	74,000.00
Design, Permitting & Construction Management (20%)	82,400.00
<b>Total =</b>	<b>\$ 494,400.00</b>

**RiverWalk Segment - Westerly Road to Snowden Avenue**

Trail Blazers mounted on ex. Posts (4)	1,000.00
Directional signage (2)	3,000.00
Contingency (10%)	400.00
Design, Permitting & Construction Management (20%)	880.00
<b>Total =</b>	<b>\$5,280.00</b>

**Northern Waterfront Area****RiverWalk Segment - Diamond Dairy Area**

*(Given the difficult topography and current land holdings this section of trail was designed to be 8' wide asphalt trail and would most likely require various buffering, railings and potential bridging over creek).*

Trail 2,500 l.f. @ 8' wide trail	625,000.00
Trail Blazers (10)	2,500.00
Contingency (20%)	130,000.00
Design, Permitting & Construction Management (20%)	156,000.00
<b>Total =</b>	<b>\$913,500.00</b>

**RiverWalk Segment - Snowden Avenue Upland Trail**

Trail Blazers mounted on ex. Posts (6)	1,500.00
Directional signage (2)	3,000.00
Contingency (10%)	450.00
Design, Permitting & Construction Management (20%)	990.00
<b>Total =</b>	<b>\$5,940.00</b>

### RiverWalk Segment - Spur from Snowden Ave to Crawbuckie

*(These costs were based on adherence to RiverWalk guidelines in a woodland setting, which includes a 5' wide trail - includes grading and slope stabilization).*

Trail Blazers (6)	1,500.00
Woodland Trail 1,000 l.f. @ 5' wide = 5,000 s.f. @ \$30 s.f.	150,000.00
Contingency (20%)	30,300.00
Design, Permitting & Construction Management (20%)	36,360.00
<b>Total =</b>	<b>\$218,160.00</b>

### RiverWalk Segment - Aqueduct Upland Trail to Mariandale

Trail Blazers mounted on new posts (12)	6,000.00
Interpretive signage (2)	30,000.00
Contingency (10%)	7,200.00
Design, Permitting & Construction Management (20%)	8,640.00
<b>Total =</b>	<b>\$51,840.00</b>

### RiverWalk Segment - Spur Trail from Aqueduct to Crawbuckie via 217 N. Highland Ave Site

*(These costs were based on adherence to RiverWalk guidelines in a woodland setting, which includes a 5' wide trail - includes grading and slope stabilization).*

Trail Blazers (10)	2,500.00
Woodland Trail 1,500 l.f. @ 5' wide = 7,500 s.f. @ \$30 s.f.	225,000.00
Contingency (20%)	45,600.00
Design, Permitting & Construction Management (20%)	54,720.00
<b>Total =</b>	<b>\$327,820.00</b>

## **Project Implementation Summary**

### **Southern Waterfront Area**

Kemeys Cove	1,722,960.00
Trail from Kemeys Cove to Sparta Park	8,640.00
<b>Total =</b>	<b>\$1,731,600.00</b>

### **Central Waterfront Area**

Sparta Park	70,560.00
Trail from Sparta Park Along Hudson	614,520.00
47 Hudson Street waterfront trail	1,123,200.00
Sing Sing waterfront Trail	1,347,840.00
Engel Park	1,287,360.00
Ossining Boat & Canoe Club	545,760.00
Ferry Pier	403,200.00
Harbor Square Site	37,620.00
Kill Brook	262,800.00
Quimby Street	1,827,220.00
Marina Barge	494,400.00
Westerly Road Trail Route to Intersection of Snowden Avenue	5,280.00
<b>Total =</b>	<b>8,019,760.00</b>

### **Northern Waterfront Area**

Diamond Dairy area trail	913,500.00
Snowden upland trail	5,940.00
Riverwalk Spur from Snowden to Crawbuckie	218,160.00
Spur from Aqueduct to Mariondale	51,840.00
Spur from Aqueduct to Crawbuckie	327,820.00
<b>Total =</b>	<b>\$1,517,260.00</b>

**Total - All Proposed Improvements =           \$11,268,620.00**



## **B. Projected Permitting Requirements & Timelines**

### **US Army Corps of Engineers**

#### **U.S. Army Corps of Engineers (ACOE)**

The ACOE implements Article 10 of the rivers and Harbor Act of 1899 (RHA). Generally, the RHA requires that a landowner secure an Article 10 permit from the ACOE before building a wharf, pier or other structure in or over the waters of the United States. The purpose of these permits is to protect the navigability of bodies of water.

#### **Submission Requirements**

- Joint Application Form
- Environmental Assessment Form
- Drawings
- Site Photos with Key

#### **Timeline**

The Army Corps of Engineers has 15 days to determine if an application is complete. At that point, they may issue a public notice and public comment period of 15-30 days. After the public comment period, the district engineer has 60 days to make a final determination on the permit.

### **New York State Department of Environmental Conservation**

Use and Protection of Waters Program. Article 15 of New York State's Environmental Conservation Law (ECL) provides is the legislative basis for regulating the construction or repair of an structures in the water, and any disturbance of a stream bed, its banks, or any excavation or fill of navigable waters. The excavation or filling of areas within jurisdiction requires a permit. Wetlands and areas adjacent are protected. The following activities would require a permit under this program.

- Excavation or placement of fill in navigable water of the State, including adjacent marshes and wetlands; and
- Conducting any activity, including, but not limited to, the construction or operation of facilities which may result in any discharge or runoff into navigable waters.

#### **Submission Requirements**

- Joint Application Form
- Environmental Assessment Form
- Drawings

### Timeline

DEC must issue a determination of completeness within 15 days of receiving an application. Once an application is determined complete, the DEC may require a public notice be issued for a 10 day period or a public meeting be held. Applications deemed minor projects do not generally require a public hearing. DEC must then make a final determination on applications that do not require a public hearing within 45 days. For applications that do require a public hearing, they must make a final determination within 90 days.

### **New York State Department of State – Division of Coastal Resources**

Projects requiring an Army Corps of Engineers permit require a Coastal Consistency Determination from the Department of State. The purpose of this review is to ensure that the proposed work is preserving and using coastal resources in a manner that balances natural resource protection and the need to accommodate economic development. Proposed actions in the coastal zone must comply with a single set of decision-making criteria or policies. These policies, 44 in number, are set forth in the State of New York Coastal Management Program (CMP). The Coastal Policies, their attendant guidelines and existing federal and state environmental and resource management laws provide the objectives and standards for the program. Additionally, the Department of State will review the Village of Ossining's Local Waterfront Revitalization Plan for consistency with its policies as well.

### Submission Requirements

- Army Corps of Engineers Application
- NYS Department of Environmental Conservation application
- Federal Consistency Assessment Form
- Drawings

### Timeline

Department of State review of activities for consistency generally takes 30 days, but the Department of State can elect to take up to 6 months to review a major project.

#### **Sidebar: Harbor Management Plans**

In addition to its oversight of the Local Waterfront Revitalization Program (LWRP), the Coastal Management Program also oversees Harbor Management Plans. The Waterfront Revitalization and Coastal Resources Act enables local governments to manage activities within their harbor and nearshore areas, generally 1,500 feet from the shoreline. Harbor Management Plans can be used to designate portions of the harbor for specific uses, such as swimming, water recreation, and mooring areas. A Harbor Management Plan could be used to allow the Village to create and administer a Special Anchorage Area.

## US Coast Guard

### Construction of Bridges

The U.S. Coast Guard regulates the construction of bridges over all tidal bodies of water, as well all navigable bodies of water. The application is submitted in letter format to the local Coast Guard office, District 1. The approval process takes into account the environmental considerations of bridge construction. The Coast Guard has 30 days to determine the application is complete or request more information. After the application is determined complete they issue a public notice, generally 30 days, and a Notice to Mariners. After review of the comments the Coast Guard can issue a Bridge Permit.

### Special Anchorages

Special Anchorages are areas designated by the U.S. Coast Guard for mooring boats in navigable waters. In a special anchorage area, vessels under 65 feet in length are permitted to anchor without displaying lights. In order to establish a new special anchorage area a letter application is written to the District Commander. The review confirms that the special anchorage area will be far enough from fairways so that moored vessels without lights will not endanger existing navigation. The approved special anchorage area is shown on NOAA navigation charts, and is announced in a Notice to Mariners issued by the Coast Guard to alert mariners that vessels may be moored there without lights. The Special Anchorage process does not have any statutory review periods.

#### **Sidebar: Underwater Lands**

Title to the bed of many bodies of water in New York State is held in trust for the people of the State under the jurisdiction of the NYS Office of General Services (OGS). Structures, including mooring buoys, located in, on, or above state-owned lands under water are regulated under the Public Lands Law and may require a license from the state. Many underwater lands immediately adjacent to the shoreline in Ossining were granted to private owners, as shown on the OGS Land Grant maps. Use of these underwater lands does not require a license from OGS.

## **C. Potential Funding Sources**

Below is a brief list of funding resources that have been available for improvements similar to those proposed in the Ossining Waterfront Access & Trail Plan. Availability of particular funding sources within a given fiscal year varies, but the programs below have been utilized to fund waterfront and trail-related improvements in the past.

### Hudson River Estuary Program (New York State Department of Environmental Conservation)

Since 1999, this program has offered grants to municipalities and non-profits located within its boundaries. Over the past decade over \$11.5 million has been distributed to 342 applicants. This program is funded by the Environmental Protection Fund (EPF).

Projects are currently judged by their consistency with the 2010-2014 Hudson River Estuary Action Agenda. Many of the improvements suggested in this plan would relate to Action Item #3 – Provide Water Recreation and River Access. This item calls for more docks, fishing, and swimming sites, as well as more greenways and parks.

### Water Trail Grant Program

The Hudson River Valley Greenway was established by New York State through the Greenway Act of 1991. The Greenway is committed to the preservation, enhancement and development of the world-renowned scenic, natural, historic, cultural and recreational resources of the Hudson River Valley that is also consistent with economic development goals and the tradition of municipal home rule.

In order to assist with realizing these goals, the Greenway is charged with completing a Hudson River Valley Greenway Trail System. One component of that system is the “Hudson River Greenway Water Trail Program.” This program provides financial and technical assistance to site owners to help complete the Hudson River Water Trail by adding amenities that encourage use of the water trail, such as interpretive information about the area, potable water, restrooms, and additional launches.

### Brownfield Opportunity Areas (BOA) Program

This program is designed to assist communities in fostering redevelopment and returning dormant and blighted land into productive and catalytic areas while restoring environmental quality. This program assists municipalities in brownfield redevelopment planning by providing access to expert environmental and economic analysis, and environmental site assessment for strategic redevelopment parcels.

In addition to being administered by the Department of State, the BOA program also draws technical expertise from the Division of Coastal Resources and the Department of



Environmental Conservation, making it well suited for waterfront communities like Ossining. Redevelopment of 47 Hudson Street (former Testwell Craig site) might be a candidate for this Program.

#### Environmental Protection Fund Local Waterfront Revitalization Program

This program is an annual 50/50 matching grant program administered by the Department of State. This program aims to finance projects that will promote public access to the waterfront as well as promote economic development and tourism. These grants are designed to further the goals set forth in Local Waterfront Revitalization Programs, and fund all aspects of the project, from design to construction. Since the Village of Ossining has a Local Waterfront Revitalization Program in place, projects consistent with the established goals would be excellent candidates for this Program.

#### NYSDOT Transportation Enhancements Program (TEP)

The TEP program is a federal reimbursement program run by the New York State Department of Transportation (NYSDOT). The program was created under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation to fund transportation improvements beyond traditional road and bridge projects.

There are 12 categories of eligible projects under TEP. Two could be applied to RiverWalk improvements suggested in this Plan: -

1. Provision of facilities for bicycles and pedestrians
2. Provision of safety and educational activities for pedestrians and bicyclists.

## Appendix A: RiverWalk Signage Examples

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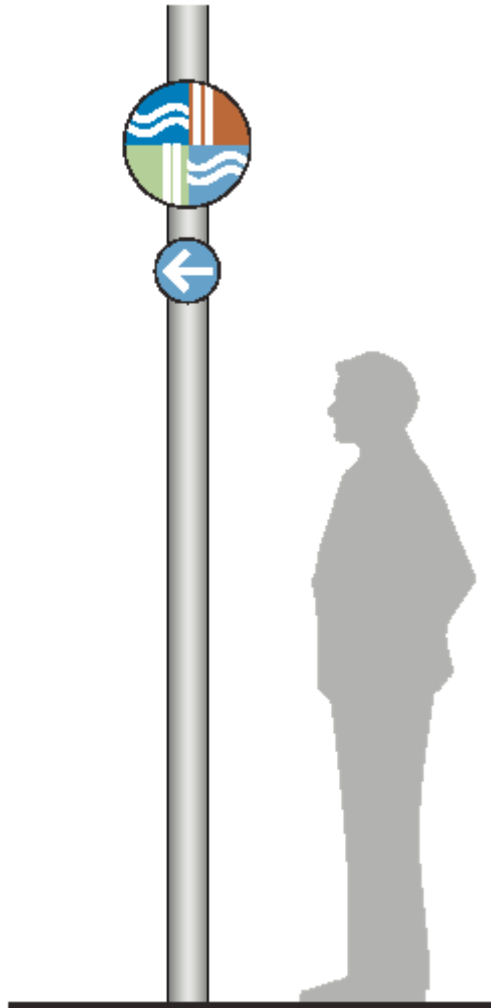


### **RiverWalk Wayfinding Kiosk**

The RiverWalk way finding kiosk is placed at key areas – often along municipal boundaries - to orientate the users. In addition it may be used at train stations and downtowns to serve as an informational sign describing RiverWalk and identifying specific trail routes.

This Kiosk is proposed to be located in (3) areas within the study area:

- Scarborough Train Station
- Downtown/ Main Street
- Ossining Train Station

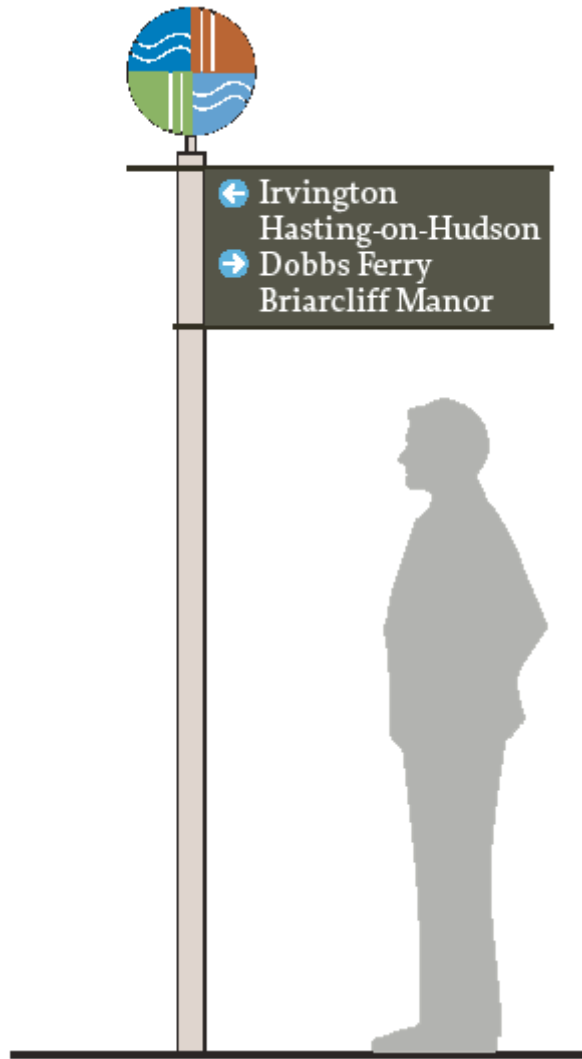


**1** Vehicular Trail Blazer  
Scale: 3/4" = 1'-0"

### **Upland Vehicular & Bicycle Trail Blazer**

This trailblazer will be used on roadways to indicate the direction of the RiverWalk Trail for vehicles and bicyclists as well as pedestrians along a trail route.

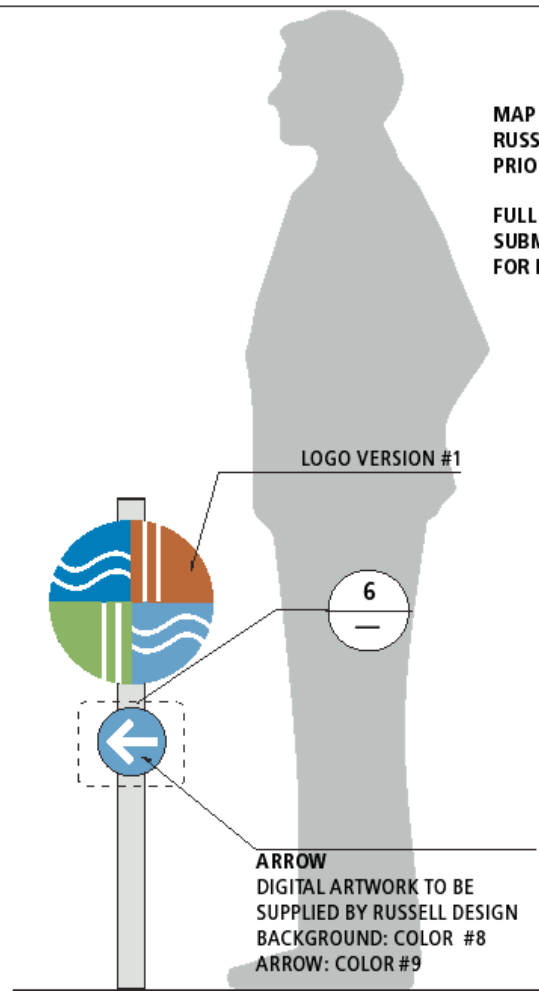
These blazers would be used along all along the upland routes at approximately 500' intervals to indicate the trail where it is not obvious to the user that they are on the trail. The directional arrows would be used to indicate change of direction of the trail.



### **Municipality Directional Trail Identification**

This directional signage would be used at the termination of a trail section in one municipality and the beginning of another municipality. This sign could be used in the northern end of the proposed upland RiverWalk trail where it meets the Mariandale Site and Route 9 to identify the route to Croton-on-Hudson.





**1** Front Elevation: Trailblazer Location 1  
Scale: 1-1/2" = 1'-0"

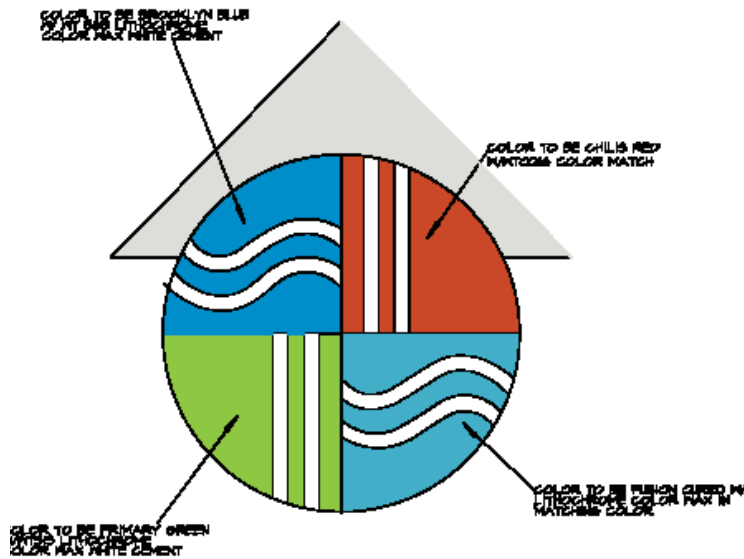
## Pedestrian Trail Blazers

These trailblazers would be used at key areas for pedestrians where the trail is not evident and/or where the trail changes direction.

These could be used along the waterfront at Louis Engel Park to indicate the trail continues north by Harbor Square and other points north.

### Concrete Pavement Coin

This concrete pavement coin could be used along the waterfront trails to indicate trail direction – these coins would be used as another form of more subtle trail way finding routes.



### Horizontal Interpretive Signage –

This signage works well along paths and on railings and is identified in several areas within the Ossining Waterfront Access & Trail Plan



### **Vertical Interpretive Signage**

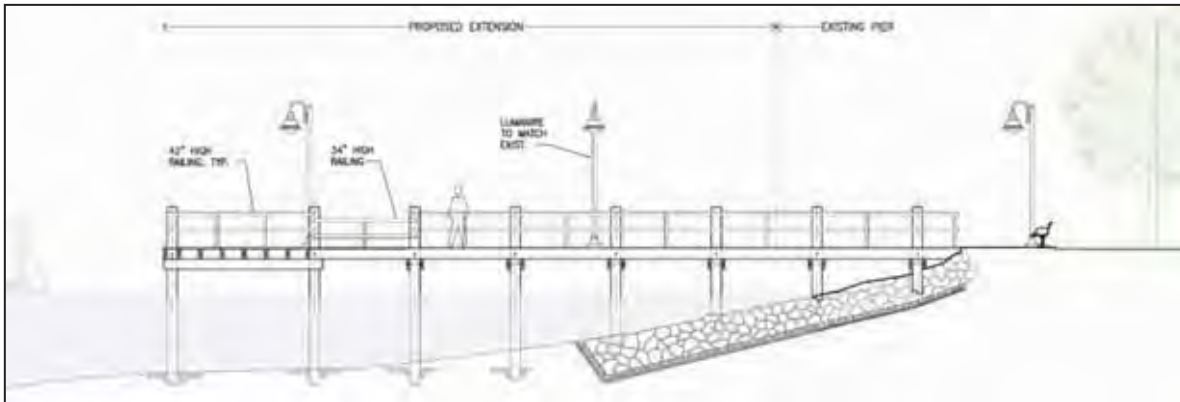
The vertical interpretive signage has two functions: directional or wayfinding as well as interpretive information.

The size and verticality serves like a totem pole drawing visitor attention and reinforcing the image and connection of RiverWalk.

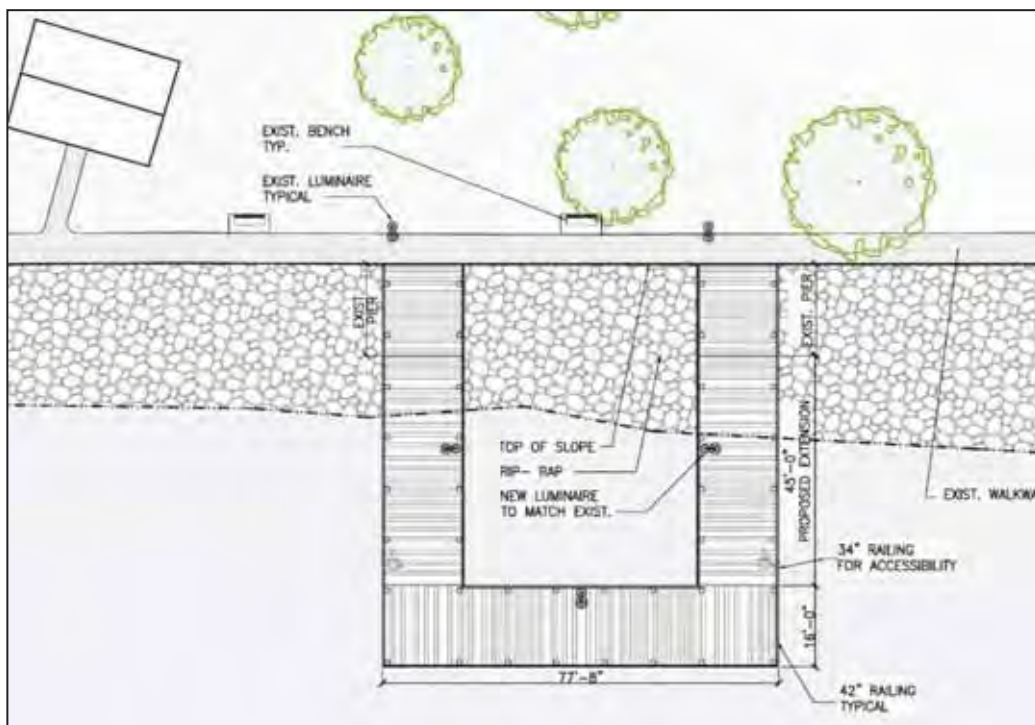
## Appendix B: Miscellaneous Water Access Recommendations

Accessing the water and/or encouraging interaction with the water can be accomplished in various ways depending on the land constraints and desired water recreational activity. Within this section, several water access solutions have been presented for consideration either at specific site locations and/or generic locations along the shoreline.

### A. Water Access Points:



Cross Sectional Elevation for Proposed Fishing Pier at Louis Engel Park



Plan View of Proposed Improvements to Fishing Pier at Louis Engel Park





Example of a 'Get Down'

## B. Water Sculptures:



Plan of Potential Improvements to "Lost Beach" area at the Harbor Square Site



**Water Sculpture Examples**

## Appendix C: Glossary of Terms

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**ACOE** – Army Corps of Engineers, a command of the Department of the Army. One of their missions is to maintain navigable waterways for transportation.

**Boat or Kayak Launch** – A ramp on a shoreline on which boat and kayaks can be moved directly to and from the water.

**Brownfield** – A Brownfield is land previously used for industrial purposes or certain commercial uses. The land may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up.

**Bulkhead** – A bulkhead, or seawall, is a shoreline structure designed to prevent erosion or hold backfill in place. Bulkheads often have a much more vertical face than the natural shoreline.

**Easement** – An easement is a certain right to use real property without possessing it. Easements are granted for specific purposes, such as accessing underground utilities or constructing public sidewalks.

**Floating Dock** – A floating dock is a platform that is buoyant and is secured in the water by piles or anchored cables. Floating docks can be used in place of a fixed pier to moor boats, and can be removed seasonably.

**Get Down** – A shoreline structure designed to allow the user to “get down” and access the water directly.

**Interpretative Signage** – Signs used as part of the RiverWalk Guidelines to identify specific cultural or natural resources and interpret them to the public.

**Lands Under Water Grant** – Title to the bed of many bodies of water in New York State, including much of the Hudson, is owned by that State of New York. However, over the years, some of this land has been granted to private individuals using a Lands Under Water grant from New York State’s Office of General Services.

**Mean High Water (MHW)** – The average height of high tide over a period of time.

**Mean Low Water (MLW)** – The average height of the low tide over a period of time.

**NYSDEC** – New York State Department of Environmental Conservation is the state agency charged with administering all state programs to protect and enhance the environment. Their responsibilities are established in New York’s Environmental

Conservation Law. One of these responsibilities is to manage New York's marine and coastal resources.

**NYS DOS Coastal Consistency** – The New York State Department of State's Division of Coastal Resources reviews waterfront projects for consistency with local, state and federal coastal management policies. If actions are found to be consistent with these policies, a Consistency Determination is issued.

**Mooring** – Any device used to fasten a vessel to a fixed object, such as a pier, or a floating object, such as a mooring buoy.

**Riprap** – A shoreline structure composed of a layer of rock to prevent erosion and absorb the impact of waves. Riprap generally conforms to the existing natural shoreline.

**Shoreline** – The intersection of a specified plane of water with the shore. National Oceanic and Atmospheric Administration (NOAA), for example, defines the shoreline on nautical charts as the approximate mean high water line.

**Slip** – A space between two piers for berthing a vessel, similar to a parking space.

**Softer Shoreline** – A term to describe more natural shoreline structures to stabilize a shoreline and create an intertidal habitat area. This is contrasted with harder shoreline structures, such as bulkheads, which do not mimic a natural shoreline and do not allow for intertidal habitat.

**Special Anchorage** – A special anchorage is an area in a navigable body of water where vessels under 65 feet in length can anchor without using displaying lights. Special Anchorages must be approved by the U.S. Coast Guard and are shown on navigation charts produced by the National Oceanic and Atmospheric Administration (NOAA).

**Spud** – A steel pile which penetrates a through a spud well in a barge to the bed and which allows the barge to ride up and down with the tide. A spud holds the barge in place.

**Wayfinding Signage** – Signs designed to orient the user in physical space and assist in navigation.



## Appendix D: References & Additional Information

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### A. References

*NYS Dept. of Environmental Conservation Hudson River Estuary Program*

Please see the Hudson River Estuary Program's website at <http://www.dec.ny.gov/lands/4920.html> for further information on their programs, activities, and grants.

*NYS Hudson River Valley Greenway*

Please see the Greenway's website at <http://www.hudsongreenway.state.ny.us/> for further information on their programs, activities, and grants.

*Village of Ossining 2009 Comprehensive Plan*

*Village of Ossining Local Waterfront Revitalization Program (LWRP)*

*Village of Ossining Significant Sites & Structures Guide*

The Comprehensive Plan, LWRP, and Significant Sites & Structures Guide can be downloaded from the Village of Ossining's website, [www.villageofossining.org](http://www.villageofossining.org)

*Westchester County Greenway Compact Plan*

*Westchester RiverWalk Guidelines*

The Greenway Compact Plan and RiverWalk Guidelines can be downloaded from the Westchester County Dept. of Planning's webpage, located at the website [www.westchestergov.com](http://www.westchestergov.com).

### B. Additional Information

Consistency with previous Village Documents

**Village of Ossining 2009 Comprehensive Plan**

Below is a list of Objectives and Strategies from the Waterfront section of the Comprehensive Plan that are relevant to this document. Please see the Comprehensive Plan for more

information. The Comprehensive Plan can be downloaded from the Planning Department webpage at the Village of Ossining's website, [www.villageofossining.org](http://www.villageofossining.org).

*Objective 1: Maximize Public Enjoyment of the Riverfront*

- Strategy 1.1: Continue RiverWalk at Every Available Opportunity

*Objective 2: Make Ossining a Destination for Low-Impact Boating and Other Water-Oriented Uses*

- Strategy 2.1:  
Permit and promote water-dependent and water-related uses on the waterfront

*Objective 3: Promote Development that Provides Amenities, Services, and Attractions That will Draw People to the Waterfront*

- Strategy 3.1: Provide Opportunities for Waterfront Recreation
- Strategy 3.2: Provide parks and recreational space wherever possible
- Strategy 3.3: Make Sing Sing Correctional Facility an asset rather than a liability

**Village of Ossining Local Waterfront Revitalization Program (LWRP)**

Below is a list of policies from the Village's 1991 LWRP that are applicable to this document. As of this writing, the LWRP is in the process of receiving amendments and a draft version can be downloaded from the Planning Department webpage at the Village of Ossining's website, [www.villageofossining.org](http://www.villageofossining.org).

Policy 1: Restore, Revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

Policy 1C: Revitalize the downtown waterfront and lower Snowden industrial area by encouraging a variety of uses while protecting existing water dependent uses, including marinas.

Policy 2: Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.

Policy 2A: Protect existing water dependent uses in the downtown waterfront and facilitate the siting of new water dependent and enhanced used and facilities on the downtown waterfront, on the prison land, and at Sparta Dock.

Policy 7B: The locally important coastal wildlife habitat at Crawbuckie Nature Area shall be protected and preserved, so as to maintain its viability as a habitat.

Policy 9: Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources. Such efforts shall be made in a manner which ensures the protection of renewable fish and wildlife resources and considers other activities dependent on them.

Policy 19: Protect, maintain, and increase the levels and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized by all the public in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources. In providing such access, priority shall be given to public beaches, boating facilities, fishing areas, and waterfront parks.

Policy 19A: Access to existing public water-related recreational facilities, including the Louis Engel Town waterfront park, shall not be reduced. Access to Sparta Dock should be improved by the addition of a safe track crossing. Access to Crawbuckie Nature Area should remain at current levels.

Policy 19B: The possibility of increasing public access in the future to the waterfront at the prison property shall not be eliminated through the lease, sale, or other transfer of that portion of these public lands which would be needed to provide public access on the waterfront.

Policy 19D: The Village of Ossining's public water-related recreational facilities should be linked via a linear trail along the waterfront. All new non-residential development in the waterfront district (WD-1) shall, where reasonable, practical and appropriate provide continuous pedestrian access along the water's edge and/or through the site to the water.

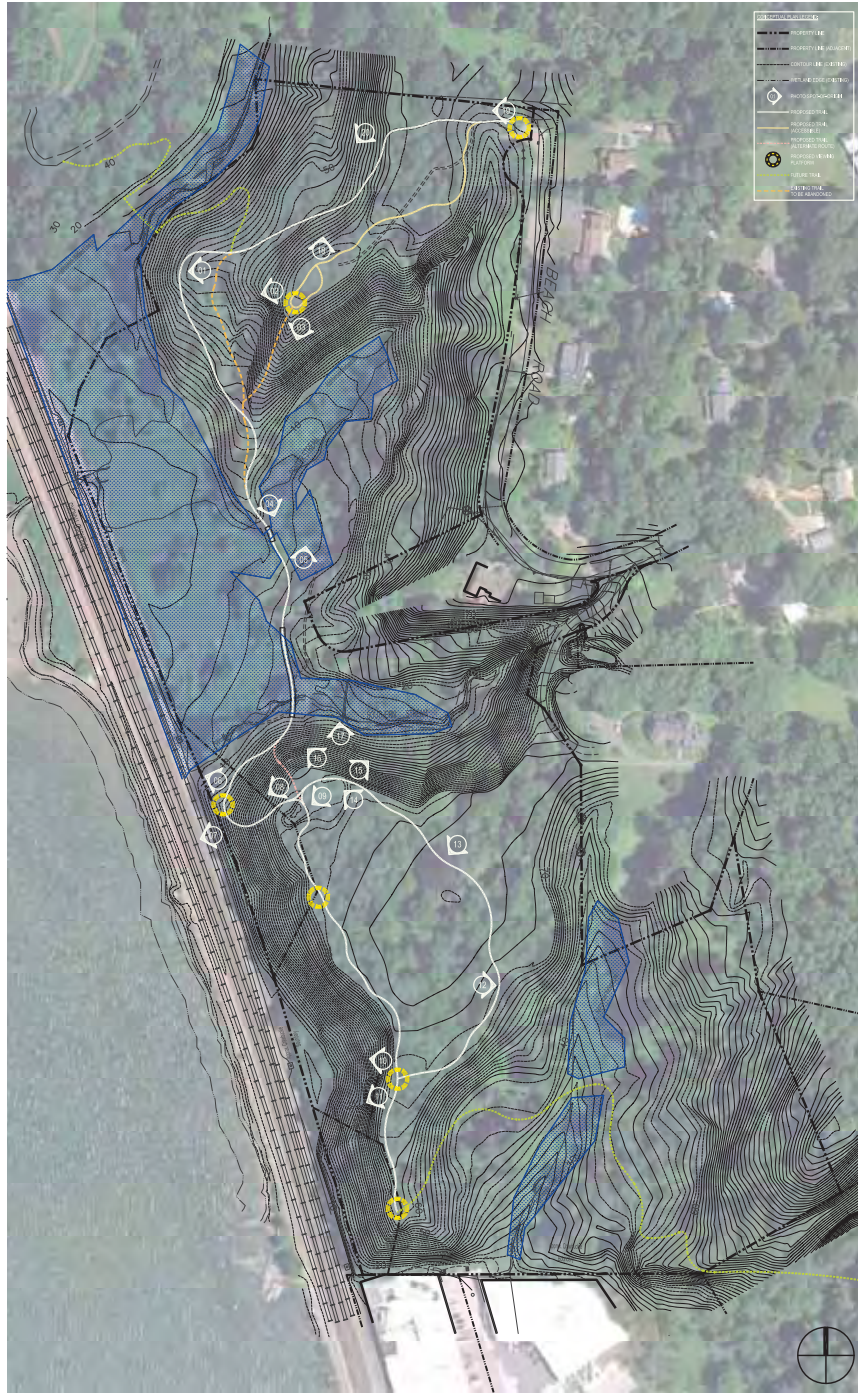
Policy 20A: Access should be increased to and along the waterfront in that portion of the Sing Sing prison property west of the MTA tracks whenever a change in current circumstances warrants and whether or not the property remains in public ownership.

Policy 21: Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water related uses along the coast, provided it is consistent with the preservation and enhancement of other coastal resources and takes into account demand for such facilities. In facilitating such activities, priority shall be given to areas where access to the recreational opportunities of the coast can be provided by new or existing public transportation services and to those areas where the use of the shore is severely restricted by existing development.

### **C. Topics for Further Research**

- Future 'Gateway to the Waterfront' study focusing on area east of Metro North tracks
- Analysis of potential shuttle service connecting waterfront area with downtown and other upland areas of Village



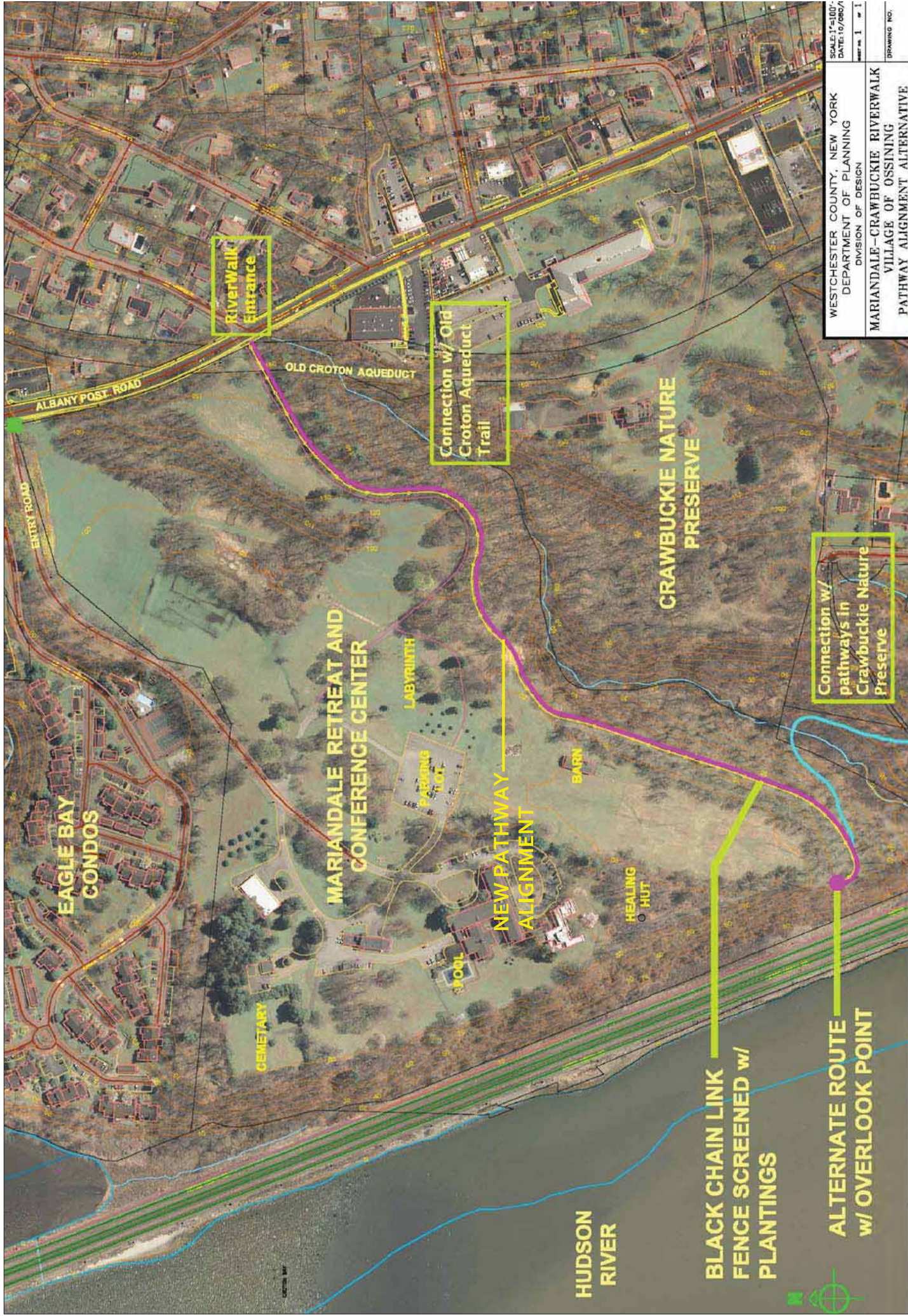


VILLAGE OF OSSINING  
Planning Department  
Recreation and Parks Department  
16 Croton Avenue, Ossining, NY 10562

CONCEPTUAL PLAN w/ PHOTOS  
TRAILWAY  
EDWARD M. WHEELER CRAWBUCKIE PRESERVE  
SCALE: 1" = 80'  
DATE: 04.18.2011

**RGR** Landscape Architecture  
& Architecture, PLLC  
115 FIFTH AVENUE  
NEW YORK, NY 10003  
T. 212.853.7373  
F. 212.853.7676





SCALE: 1"=100'	WESTCHESTER COUNTY, NEW YORK
DATE: 10/08/1	DEPARTMENT OF PLANNING
SHEET NO. 1 OF 1	DIVISION OF DESIGN
DRAWING NO.	MARIANDALE-CRAWBUCKIE RIVERWALK
	VILLAGE OF OSSINING
	PATHWAY ALIGNMENT ALTERNATIVE

Mariandale-Crawbuckie RiverWalk  
Pathway Conceptual Plan

CURRENT PROPOSED ALIGNMENT  
NOT TO SCALE



# Westchester RiverWalk Mileage

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## By Type and Status

Type/Status	Mileage
Existing Path (Paved)	6.8
Existing Path (Unpaved)	15.8*
Existing Promenade	1.1
Existing Sidewalk	8.6
<b>EXISTING SUB-TOTAL</b>	<b>32.3</b>
Under Construction	0.5
In Design	2.2
In Planning	0.5
Remaining Proposed Route	16.0
<b>SUB-TOTAL</b>	<b>19.2</b>
<b>TOTAL</b>	<b>51.5</b>

\* includes 5.4 miles of the Old Croton Aqueduct State Historic Trailway

**Existing Path (Paved)** includes asphalt paved paths (examples – Tarrytown RiverWalk at Kraft Foods and Lyndhurst, Scenic Hudson Park in Irvington, Route 9 Bridge Bike Path in Ossining and Croton, RiverWalk at Croton Landing-Discovery Cove in Croton, Annsville Preserve in Peekskill)

**Existing Path (Unpaved)** includes both hiking trails of varying terrain and flat sections such as the Old Croton Aqueduct State Trailway and Camp Smith Trail.

**Existing Promenade** describes sections that consist of various constructed materials including pavers, wood and metal decking, concrete, etc (examples - Yonkers Waterfront, V.A. Hospital Waterfront in Montrose, Ichabod's Landing and Kendal-on-Hudson in Sleepy Hollow)

**Existing Sidewalks** include sidewalks along Main Streets and other public roads.

**Under Construction** includes path and promenade sections currently under construction such as Scenic Hudson RiverWalk Park in Tarrytown.

**In Design:** Sections currently in design such as RiverWalk at JFK Marina in Yonkers, and Mariandale-Crawbuckie in Ossining.

**In Planning:** Sections that are in the planning stages including Dobbs Ferry WaterFront Park

**Remaining Proposed Route** includes the remaining RiverWalk route.

Westchester County Department of Planning, updated April 2011

## Hudson River Water Trail

*The information below was obtained from the Hudson River Valley Greenway, a funder of the Village of Ossining Waterfront Access & Trail Plan project. Please visit the Greenway's website at [www.hudsongreenway.ny.gov](http://www.hudsongreenway.ny.gov) for further information.*

### **What is a Water Trail?**

North American Water Trails, Inc., a coalition of North American water trail organizations, defines a modern water trail as a recreational waterway on a river, lake, or ocean between specific points, containing access points and day use and camping sites for the boating public.

### **History**

In 1994, the Hudson River Valley Greenway began working with the [Hudson River Watertrail Association](#) to complete a small boat water trail along portions of the lower Hudson River as a component of the Hudson River Greenway Trail System.

On Earth Day 2001, the Greenway was awarded \$1 million to establish a Hudson River Greenway Water Trail. Today the Water Trail begins in two locations; the first is in the northern Saratoga County Town of Hadley in the Adirondack Park and the second in the northern Washington County Village of Whitehall at the north end of the Champlain Canal and at the head of Lake Champlain. The trail ends at Battery Park in Manhattan and encompasses 256 miles of New York's famed waters, from the bucolic Champlain Canal to the turbulent white water of the upper Hudson River, and ending up in the majesty of the Hudson River Estuary. The Water Trail allows those with small boats to intimately explore the Hudson River's natural and cultural wonders, for a day, a week or a lifetime. While open to all boaters, the water trail is being designed and built for users with the most limited range of travel, kayakers and canoeists.

The Water Trail is designed with the goal of providing one or more access points (launches and take-outs) every 10 miles or less along both shores of the river, a series of campsites (or other overnight accommodations) every 15 miles or less that will promote multi-day excursions on the river, and access to as many day use attractions (points of interest to boaters) as possible. Day use attractions vary from wildlife marshes, islands and swamps, to historic sites, downtowns and hiking trails.

### **Partners**

The Water Trail effort is being coordinated by the Greenway in conjunction with the [New York State Office of Parks, Recreation and Historic Preservation](#) (OPRHP), the [New York State Department of Environmental Conservation](#) (DEC), the [New York State Department of State](#) (DOS), the [New York State Office of General Services](#) (OGS), [New York State Canal Corporation](#), county governments and local shoreline communities.



## **Nature and Culture**

The footprint of the Hudson River Greenway Water Trail was formed when the glaciers retreated 15,000 years ago. Initial travelers on the Hudson were not using it as a recreational trail, rather Native Americans and the early European explorers and settlers used the Hudson as their primary high speed travel route. The Hudson was a major part of New York State's original "highway system." With the advent of dams and canals the Hudson became a major commercial transport corridor to the north and west, linked by the Erie and Champlain Canals. The Champlain Canal was built to connect the Hudson River to Lake Champlain and eventually to the St. Lawrence River. Construction of the canal was begun in 1817 and it opened for commercial traffic in 1822. Following the ascension of railroads and roads as the primary means of commercial transport, the Hudson became used for garbage and sewage disposal. At the height of this practice, recreational use of the river nearly disappeared. The environmental awakening in the late 1960s and subsequent cleanup of the Hudson led to renewed interest in using the river for recreational purposes.

As the water quality of the Hudson River dramatically improved over the last quarter century, demand for outdoor recreational access to the river increased just as dramatically. One of the responsibilities of the Greenway is to address that need. Access to the River may be visual (scenic overlooks) or physical. Physical access can be land-based (waterfront parks and trails), or water-based (boating, swimming, fishing).

## **Design and Use**

The Greenway water trail is designed for use by two very different types of boaters. The first is the person looking to spend a day or part of a day on the river (day user). The second is the long distance traveler, who wants to traverse the entire length of the river, and beyond.

The immediate need for the day user portion of the trail is to provide access points (boat launches) on both sides of the river. A wider ranging goal is to provide access to different kinds of day use attractions up and down the river. These attractions may be natural, cultural, or historic in nature. Many of the natural wonders of the Hudson are accessible as soon as the boater is on the river. Access, both to the river and many of the historic and cultural sites, is blocked by the railroads along both shores. In fact, over seventy percent of the land is inaccessible from the river.

To meet the needs of the long distance paddler the Greenway is working with the Hudson River Watertrail Association, Inc., an all volunteer, non-profit group working to build a long distance water trail system throughout New York State. When complete, the long distance portion of the trail will provide overnight accommodations in the form of primitive campsites, or perhaps hostels or B&Bs.