Regional Overview of
Tourism and Economic Resources

H RTW Trolley
Downtown, Ossining Village

Lyndhurst, Tarrytown

Yonkers City Pier

See page 2
for details about
HRTW Conference
on May 9, 1997
INTRODUCTION

The Historic River Towns of Westchester Tourism and Economic Development Plan focuses on the 14 communities along the 49 miles of Hudson Riverfront in Westchester County. The Plan studies (from north to south): the City of Peekskill; the town of Cortlandt; the villages of Buchanan, Croton-on-Hudson and Ossining; the town of Ossining; the village of Briarcliff Manor; the riverfront of the town of Mount Pleasant west of the Taconic/Saw Mill River Parkways; the villages of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry and Hastings-on-Hudson; and the riverfront of the City of Yonkers west of the Saw Mill River Parkway.

The Plan is being prepared by the County of Westchester Department of Planning at the request of Historic River Towns of Westchester (HRTW). The members of HRTW are representatives of 11 of the municipalities noted above and Historic Hudson Valley, a non-profit organization that operates historic sites in Westchester.

COMMUNITIES SHARING A COMMON HISTORY

The communities along the Hudson River Valley all share a rich common history. The valley and its communities played an important role in the military history of the American Revolution; witnessed the development of iron, textile, rope and wire industries in the 19th century; gave birth to important movements in American art and architecture; and were home to some of America’s most prominent individuals and families. Today, the area is abundant with important historical, cultural and natural resources representing themes of settlement and migration, transportation and commerce. The significance of the Hudson River Valley was recognized by Congress in 1996 by the establishment of the area as a “National Heritage Area”.

THE NEED FOR A COMPREHENSIVE AND COORDINATED APPROACH

The unique combination of riverine environment and cultural wealth has been attracting visitors to the HRTW region for years. Until recently, there were no area-wide comprehensive and coordinated tourism marketing efforts. Historic River Towns of Westchester was established in 1994 to address this issue. Westchester County was approached by HRTW in early 1996 to provide technical support to the vitally important intermunicipal efforts of HRTW. The County has also been providing funding support to HRTW since 1995 for tourism-related activities, such as the publication of an information brochure and the operation of the HRTW trolley.

For information on upcoming events in the Historic River Towns of Westchester

• call RiverFax at (914) 591-3216 ext. 020
• visit the HRTW web site at http://www.hudsonriver.com/rivertowns
THE PURPOSE OF THE HRTW TOURISM AND ECONOMIC DEVELOPMENT PLAN

Goals and Objectives

1. Strengthen tourism and economic development activities in the region. The Plan aims to do this by analyzing the region’s existing tourism and economic development resources; identifying the major opportunities and constraints to potential tourist activities; and offering recommendations and strategies to maximize tourism and economic development activities.

2. Implement the land use and long range planning recommendations and strategies outlined in Patterns, the County’s recently adopted long range planning policy document. Patterns recognizes that a single approach to land use planning is impractical in a county as large and physically diverse as Westchester. The plan identifies five subregions where strategies can be tailored to practical economic and environmental experiences. The HRTW region constitutes the Hudson River Shore Patterns subregion.

The general theme of Patterns is that the future strength of Westchester lies in building on the pillars of its past development - centers, corridors and open spaces - through revitalization, intermunicipal cooperation and economic development.

To become part of the Hudson River Valley Greenway planning compact by developing a framework for voluntary regional cooperation that includes development of the Greenway trail system, participation in the regional tourism strategy and coordination of planning among local governments. The HRTW Plan is intended to serve as a prototype for other counties.

GREENWAY PLANS ADDRESS:

- Natural and cultural resource protection;
- Economic development, including tourism and urban redevelopment;
- Regional Planning;
- Public access to the Hudson River;
- Heritage and environmental education;
- Developments of regional impact;
- Identification of necessary public facilities and infrastructure;
- A process for the voluntary adoption by local municipalities.

Communities participating in the Greenway compact receive a series of financial and procedural benefits outlined in the Greenway legislation including funding advantage for grants from state agencies, coordination of state agency actions with Greenway plans and local regulation of activities within 1500 feet of the shoreline.

PLEASE JOIN US! • THE PLANNING PROCESS BEGINS

This brochure is the first step in the planning process. It provides an overview of the region’s resources and identifies the major opportunities and constraints to future tourism and economic development activities in the HRTW region. More important, this brochure establishes a framework for strategies to stimulate tourism and economic development activities in the area.

The ideas presented in this brochure reflect input from local “community conversations” held in early April 1997, which brought together representatives from neighboring communities to share ideas about the future of the HRTW region.

On May 9, 1997 the residents and community and business leaders of the municipalities in the Historic River Towns of Westchester will meet to discuss a plan for their future. With the assistance of keynote speaker Ed McMahon, Director of American Greenways Program at the Conservation Fund, the half day conference will explore the issues and recommendations presented in this brochure and determine the next steps to guide the HRTW region.

Attendance at this important conference is vital. Local support and participation will guarantee success for the HRTW Tourism and Economic Development Plan. The strategies and recommendations which are proposed will form the basis for the Tourism and Economic Development Plan to be prepared by the Westchester Department of Planning for the HRTW organization and communities.

Date: Thursday, May 9, 1997
Time: 10:00 - 3:00 p.m.
Place: Convention Center
Contact: Nancy Gold, HRTW
(814) 232-6583
or: Diana Saltel or Karen Kennedy
Westchester County
Department of Planning
(914) 285-4400
The 1990 census recorded a population of 210,695 for the HRTW region, 24% of the total Westchester County population.

Like the county, a large component (33.5%) of the HRTW population is between the ages of 20 to 39. This age group is typically characterized by high consumer expenditure, including sports and leisure activities. Significant increases in numbers are projected in the 40 to 64 age group, typical peak earning years, and the 65 and over age category, those with more time for leisure activities.

Population growth for the region is projected to be modest, with the population estimated to be 217,860 by the year 2020. Much of this growth is expected to take place in the northern part of the region where opportunities for new development are greater.

Historically, the HRTW area has experienced an influx of immigrants who play an increasingly important role in the local economy of several communities and are the source of many entrepreneurial activities in the downtown business districts such as Sleepy Hollow, Ossining Village, Peekskill and Tarrytown.

Approximately 32% of the households have annual incomes between $60,000 and $100,000. Discretionary income in the area is sizable and generally includes allocations for travel and leisure activities. Real incomes are projected to increase at a moderate pace through the remainder of the decade.

Almost 70% of the residents are engaged in managerial, professional, technical, sales and administrative positions. Well over half of HRTW residents have some college education, and close to 40% have a bachelor’s degree or higher.
Tourism related businesses in the HRTW regional economy include hotels, restaurants and entertainment establishments, such as theaters, museums, sports clubs, and golf courses. These types of businesses together generated over $176 million in revenue in the region in 1992.

The 267 restaurants which can be found throughout the HRTW region accounted for $100 million in revenue, which was followed by 13 hotels with over 1,000 rooms which earned approximately $46 million, and 72 entertainment establishments which took in over $30 million in sales.

The majority of hotel revenues were generated in Tarrytown, where five hotels are located. Briarcliff Manor has more entertainment establishments (15) than any other HRTW community, while the City of Peekskill has the largest number of restaurants (48) in the region.

A survey by Pace University of visitors to Lyndhurst in 1996 indicates that this site conservatively adds between $2.9 to $10 million a year to the local economy.

A variety of different activities which attract tourists can be enjoyed in the region. Most of the historic sites and cultural centers offer informative and seasonal programs. Local communities also regularly sponsor special events which bring people from outside the area to visit.

Excursion tours of the area are available and have become very popular. The HRTW trolley makes about two dozen stops as it travels through Tarrytown, Irvington and Sleepy Hollow. Metro-North Railroad runs Sleepy Hollow and Kykuit excursions. There is also a trans-Hudson ferry service between Peekskill and West Point. NY Waterway offers cruises from West 38th St. in Manhattan to Tarrytown, while the River Rose paddlewheel offers seasonal excursions from Ossining.

Numerous dedicated agencies are at work promoting the resources of the area. Most of the communities are represented by chambers of commerce. HRTW has initiated RiverFax, a successful river towns calendar of events which can be requested by phone or fax, and recently launched a Web site. The Westchester Convention and Visitors Bureau and the Westchester County Offices of Tourism and Cultural Affairs actively market and promote the area.

### THE ECONOMY

The HRTW region’s economy is dominated by service industries. In 1992, there were over 1,200 service establishments within the region, which accounted for more than $1 billion in sales and employed close to 10,000 people.

Growth industries are centered within the service sector, led by health care, business support and telecommunications. Manufacturing industries have experienced a declining share of business in the region.

Ninety-one of the county’s major employers (organizations with more than 100 full-time employees) are located in the HRTW region. Currently, the largest employers in the region are institutional uses including the FDR Veterans Hospital in Cortlandt (1,529), followed by Saint Joseph’s Medical Center in Yonkers (1,200).

Recent waves of downsizing in large to mid-sized corporations have made the area vulnerable to extensive layoffs. More than 2,000 people were laid off in June 1996 as a result of the closure of the General Motors Sleepy Hollow plant.

Despite the general business downturn of the early 1990s, the number of businesses county-wide and in the HRTW region has expanded in the past ten years. This increase can be primarily attributed to growth in small and mid-sized companies. Today, eighty percent of business establishments county-wide have fewer than 10 employees and ninety percent of all firms employ less than 20.

In 1992, there were over 800 retail establishments in the HRTW area. These outlets employed close to 7,000 people and recorded sales in excess of $700 million. Retail sales in 1992 were highest in Peekskill ($200 million), followed by Tarrytown ($100 million) and Croton-on-Hudson ($98 million).

Four of the county’s major retail facilities (30,000 square feet or more) can be found in the HRTW region. They are: Caldor Shopping Center in Cortlandt and Cortlandt Town Center, Arcadian Shopping Center in Ossining Village, and the Beach Shopping Center in Peekskill.
LAND USE

HRTW encompasses 52,388 acres or approximately 18% of the county’s total area.

The predominant land use is residential development, comprising 44% of the total area. The majority of this residential acreage is very low (24%) and low density (14%) development.

HRTW has over 19% of its area dedicated to non-residential development, which is more than any other subregion in the county. The region also has the greatest number of acres in the county (5,077) devoted to institutional and public assembly uses. Other nonresidential land uses include transportation, communication and utilities (3%); manufacturing, industrial and warehousing (3%); commercial/retail uses (2%); and campus office and research (1%).

Open space accounts for over 17% or 9,118 acres of the total region. Over half of this open space, 9% is devoted to active recreational uses, while the remaining 8% is reserved for passive use.

The HRTW region has the greatest number of acres in the county devoted to active public parks. A total of 3,784 acres or 7% is committed to this use, while 5.5% is devoted to passive public parks. Other open space land uses are private recreation (2%); nature preserves (1%); water supply lands (1%); and cemeteries (1%).

Approximately 17% of the HRTW region is currently undeveloped, while 2% is taken up by interior water bodies.

HISTORIC RESOURCES

The HRTW region is exceptionally rich in resources with architectural and historical significance. Ranging in date from the late 17th to the early 20th century, many of these sites also possess archaeological significance or are important because of landscape and setting.

A substantial number, 74 out of a total of 175, of the county’s entire inventory of sites officially recognized by either county, state or federal governments are located within the HRTW region. Eleven of these sites, well over half of the Westchester total of 16, have been given the ultimate federal designation as a National Historic Landmark.

A very wide range of historic resources can be found in the region. From grand estates to cottages, barns, churches, cemeteries, town halls, bridges, taverns, factories, train stations, a lighthouse, parks and an aqueduct, many different types of historical sites are evident.

Over half of the historic sites in the HRTW region are open to the public for tours and visits on a regularly scheduled basis. Seventeen of the 45 properties are owned by local, county or state governments, while 28 belong to non-profit organizations.

Properties not open to tourists also contribute indirectly to the economic base of the region since they enhance the character of the area. This is especially true when an entire district is designated, such as the Scarborough Historic District.

Historic sites in HRTW often serve as a setting for a variety of types of events, such as concerts, festivals and lectures.

A number of properties are jointly marketed and their special events are coordinated. Sunnyside, Philipsburg Manor and Van Cortlandt Manor, for example, are all operated by Historic Hudson Valley, while Lyndhurst and Kykuit are both owned and promoted by the National Trust for Historic Preservation.

The historic sites in the HRTW region are located throughout the communities and constitute one of the area’s strongest tourism attractions by offering visitors a direct experience of history, architecture and cultural development.

NATIONAL HISTORIC LANDMARK STATUS

Old Croton Aqueduct, Cortlandt to Yonkers
Van Cortlandt Manor, Croton-on-Hudson
Kykuit, Sleepy Hollow
Dutch Reformed Church & Cemetery, Sleepy Hollow
Philipsburg Manor, Sleepy Hollow
Sunnyside (Washington Irving House), Tarrytown
Lyndhurst (Jay Gould Estate), Tarrytown
Armour-Stiner House, Irvington
Villa Lewaro, Irvington
John W. Draper House, Hastings-on-Hudson
Philipse Manor Hall, Yonkers
The HRTW region is anchored by a mix of different sized downtowns which offer visitors a range of services, such as restaurants, art galleries, theaters and antique and specialty shops.

The City of Peekskill has encouraged and successfully developed an artists district within its downtown which offers a mix of restaurants and cafes to complement the art galleries and specialty retail attractions.

The City of Yonkers is the most densely populated and urbanized of Westchester’s Hudson River communities, whose extensive downtown area exhibits a metropolitan character.

HRTW is predominantly characterized by local centers which have a small-scale village appeal. This appeal is due in part to the main streets which have retained their 19th century character and scale and offer an extensive variety of walkable attractions.

The Town of Cortlandt is unique in that it is the only municipality in the HRTW region comprised by numerous distinct hamlets. As a result of this, Cortlandt’s downtown is not as well defined as the other HRTW communities.

With the exception of the communities in the northern part of the region, most of the downtowns are located in very close proximity to the river, and have varying levels of physical and visual access to the waterfront.

Most downtowns can be directly accessed from Route 9 and are in close proximity to the Metro-North Railroad. Due to the absence or inadequate placement of signage, some downtowns can be easily missed when traveling by auto through the region.

Parking in most downtowns is a problem. In a number of communities parking is limited to metered spaces which are frequently unavailable and can limit a visitor’s length of stay. When lots are available, they can be difficult to locate because of the lack of signage.

A key cultural resource in HRTW is the Hudson River Museum in Yonkers which offers changing art exhibitions, the restored Glenview Mansion and the county’s only planetarium. Focusing on the art, history and science of the Lower Hudson Valley region, this museum offers a unique experience for tourists.

Three other significant cultural centers are the Paramount Center for the Arts in Peekskill, the Tarrytown Music Hall and the Irvington Town Hall Theater. All have year round calendars filled with music, drama, film and various other programs.

The Hudson Valley Writers Center, housed in the rehabilitated Philips Manor Railroad Station in Sleepy Hollow, presents poetry readings and workshops throughout the year.

Primary educational centers in the area are Marymount College in Tarrytown and Mercy College in Dobbs Ferry. Both centers frequently offer programs which focus on Hudson River Valley history, art and architecture.

The HRTW area’s only State Urban Cultural Park is within the Village of Ossining, which incorporates a museum with interpretative exhibits and programs related to the Old Croton Aqueduct and Sing Sing Prison. Another prominent institution is Camp Smith Military Reservation in Cortlandt.
TRANSPORTATION

HRTW can be accessed by a variety of modes of transportation as a result of the region being bisected in a north-south direction by four very different potential travel routes. The area can be traversed by automobile or bus along major roads like Route 9; by train along the Metro-North Railroad Hudson Line; by boat or ferry along the Hudson River; and by bicycle or foot along the Old Croton Aqueduct.

Currently, the predominant mode of transportation used by tourists to travel around the area is private automobile. This has compounded already existing traffic congestion along major roads and parking problems in many of the downtowns. Westchester County Bee-Line operates a number of bus routes throughout the HRTW region. Many of these routes run from Route 9 to Metro-North stations.

The seasonal trolley service offered by the HRTW organization currently operates a relatively limited but popular route, which has the potential to expand along with its ridership.

Within HRTW there are 15 commuter railroad stations, with parking facilities ranging from 109 spaces at Philipse Manor to 2,005 at Croton-Harmon. Metro-North operates seven days a week, with reduced service during the weekend. Their excursion packages offered to Kykuit and the Historic Hudson Valley properties have become popular with tourists, particularly from Manhattan.

The Hudson River has experienced renewed interest and activity in boat and ferry service. The 12 public marinas, docks or yacht clubs in the HRTW region can accommodate over 700 boats. A number of excursion and cruise packages specifically marketed to tourists are available up and down the river. Two proposed commuter ferry services have been awarded public funds for development: Nyack to Yonkers to Manhattan, and Haverstraw to Ossining.

Bicycle paths and walkways along the Old Croton Aqueduct offer an alternative way to travel through the area.

LOCAL PLANNING INITIATIVES FOCUS ON THE WATERFRONT

All of the HRTW municipalities are involved in long range planning for the future of their communities, particularly their waterfront areas. Each municipality has a comprehensive plan which examines future community development options. Some of these plans however were prepared over twenty years ago and their ability to deal with emerging issues is questionable.

Croton-on-Hudson, Ossining Village and Sleepy Hollow have adopted Local Waterfront Revitalization Plans (LWRP). These New York Department of State Coastal Management plans encourage the preservation of key environmental resources associated with the river and its ecology, and promote redevelopment of waterfronts. Peekskill, Tarrytown, Hastings-on-Hudson and Yonkers either have a draft LWRP prepared or are working on one.

The zoning ordinances in several municipalities have been updated to better reflect community aspirations about the waterfront. In 1990, the Village of Hastings-on-Hudson added two Marine Waterfront Districts. Principle permitted uses in these new zones include: fishing and marine supply sales; beaches; swimming/park facilities; restaurants; health and sports clubs; and public or non-profit cultural/educational facilities.

All of the HRTW communities (except for the City of Yonkers which administers its own funds) participate in the Westchester Urban County Consortium and have utilized Community Development Block Grants (CDBG) since 1976 for a wide variety of planning and community development related activities. CDBG funds have been used for a number of waterfront redevelopment projects including work in Irvington to transform a former industrial building into a senior citizen center and initiatives in Sleepy Hollow to develop a new waterfront park which will feature a boat ramp. CDBG funds were also used in the restoration of the Yonkers pier by the City of Yonkers.

LAND AND RESOURCES

THE HUDSON RIVER

The Hudson River estuary is one of the country’s premier natural resources.

The estuary provides the necessary food, salinity and protective habitat for fish growth and development, making the Hudson River an important Atlantic coast nursery for larval and juvenile fish. The lower Hudson supports both anadromous (marine fish that spawn in estuary waters, such as American shad and striped bass) and estuarine species.

The Hudson River is classified by NYSDEC as Class SB salty waters suitable for swimming, boating and fishing (except shellfishing for market). Both physically and visually, the river basin’s cultural and natural resources relate directly to the river and include wetlands, hilly uplands, spectacular cliffs, and historic sites.

Many local, county and state organizations are at work preserving and restoring the environmental diversity of the river.
The HRTW region includes a total of 65 publicly owned parks and other significant open space. Of these, 54 are owned by municipalities, 10 by Westchester County, and one by New York State.

These areas account for approximately 4,600 acres, of which 2,840 or 62% are owned by Westchester County, 1,040 or 23% by municipalities, and 720 or 15% by New York State.

The largest open space areas in the HRTW area are the County’s Blue Mountain Reservation (1,538 acres), followed by the Rockefeller State Park Preserve (720 acres) and Croton Point County Park (504 acres).

A substantial portion of the region’s parks and open space areas are located in the northern section of HRTW. This area is home to the Blue Mountain Reservation and Westchester’s three largest waterfront parks: Croton Point Park, Oscawana Park, and George’s Island Park.

Within the HRTW region there are 25 docks, marinas and/or boat clubs located up and down the Hudson River. Over half, or 13, of the marinas are private clubs which restrict use of their facilities to members only.

The recently restored Yonkers recreational pier, which was built in 1901 as a ferry stop, is the only one of its type remaining in Westchester. The restoration work transformed the first floor into a public gathering area, and the second floor into a space which can be used by the public for special events.

The Town of Cortlandt plans to develop a waterfront park around the historic Steamboat Dock site. The plan calls for refurbishing the existing bulkhead and installation of additional fishing piers; retention of the seaplane hangars; conversion of an existing building into a museum; and a continuous river walk the length of the area.

The City of Peekskill recently undertook significant improvements to Riverfront Green Park and plans to make improvements to China Pier, a 400 foot long pier located in Charles Point Park.

Access to the waterfront throughout the HRTW area is hampered in many cases and completely severed in others by one or more of the following factors: the Metro North Railroad tracks which run parallel to the river; dramatic topographical changes at the river’s edge; and private ownership of large tracts of waterfront property.

A number of waterfront sites are currently taken up by major industrial uses which rely on access to the river for the operation of their business. Other sites, which at some point in their history housed industrial uses, can suffer from environmental contamination.

The primary means of public access to the Hudson River shoreline in the HRTW region is via the 11 municipal, 4 County and 1 State park abutting the river. These parks range in size from less than one acre to more than 500 acres. Of the 49 miles of Westchester County Hudson River waterfront, 11 miles, or approximately 23% of the total shoreline is comprised of parkland.

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Approximately 30 of the municipal, County and state parks in the HRTW region are either already physically connected or have the potential to be connected, via pedestrian and bicycling trails, other parks and municipal, County and state trails.

A variety of different activities and attractions are offered in HRTW area parks. Passive and low-intensity experiences such as walking, picnicking and nature study can be enjoyed, in addition to activities such as camping, swimming, horseback riding and fishing.

Well over half of the municipally owned parks are restricted to residents and their guests. The majority of the local parks which are open to nonresidents are small parks less than 30 acres in size. An exception to this is Hillside Woods in Hastings-on-Hudson, which was jointly acquired by local, state and County governments. Irvington and Sleepy Hollow currently do not allow visitors in any of their municipal parks.
**TRAILWAYS**

The HRTW region is well served by an extensive system of New York State, County, and locally maintained trails. The County and state trails form a core system that unifies and links HRTW communities and open spaces.

The New York State Old Croton Aqueduct Trailway is an unpaved 25 mile trail on the Old Croton Aqueduct, which stretches from the Croton Dam in Cortlandt, south to Yonkers and then on to the Bronx in New York City.

County trailways include the 12-mile Briarcliff Peekskill Trailway from Ossining to Peekskill, as well as the 22.1 mile North County Trailway, built on the former Putnam Railroad right-of-way, extending from Mt. Pleasant to Somers. The Tarrytown Lakes extension of the North County Trailway, from Eastview to Tarrytown, provides a connection to the Old Croton Aqueduct Trailway.

The planned South County Trailway will be constructed on the lower portion of the Putnam Division right-of-way and will extend 7.7 miles from Eastview to the Hastings/Yonkers border. The route traverses the edge of the southern HRTW communities and generally parallels the Saw Mill River and Parkway.

There are also several local trailways and trail systems, both existing and proposed, within the HRTW communities. The City of Peekskill is working to provide an interconnected waterfront trail for the entire length of the city’s Hudson River shoreline and to link this future trailway to the Bear Mountain Bridge Road and the Town of Cortlandt Shoreline Trail.

**VIEWS AND VISTAS**

Depending upon one’s vantage point, very different views can be experienced along the waterfront in HRTW. In a number of locations, spectacular views are present of the Hudson River, the striking cliffs of the Palisades, and the magnificence of either the Tappan Zee or Bear Mountain bridges. These locations are well known to residents and frequently sought out by tourists.

In contrast, other locations provide views which are less desirable and can detract from the experience of being along the water’s edge. Examples of this are Indian Point Nuclear Plant in Buchanan, the abandoned General Motors Plant in Sleepy Hollow and the County’s wastewater treatment plant in Yonkers.

**CHALLENGES TO FUTURE TOURISM AND ECONOMIC DEVELOPMENT ACTIVITIES**

A number of opportunities and constraints to tourism and economic development activities in the HRTW region have been discovered through the review of existing resources. These are:

**Opportunities**

- ABUNDANCE OF VISITOR ATTRACTIONS
  - WATERFRONT SITES
  - HISTORIC AND CULTURAL RESOURCES
  - PARKS AND OPEN SPACES
  - DOWNTOWN AMENITIES
  - ACTIVITIES/SPECIAL EVENTS
- RESOURCES LOCATED THROUGHOUT THE AREA
- VARIETY OF TRANSPORTATION ALTERNATIVES
- MANY SITES CONNECTED OR LINKED BY TRAILWAYS
- EXCURSION TOURS AVAILABLE
- NETWORK OF AGENCIES PROMOTING THE AREA
- COMMUNITIES UNDERTAKING WATERFRONT PLANNING
- STABLE LOCAL ECONOMIES
- GOOD LOCAL MARKET FOR TOURISM
- GROWTH IN SMALL BUSINESSES
- EXISTING ENTREPRENEURIAL ACTIVITIES
- RICH COMMON HISTORY

**Constraints**

- TRAFFIC CONGESTION
- SHORTAGE OF PARKING
- POOR OR ABSENT SIGNAGE
- ACCESS TO WATERFRONT HAMPERED BY TRACKS, TOPOGRAPHY OR OWNERSHIP
- INDUSTRIAL SITES ALONG THE WATERFRONT
- RESTRICTED ACCESS TO LOCAL PARKS
- SHORTAGE OF HOTELS/LODGING PLACES
- VIEWS FROM SOME VANTAGE POINTS UNDESIRABLE
- LIMITED NUMBER OF PUBLIC DOCKS/BOAT SLIPS
- MANY ACTIVITIES NOT COORDINATED
- AGENCIES WORKING INDEPENDENT OF ONE ANOTHER
THE SIX PRINCIPLES OF A PLANNING FRAMEWORK

The primary goal of the HRTW Plan is to strengthen tourism and economic development activities in the region by offering recommendations and strategies which are directed towards capitalizing on opportunities, while recognizing existing constraints. The six principles of a suggested planning framework for a plan which aims to do this are presented below.

Community input is essential if the HRTW Plan is to reflect community views and aspirations. Consensus on the major issues and how best to address these issues are important to the success of the Plan’s implementation.

ACCESS

What?
- The Waterfront
- Historic Resources
- Downtowns
- Parks/Trailways
- Cultural Resources
- Views and Vistas
- Public Transit
- Water Transportation
- The Hudson River
- The Other Side of the River
- Privately Owned Historic Sites
- Marinas/DOcks
- Information

How?
- Redevelopment
- Public Ownership
- Policy Changes
- Signage
- User Incentives
- Promotional Info
- Parking
- Guidebooks and Maps
- Info Kiosks
- HRTW “Pass” Book
- Public/Private Partnerships
- Guided Tours
- Trailways and Paths

PRESERVATION

What?
- Hudson River
- Ecology
- Waterfront Access
- Historic Resources
- Open Space
- Views and Vistas
- Route 9
- Jobs
- Local Economies
- Neighborhoods
- Main Streets
- Folklore
- Old Croton Aqueduct
- Industrial Heritage
- Historic Vessels

How?
- Preservation
- Ordinances
- Environmental Protection
- Ordinances
- Design Guidelines
- Intermunicipal Cooperation
- Adaptive Reuse
- Grants/Incentives
- Intergovernmental Cooperation
- Surveys/Inventories
- Interpretive Signage
- Public Education

DEVELOPMENT/REDEVELOPMENT

What?
- Waterfront Sites
- Hotels
- Public Marinas
- Entertainment Sites
- Commercial Sites
- Street Furniture/ Benches/ Signage
- Bed & Breakfasts
- Public Washrooms
- Regional Museums
- Pedestrian Crosswalks/Paths
- Linkages between Downtowns & River

How?
- Zoning
- Design Guidelines
- Regional/Local Plans
- Policy Statements
- Business Associations
- Downtown Manager
- Public Ownership
- Grants
- Public/Private Partnerships
- HRTW Promotional Person
- Community Vision

REGIONAL IDENTITY

What?
- Common History
- The Hudson River
- Historic Resources
- Open Space
- Old Croton Aqueduct
- Immigrant/Ethnic Heritage
- Railroad
- Native Americans
- Regional Folklore
- Revolutionary History
- Local Architecture
- Arts & Literature

How?
- Common Signage
- Education Programs
- Special Events
- Publications/Brochures
- Regional Plan
- Regional Museum
- Video Series
- Interpretive Centers
- Books/Newsletters
- Anniversary Celebrations
- HRTW Logo
- Street Banners

COOPERATION/COORDINATION

What?
- Planning Initiatives
- Redevelopment Projects
- Marketing Plans
- Promotional Info
- Special Events
- Funding Applications
- Land Use Plans
- Lobbying Efforts
- Public Education
- Volunteers
- Chambers of Commerce
- Historical Societies
- Parking Agreements

How?
- Regular Meetings/Conferences
- HRTW
- Westchester County
- Greenway Council & Conservancy
- Public/Private Partnerships
- River Towns Coordinator
- Computer Web Sites
- Training/Education Programs

BALANCE

What?
- Access vs Preservation
- Development vs Preservation
- Envir. Protection vs River Activities
- Downtown Promotion vs Village Appeal
- Regional Identity vs. Local Interests
- Visitor vs Local Needs
- Pedestrian vs Vehicle Access
- Seasonal Tourism vs. Stable Economies

How?
- Cooperation/Coordination
- Local and Regional Plans
- Policy Statements
- Zoning/LWRP
- Development Projects
- Community Meetings
- Public Education
- Resident Surveys
- Public Participation