

**SECTION IV**

**PROPOSED LAND USES AND PROPOSED PROJECTS**

## **PROPOSED LAND USE**

With the exception of the former industrial site, the uses are to remain of the same character as currently exist along the shoreline: Area I will be residential with private individual moorings; Area II will be commercial with marinas, boat clubs, accessory services and commercial fishing; Area III will become a mix of low density residential and low intensity commercial water-related uses with continued public ownership of the foreshore; Area IV will continue as a mid river Village Park; Area V will continue with the mix of uses along the Sparkill Creek that is predominantly residential; and Area VI will remain residential with its priority on Hudson River views.

The former industrial site will be rezoned to Riverfront District (RD). The district will provide for a variety of uses and encourage mixed-use development. Permitted uses are detached and attached single family units, multi-family housing, boat and marine sales, commercial and office uses, restaurants, boat storage, public buildings, parks and public walkways. Multi-family dwellings above commercial uses; automotive supplies, excluding gasoline, tires, and repairs; and auctions are allowed by special permit. Permitted accessory uses are tennis courts, indoor swimming pools, recreational and exercise facilities, parking, and a variety of auxiliary service facilities for permitted uses.

## **PROPOSED PROJECTS**

Within the framework of the overall land use plan, several projects are proposed to achieve specific LWRP objectives. Justification for, and general discussion of, these projects appears in Section III. Most projects would require engineering studies in various degrees of detail, a source of funding, and SEQRA evaluation. They are interrelated and should be compatible if undertaken at the appropriate scale.

These projects will be integrated through a Harbor Management Program that will provide specific guidelines for channel location and depth, techniques for bulkhead repair and replacement, and siting of new water-dependent facilities, including the Village Landing, boat launching ramps, a breakwater and accessory facilities for commercial fishing and the Piermont Underwater Rescue Unit.

The proposed projects and actions can be grouped into the following categories:

- A. Navigation
- B. Commercial Revitalization
- C. Storm and Ice Damage
- D. Recreation and Public Access
- E. Historical and Cultural
- F. Public Awareness

This chapter presents an overview of the various projects indicated in the policy section, followed by a listing of possible grant sources for project funding.

#### **A. Navigation**

1. One of the objectives of the Village is to dredge, mark and maintain a navigation channel in a generally east- west direction above the north side of the Piermont Pier, extending to the commercial waterfront. This channel will follow the existing contour of the bottom, taking advantage of the natural flow along the shoreline in order to minimize the scope of initial dredging and the frequency of maintenance dredging. An examination of the inventory section map of the existing bottom depth shows that this channel should take the form of a figure "7" as seen from an aerial view, leading in from the end of the Pier towards the Tappan Zee Marina and then extending to Parelli Park and the proposed Village Landing. The specifications for the channel will be determined by the Harbor Management Program.
2. A companion project is the removal of navigation hazards in the harbor area. This project should be undertaken at the same time as the dredging of a navigation channel, since equipment will be available.
3. The conversion of the historic drawbridge on Ferdon Avenue to a footbridge would improve access for rowboats to Sparkill Creek. Inappropriately, the concrete structure at the east end, which is modern, was included in the historic designation; and this fact prevents proper siting of any replacement for the Army Bridge, now deteriorated, which lies between the drawbridge and Kane Park.

#### **B. Commercial Revitalization**

1. Creation of a Village Landing along the north shore of the Pier is proposed. The Village Landing is envisioned as a site with facilities for commercial fishing, for the Piermont Underwater Rescue Unit boat, for boat launching and for mooring of transient boats. Accessory services could be provided both from the existing adjacent commercial waterfront and from the development of the adjacent vacant industrial site. The proximity of parking, Main Street retail shops, marine services, and a site for potential expansion using the existing factory structures all combine to make the development of the Village Landing a project that would benefit a wide range of interests within the Village, as well as furthering the State goal of increasing public access to the Hudson River.

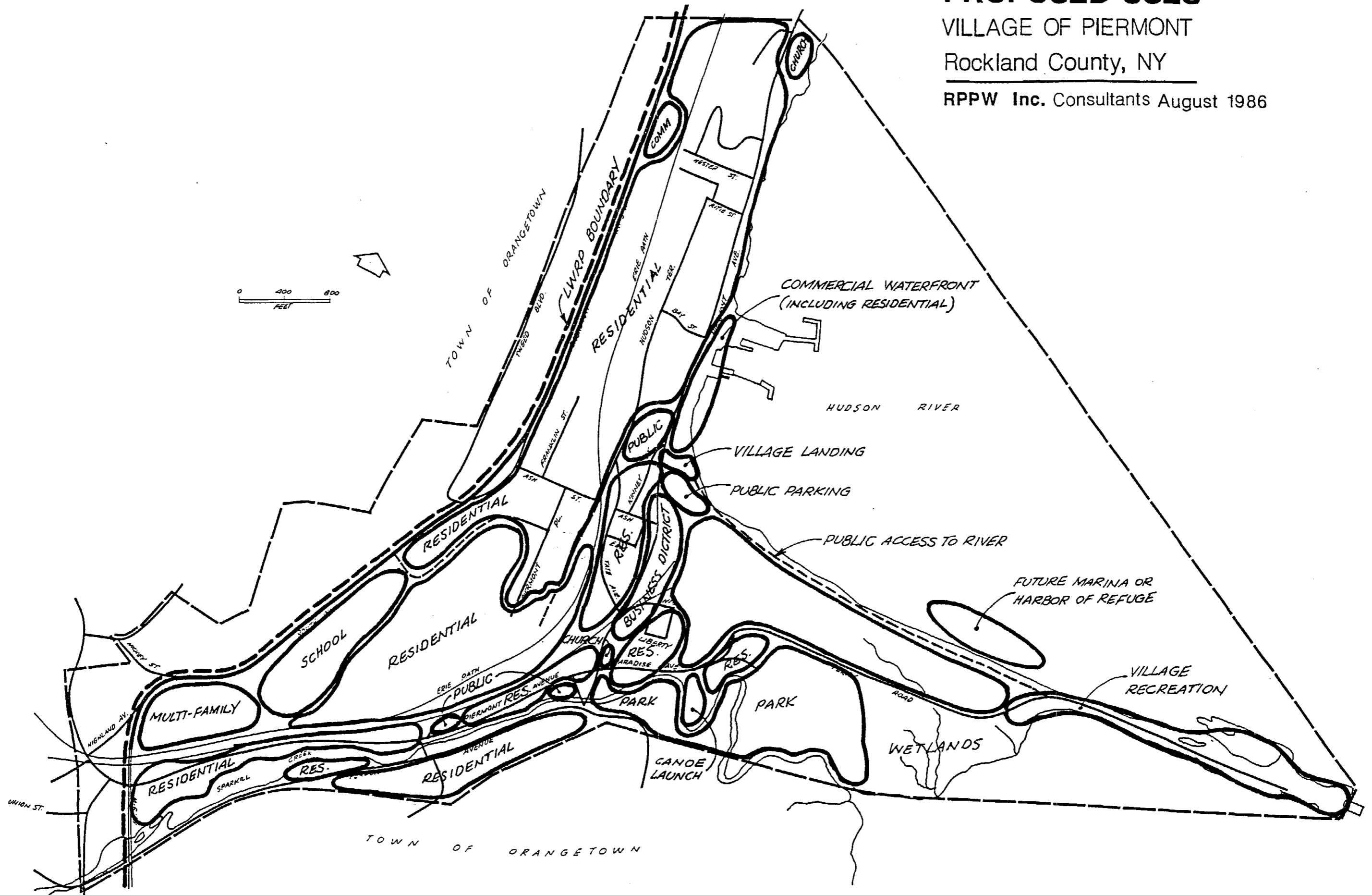
The goal of constructing a Village Landing has been widely publicized in the Village and enjoys an effective consensus of support. This activity will invigorate both the Main Street and marine commerce businesses and encourage the siting of water dependent uses nearby. Technical problems arise, however, in

# PROPOSED USES

VILLAGE OF PIERMONT

Rockland County, NY

RPPW Inc. Consultants August 1986



Grand View-on-Hudson

Figure 16

NAVIGATION

- 1. Dredge, mark and maintain channel
- 2. Remove navigation hazards
- 3. Convert drawbridge to footbridge with arch for rowboats

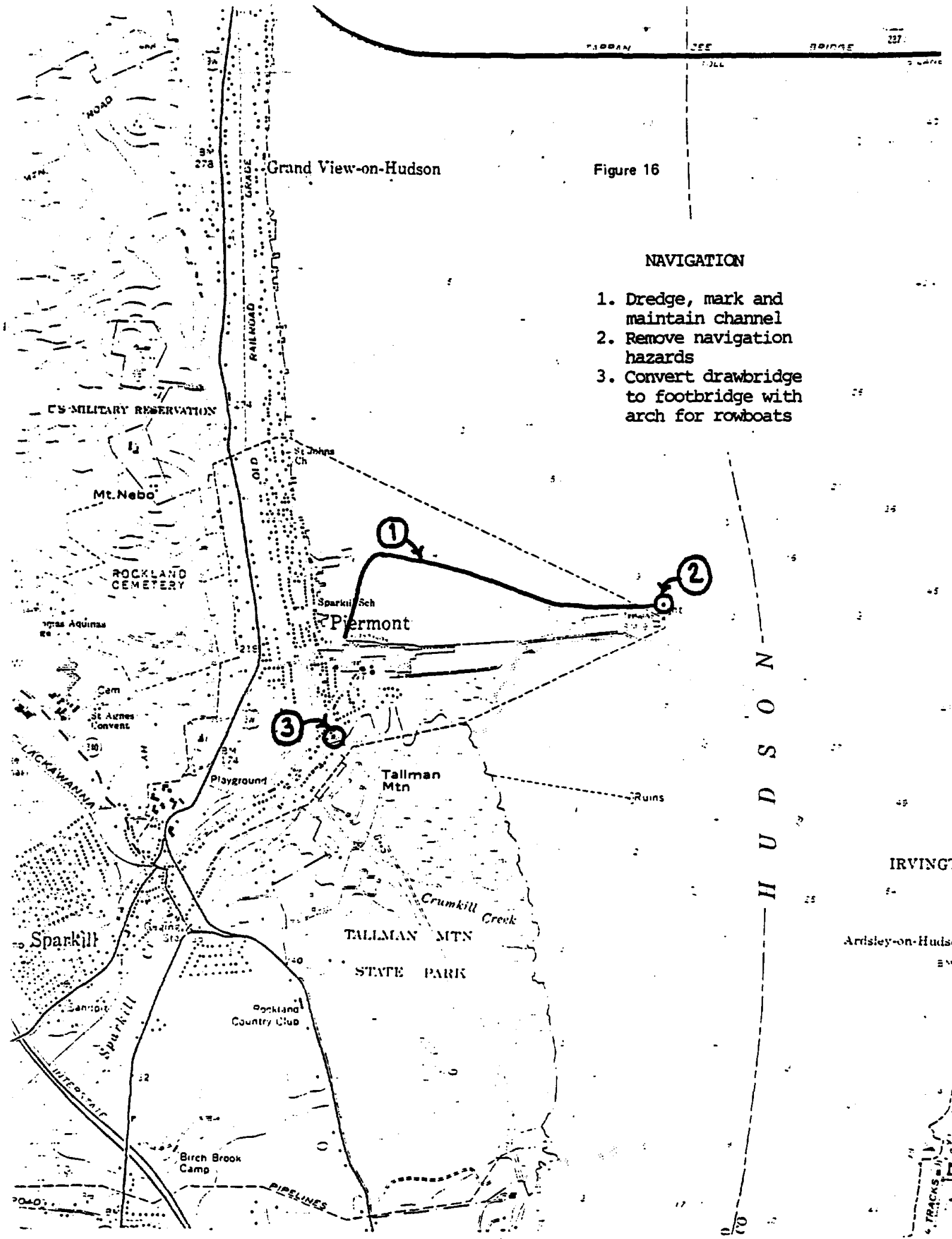
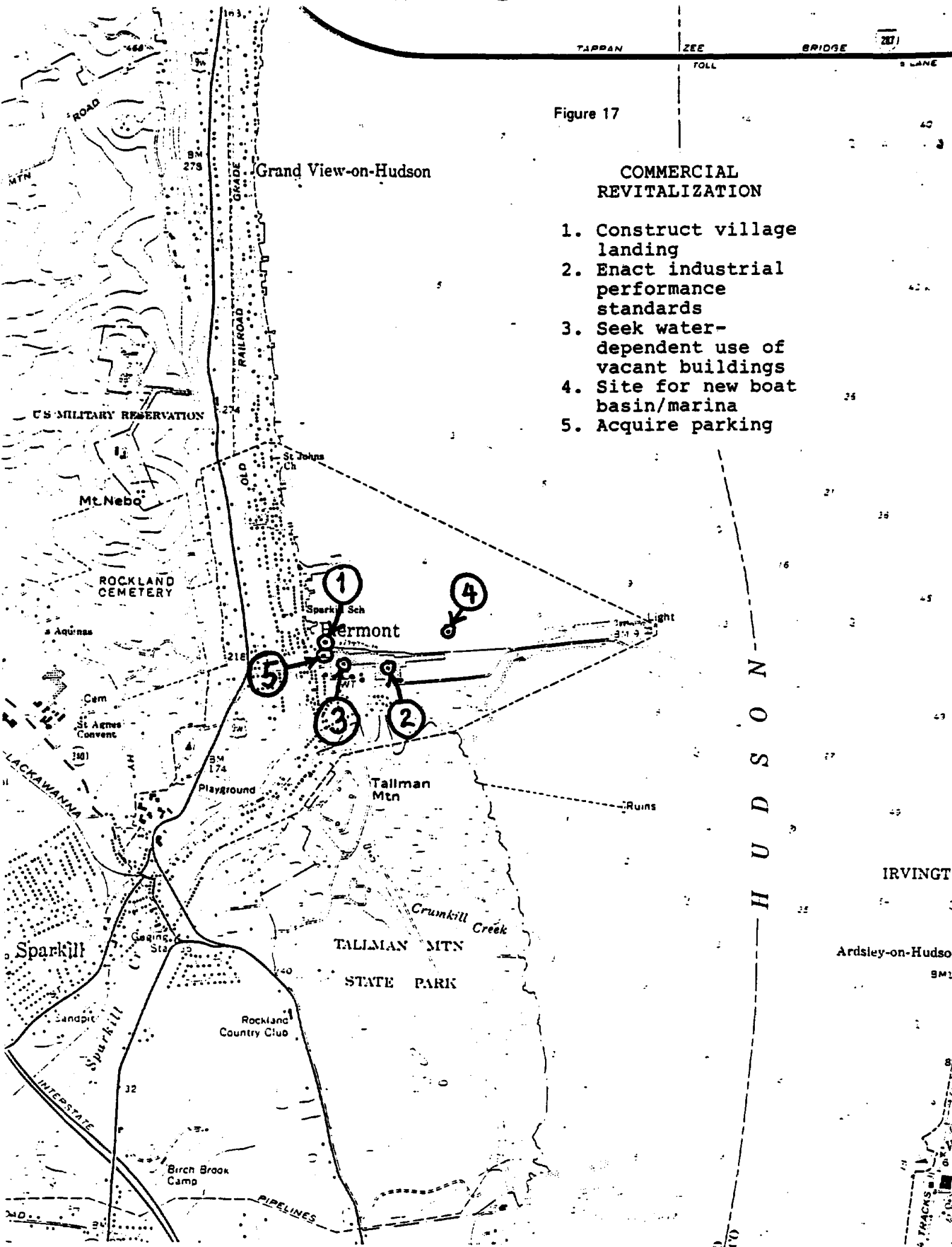


Figure 17

### COMMERCIAL REVITALIZATION

1. Construct village landing
2. Enact industrial performance standards
3. Seek water-dependent use of vacant buildings
4. Site for new boat basin/marina
5. Acquire parking



H U D S O N

IRVINGTO

Ardsley-on-Hudson

BM10

4 TRACKS

Figure 18

## STORM AND ICE DAMAGE

1. Construct dolphins or breakwater
2. Potential harbor of refuge site
3. Repair bulkheads and seawalls
4. Clean debris from Sparkill Creek
5. Limit additional upstream runoff
6. Review federal flood insurance
7. Extend sewer outfall

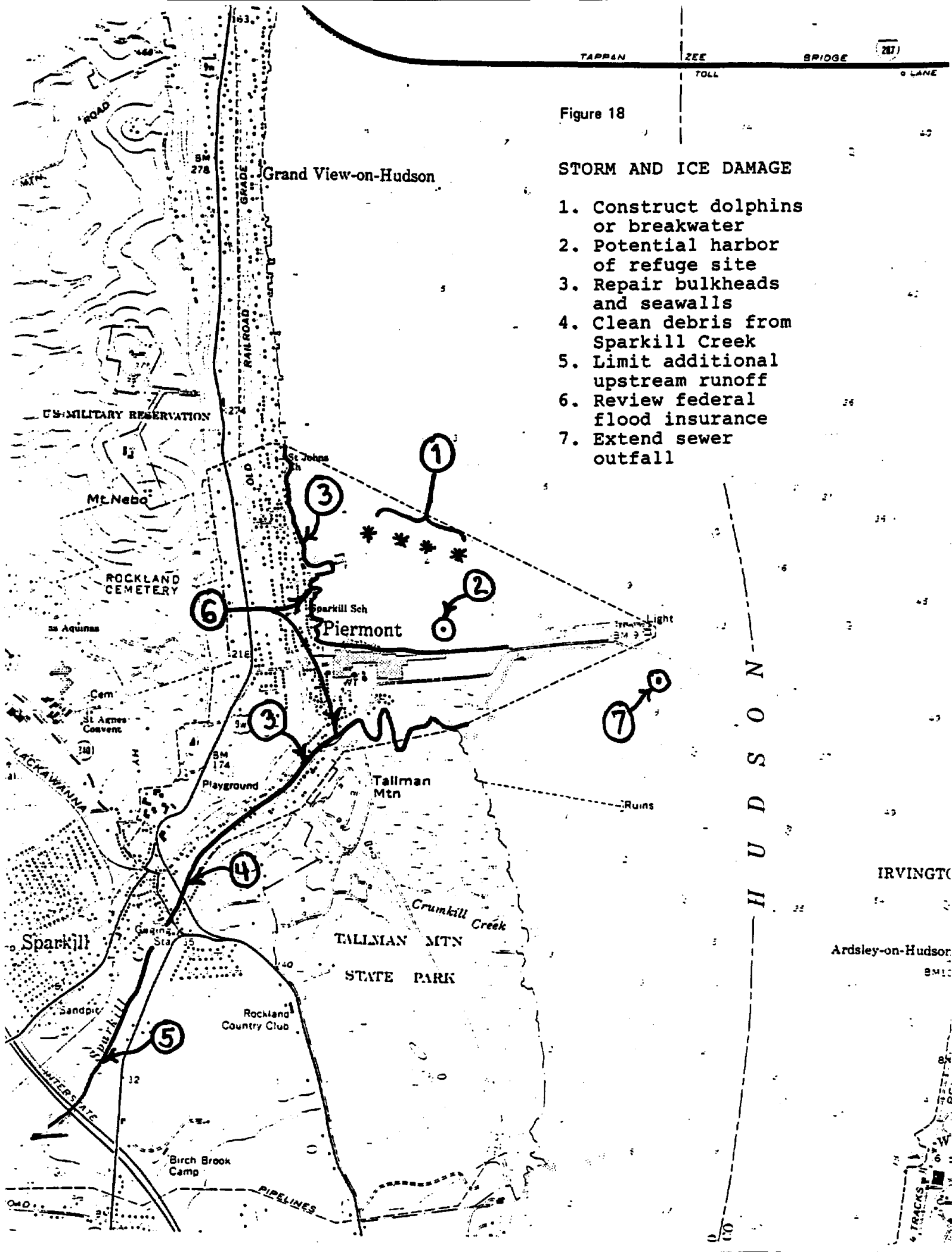
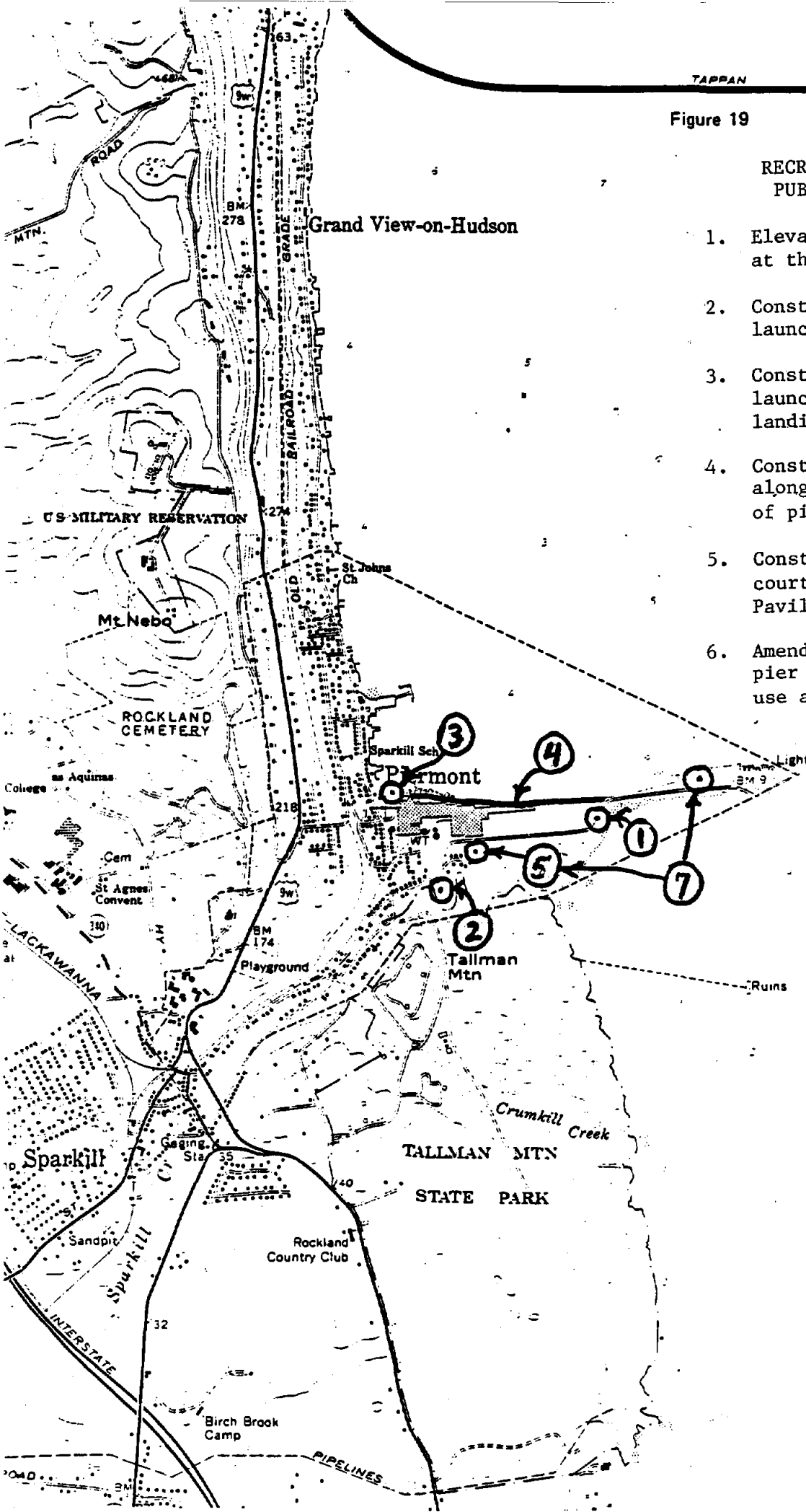


Figure 19

RECREATION AND PUBLIC ACCESS

1. Elevate Ferry Road at the bend
2. Construct canoe launch on Creek
3. Construct boat launch at village landing
4. Construct walkway along north side of pier
5. Construct tennis courts at Goswick Pavilion
6. Amend zoning for pier recreational use areas



H U D S O N

IRVINGT

Ardsley-on-Hudson

TRACKS



Figure 20

HISTORICAL AND CULTURAL

1. Place WWII embarkation monument
2. Designate Scolaro Park
3. Place Moore/Ferdon mill site marker
4. Place Erie RR marker
5. Identify historic buildings & sites

