

## BASIC INFORMATION

- REDC Region: **Mid-Hudson**
- Municipality Name: **Village of Haverstraw**
- Downtown Name: **Downtown Haverstraw**
- County Name: **Rockland**
- Applicant Contact(s) Name and Title: **Michael Kohut, Mayor**
- Applicant Contact(s) Email Address and Secondary Email Address: [Michael.kohut@vohny.com](mailto:Michael.kohut@vohny.com); [vmonastra@nelsonpope.com](mailto:vmonastra@nelsonpope.com)

## VISION FOR DOWNTOWN

Haverstraw envisions its downtown as an inclusive, lively, 21<sup>st</sup> century version of its heyday as a center of the regional brickmaking industry. Downtown Haverstraw has always been a vibrant, multiethnic center for industry, culture, and commerce, and has always been inextricably linked to the Hudson River waterfront. Over the last decade, the Village has experienced a dramatic increase in the redevelopment interest of underutilized and vacant properties for new residential dwelling units and businesses. The Village seeks to continue energizing its Downtown by further integrating ethnicities and cultures, developing workforce and market-rate housing, inducing growth of existing and new businesses, and fostering collaborative efforts between the private sector, government and local non-profit organizations. The Vision for Downtown Haverstraw is an urban center that allows residents and visitors to live, work, learn and play. The DRI funds will assist Haverstraw to generate new jobs and business opportunities, increase multi-modal options, and develop new housing and public spaces. Haverstraw will create a sustainable future through its development pattern that is walkable, resilient, and economically robust. Haverstraw is poised to achieve its Vision, having just adopted its first Comprehensive Plan since 1993, and having amended its zoning to incentivize investment and redevelopment.



## JUSTIFICATION

Haverstraw's Downtown is as historically rich as it is ethnically and culturally diverse. It sits amidst a breathtaking natural landscape at the widest point of the Hudson River and in the shadow of the Palisades Escarpment's crowning peak - High Tor Mountain. Downtown Haverstraw has a growing high-density population of over 4,000 people on a land area of 0.17 square miles, all of which is within a ten (10) minute walk of public access to the Hudson River.

Haverstraw is now and has always been a landing point for new Americans since its settlement as a Dutch outpost in the 17<sup>th</sup> century. Beginning in the early part of the 19<sup>th</sup> century Dutch, Italians, immigrants of African ancestry, European Jews,

Germans, Slavs, and Irish arrived as the foundling brickmaking industry grew. By the start of the 20<sup>th</sup> century, Haverstraw made billions of bricks per year and was chiefly responsible for providing the building material that built New York City and other East Coast metropolises. It is said that by the turn of the century, the Village hosted more entertainment venues, public houses, and startup businesses per capita than any Hudson River downtown.

A blending of culture, food, religion, and politics in tight quarters led to innovations in the arts and business in such a way as to make Haverstraw a microcosm of New York and booming industrial America itself. African American brickyard workers are said to have inspired Broadway innovator George M. Cohan to incorporate Jazz into his first Vaudeville acts. By the post-WWII era, garment manufacturers and other businesses replaced brickmaking, and Caribbean, Central, and South American Latinos began to call the Village home.

Today, Downtown Haverstraw still represents an ethnically diverse set of new Americans, as well as generations of descendants from earlier migrant waves. In fact, the Village of Haverstraw is one of the most diverse municipalities in Rockland County. Twenty percent (20%) of Haverstraw residents identify as White non-Hispanic or Latino, whereas 62.7% of the surrounding County identifies with this ethnic group. The cultural makeup of Haverstraw translates to an active and desirable downtown with a strong sense of place.

Downtown Haverstraw's business district is bustling with small, family-owned businesses, light manufacturing, ethnic restaurants, entertainment, recreation, and places of worship. While Downtown Haverstraw has experienced economic difficulty since the decline of its manufacturing base, it has largely (and uniquely for the lower Hudson Valley) escaped the perils of urban renewal, leaving intact significant historic mixed-use buildings and a housing stock of rental apartments, townhomes, and single-family homes all comprising a vibrant, urban fabric.

The area is home to over 135 businesses and over 600 employees, including retail stores, restaurants, and personal service establishments that serve the 12,000 residents of the Village. Unlike other North Rockland suburbs, the Village boasts a high density of population and businesses, a human-scale and walkable street grid, the longest publicly accessible waterfront in the mid-Hudson region, local bus service, direct bus service to Port Authority Bus Terminal, and commuter ferry access to the MetroNorth Hudson Line and Grand Central Terminal.

Many of the goals outlined in the Village's recently adopted 2021 Comprehensive Plan - "Haverstraw Forward/Adelante," and zoning amendments strive to enhance its already vibrant Downtown. The Comprehensive Plan includes goals to expand ferry/train connections, create new public spaces and business opportunities, develop complete streets, and attract the green industry sector. These goals will enhance downtown living, and the quality of life for Village residents, and the funds from the DRI will expedite the Village's ability to achieve them. Recently adopted zoning amendments that will revitalize Downtown include density bonuses for inclusionary housing, a Certified Local Government landmarks law that will increase eligibility for historic preservation funding, removal of barriers to solar power, expanding the area where upper floor apartments are allowed, and an incentive redevelopment floating zone that will allow housing at higher densities in exchange for public benefits such as incubator space, green infrastructure, structured public parking, public plazas, remediation of brownfields and streetscape and infrastructure improvements..

The Village has also undertaken an update to its Local Waterfront Revitalization Plan (LWRP). The LWRP complements the Comprehensive Plan amendments and increases eligibility for funding through Coastal Zone programs. The LWRP is currently under review by New York State Department of State.

Significant public parks and public waterfront access can be found along the waterfront within the Downtown. Emeline Park along with the Chair Factory site provide significant opportunities for additional water dependent uses and park activities. In addition, the Village is in the process of developing a waterfront trail known as the Henry Hudson Quadricentennial Promenade (HHQP) that will connect the entire Village waterfront. Haverstraw aims to create new community space for public gatherings and events along the waterfront for all to enjoy.

Over the last decade, approximately 587 new residential dwelling units have been constructed or approved within or directly adjacent to the Downtown. Another 249 are soon to be under construction within the Downtown at the Haverstraw-Ossining ferry terminal, attracting additional commuting professionals and empty-nesters alike. As such, absorption rates of new units are on par with new development in Westchester proving that strong demand exists for dense, multi-family, transit-oriented development in Haverstraw. This housing supports the Haverstraw-Ossining ferry, which has just restarted operations, after closure during the pandemic.

Also, within Downtown, another 52 residential dwelling units are moving through the approval process at 49 West Broad Street and 20 residential dwelling units within mixed-use buildings located in the downtown business district have been recently developed. The Village issued a Request for Proposal for a mixed-use commercial and residential development on Village owned property that could provide another 225 residential dwelling units at the Downtown waterfront. Directly adjacent to downtown another investor is proposing 135 residential units in a project that is also supported by the Comprehensive Plan and would present an opportunity to link residential housing to existing struggling industrial/commercial space in an innovative paradigm of “live-work” lifestyle.

A US Treasury Department certified Opportunity Zone, Downtown Haverstraw is a prime candidate for funds from the Downtown Revitalization Initiative as program funds are necessary to kick start several projects planned by private sector and non-profit entities.

The Village has already commenced implementing its Vision. Significant opportunities now exist to leverage Haverstraw’s natural assets, transportation infrastructure, regional location, walkability, and flourishing population to create a truly dynamic, regionally interconnected, 24/7 Downtown.

## DOWNTOWN IDENTIFICATION

**1) Boundaries of the proposed DRI area.** Because of Haverstraw’s compact size and density, Downtown Haverstraw is defined as the blocks contained by the Hudson River to the east, the Ferry Terminal to the south, Partition Street to the north, and Maple Avenue and Clove Avenue to the west. Contained within the area are the central business district, dense blocks of housing and corner stores, waterfront parks and trails, the ferry terminal, government buildings, and former industrial parcels available for redevelopment. The DRI boundary Area is approximately 0.5 miles east to west and 0.7 miles north to south. See the DRI Boundary Map at the end of the application.



**2) Past investment, future investment potential.**

**Development**-Recent housing and retail investments in existing buildings by restaurateurs, restaurant groups, and retailers improved and restored mixed-use facades, significantly reducing the perception of blight (\$1.5M). This investment builds off the \$200M worth of private investment in residential and retail development near the south end of the DRI Boundary Area with the construction of over 587 residential dwelling units. Capitalizing on the success of a recently minted restaurant row, the Village municipal government has completed streetscape improvements on New

Main and Main Streets and core portions of Broadway (the downtown business district) that totaled in excess of \$5M. The streetscape project resulted in several private sector investments, including the adaptive reuse of the former 5&10 Building at 14 Broadway into four separate retail/office spaces and six (6) upscale apartments on the second floor. 2-4 Main Street is being rehabilitated with the addition of seven (7) second floor apartments over existing retail.

With over \$1.5 M already invested, the State University of New York at Rockland created an extension of its main campus in the downtown core area adjacent to Village Hall. In the same building, known locally as the Stone Building, HRHCare non-profit health center has expanded its operations in Downtown Haverstraw increasing the number of its employees, and providing affordable and quality health care options to Village residents (\$500K). This building has additional opportunities for repurposing its space with DRI funds for new businesses such as a brewery or other incubator enterprises to assist the growth and establishment of startup businesses. Crystal Run Healthcare also has a growing presence in the Village.

**Future Development** - An additional \$100M within the DRI Boundary Area of development is pending on the waterfront at Admirals Cove (additional 249 residential dwelling units presently under construction). At 49 West Broad Street, 52 residential dwelling units are proposed along with extensive off-site streetscape improvements matching those recently installed by the Village, rooftop solar, affordable units, and new community recreation and parking facilities to serve future residents of the units and the public. The redevelopment of the Chair Factory will yield 225 residential dwelling units, up to 50,000 square feet of new commercial space, and public amenities. DRI funds will assist in the development of these properties and businesses.

The Village has accumulated a catalog of developable land, including several public and private structures and parcels Downtown. The Village is ready and willing to partner with private developers to induce several development projects via various incentive options, including but not limited to PILOT, low-cost financing, and reduced land acquisition costs.

**Planning** - The Village has invested upwards of \$165,000 in planning exercises over the past three years to update its Comprehensive Plan and adopt new zoning changes, which yielded new codes that will induce new development within the DRI Boundary Area. As a result of these zoning changes, redevelopment throughout the Downtown is now made possible with several development projects already induced. The Plan which was funded in part by DEC's Climate Smart Communities Program draws from guidance provided by other public and institutional regional planning organizations including the Regional Plan Association, Scenic Hudson, and the Mid-Hudson Regional Sustainability Plan.

**Future Planning** – The Village will continue implementing the new zoning changes, its newly adopted inclusionary affordable housing law, historic preservation law, and the Comprehensive Plan strategies to fully realize its community vision. The Village's updated LWRP is currently under review by Department of State.

**Complete Streets** -Downtown boasts a cluster of restaurants and food vendors that are so ethnically eclectic and diverse, that diners' food choices are more indicative of a large urban restaurant district than a relatively small Hudson Valley downtown. Via State and Federal funds through the New York State Department of Transportation (NYSDOT), the Village has installed all new ADA compliant sidewalks, heritage-styled streetlamps, and street furniture throughout the business district and made changes to enhance pedestrian safety with modernized crosswalks by borrowing from complete streets design guidelines. Village-wide raised crosswalks and speed humps have significantly reduced the incidence of motorist speeding, providing safe haven for walking children and their families (\$100K).

**Future Complete Streets** -Additional investments are needed to deliver true complete streets to the Downtown and to explore the concept of pedestrian-only plazas and areas inspired by creative placemaking objectives. DRI funds will continue the Village's streetscape and complete streets work with West Broad Street and West Street.

Together with their federal counterpart, the New York State Department of Transportation made a \$30M investment

in Village automobile and heavy truck access at Short Clove Road to replace an at-grade freight rail crossing. The Short Clove Road bridge and access ramp connects Route 9W, West Street, and Maple Avenue. This area has unintentionally created a more prominent gateway to the Downtown from points south. Future investments from DRI funds are needed to catalyze greater pedestrian access points, safety improvements, and mixed-use development along the Maple Avenue and West Street corridors connecting to the downtown business district.

**Parks, Recreation, and Public Spaces-** After Hurricane Sandy, the Village made investments in its waterfront parks and boating access facilities (\$200K) with its partner Scenic Hudson to restore and improve public waterfront access. They not only restored that which was destroyed but enhanced landscape, public recreation areas, and reinforced bulkheads to prepare for the next storm. These investments have attracted an annual arts festival and new waterfront dining. Harbors at Haverstraw developer Ginsburg Development Company worked with the State of New York to create the first phase of a 2000-foot-long waterfront esplanade to flank the entire Downtown waterfront and connect nearby residential areas with Main Street and the New York Waterway Haverstraw-Ossining Ferry (\$3M). This waterfront path is now proposed to be extended an additional 1,500 feet around the next phase of the waterfront development - Admiral's Cove.



The Village now controls much of the existing shoreline due to an agreement with NRG Corporation granting a transfer of riparian rights for land surrounding Bowline Pond (value estimate of \$1.5M). The agreement opens the opportunity for new investments in river-focused recreation and new waterfront development. The land, included as part of the Village's waterfront greenway, has become a component of the Village's Henry Hudson Quadricentennial Park, the final piece in the Village's shoreline Henry Hudson Quadricentennial Promenade (HHQP). It is part of a larger effort by the State to create a continuous linear pedestrian pathway from New York Harbor to Albany on both shores of the Hudson River. The Village received a New York State Department of State grant of \$1M to begin the creation of the promenade. The 4,000 linear foot long waterfront pedestrian trail is designed and has been partially constructed.

**Future Parks, Recreation, and Public Spaces-** The HHQP trail requires another \$1.5-2.0M to complete the work, and the funding sources for this work will be a combination of funds from the private sector, DRI and the Village. The promenade passes through Emeline Park, jointly created by the Village and Scenic Hudson to expand public access to the riverfront at the foot of Main Street. DRI funds would be used to complete the HHQP and construct a transient boating dock and public fishing pier. Additional community events and activities will be able to take place at the public events space created by the Admiral's Cove development located adjacent to the Harbors at Haverstraw. DRI funds can help create public space for events that can draw tourists from beyond the Village. Further, the downtown business district has opportunities for pocket parks to reactivate public spaces that are underutilized. With connection of the HHQP to the privately funded esplanades to the south via on-street pedestrian connections, a nearly 2-mile-long waterfront pedestrian pathway will be completed, with further potential to connect to trails at Haverstraw Beach State Park to the south.

**Ferry Pier/Multi-modal Hub-** The Village has made numerous investments to create a multi-modal hub at its Ferry pier by designing connections to the HHQP trail, ferry service, and parking area.

**Future Ferry Pier/Multi-modal Hub-** Significant opportunity exists to catalyze further development within the DRI Boundary Area by expanding the existing Haverstraw-Ossining Ferry service, which connects to the MetroNorth Railroad Hudson Line to Grand Central Terminal. The Village of Haverstraw passed a formal resolution to support off-

peak ferry service, including weekend service, and expanded on-peak service. Haverstraw is also interested in expanding the ferry pier similar to the work being considered in the Village of Ossining. This will further interconnect these two economies and similar communities. DRI funds could be directed towards both of these projects, with the decision by the State to designate up to two awards per region. In addition, developing electric charging stations, installing bicycle racks, and creating complete streets along West Street will ease movement of pedestrians and multi-modal transportation throughout the DRI Boundary Area.

- 3) Recent or impending job growth.** The DRI Boundary Area is home to over 135 businesses and over 600 employees, including light manufacturing, communication, construction, retail stores, restaurants, and personal service establishments. New businesses are continually increasing in the downtown business district. The Stone Building (37 West Broad), in the DRI Boundary Area, is the nexus of current and future job growth. With additional investment from DRI funding, the Stone Building is a potential proving ground for business concepts in hospitality, artisanal food production and craft, agriculture, and new technology. The SUNY Rockland 3D printing Smart Lab, combined with HRHCare health care offices and clinic, and adjacent Village municipal offices, offers encounters between professionals of different sectors known to be so important to marketplace innovation.

Various underutilized vacant properties throughout and near Downtown and the Stone Building offer significant opportunities for further development of space for light manufacturing and offices. A new restaurant will be constructed with the development of Admiral's Cove. The redevelopment of the Chair Factory site will incorporate up to 50,000 square feet of restaurants, shops, and water-dependent businesses, all of which will increase employment opportunities within the DRI Boundary Area.

The Village is primed for new development at other waterfront locations and in the core business district that supports the growth of similar job opportunities as well as jobs in construction and trades. Because of the closeness between buildings in the DRI Boundary Area, and with the 1.1GW gas/oil-fired Bowline generating station at hand, real opportunities exist to explore thermal district energy and smart grid technology as well as distributed energy solutions via the NYSEERDA Clean Energy Community (CEC) program. Haverstraw is currently a Climate Smart Community. The Village has achieved CEC status via investments in LED lighting, on-site solar investments, and other sustainability measures, in addition to the electric car charging station already in place at Village Hall in the center of downtown. Lucas Candies and Confectionery is the oldest independently owned chocolate and candy shop in New York State. Lucas is on the verge of expanding its operations in the Village of Haverstraw with a new retail location. The flourishing culinary cluster downtown specifically meets the goals of TasteNY and the Governor's goal of expanding New York State's culinary and beverage influence throughout the world.

**4) Quality of life.**

The DRI Boundary Area is best known for its historic, extremely walkable street grid, which supports many car-free households, and an eclectic mix of historic architecture spanning from Second Empire mansions to 18<sup>th</sup> century Gothic Revival, Colonial Revival, Craftsman and Italianate homes. The street grid of Downtown Haverstraw and its narrow streets are more akin to European market villages than of American suburbs. This unique characteristic will only be enhanced by recommendations in the Comprehensive Plan amendment that seek streetscape improvements, complete streets, and façade renovations for the DRI Boundary Area, all of which are projects identified for DRI funding. Further, the Village seeks to continue its smart growth development by advocating for new dwelling units within the DRI boundary area that will include affordable housing, mixed-use development within a walkable and bikeable downtown environment.

The DRI Boundary Area is home to many retail and service businesses whose primary trade market is Downtown Haverstraw. With the addition of new residential dwelling units, the local economy will be strengthened even further.

Downtown Haverstraw is also home to a weekly farmers market that sells fresh foods and goods. The farmers market and other local businesses in Downtown Haverstraw provide essential goods within walking distance.

The DRI Boundary Area is also home to an ethnically diverse population of 4,000 residents. Eighty percent (80%) of residents in the DRI boundary area identify as Hispanic, and 11% identify as Black. The cultural makeup of Haverstraw translates to an active and desirable downtown with a strong sense of place. The median household income of the DRI Boundary Area is \$59,258 (ESRI Business Analyst, 2021).

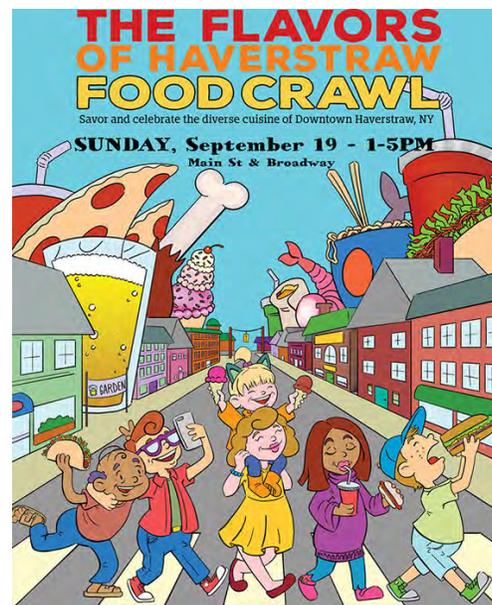
Haverstraw sits along one of the most-traveled cycling routes in the region: Route 9W. A dedicated pedestrian and cycling pathway extend from the Village south to Nyack and along the waterfront with connections to Nyack Beach State Park, High Tor, and Rockland Lake State Parks. Connections are being made between important Village focal points and recreational areas to tie together existing hiking, cycling and pedestrian pathways such as the Hudson Quadricentennial Promenade, the Empire State Trail, the Long Path, High Tor Mountain, and the riverfront esplanade. Natural assets surrounding and in close proximity to the DRI Boundary Area are unparalleled in the mid-Hudson region. The Hudson River is its crown jewel and an easy walk from the downtown businesses. The Village has pursued and implemented additional public access to the waterfront to ensure all can enjoy the Hudson River.

- 5) Supportive local policies.** Village government supports several policies that enhance quality of life within the DRI Boundary Area. Inclusionary housing policies ensure that new development contains a portion of affordable housing. The Village won funding via a 2016 Consolidated Funding Application to New York State to fund an update to its existing comprehensive plan, Local Waterfront Revitalization Plan, and make significant improvements to its zoning code. The Plan and its zoning changes were adopted in 2021.

The local laws passed as a result of the Comprehensive Plan include an historic preservation law to enhance and preserve DRI's historic building stock. The zoning changes included new zoning districts that build off of its current urban form, to encourage the vibrancy of its downtown, and increase the creation of green buildings and incubator businesses. The new zoning incentivizes the construction of new mixed-use buildings that also meet the collective goals of increasing residents and reducing gaps left in the urban fabric from past inappropriate development and short-sighted demolition of historic buildings. By filling physical gaps in the Village's urban environment, Haverstraw aims to feed a virtuous cycle of investment and improvement.

The Village is seeking to support progressive, new and improved policies that expand transportation options, foster complete streets redesign, and encourage increased housing, office, hospitality, entertainment and retail options for residents and visitors alike. Haverstraw aims to encourage bike and car share options, co-workspace, and flexible property uses that encourage business development, creativity and art, and unique restaurant and retail spaces. The Village supports expanded transit service and voted to approve a formal resolution to support off- peak and expanded Haverstraw-Ossining ferry service. The ferry had witnessed steady ridership increases in its 15-year history, prior to the pandemic. Now is the time to plan for the ferry's future, including expanded peak, and off-peak service, and a more consistent schedule.

In addition to its annual Arts and Music Festival, Haverstraw Riverwide Arts, a non-profit organization dedicated to bring art and culture to the downtown, has recently embarked on an urban street art project, where it expects to



create highly-visible art projects throughout downtown. River Arts also co-hosts a seasonal Food Crawl in Downtown, where many businesses offer discounted food samples to several thousand visitors. The Food Crawl also features the New York Craft Beverage Garden, which offers adult beverage products created by local brewers, winemakers and distilleries. The Village aims to create additional arts and cultural activities with new event space at the waterfront and the repurposing of the Sons of Jacob Synagogue that is no longer in use.

The Downtown Haverstraw hosts a number of annual and semi-annual events to encourage quality of life among residents – Dancing Under the Stars, the United Latin Festival, the Flavors of Haverstraw Food Crawl, a weekly Farmers' Market (accepting WIC benefits), Holidays in Haverstraw and more. Additionally, Downtown is home to a Village-funded Community Center that provides for youth activities, at-risk youth programs, alcohol and substance abuse counseling services, and hosts the Haverstraw Collaborative (35+ non-profit agencies that meet monthly to address Haverstraw societal needs). Downtown is also home to a public Community Garden, as well as a food pantry. Together, these services provide a social safety net and support for our most vulnerable residents.

Finally, the Village adopted the Climate Smart Communities Pledge and has become a Climate Smart Community. Its Comprehensive Plan has chapter devoted to addressing Climate Change and promoting Sustainability. The Village is committed to planning for a sustainable future that considers incorporating carbon reducing initiatives into everything from government facilities to new development opportunities.

**6) Public support.** Already, several public planning and design charrettes were held to focus on waterfront and downtown development as a result of the Comprehensive Plan and LWRP process. The Comprehensive Plan and Local Waterfront Redevelopment Plan Committee, established in 2018 and supported by Nelson, Pope & Voorhis, Nautilus International, and Edward M. Weinstein Architecture consultants held several outreach sessions with residents and business owners specifically focused on Downtown Haverstraw. On March 27, 2019, the “Downtown Charrette” workshop was held with a focus on gathering input for improving aspects of the Downtown area. A “pop-up” workshop was held on June 2, 2019, during the Flavors of Haverstraw Food Crawl event, which also focused on downtown improvements. Another workshop was held on June 12, 2019, which focused on development of waterfront sites. On Wednesday, January 22, 2020, a Final Plan Public Meeting was held. The Board of Trustees held a public hearing and review on Monday, August 17, 2020, and another public meeting a week later on August 23, 2020, regarding the Comprehensive Plan and zoning amendments. Lastly, a public hearing was held on November 16, 2021, regarding the Draft Generic Environmental Impact Statement (DGEIS) for the Comprehensive Plan amendment; the public comment period remained open until December 16, 2020. At each and every event, the projects identified in this DRI application were discussed and presented to the public. They can be found in the Comprehensive Plan and the DGEIS.



During the workshops, the Committee and consultants solicited feedback from public meeting participants via surveys and flyers asking residents and business owners “What’s your BIG IDEA?/¿Cual es su GRAN IDEA?” Strong, positive, and passionate public participation is an indication that Village residents and business owners are seeking a vision of a vibrant Downtown and will support the growth necessary to achieve this vision. This public participation has led to the Vision defined at the start of this application.

An additional public meeting was held on August 23, 2021, to reconfirm the projects being submitted as part of this application and to solicit any additional projects.

Scenic Hudson, SUNY Rockland, Historic Hudson River Towns, Ginsburg Development Company, Rockland County Tourism, Haverstraw Riverwide Arts, Garner Arts Center, Arts Council of Rockland, Arts Westchester, Rockland Business Association, Hudson Valley Pattern for Progress, Town of Haverstraw (Supervisor Howard Philips), County of Rockland (County Executive Ed Day), the Haverstraw Collaborative (containing over 35 social services organizations), the Haverstraw Center, the Hudson River Greenway Conservancy, North Rockland Central School District, Keep Rockland Beautiful, North Rockland Rowing Club, Rockland County Historical Society, the Haverstraw African American Connection, the Haverstraw Brick Museum, and others not listed here all have a vested interest in Haverstraw.

**7) Transformative opportunities and readiness.**

**New Development and/or Rehabilitation of Existing Downtown Buildings**

**Chair Factory Development Site - \$85M (Public/Private funding sources)**

Haverstraw sponsored a schematic design process for its waterfront property and has begun the Request for Proposal process to select a developer to redevelop the Chair Factory site. The site is comprised of two adjacent Village owned parcels totaling approximately 9.2 acres. The development will include 225 units of mixed income housing to be built on the site along with parking and up to 50,000 square feet of restaurants, shops, and water-dependent uses. In addition, the project will include public amenities such as the extension of the Henry Hudson Quadricentennial Promenade to Emeline Park, canoe/kayak launch, and public assembly space. The DRI funding would help assist with the development of these public amenities and other construction costs. This project will foster a sustainable level of entrepreneurship and employment within the DRI Boundary Area. The site will serve as a draw to the waterfront and provide an anchor use for the downtown that attracts economic activity year-round. The development will include green building techniques and electric charging stations. This project will also include the relocation of the original chimney of one of Haverstraw’s brick factories.



**49 West Broad (Graziosi Building) and Redevelopment of Village Parking Lots - \$8M (Public/Private funding sources)**

The Graziosi site has direct access to the downtown and is near Village owned parking lots. The site is also near schools, shopping and is only a short walk to public transportation. This site is being redeveloped with 52 mixed income residential dwelling units. As part of the project, the owner is constructing structured parking on the Village’s current parking lots to increase available parking for the public and the residents of the new residential dwelling units. The DRI funding will assist in the development costs of the structured parking and affordable units associated with this project. Electric charging stations will be placed within the parking structure.

**The Stone Building 37 West Broad Repurposing - \$1M (Public/Private funding sources)**

While the building is partially occupied by SUNY Rockland 3D printing Smart Lab, combined with HRHCare health care offices and clinic, 37 West Broad has additional space to repurpose the ground floor for new businesses such as a brewery or other incubator enterprises to assist the growth and establishment of startup businesses. The repurposing of this space will provide an additional destination within the downtown. This site is also directly across from the Village owned parking lots that will be redeveloped as part of the 49 West Broad Street project. The DRI would provide funding for the renovation and outfitting of the ground floor space for a new tenant.

**Creation of Cultural Arts Space - \$1M (Not-for Profit funding source)**

The Congregation Sons of Jacob synagogue, located at 37 Clove Avenue, was founded in 1887 and is reportedly the oldest synagogue in Rockland County. The building is no longer occupied, and the current owners are interested in repurposing the building for the cultural arts and programming. The main sanctuary can seat approximately 150 people. It has excellent acoustics and can provide a performance space for concerts, films, theater and events. The DRI funding will be used to renovate the space for the cultural arts and other programming. The space would also be used as museum space to chronicle the history of the Jewish people in Haverstraw and Rockland and give the ability to search and collect, organize and display historic photographs, unique documents, and important memorabilia – creating exhibits for educating residents of today and the future of the importance of immigration in shaping the Hudson Valley.

**West and Maple - \$18M (Private funding source)**

This site is privately owned and is approximately two acres. The project would consist of redeveloping the site to construct a multi-family apartment building with 102 units, including live-work and artist lofts, and small convenience commercial uses. The site's redevelopment will encourage transit-oriented development and provide a transition between recent waterfront development and the downtown in terms of form, size, and architecture. Work will also include streetscape improvements to Maple Avenue and West Street. DRI funding will assist in the construction costs of the project and streetscaping.

**Public Improvements Projects****Expanded Haverstraw-Ossining Weekend Ferry Service – \$250,000 (Public funding source)**

The Village of Haverstraw currently has weekday service between Haverstraw and the Village of Ossining, but it only runs during peak commuting hours. Haverstraw wants to expand the ferry service to off-peak and weekends. The expansion of this service would benefit the communities on both sides of the Hudson River. The expansion of the ferry service will create an additional tourist attraction, a ferry ride across the river, and the opportunity to visit local shops and restaurants, all of which is less than a 15-minute walk from the ferry station on both sides of the river. In addition, both the Village of Haverstraw and Ossining will have restaurants located by the ferry stations.

**Ferry Pier Expansion –\$1M (Public/Private funding sources)**

Haverstraw's Hudson River access and waterfront is a key component of their economic development and an expansion onto the current waterfront dock at Emeline Park would allow for transient slips that boaters can use to access waterfront restaurants and downtown shops, less than a 10-minute walk from the pier. Similar to the Village of Ossining, the pier extension will support boat usage for historic tourism such as the Clearwater, and larger ships like the Schooner Apollonia transporting hops, flour, and other supplies to local Haverstraw businesses. The expansion will provide an opportunity to develop a transformative relationship with the Village of Ossining, transporting visitors to

and from the two Villages, increasing tourism along the Hudson River and to other historic Hudson River downtowns. DRI funds will assist with the design and construction of the pier expansion.

#### **Multi-Modal Hub - \$500k (Public funding source)**

A key strategy in reducing carbon footprint is to create communities that do not need a car to access work, play, and services. Much of the Village's downtown and waterfront area is within less than a one-mile walk. The Village intends to build a multiple mode transportation hub near the ferry pier, including bike sharing, connections to walking trails, and access to bus and ferry. The current parking lot located at the ferry pier will be refitted for electric charging stations. Bicycle parking and sharing will be installed throughout the DRI Boundary Area. DRI funds will go towards the development and construction of the multi-modal hub.

#### **Pocket Park at Main and Rockland - \$500k (Public funding source)**

The Village wants to create plazas throughout the downtown to reduce pedestrian conflicts and encourage passive outdoor recreation and safe community socialization. There is a current square at the corner of Main and Rockland Street where the development of a pocket park would create a more active community space and provide visual improvements to that area in the downtown. DRI funds would be used to create the pocket park.

#### **Development of African American Museum - \$500k (Not-for-Profit funding source)**

Near the African American and Rose Nelson Memorial Park, on Clinton Street, is a site owned by the Haverstraw African American Connection, a non-profit. The organization wants to repurpose a building they own to establish a museum about the history of African Americans and their connection and influence in Haverstraw and the Hudson Valley. DRI funds would be used for interior renovations to repurpose the building for museum use.

#### **West Broad Street Streetscaping - \$2.5M (Public funding source)**

Improvements to the lighting, sidewalk, and landscape will provide new attractive public space along a critical corridor of the downtown. The DRI funds will assist with the design and construction of the streetscaping.

#### **Admirals Cove Event Space - \$750k (Private funding source)**

A new waterfront development is currently being constructed with 249 residential dwelling units in four (4) buildings, as well as a waterfront restaurant, public promenade, marina, and public event space rounding out the site. The DRI will fund the development of the public event space, providing much-needed public gathering and event space along the waterfront.

#### **Broadband in waterfront parks - \$150k (Public funding source)**

As a result of the COVID-19 pandemic, the Village began to review its virtual infrastructure due to its necessity to learn and work in today's technological society. Through the pandemic, the Village also became acutely aware of the equity issues surrounding access to WiFi which is why the Village is proposing the installation of broadband within its public waterfront properties, including Emeline Park and the Chair Factory Site. This will enable the residents of the Village another location and option to access WiFi technology. The Village of Haverstraw will coordinate with a service provider to construct a permanent installment of the WiFi access.

#### **Village Shuttle Pilot Program - \$500k (Public funding source)**

While the Village has a few bus stops that are serviced by the Transportation of Rockland Bus Line, the bus routes are primarily designed to move passengers to and from the Village and not throughout the Village. Participants at public workshops supported exploring a pilot program for a downtown loop bus that would link key public places in the

downtown and waterfront, including the community center and the schools. DRI funds would assist in the development and execution of the Pilot program.

#### **West Street Complete Streets- \$2.5M (Public funding source)**

Due to the improvements to the Short Clove Road bridge and access ramp that connects Route 9W, West Street and Maple Avenue, this has unintentionally created a more prominent gateway to the Downtown from points south, especially along West Street. In addition, West Street will be used for part of the HHQP network and is directly adjacent to the future multi-modal hub and ferry pier access. West Street would benefit from becoming a complete street that provides greater opportunity and connectivity for multiple modes of transportation. Work would include introducing bicycle lanes and pedestrian safety measures along the roadway.

#### **Completion of the HHQP - \$3M (Public/Private funding sources)**

While it is anticipated that new developments along the waterfront will include the construction of the HHQP as part of the overall project, DRI funds will go towards the final connections of this trail network throughout the DRI Boundary Area that are not associated with new development. Discussions are ongoing with Tilcon New York on the potential provision of stone material to support the project.

#### **Grant Fund or Revolving Loan Funds**

#### **Re-establish Façade Restoration Program - \$600k (Public funding source)**

The Village will re-establish and expand its former façade preservation and restoration program for the downtown. This program will help restore architecturally significant historic buildings within the downtown area and improve the aesthetics within the downtown area. DRI funding will assist with the restoration of the facades.



#### **Brandings and Marketing**

#### **Downtown Marketing and Wayfinding Campaign - \$250k (Public funding source)**

Design and implement a long-planned marketing campaign in tandem with the Rockland County Tourism Department marketing initiative. The project will include developing existing press kits, marketing materials, and planned social media campaigns for various target markets. The Village will also create a wayfinding signage system and online location presence to improve parking visibility, points of interest, and lodging and dining options to increase downtown business activity. The DRI will assist in the funding of this work.

### **8) Administrative Capacity.**

To the fullest extent possible, this Downtown Vision is to be administered by existing Village government employees, elected and appointed.

#### **Mayor Kohut**

Mayor Kohut will oversee the day-to-day operations of the DRI planning and implementation. The Mayor has been spearheading downtown revitalization since 2008, will continue with its current leadership until at least 2023 ensuring

government continuity through the DRI implementation period. Over the past 12 years, Village government has administered a \$5M NYSDOT streetscape project, \$1M NYSDOS grant for the Henry Hudson Quadricentennial Promenade, \$1.5M in CDBG funding for various projects, and well over \$750K in additional state-funded initiatives.

Max Stach, AICP, Village Planner

Max has been the Village Planner since 2012 and has provided planning services to the Village of Haverstraw since 2001. He has over 20 years' experience in the planning field and has assisted in many infrastructure and parks projects throughout the Village including, downtown streetscape enhancements, the Henry Hudson Quadricentennial Park, and the Manny Lopez Municipal Ball Field. He recently assisted in completing updates to the Village's Comprehensive Plan, Zoning Code and LWRP. He will be assisting in the DRI planning process and implementation of the DRI projects.

Valerie Monastra, AICP, Planner

Valerie Monastra has been in the planning field for over 18 years and has extensive experience with grant administration and project management. She is very familiar with the DRI planning and implementation process as having work on the DRI planning teams for Kingston and New Rochelle. She will be assisting the Village with the DRI planning process and implementation of the DRI projects.

Eve Mancuso, P.E, Village Engineer

Eve has been the Village Engineer since 2006 and has assisted in the review and management of many infrastructure projects within the Village. Eve will assist in the review of any engineering projects and assist in the management of DRI infrastructure projects.

- 9) Other.** A \$10M infusion of funds for planning and economic development would be a significant catalyst hastening the pace of work the Village is currently undertaking.

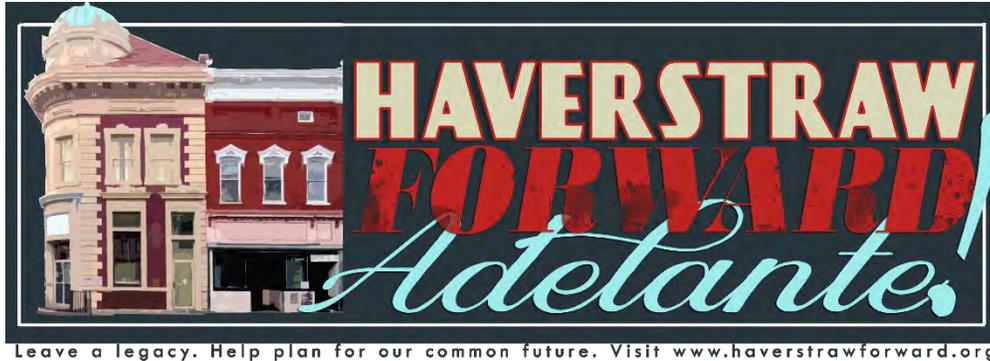
The Village of Haverstraw welcomes new development proposals, boasts a long history of supporting new ideas in development and housing policy, and embraces its role as an urban center of North Rockland. Haverstraw is primed to support the progressive change envisioned by the Downtown Revitalization Initiative. The Village embraces transit-oriented development and inclusionary zoning for affordable housing. While some suburban municipalities reject urbanism, affordable housing and promote automobile dependency, Haverstraw embraces its urban form and density as elements of true regional sustainability. Haverstraw is not afraid of urban growth. The Village welcomes it.

Haverstraw prides itself in maintaining as much public access to the waterfront as possible. The vast majority of the Hudson River shoreline in Haverstraw is public, serving recreation and conservation goals. Downtown Haverstraw is one of the only commercial business districts with direct and continuous connections to its waterfront, not hindered by railroad easements or private property exclusivity.

The Village's sister Rivertown is Ossining, New York. The two downtowns are connected via the Haverstraw-Ossining Ferry. Ginsburg Development Companies (GDC) is currently actively building new multi-family and mixed-use buildings in Haverstraw, creating transit-oriented development that bookends the ferry service. A collaborative effort to attract tourism and to market significant historic sites between the two Villages and their subsequent catchment areas would yield positive economic impacts. Ossining is in the process of developing a Sing Sing Prison historic site and museum. The project has the potential of attracting many thousands of tourists annually in the way that the former Alcatraz Penitentiary fascinates visitors on a global scale, and Haverstraw stands to benefit from the construction of the museum and welcomes further collaboration with Ossining.

Haverstraw is unique in the Hudson Valley. Nowhere in the mid-Hudson region is there such potential for real and sustainable economic growth, improvement of residents' quality of life and availability of developable parcels and

properties with local government supportive of the dense mixed-use development advocated by the DRI Program and Regional Economic Development Councils. The Village is hopeful that New York State, and the Regional Economic Development Council will recognize Haverstraw's people, unparalleled natural resources, unique sense of place, and potential as a vibrant, bustling, 24/7 Hudson Valley urban destination. Haverstraw Forward/Adelante!



Leave a legacy. Help plan for our common future. Visit [www.haverstrawforward.org](http://www.haverstrawforward.org)



- ▲ Parks
- ▲ Potential DRI Projects
- HHQP Trail
- Downtown Revitalization Area
- Downtown Business District
- West Broadstreet Streetscape
- West Street Complete Streets
- Various Parks

**Mapped DRI Projects**

- 1 African American Museum
- 2 Chair Factory Development Site
- 3 Transient Boating and Fishing Pier
- 4 Completion of HHQP
- 5 Expansion of Ferry Service and Pier
- 6 Admiral's Cove Event Space
- 7 Multi-modal Hub
- 8 West and Maple Redevelopment
- 9 49 West Broad and Redevelopment of Parking Lots
- 10 Stone Building Repurposing
- 11 Pocket Park Main and Rockland
- 12 Creation of Cultural Arts Space

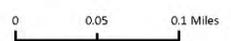
**Unmapped DRI Projects**

- Reinstate Facade Restoration Program
- Downtown Marketing and Wayfinding Campaign
- Village Shuttle Pilot Program



**HAVERSTRAW DOWNTOWN REVITALIZATION BOUNDARY AREA**

Source: ESRI WMS  
Scale: 1 inch = 500 feet



**HAVERSTRAW VILLAGE Grant Proposal**

**Addendum: Opportunities for Electric Vehicle Charging Stations.**

Haverstraw is interested in including electric charging stations within all of its municipal parking lots within the DRI boundary area as well as the new development proposed within the DRI Boundary Area. This includes the following:

- 1) Admirals Cove/Ferry Parking Lot – This parking lot could accommodate up to five electric charging stations.
- 2) West Broad Lot- This parking lot could accommodate three electric charging stations.
- 3) Village Hall Lot – This lot already has two electric charging stations, but additional spaces can be made available.
- 4) Chair Factory Site – This development site could accommodate up to five electric charging stations
- 5) Emeline Park - This parking lot could accommodate three electric charging stations

