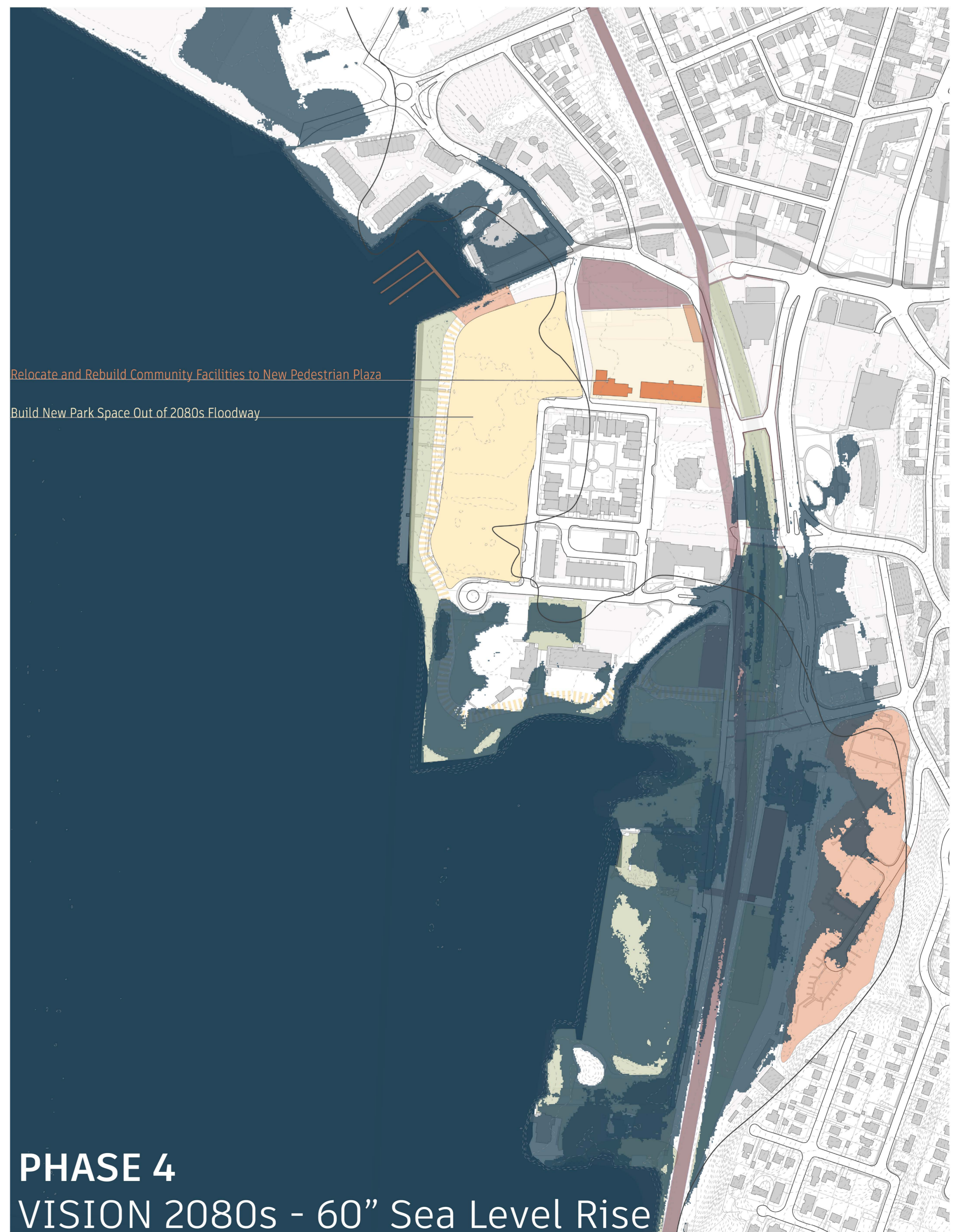
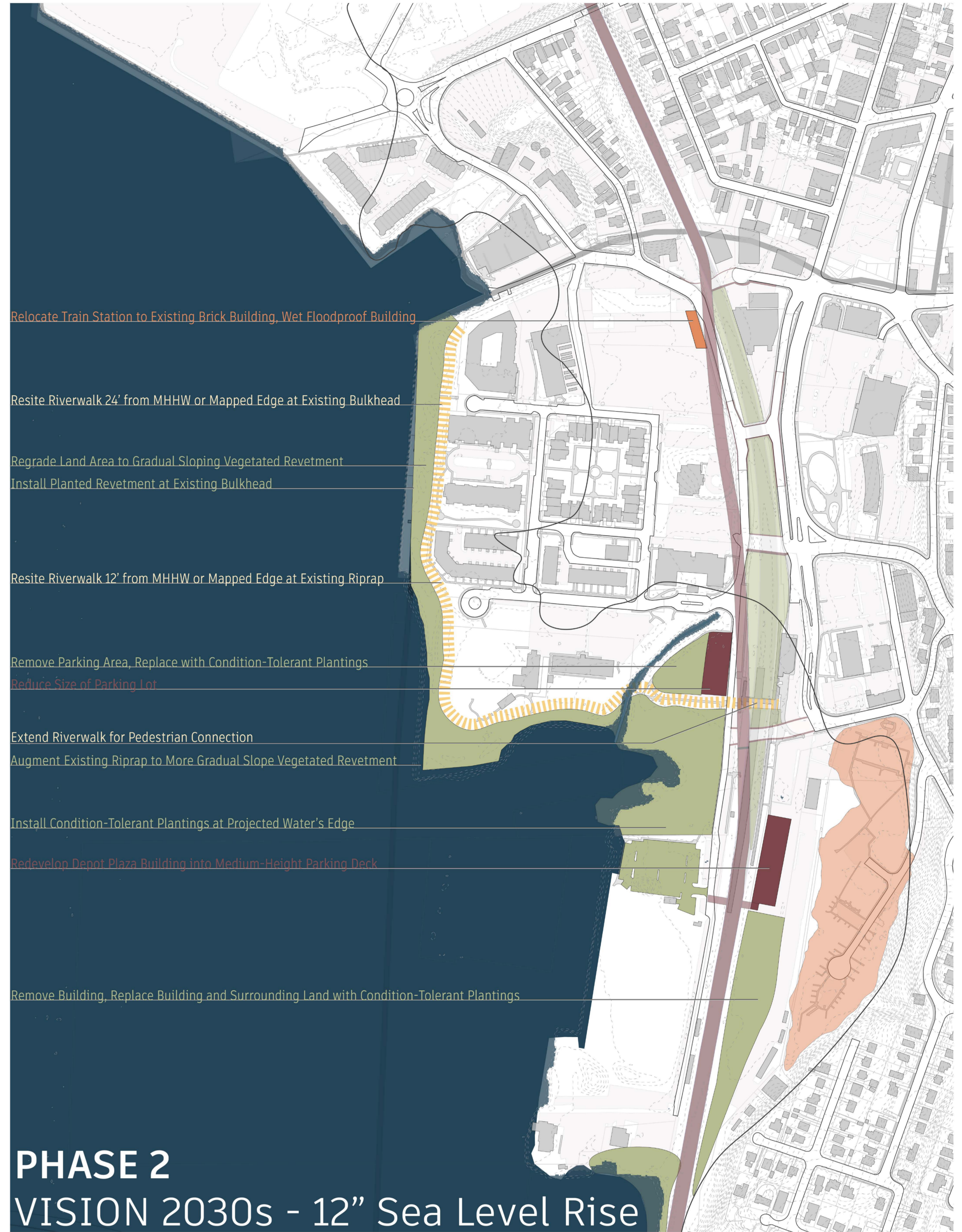


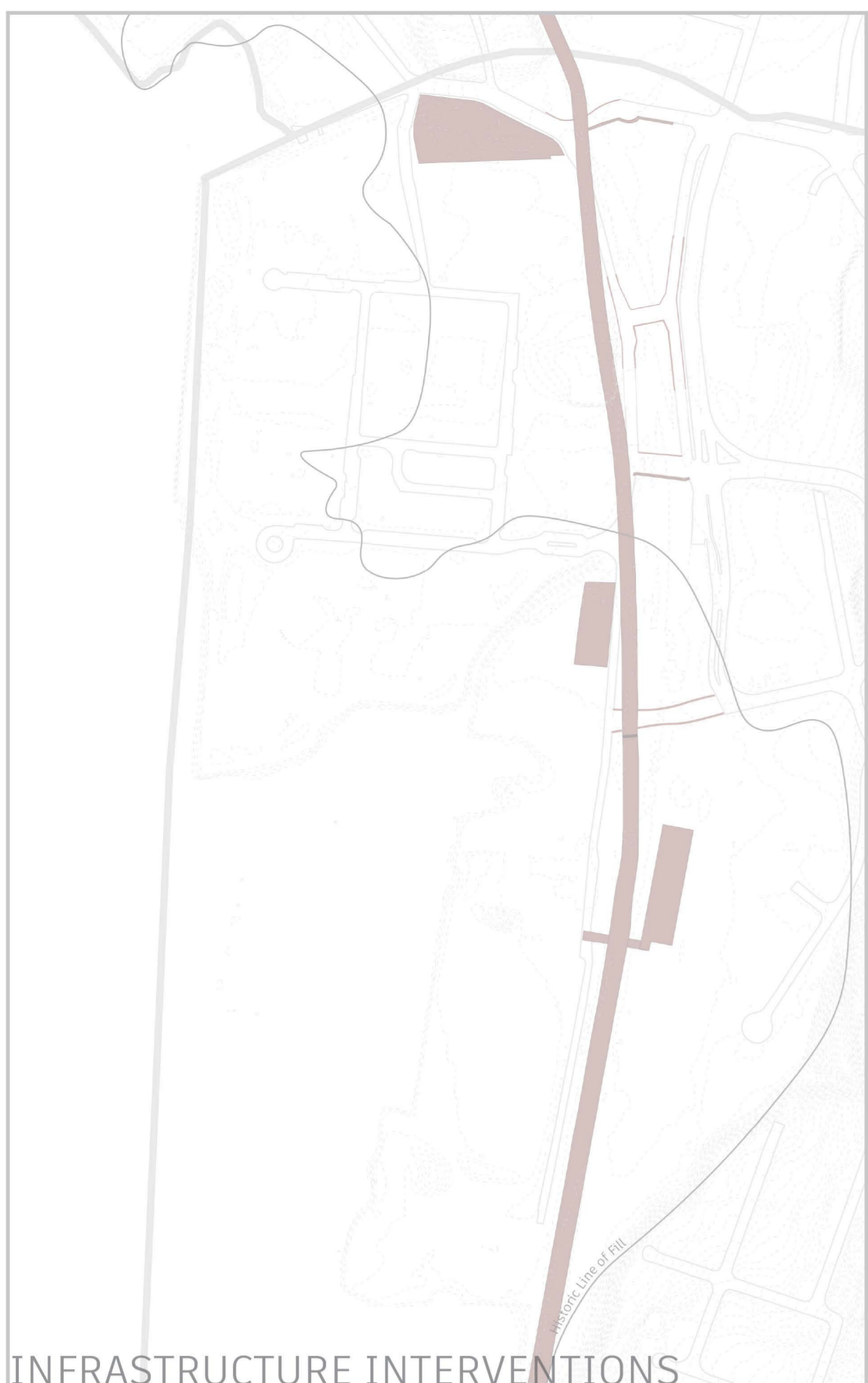
The Tarrytown waterfront is migrating inland. This plan will REMAKE the projected floodway space to work for the environmental and social conditions of the village in both the future and the interim between today and that projected future. Addressing the land west of the historic line of fill and the properties in the projected 2080s floodway, this concept plan takes a parcel-wise approach to change. While elements of this design work best as an integrated whole, limitations on implementation do not signal the downfall of the project. In a time of ever-changing conditions, flexibility drives this approach to the future of the Tarrytown waterfront.

REMAKING THE INLAND WATERFRONT

Ilana L. Haimes

- INFRASTRUCTURE INTERVENTIONS
- CONSTRUCTION INTERVENTIONS
- ECOLOGICAL INTERVENTIONS
- RECREATIONAL SPACE INTERVENTIONS





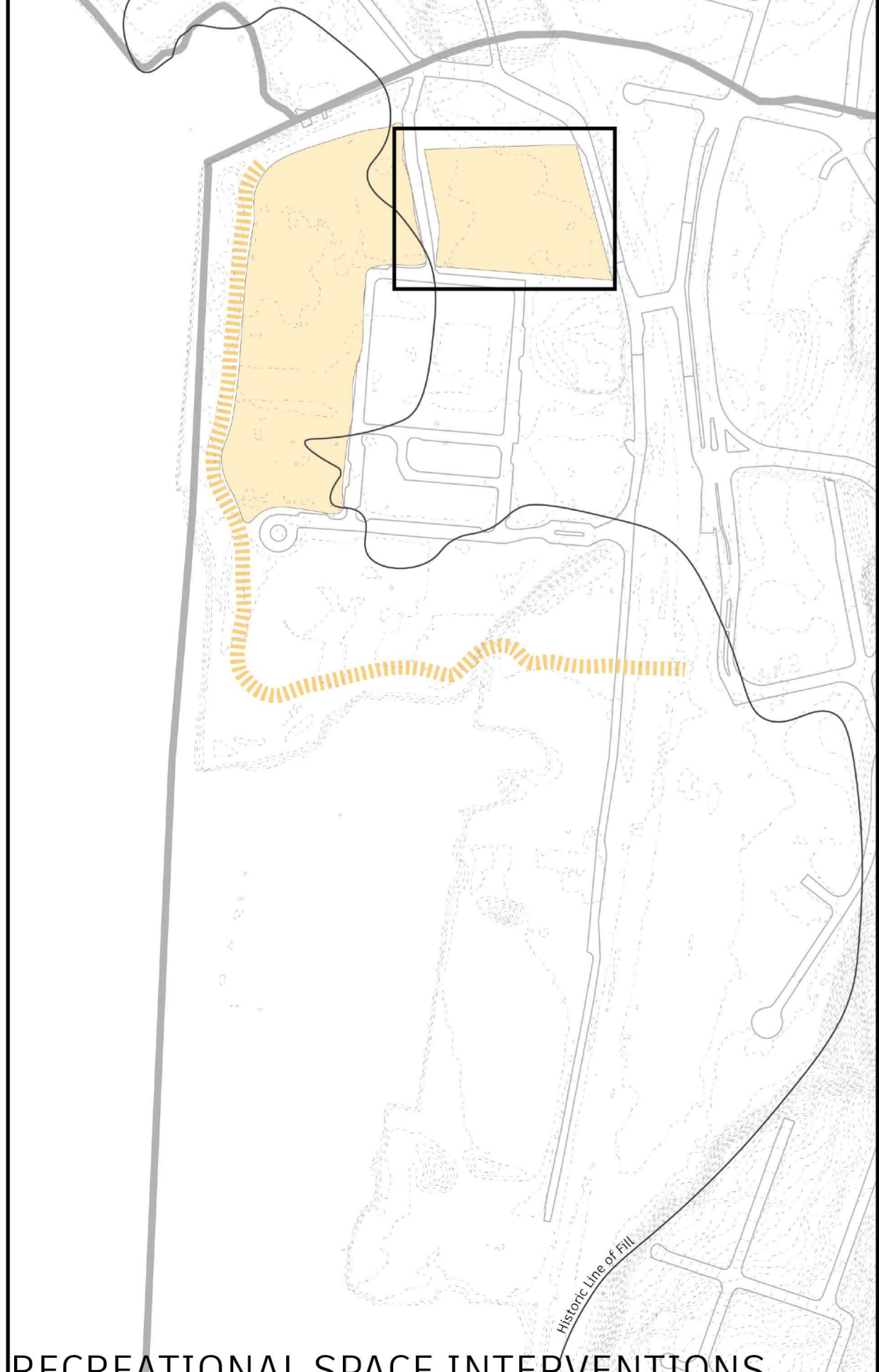
INFRASTRUCTURE INTERVENTIONS



CONSTRUCTION INTERVENTIONS



ECOLOGICAL INTERVENTIONS

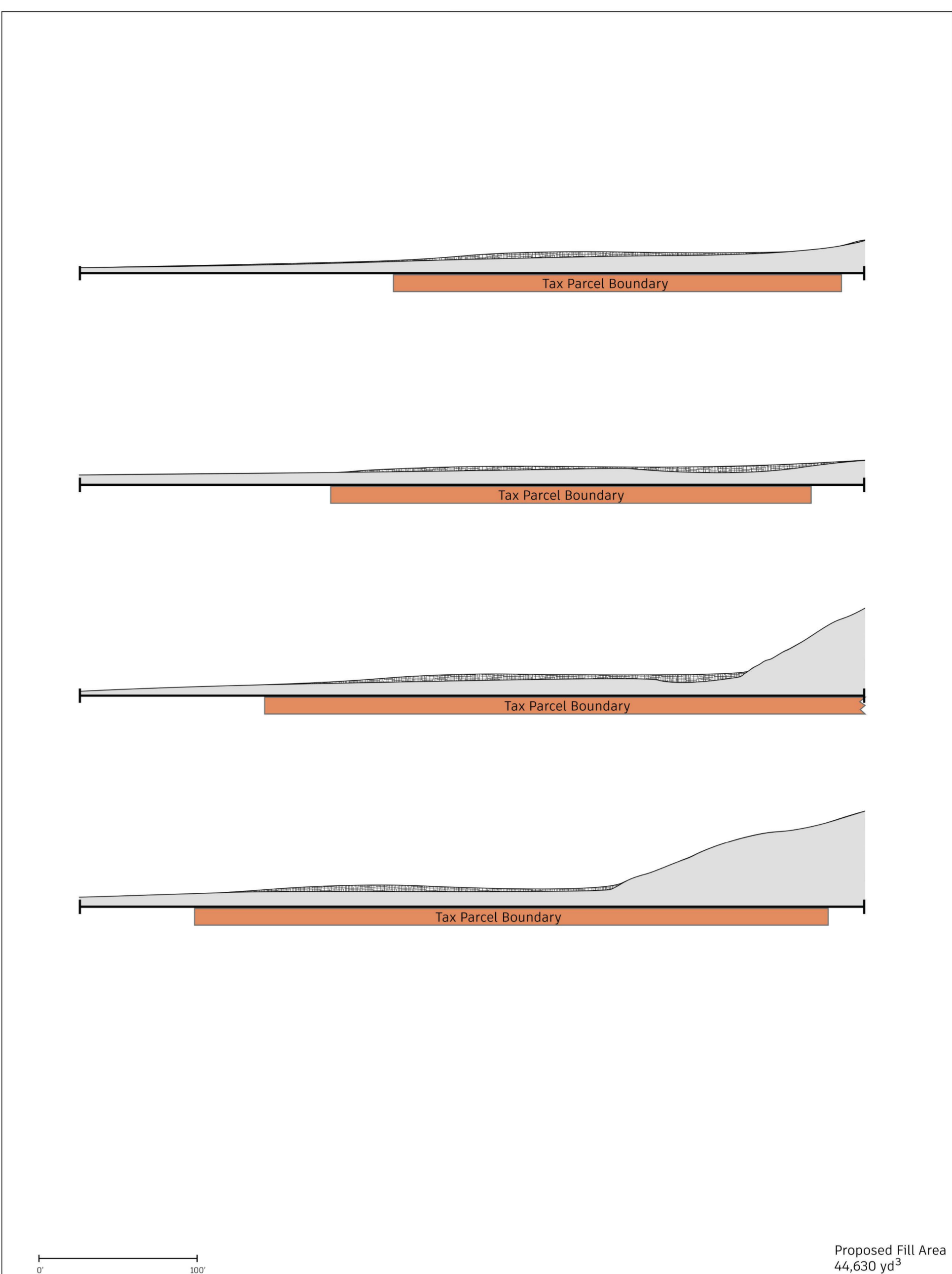


RECREATIONAL SPACE INTERVENTIONS

TARRYTOWN AFFORDABLE HOUSING REDEVELOPMENT



TARRYTOWN AFFORDABLE HOUSING FILL EXTENT DIAGRAM



Proposed Fill Area
44,630 yd³

The most notable construction intervention onsite is the regrading and redevelopment of Franklin Towers and Franklin Courts affordable housing units. This proposal adds fill to the parcel to raise it up out of the projected 2080s floodway, to a minimum of 6' above current Mean Sea Level. Housing in the Franklin Towers section of the site is divided from one current high rise into two mid-to-high rise buildings to increase the number of units. In Franklin Courts, building placement is restructured to create small housing communities within multifamily units, similar to those that exist on the site today. Small housing communities will share recreation space to consolidate use of land, reducing the proposed fill area. This plan places all residential units at or above the 10' elevation mark.

PEDESTRIAN PLAZA PROPOSAL

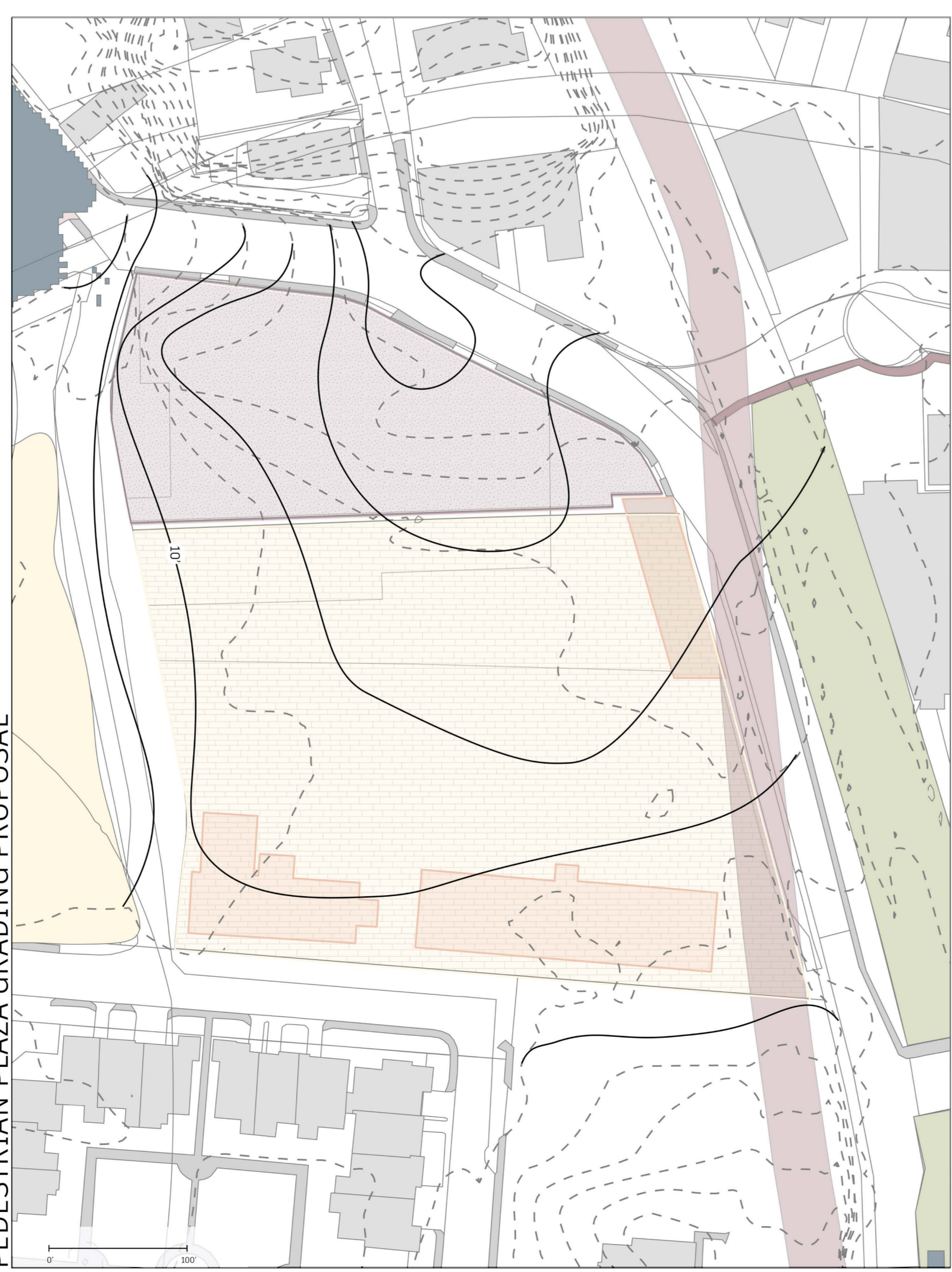


FRANKLIN COURTS PROPOSAL



Sea level rise will cause a loss of recreation space in both Losee and Pierson Parks, as well as threaten the safety of the Senior Center and Recreation Center. This proposal suggests opening up a large pedestrian plaza at the current Carriage House Property site, and future site of the Tarrytown Train Station. Due to historic industrial use, 2' of fill will be required to cap the plaza upon redevelopment, siting it farther out of the projected future floodplain. This plan also suggests moving the Senior Center and Recreation Center to the new pedestrian plaza, adjacent to additional proposed park space.

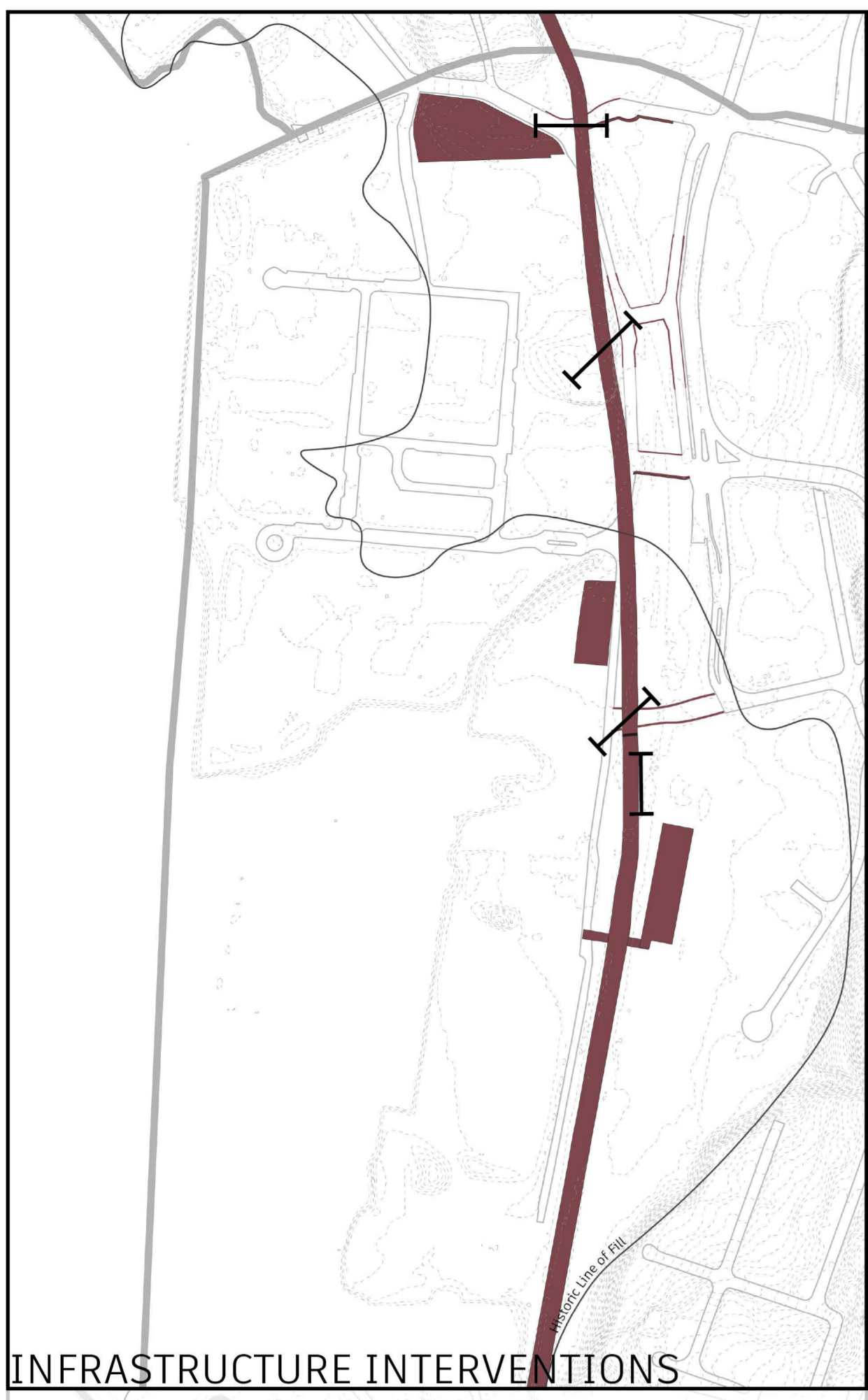
PEDESTRIAN PLAZA GRADING PROPOSAL



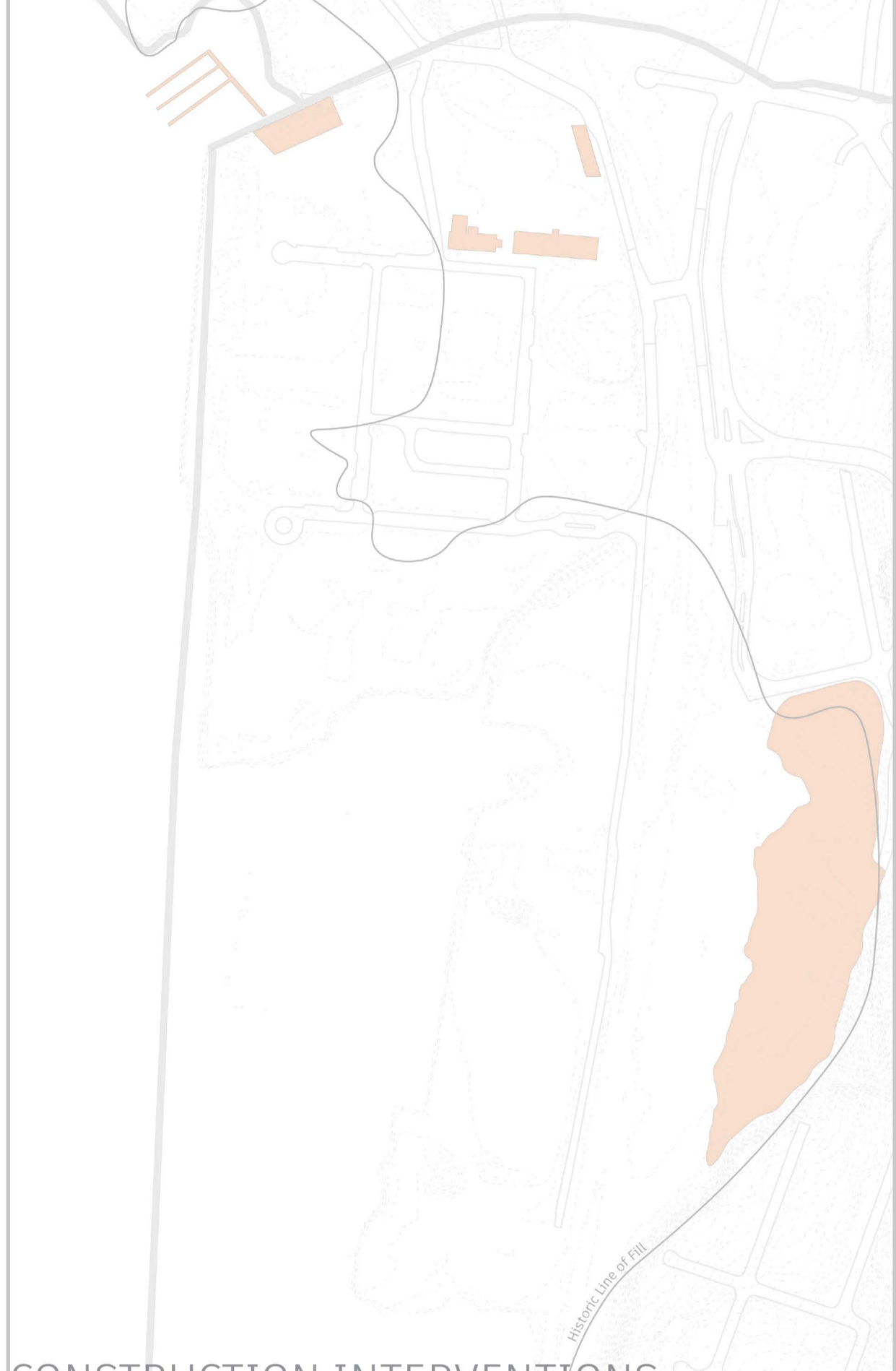
MARINA DREDGING OPTION



Proposed Cut Area
Area 1: 59,300 yd³
Area 2: 110,500 yd³



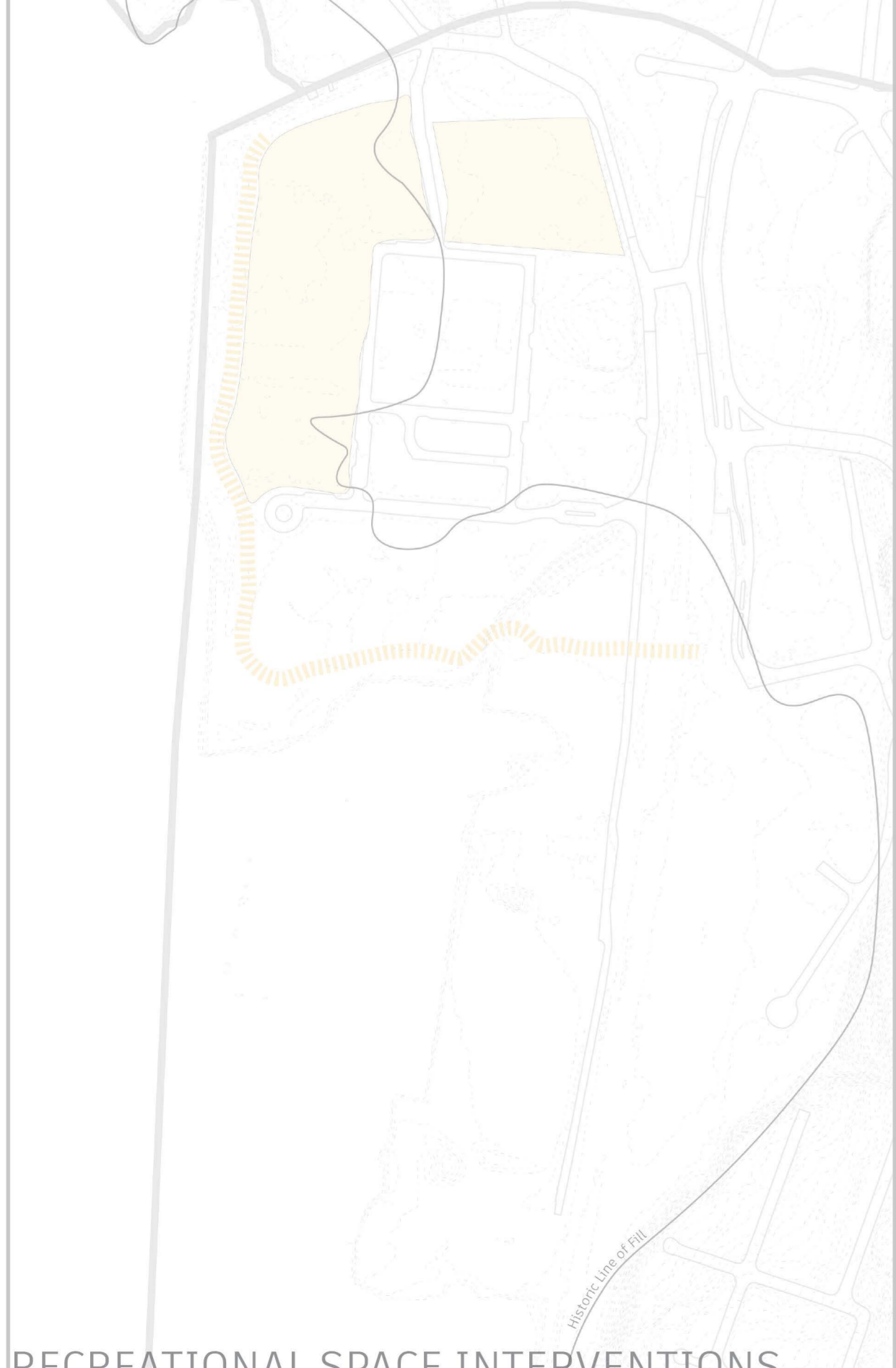
INFRASTRUCTURE INTERVENTIONS



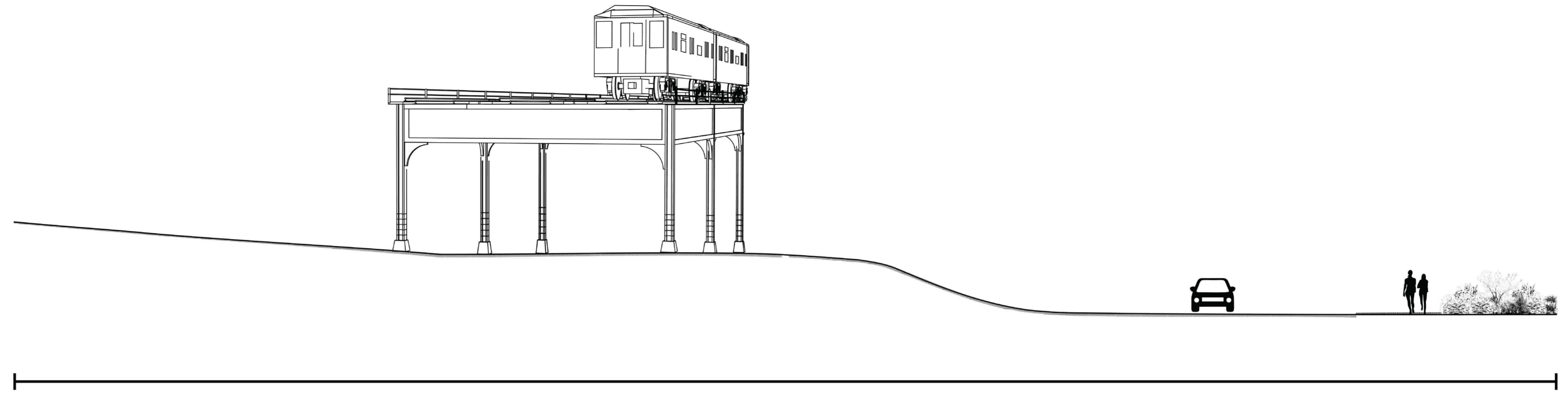
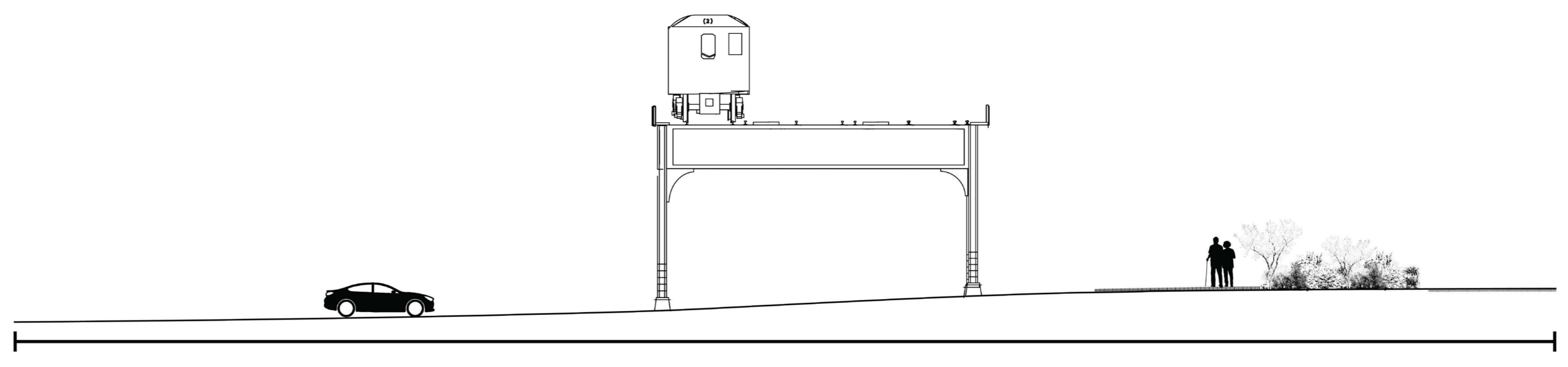
CONSTRUCTION INTERVENTIONS



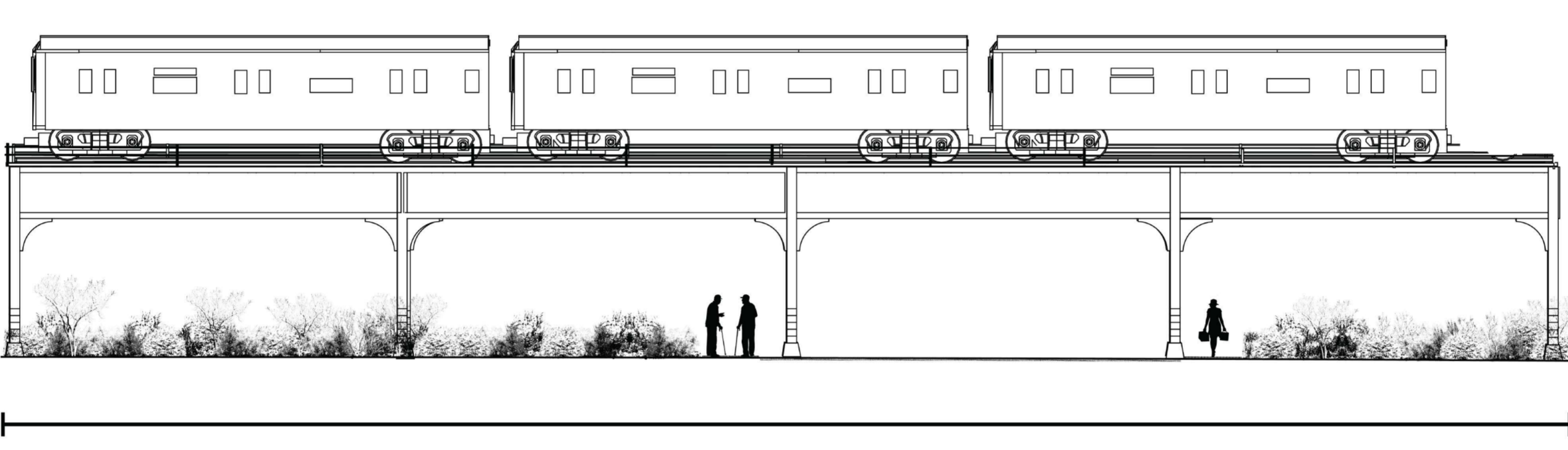
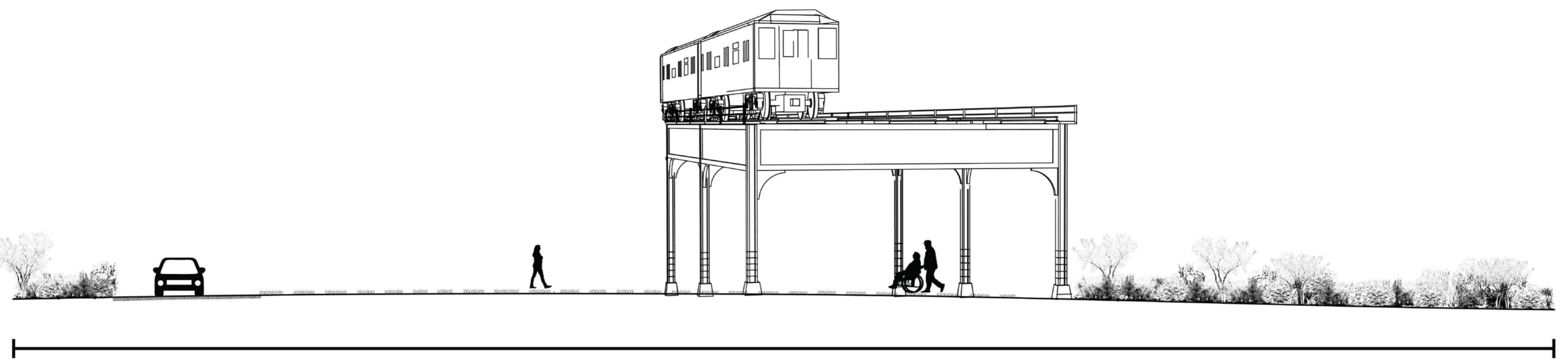
ECOLOGICAL INTERVENTIONS



RECREATIONAL SPACE INTERVENTIONS



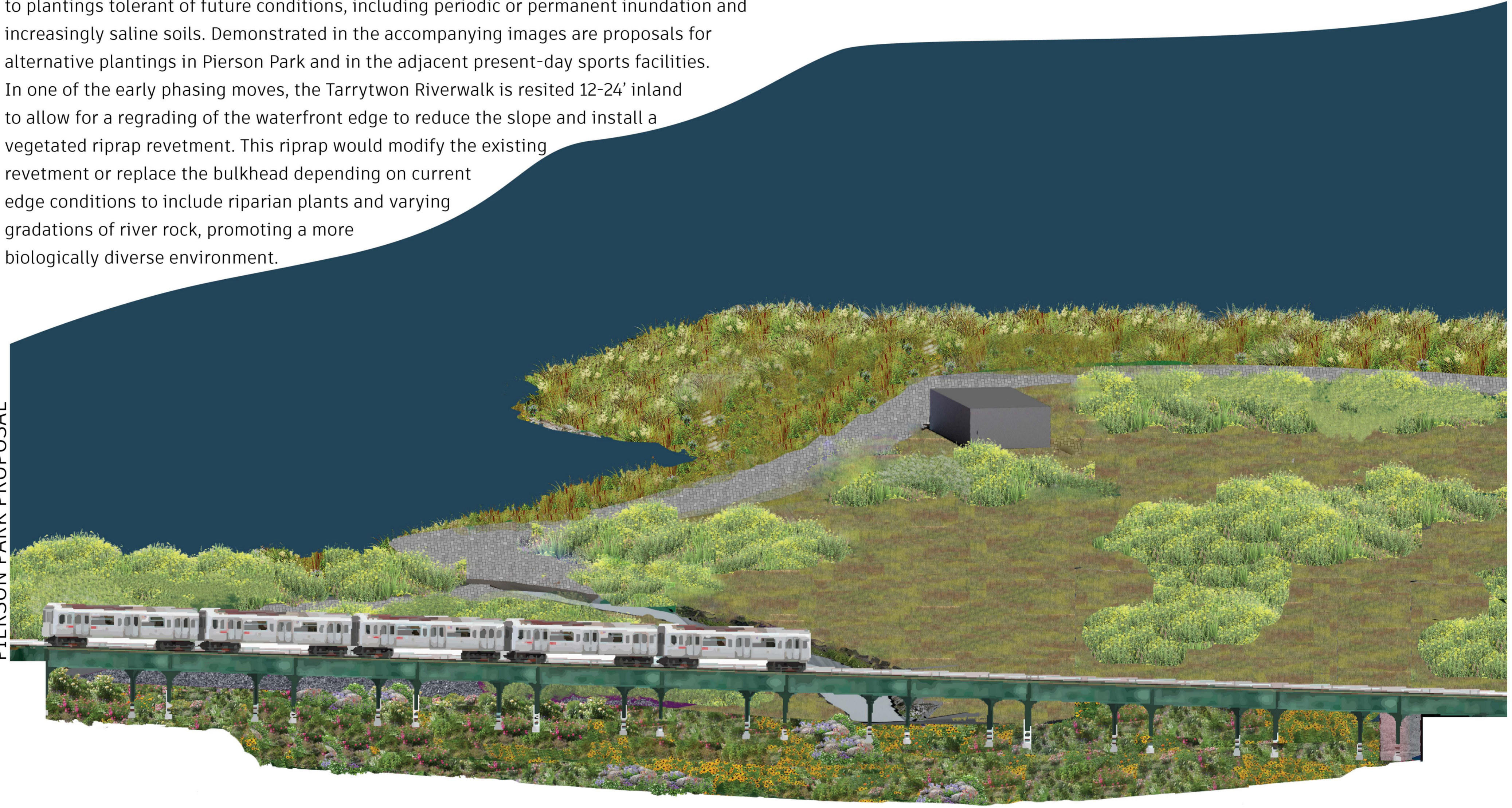
METRO-NORTH RAILROAD AT 16' ABOVE GROUND ELEVATION



One of the largest moves in this proposal is to raise and reroute the Metro-North Railroad. The railroad would be 16' above ground level elevation between Beekman Avenue to the North and Depot Plaza to the South. A slight rerouting through the Carriage House site is also suggested to prompt a move of the train station out of the 5% floodplain for the 2020s, and closer to Sleepy Hollow, better serving the commuting population. Elevating the train opens up new pedestrian and vehicular connections between downtown Tarrytown and the waterfront. Additionally, along the former train line, there is an opportunity to create the Tarrytown Greenway, bringing the ecological value found at the waterfront closer to downtown.

Much of the ecological interventions onsite involve converting current turfgrass or hardscape to plantings tolerant of future conditions, including periodic or permanent inundation and increasingly saline soils. Demonstrated in the accompanying images are proposals for alternative plantings in Pierson Park and in the adjacent present-day sports facilities. In one of the early phasing moves, the Tarrytown Riverwalk is resited 12-24' inland to allow for a regrading of the waterfront edge to reduce the slope and install a vegetated riprap revetment. This riprap would modify the existing revetment or replace the bulkhead depending on current edge conditions to include riparian plants and varying gradations of river rock, promoting a more biologically diverse environment.

PIERSON PARK PROPOSAL



CURRENT WATERFRONT EDGE CONDITIONS



PROPOSED WATERFRONT EDGE CONDITIONS

