

# PEEKSKILL WATERFRONT SOUTH

Opportunities for Housing and Neighborhood Development

Technical Assistance Panel  
June 5–6, 2025

# About

## Urban Land Institute

Urban Land Institute is a global, member-driven organization comprising more than 48,000 real estate and urban development professionals dedicated to advancing the Institute's mission of shaping the future of the built environment for transformative impact in communities worldwide. ULI's interdisciplinary membership represents all aspects of the industry, including developers, property owners, investors, architects, urban planners, public officials, real estate brokers, appraisers, attorneys, engineers, financiers, and academics. Established in 1936, the Institute has a presence in the Americas, Europe, and Asia Pacific regions, with members in 84 countries.

Cover photo: Peekskill's riverfront is a draw for residents and visitors alike. (ULI)

© 2025 by the Urban Land Institute

2001 L Street, NW | Suite 200 | Washington, DC  
20036-4948

All rights reserved. Reproduction or use of the whole or any part of the contents without written permission of the copyright holder is prohibited.

## ULI New York

The ULI New York District Council brings together real estate professionals, civic leaders, and the New York community for educational programs, initiatives affecting the region, and networking events, all in the pursuit of advancing responsible and equitable land use throughout the region. With over 2,900 members across the state, ULI New York furthers ULI's mission by locally delivering on the Institute's best practices in leadership development and by facilitating New York-based community service and enhancement of land use policy and practice. ULI serves the entire spectrum of land use and real estate development disciplines—from architects to developers, CEOs to analysts, builders, property owners, investors, public officials, and everyone in between. Using this interdisciplinary approach, ULI examines land use issues, impartially reports findings, and convenes forums to find solutions.

## ULI New York Leadership

### **Helen Hwang**

Head of Institutional Investment Sales  
Meridian Capital Group  
District Council Chair, ULI New York

### **Felix Ciampa**

Executive Director, ULI New York

## ULI Terwilliger Center for Housing

The mission of the Terwilliger Center for Housing is to ensure that everyone has a home that meets their needs at a price they can afford. Established in 2007 with a gift from longtime member and former ULI chairman J. Ronald Terwilliger, the Center's activities include technical assistance engagements, forums and convenings, research and publications, and an awards program. The goal is to catalyze the production and preservation of a full spectrum of housing options.

The ULI's Terwilliger Center for Housing, through its Attainable Housing for All Initiative, leverages TAPs and other forums to directly engage with local communities, bringing expertise to solve unique affordability challenges and expand the production and preservation of attainable housing. This initiative is made possible by the generous support of Carolyn and Preston Butcher through the ULI Housing Initiative.

# About

## Technical Assistance Panel (TAP) Program

The objective of ULI New York's Technical Assistance Panels (TAPs) program is to provide expert, multidisciplinary, and objective advice on land use and real estate issues facing local governments, public agencies, and nonprofit organizations throughout ULI's local geographies. Drawing from its extensive membership base, ULI New York conducts one- and two-day panels, offering unbiased, pragmatic solutions, best practice advice, and market-based strategies to local decision-makers on a wide variety of complex land use challenges, ranging from site-specific projects to public policy questions. The TAPs program is intentionally flexible to provide a customized approach to specific land use and real estate issues.

Learn more at [newyork.ulicenter.org](http://newyork.ulicenter.org).

## ULI New York TAPs Steering Committee Leadership

### Abbi Rudow

Senior Environmental Planner  
VHB  
TAP Steering Committee Chair, ULI New York

### Kati Chen

Manager, Project Acquisitions  
Madison Energy Infrastructure  
TAP Steering Committee Vice Chair, ULI New York

## Technical Assistance Panel

### Panel Chair

**Peter Liebowitz, AICP**  
Panel Chair  
Senior Vice President  
WSP

### Panel Members

**Abbi Rudow, AICP**  
Panel Assistant Chair  
Senior Environmental Planner  
VHB

**Kevin Corté**  
Founder/Principal  
Alumni Planning Solutions

**David Cortez**  
Founder and CEO  
The Leasing Experts

**Joanna Cuevas**  
Senior Development Director  
Beacon Communities

**Rella Fogliano**  
Chief Executive Officer  
MacQuesten Development, LLC

**Alice Friedman**  
New York Active Transportation Lead  
VHB

### Brad Leibin, AIA

Founding Principal  
Leibin Architecture

### Nicholas Lynch

Founder  
Soft Systems Studio

### Santiago Salamanca

Director, Transportation and TOD Practice  
Lead  
HR&A Advisors

### Jaclyn Sachs

Senior Director  
New York City Housing Authority

### ULI Project Staff

**Felix Ciampa**  
Executive Director, ULI New York

**Chris Karakul**  
Senior Manager, ULI New York

**Carolyn Whelan**  
Senior Manager, ULI New York

**Mara Winokur**  
Executive Director, ULI Westchester/Fairfield

**Fabiola Yurcisin**  
Director, ULI's Terwilliger Center for Housing

**Kelly Annis**  
Report Writer, Branch Communications



## Contents

Executive Summary	1
Introduction and Background	4
District Identity	8
District Planning	12
Development Strategies	17
Regulatory Alignment	18
Key Takeaways	22
About the Panel	27

## Acknowledgments

ULI would like to thank the leadership and staff of the City of Peekskill, New York, for inviting ULI to conduct this study and for their work leading up to and during the technical assistance panel. In particular, ULI would like to thank Carol Samol, Sam Warden-Hertz, and Peter Erwin for their help leading up to and during the two days of the technical assistance panel. ULI would also like to thank the stakeholders who shared their insights and perspectives with the panelists. Representing public sector staff, elected leadership, property and business owners, developers, and community organizations, these stakeholder insights were critical to the panel's discovery process.

# Executive Summary

The city of Peekskill, New York, in the Hudson River Valley, is experiencing exciting growth. People are continuing to discover the joys of living in a tight-knit community that is both proximate to excellent recreational opportunities and the economic and entertainment benefits that living proximate to New York City can bring.

Like many other communities across the United States, Peekskill has also recognized that the community's housing stock is quickly increasing in price and additional affordable housing opportunities are needed.

Knowing that the City of Peekskill (the City) owns a few key parcels in a section of town that are strategically positioned for development, the City turned to the Urban Land Institute New York District Council (ULI New York) and the ULI Terwilliger Center for Housing for guidance in the redevelopment of these properties into something more broadly beneficial to the community and potentially catalytic for additional surrounding development, particularly housing development.

To help the City identify development opportunities and potential paths forward, ULI New York convened a technical assistance panel (TAP) of real estate professionals to study the sites, interview stakeholders, and make recommendations the City can leverage as it considers how to further spur beneficial development in the area. The TAP was held at an opportune time, following a recently completed study of the highest and best use

of these parcels and preceding an upcoming city-wide comprehensive planning process. The evolution of this work should help equip the City with fresh insights and information it can use to make thoughtful and impactful decisions to the benefit of Peekskill residents, employers, and visitors.

The three City-owned parcels forming the basis for the study sit on two corners of the intersection of Louisa Street and Lower South Street. The ULI panelists quickly identified the need to consider these parcels in the context of the surrounding area and evaluated the parcels as components of a broader district that is loosely bound by Requa Street to the north, Welcher Avenue to the south, Route 9 on the east, and the Hudson River to the west.

## District Identity

When described, interviewed stakeholders understood the district area under consideration, yet the area itself lacks an identity or identifiable brand. In response, the panel's recommendations led with suggestions that could help identify and differentiate the study area as something unique and worthy of additional investment.

**“Give this place a name.”** Branding and placemaking in the district can elevate the positive features of the area and shape a narrative that supports or inspires further private investment. Referencing existing features in the district's branding can also help residents more quickly relate to the new identity. Incorporating new elements as well into the branding can help expand the public's sense of potential uses there.



The three City-owned sites comprising the study area are outlined in red.

**Consider a broader district approach that utilizes subdistricts.** The panel found it necessary to think of the study area within its broader context, delineating a district boundary that includes the Metro North train station and the transportation access found along Route 9. It also includes established neighborhoods and known employment centers. Within this area, the panel identified the following key subdistricts: the Green Edge / Waterfront, Sports and Entertainment, Mixed-Use Residential, Mixed-Use Industrial, and Mixed-Use Commercial or “Welcher Gateway.”

**Adjust zoning for each subdistrict.** To encourage the development of future uses within each subdistrict, the City is encouraged to revise the zoning within each area to more actively encourage a mix of uses and more residential density.

## District Planning

While other areas of the city have developed with a vision for residential or commercial space, this section of the city has not yet had the benefit of such a vision or cohesive vision or comprehensive land use framework. Development in this district will more readily succeed when it is framed



The district around the study area, as envisioned by the Panel, extends north close to the Metro North station and south to the commercial area along Welcher Ave.

within an identifiable neighborhood and complementary land use context.

**Prioritize residential use in the northern section of the district.** Additional residential development in the district will help activate the area and support the progression of residential uses moving south.

**Create a zone of flexible uses between residential and industrial uses.** Between the residential to the north and the industrial uses to the south, a new flex zone can provide opportunities to mix residential and light industrial uses while creating a transitional zone between purely residential and industrial spaces.

**Retain industrial and commercial uses to the south.** These are important employment centers for Peekskill and the region that should be retained and allowed to expand as needed.

**Invest in transportation improvements to support district circulation and connections.** Transportation updates include quick-build improvements, like adding bike lanes and crosswalks, and longer-term projects like improving street lighting, repaving, and adding new sidewalks. The sewer system upgrades along Lower South Street could be leveraged in order to simultaneously tackle these street improvements. A new trail and bridge to the waterfront along the Metropolitan Transportation Authority (MTA) right of way can also improve residents' connectivity and recreational opportunities within the district and beyond to the rest of Peekskill.

## Development Strategies

In order for the City to unlock new residential development and catalyze additional private investment in the area, it will need to make certain investments to support redevelopment.

**Prepare the City-owned sites at the intersection of Louisa Street and Lower South Street for development.** Early work on these sites, currently housing Department of Public Works (DPW) functions should include relocating and consolidating operations elsewhere in the city. The sites in the study area should be rezoned to allow for a mix of uses to begin to activate the intersection and bridge the surrounding residential neighborhoods and light industrial uses.

**Reposition the ball field as a green civic anchor.** While the panel did consider how new vertical development and a green civic anchor could replace the stadium and make great use of the height and views to the west, the panel decided that the site would best serve the community as continued open and recreational space. At the same time, however, this single-purpose site is an underutilized city asset at present. With some thoughtful reconfiguration, the ball field can be redesigned to become a multi-use open space made more functional and welcoming to a broader Peekskill population. The views and connections to the waterfront open space can also be improved and the fencing relocated to improve use and functionality.

### **Support job creation at 31 Louisa Street.**

The privately owned parcel at 31 Louisa Street has the potential to become a job creator for the neighborhood and the city, promoting manufacturing, light industrial, maker and artisans' space, and more. While little is needed from the City at this site, conversations with the property owner could help shape the vision for this parcel into an entrepreneurial powerhouse for Peekskill and reinforce its connections and compatibility with the mixed-use future that could grow around the property.

**Rezone the subdivided site at the northeast corner of the Louisa and Lower South intersection.** This corner of the intersection has the potential to deliver more residential density and broader housing options to Peekskill and become an important housing pipeline for renters who are working to become homeowners. Connecting any additional residential development here to Lower South Street and including active uses on the parcel adjacent to the roadway could encourage more walkability in the area and further activate the Louisa and Lower South intersection.

**Encourage and support additional density, height, and open space for the SOLO development site.** The development plan for the property at 1005-1017 Lower South Street depicts primarily multifamily affordable housing with some retail and light industrial uses. At this point, there is a timely opportunity to enhance the development plans so that the site leads

the way for the soon-to-be-transformed neighborhood. Increasing the building heights and increasing the unit density beyond those specific in the plan currently before the City would better leverage the location and increase the affordable unit count in the city. Additional open space, perhaps in the form of a town green, would be a good addition to the plan and a great amenity for residents. While the developer considers these modifications, the City is encouraged to reduce parking requirements for the development, allowing the developer and the market to drive parking construction and better leverage available land.

## **Key Takeaways**

The panel's recommendations build on key assets already in place, envision a cohesive district that connects to other parts of Peekskill, and provides the flexibility to respond to the market.

**Placemaking for the neighborhood.** The following actions can support placemaking in the district and underpin the neighborhood feel that the City seeks.

- Invest in wayfinding improvements.
- Pursue rezoning and regulatory changes to support a mixed-use environment.
- Enhance the visual appeal of the district.

**Investments to catalyze residential development.** The following public sector investments will help lay the foundation for future private investment.

- Install sewer infrastructure.
- Improve non-vehicular transportation options on Louisa Street and on Lower South Street.

### **Recommendations for City-owned parcels.**

- Move forward with DPW relocations to unlock the residential development potential of the surrounding neighborhood.
- Reposition the ball field for multiple uses.
- Explore the construction of a new trail bridge over the rail lines to the waterfront as part of a stadium site enhancement and closer connection to the marina and active aspects of Riverfront Park.

### **Site plan principles for 1005-1017 Lower South Street.**

**With the following site plan adjustments, this development might begin to feel more like a neighborhood.**

- Improve the pedestrian experience with internal sidewalks and connections to surrounding streets and amenities.
- Right size (reduce) parking on the site.
- Create cross-functional and connected open spaces.

### **Expand housing typologies across the entire study area and beyond.**

- Include affordable homeownership opportunities such as condominiums, townhomes, duplexes, and smaller units and rent-to-own options.

- Consider short-term furnished rentals and extended-stay hotels to support traveling employees of local businesses.
- Adjust density near commercial areas to allow for low- to medium-density housing.
- Rezone for high-density mixed-use around the intersection of Louisa Street and Lower South Street.

#### **Avoid competing with other city centers.**

The study area has a distinct identity in Peekskill that can be further differentiated through the following actions:

- Promote daytime recreational uses that mutually reinforce these and other Peekskill amenities.

- Use a regulatory framework to minimize risk for future potential conflicts.

#### **Strategies the City can pursue to support private redevelopment.**

- Take early action on the redevelopment of the DPW site.
- Pursue rezoning to support area redevelopment.
- Reduce parking ratios and permitting timelines, regulatory burdens, and costs associated with parking requirements.
- Densify housing opportunities and look to include market-rate components.
- Pursue streetscape improvements.
- Repave Lower South Street.

- Focus on Louisa Street as a low-cost, high-impact improvement zone.
- Pursue New York Industrial Development Agency (IDA) support for district redevelopment.

The development opportunities on the horizon for Peekskill are exciting. The momentum that is building in the nearby sports and entertainment district and the recreation available along the waterfront trail and Hudson River make this study area particularly appealing for residential and commercial development. With a few critical moves, the City can begin to lead the way for new development and investment in the city's south waterfront.



Charles Point Park, along the city's south waterfront, is an easy walk from the study area.

---

# Introduction and Background

Peekskill, New York, like many cities along the Hudson River, is experiencing renewed interest in waterfront and waterfront-adjacent development. This interest and the potential to better leverage publicly-owned land for the community's benefit has the City of Peekskill (the City) considering how it can best position certain City-owned parcels for higher and better use in largely industrial areas along its south waterfront.

With the Peekskill train station to the north, State Route 9 to the east, and the Hudson River to the west, Peekskill's south waterfront features a wide mix of uses. The area south of Louisa Street features industrial uses with residential and other commercial uses found along its edges. The city's newly redesigned Fleischmann Pier and Charles Point Park are highlights of the south riverfront and a boardwalk and trail system connect this park to other waterfront districts to the north. A cluster of recreational and entertainment businesses have located along the river here and have organically created a sports and entertainment district for the city.

The south waterfront area is not without its challenges, however, and additional residential development has been slow to arrive. State Route 9 runs north and south on the eastern side of the south waterfront and an active rail line borders its west, close to the river. The Wheelabrator, Westchester County's waste-to-energy plant, is located in this area and covers a number of acres right along the river.

In the middle of this south waterfront area, at the intersection of Lower South Street and Louisa Street, the City owns three parcels that could be repurposed for new development. At the northwest corner of the intersection, the City owns a two-acre parcel that houses Department of Public Works (DPW) activities. To the west of the DPW site is Peekskill Stadium, the city's primary baseball field, which covers 3.75 acres. North of these two sites are several undeveloped lots and residential neighborhoods.

At the southeastern corner of Louisa and Lower South, a third City-owned parcel houses another DPW facility on one acre between Louisa Street and Travis Lane.

South of Travis Lane, a private developer is working to advance plans for 230 units of new affordable housing in several low-rise multifamily buildings that will also include a few small retail spaces.

The southwestern corner of the intersection is held by a private landowner and is comprised of industrially zoned land that today has deed restrictions that prohibit future residential development at the site due to historic uses and potential lingering environmental challenges.

The northeastern corner of the intersection is currently undeveloped land backed by residentially zoned and platted parcels. This area is marked by a significant grade change between the street level and the surrounding

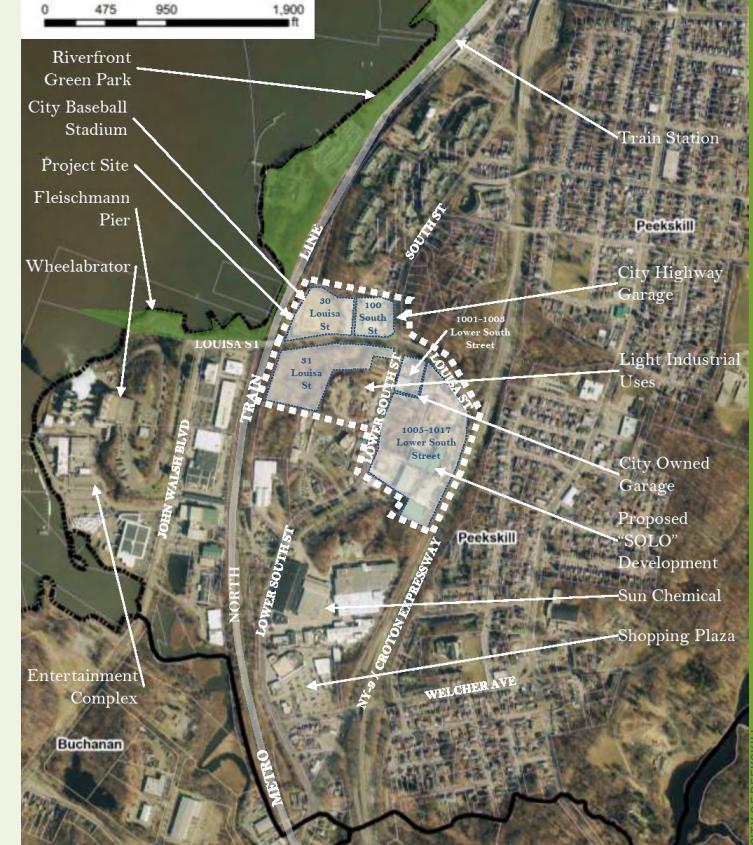


GOOGLE EARTH

The City's south waterfront is home to a mix of uses, including commercial, industrial, recreational, and transportation.

## Study Questions

1. What are the essential elements of an area-wide plan that would support housing growth and the creation of a new gateway in this burgeoning neighborhood (placemaking, streetscape, urban design, and transportation improvements)? What investments are necessary to transition the Louisa Street / South Street node from marginal, industrial area to a residential neighborhood serving existing and new residents?
2. How should the City of Peekskill redevelop or leverage its own properties in the node to develop housing and support proposed affordable housing development at 1005-1017 Lower South Street and create a neighborhood identity?
3. What site plan principles should be applied to 1005-1007 Lower South Street to ensure the development feels like a residential neighborhood that remains connected to the larger area?
4. Are there less typical housing typologies that are valuable to explore on the City-owned sites?
5. How does Peekskill support redevelopment of the node without competing with other city centers?
6. What investments or changes should be made to encourage private redevelopment of neighboring sites?



parcels and there are no pending development plans for this sloped area.

At the request of the City in 2024, Cooper Carry and RKG conducted a study of the highest and best use for the City-owned parcels at the intersection of Louisa and Lower South. Published in February of 2025, the report's preferred plan featured a mix of residential, retail, office, and light industrial uses complemented by community space along the western edge. The plan leveraged views of the river, open space for structured and spontaneous play, envisioned structured parking, and included an improved and

upgraded treatment of the infrastructure around the intersection of Louisa and Lower South Street.

With this information in hand and knowing that the City will soon launch a comprehensive planning process, the City of Peekskill Planning Department turned to the Urban Land Institute New York District Council (ULI New York) and ULI's Terwilliger Center for Housing for additional insights into how to best position the City-owned parcels for new and improved uses that would better benefit the surrounding neighborhoods as well as the broader Peekskill community.

ULI New York, using its trusted and objective technical assistance panel (TAP) program, convened a panel of real estate professionals with the expertise needed to answer the City's questions and provide guidance going forward. With expertise in the areas of housing development and leasing, architecture and urban design, transportation planning, and landscape architecture, the ULI panel studied the briefing materials provided by the City, toured the sites and the surrounding area, and interviewed a series of community, business, and nonprofit organization stakeholders about their views of and for the area.

## Guiding Principles for Engagement

Following the information-gathering stage and at the start of its deliberations, the panel outlined the following principles for its work for the City.

**Leverage prior work.** In addition to leveraging the information provided by the City in the TAP briefing materials, the ULI panel sought to build on the development planning from prior studies and the recent Highest and Best Use report. The panel's review of prior work also included the current development plans for the 230-unit SOLO development site at 1005-1017 Lower South Street near the southeastern corner of the Louisa and Lower South intersection.

**Build on prior work with fresh eyes.** While the panel endeavored to build on the City's prior studies, it also committed to evaluating

the findings from prior reports with fresh eyes and through a lens of stakeholders' insights. The resulting four takeaways evolved:

- Consider approaches for the north Louisa sites (ball field and DPW site);
- Explore ways to enhance the SOLO site and planned development;
- Broaden the scope and definition of what comprises the district; and
- Position the work for further exploration and enhancement through community input provided during the upcoming comprehensive planning process.

**Confirmation of area value.** The panel also considered how its work might affirm the City's decisions to focus on this area. The initial investment of the City's time and resources and the panel's findings should further support the premise that this area is worthy of both public and private investment.

## Three Tiers of Analysis

The panel's analysis began with the big-picture perspective, narrowed to the district and its identity, and then shifted to consider the development potential of each parcel surrounding the intersection.

**Macro-level view.** The panel first sought to identify how the study area and surrounding parcels are situated in relation to one another and the broader Peekskill community.

**Placemaking and strategies to enhance the district's identity.** The study area currently lacks a cohesive or recognizable identity. The panel's work should help launch placemaking efforts and branding strategies.

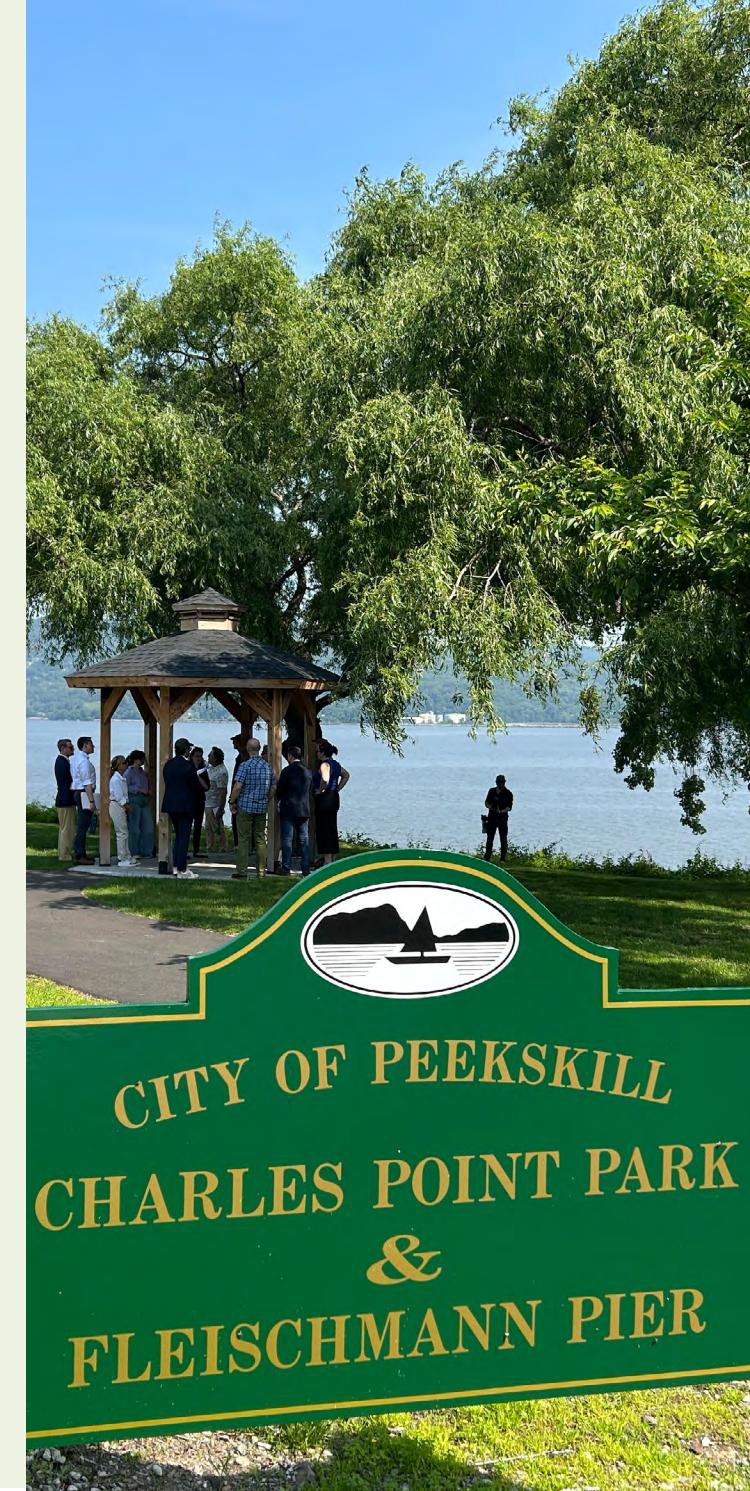
**Site-specific development.** Finally, the panel considered all manners by which the City could unlock and better position the development potential for each of the City-owned parcels.



## What the Panel Heard

The panel interviewed leaders and staff from City agencies, business and property owners, faith leaders, nonprofit organizations, and community members:

- The area's sports and active entertainment cluster is unique, growing organically, and is both a local and regional destination.
- The area's industrial history is important and is a source of local and regional employment. This includes the Wheelabrator—an important financial anchor and part of the region's infrastructure.
- Encouraging residential development in this area is important for Peekskill and is compatible with the other uses already present. Housing opportunities are critical and can greatly enhance the area.
- Housing development in the area should facilitate SOLO and other developments and City properties should support this effort.
- Retail south of the site may be struggling.
- Metro North and Route 9 provide good transportation access, but connectivity is limited and topography is challenging.
- The river and nature draws people to the area and the parks and trails are well-used.
- The baseball stadium is an asset with varying opinions on its importance. The field should accommodate broader uses.
- DPW operations are movable and there have been long anticipated efforts to consolidate city-wide DPW facilities.
- Economic development considerations include:
  - Little appetite for Payment in Lieu of Taxes (PILOT) for urban development but PILOTS are essential for IDA properties;
  - HCR wants the market to demonstrate interest prior to investing in the area; and
  - New employment in this area should offset the loss of the Indian Point workforce.
- SOLO development feedback:
  - There are challenges to financing the development;
  - A market-rate component could be a good addition; and
  - There could be an opportunity to also optimize commercial/light industrial.



---

## District Identity

Any new development in this historically-industrial portion of Peekskill would benefit from a new identity. While community members and business owners recognized the study area by the cross streets and surrounding landmarks, developing this area into something new will require an identity that people can understand, remember, and embrace.

### **“Give this Place a Name”**

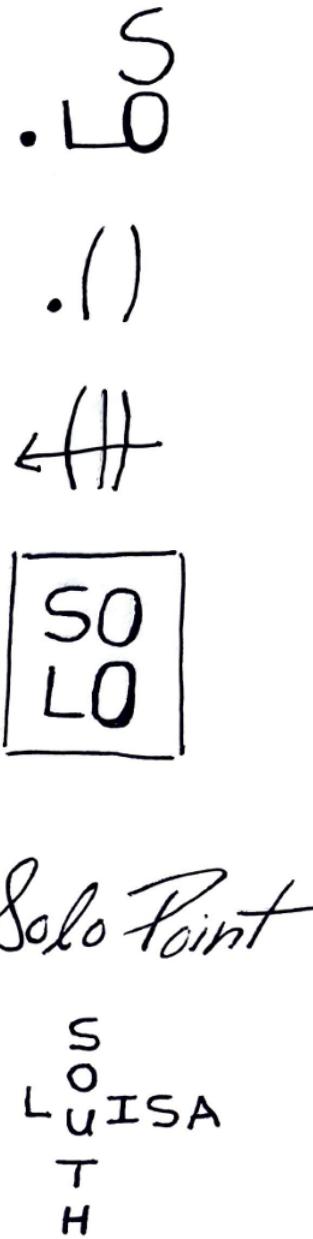
Considering the development opportunities at the site and the stakeholders’ feedback about giving this area an identity, the panel considered how the City could begin a re-branding exercise that would elevate the beloved features in the area and begin to create a sense of place.

#### **Consider existing identifying features**

**in branding efforts.** The western edge of the district is known today for its evolving sports and entertainment offerings, and there is excitement about a forthcoming go-cart facility. The area is also home to Charles Point Park, Fleischmann’s Pier, and waterfront access to the Hudson River. The study area is also known as an industrial employment center with a rich history and active employment base today.

#### **Include new elements to support**

**repositioning and enhancing the identity of the area.** In addition to the assets in the district today, the panel identified other factors that should be factored into a new district identity. Activation of the Louisa Street and South Street node should influence



ULI PANEL

The panel had some fun brainstorming initial branding ideas for the study area.

the area’s brand. Any new light industrial and commercial development surrounding the intersection could also benefit from and further influence placemaking efforts, and improvements to wayfinding, streetscaping, and connectivity should reflect any new brand identity. All of these efforts will help raise the visibility of the district, encourage exploration, and reinforce the idea that this is an area worthy of investment.

**Create a throughline.** Although the panel was not tasked with creating a “brand” as part of the TAP, they did point to a few key elements that could help launch a branding conversation. Each of these ideas contains a thread that ties an existing element to something new and could begin to differentiate the district as something new and special: Charles Point Heights, SOLO (South x Louisa), SOLO Point, and Riverfront South.

### **District and Subdistricts**

The panel took care to evaluate and consider the study sites within the context of the surrounding community, understanding that development cannot happen in a vacuum. The surrounding land uses can influence and impact the new uses at the sites and ultimate success of any new development there.

With this in mind, the panel created a district boundary that travels north to Requa Street and the Metro North train station. The southern boundary was drawn along the city limits, just south of Welcher Avenue. The eastern district boundary was Route 9,

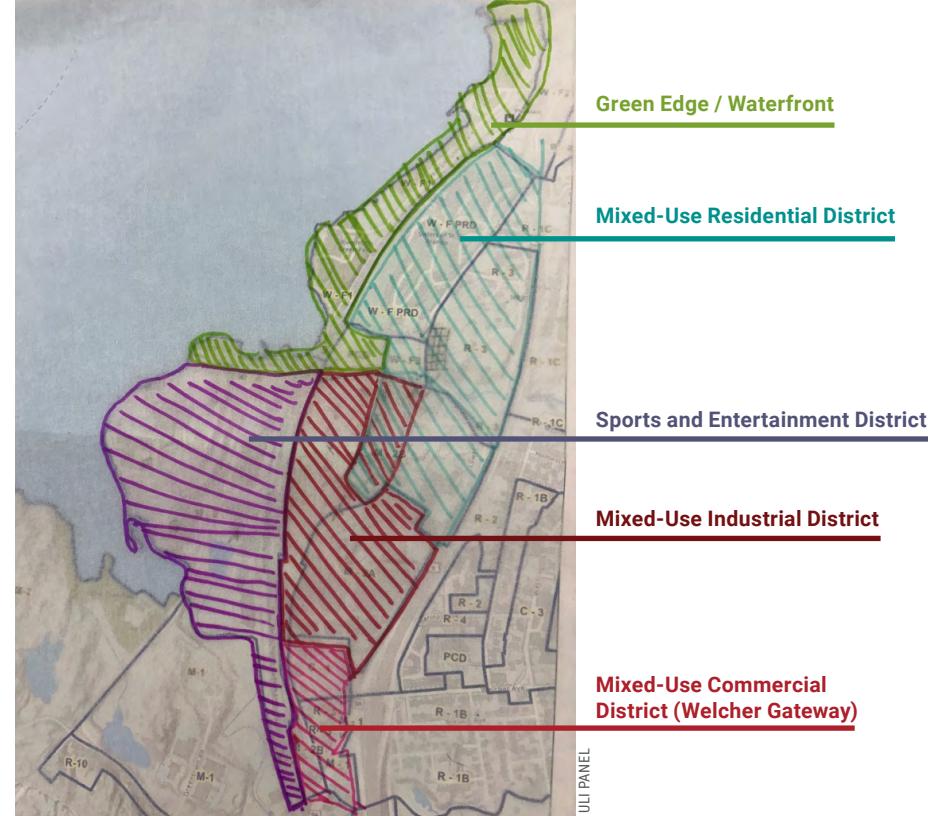


The proposed district boundary is marked by a green line.

and the Hudson River formed the district boundary to the west.

**Use subdistricts to define and direct future uses.** Within this district, the panel identified five distinct subdistricts: the Green Edge / Waterfront, the Sports and Entertainment District, the Mixed-Use Residential District, the Mixed-Use Industrial District, and the Mixed-Use Commercial District or “Welcher gateway” to Peekskill.

**Adjust zoning for each subdistrict.** To encourage the development of future uses within each subdistrict, the City is encouraged to revise the zoning within each area as follows.



Proposed subdistricts are fashioned around and could help elevate current uses and assets.

#### **Mixed-Use Residential District (Blue).**

Much of the area encompassed by this subdistrict already features residential uses. Moving to a mixed-use residential district will further support the residential nature of the neighborhoods while also allowing for new commercial uses. Additionally, this subdistrict should incorporate the following updates:

- Include multi-family residential units with ground floor commercial or flexible space and permit live-work activities.
- Use setback and yard requirements that consider the varying topology across the area.

- Relax height limits as there are limited existing viewsheds in the immediate vicinity that need protecting. Six- or seven-story (65-75 feet plus bulkhead) buildings could fit well.
- Permit light industrial and a wide range of commercial uses.
- Reduce parking requirements as compared to other areas of the city. For those buildings featuring affordable housing units, parking requirements are often reduced in other communities.
- Provide a density incentive for increased housing affordability.

### **Mixed-Use Industrial Employment Center (Red).**

The southeastern section of the district is largely made up of industrial uses that serve as important employment centers. These uses should be encouraged going forward.

- Frame this as a light industrial district with a wide range of permitted commercial uses. No residential uses should be permitted here.
- Consider the difficult topology of the sites in the setback and yard requirements for this area.
- Height limits should consider future adjacent residential uses that may count on the viewshed to the west.

### **Mixed-Use Commercial: Welcher Gateway (Pink).**

At the southern end of the district, the existing commercial area does not appear

to be thriving. By viewing this area as the southern gateway to the city, additional attention should be placed on the uses and the businesses choosing to locate there.

- Maintain the mixed-use commercial nature of this subdistrict with an opportunity to add multifamily residential buildings.
- Adjust the parking requirements to better reflect needs for local retail and destination retail (i.e., the retail may be overparked).
- Relax building height limits as there are no existing viewsheds in the immediate vicinity. In this area, four- to six-story buildings (plus bulkhead) could fit well.
- In addition to a wide range of commercial uses in this subdistrict, light industrial uses should also be permitted.

- Provide density incentives for increased housing affordability here.

The green edge and waterfront area (green shaded subdistrict on the map) remains in its current form with trails and recreational uses predominating. The panel does envision that the present-day stadium parcel would be factored into this Green Edge subdistrict.

Similarly, the sports and entertainment uses that have evolved organically south of the Wheelabrator and along the waterfront should be encouraged and supported through any future zoning efforts. In addition to providing recreation and entrainment for Peekskill residents, these types of uses are often regional draws that can support the hotel and restaurant ventures of local business owners.



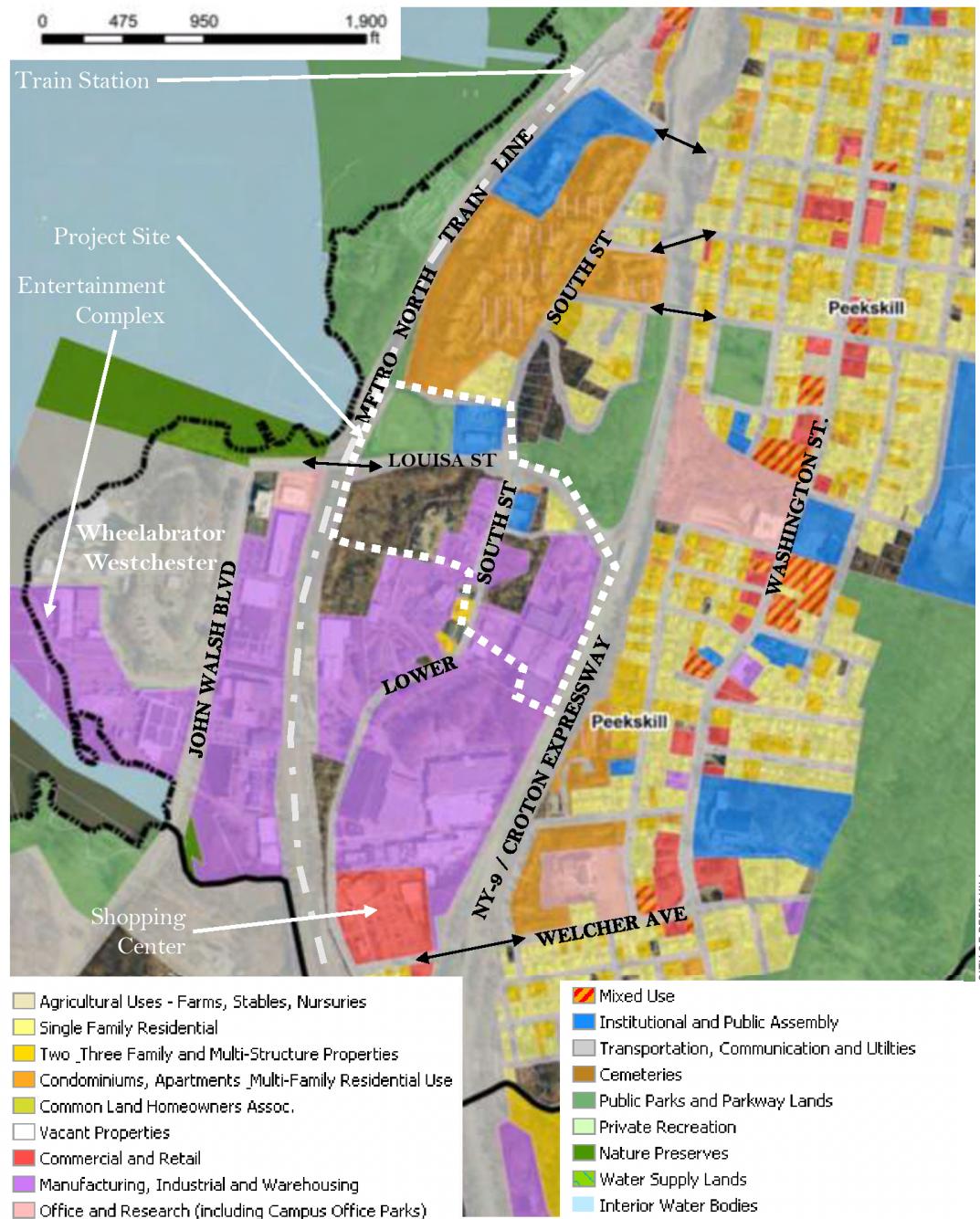
Charles Point Park, in the city's south waterfront, has a walking trail that connects to the South Waterfront Trailway.

---

## District Planning

The area surrounding the study site (marked “Project Site” on the map to the right) is a mix of land uses that have evolved over time. While other areas of the city have developed out of a vision for residential neighborhoods and a central downtown, the industrial and transportation-driven nature of this section of Peekskill has left these parcels without a cohesive land use framework and vision; further evidence of the challenge of developing new uses in a zone where industrial and residential uses meet.

The site at the southeastern corner of the Louisa Street and Lower South Street intersection is planned for residential development. This is an excellent move in the right direction, and, as a pioneer in the area, this “SOLO” (SOuth of LOuisa) site is key to unlocking development in the district. New residential development will find success and thrive when it is able to fit into a broader neighborhood context, providing more walkability and additional amenities for residents. The SOLO site is leading the development of new multifamily residential buildings in the area and the City should come alongside with infrastructure and other development that will assist. This position of being on the leading edge of development, while normal for a developer, is leading to certain financing challenges that can be overcome with public investment and additional market movement in the area.



Land use in and around the study site is varied with industrial zoning predominating areas to the south.

## Near-Term Framework

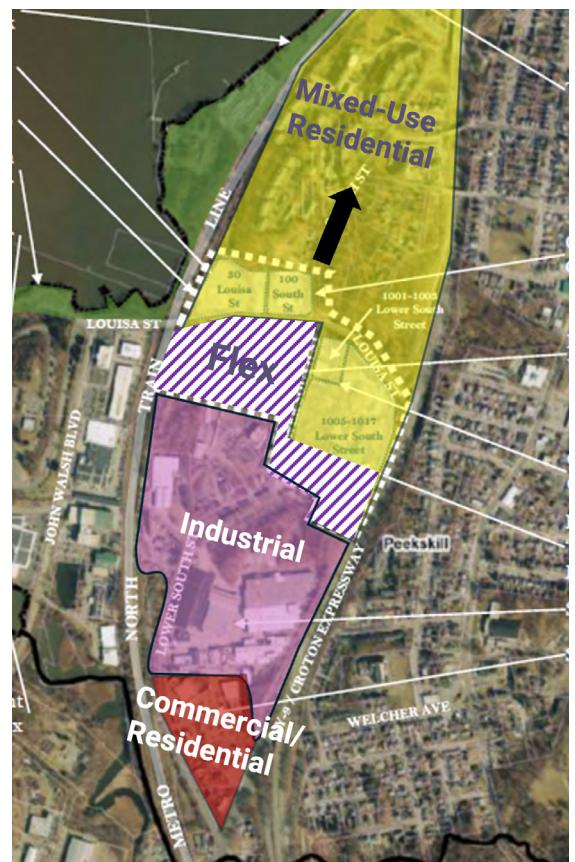
The following conceptual near-term framework uses subdistricts to outline a vision that can help the City encourage further activity and development around the study sites and SOLO parcel.

**Prioritize residential to the north.** The northern subdistrict is already primarily residential. The city is encouraged to build on this strength and find ways to create additional residential density that can help activate the area and better support the introduction of housing to the existing industrial area to the south. Further supporting this additional residential would be City-led investment on the DPW sites at the intersection of Louisa and Lower South streets. This will help bridge to and support further development and connections south of Louisa Street.

**Create a zone of flexible uses between residential and industrial uses.** Between the residential to the north and the industrial uses to the south, a new flex zone should be established using key privately owned sites. Flex zone sites such as the 31 Louisa Street and SOLO parcels provide opportunities to mix residential and light industrial uses and create a land use buffer zone that would better transition between and blend the northern predominately residential parcels with the southern active industrial uses.

**Retain job-generating industrial and commercial uses to the south.** South of the flex zone, industrial uses, such as Sun

Chemical, should continue and more light industrial encouraged. These are important employment centers for Peekskill that should be retained and allowed to expand as needed. The southern tip of the district is marked by primarily commercial uses. To help these businesses thrive and attract new businesses to the area, commercial and residential development should be encouraged to expand at this southern edge of the city.



The panel recommends the land between residential to the north and industrial to the south feature flexible uses that can help bridge the area.

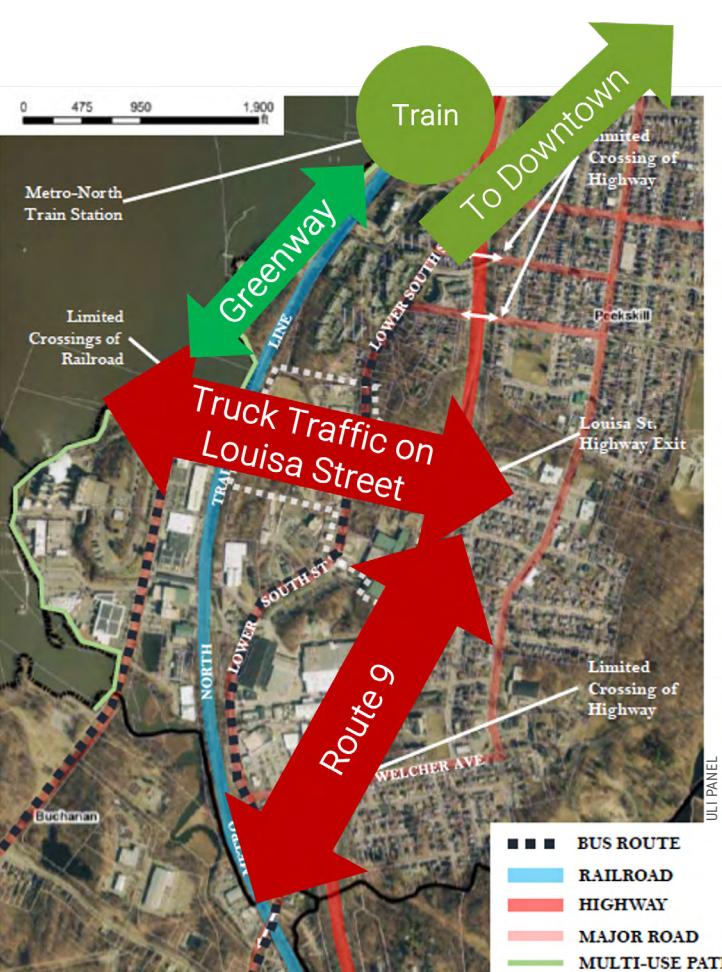
## Transportation Conditions and Recommended Improvements

The study area is surrounded by impressive transportation assets, yet many of these same assets create barriers to critical east-west movement in this part of Peekskill.

State Route 9 along the eastern edge and the rail lines to the west create two imposing physical barriers in the district. The condition of Lower South Street (south of Louisa)—namely the narrow width, lack of edge, and missing sidewalks—makes traveling along or across the roadway uncomfortable for pedestrians and bicyclists as does Wheelabrator truck traffic on Louisa Street.

Assets in the district include the Metro North train station at the northern end and the Southern Waterfront Trailway along the river. Louisa Street and Lower South Street (north of Louisa) both have sidewalks that can assist with pedestrian movement, and vehicular access to the area from Route 9 is convenient.

The panel's recommended transportation improvements range from those that can be made quickly in the near term as well as improvements that will take longer planning runways and require additional public financing. These improvements will support the movement of current residents and provide a more welcoming condition for residents of future developments.



The panel identified district assets in green and potential barriers or challenges in red.

The panel recommends the following relatively quick-build improvements to enhance movement in the area now.

- Create a bicycle lane on Louisa Street.** A bike lane connection to the waterfront would be a welcome addition for the residential neighborhoods in the northern end of the district.



Louisa Street at the time of the study.



Lower South Street looking north from Louisa Street at the time of the study.



When additional residents move into the district, bicyclists would benefit from structured, yet movable, separation mechanisms from the Wheelabator-bound truck traffic on Louisa Street



A painted bike lane for uphill northbound (and slower) bicyclists would help separate them from vehicular traffic. The downhill southbound bicyclists would move closer to vehicle speeds and could be incorporated into the driving lanes with intermittent signage.

- Create a bike lane on Lower South Street to Hudson Avenue.** The addition of a bike lane on Lower South Street could more easily and safely connect residents from the district to recreational and commercial amenities to the north, including Riverfront Park, the Metro North train station, and downtown Peekskill.
- Add crosswalks and other pedestrian improvements at key intersections.** The intersection of Louisa Street and Lower South Street specifically would benefit from the addition of crosswalks and a pedestrian refuge island.

Over the medium term, the following updates can also improve the experience of moving around the district.

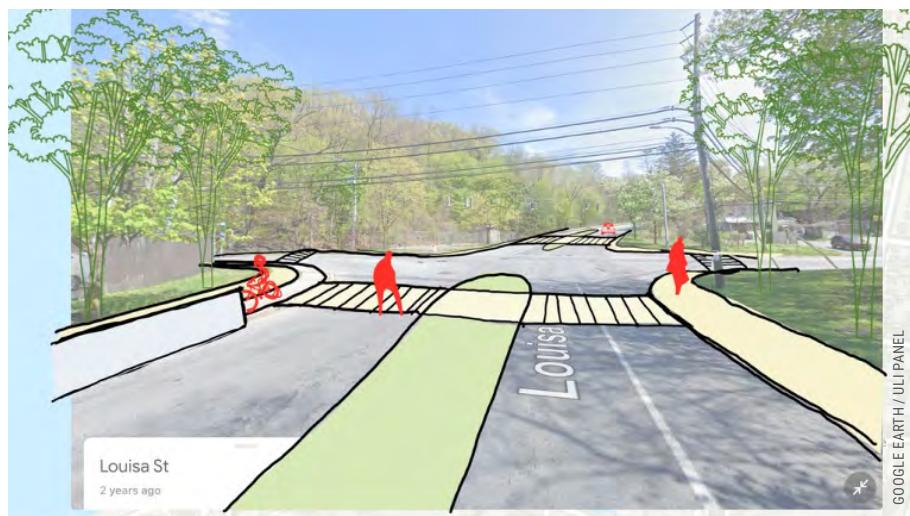


- **Improve street lighting.** More and brighter street lights around the area, particularly on Louisa and Lower South streets will make pedestrians feel safer walking around the district.
- **Repave Lower South Street.** From Louisa Street to Welcher Avenue, Lower South Street is in a poor condition shape and lacks sidewalks, making walking and biking uncomfortable and unsafe.

Looking toward the future, there are two improvements in particular that should be planned and budgeted for the district.

- **Add sidewalks to both sides of the streets.** Walkability is important in creating a neighborhood feel and

The panel envisioned a host of streetscape improvements in the district as well as new bike lanes and new pedestrian paths to help better connect present and future residents with the waterfront and existing trail and recreational resources.



The panel recommended streetscape and roadway improvements to Louisa Street, including crosswalks, pedestrian refuge islands, and separated bike lanes to protect pedestrians and bicyclists from truck traffic.

sidewalks on both sides of the district's streets should be incorporated.

- **Create a trail and walkway to connect to the waterfront.** In addition to the sidewalk on the north side of Louisa Street, the panel recommends the addition of a new trail and pedestrian walkway or "Greenway Connector" along the north side of the DPW site and baseball field in the right of way owned by the Metropolitan Transportation Authority (MTA). This connector, depicted by the orange lines in the map to the left, would provide a welcome bridge over the rail lines and a more direct connection for residents in the district who wish to walk or bike to the waterfront and the South Waterfront Trailway.

---

## Development Strategies

Understanding that the City seeks to attract new development to the district, particularly housing on sites previously zoned otherwise, the panel evaluated how the City can help unlock new development and catalyze additional private investment in the area.

Key to this work is the City's commitment to creating a neighborhood. Turning the area into a neighborhood where people will want to live, work, and spend time will require public investments to support early development as well as zoning modifications that will encourage the type of development the City seeks for the area. The City has a distinct advantage in this work in that it owns key parcels around an important intersection and can use these sites to support housing growth and demonstrate how it might like to see a neighborhood take shape.

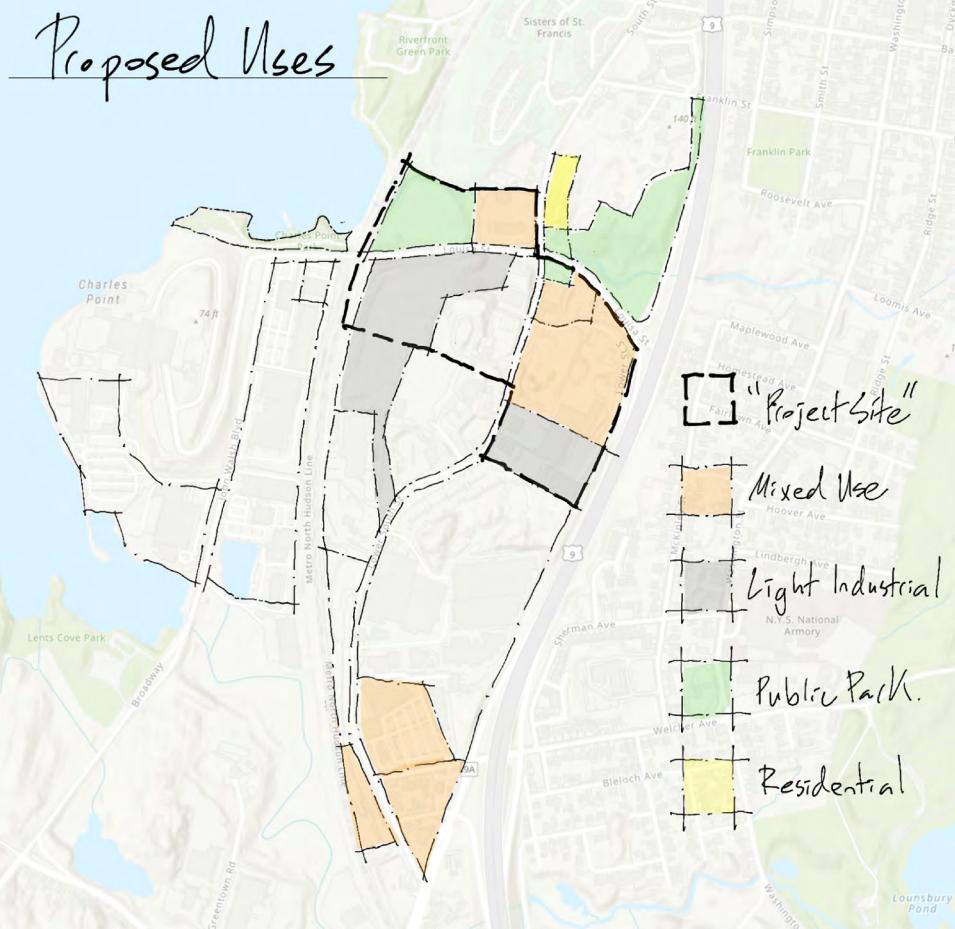
## Keystone Development: DPW Site

The City-owned Department of Public Works site at the northwest corner of Louisa and Lower South Streets can serve as a catalyst for neighborhood development and has the potential to significantly support City and community goals for redevelopment in the area.

Early work on the DPW site should include the following steps:

- Relocate services and prep the site.** The current City operations on the site will need to be moved elsewhere in the community. The site will need to be

The panel recommended that uses in the area adjust to allow for a more active mix of uses



cleared, potentially cleaned, and made ready for the development of mixed-use mixed-income housing.

- Support on-site uses that match the proposed neighborhood identity.** New uses on the DPW site should match or complement the residential character to the north, the industrial and job creators to the south, and the sports and entertainment uses along the waterfront. This site can provide critical

transitional and flexible space between the variant uses to the north and south.

- Provide for a mix of uses.** Mixed-use sites, with ground-floor retail and commercial spaces topped by residential, would serve this site and the surrounding neighborhood well. This mix of uses will help activate the intersection in a more dynamic way than a single-use site, and would again help bridge the residential and light industrial areas.

## Keystone Development: Ball Field

Peekskill Stadium is an impressive single-use baseball field at the corner of Louisa Street and the Metro North rail line. The site sits up high, with beautiful views of the waterfront and river beyond. The stadium itself is surrounded by fencing meant to keep baseballs in and wanderers out. This site is loved by baseball enthusiasts but is perhaps underutilized as a broader city asset. With some thoughtful redesigning, the City can maximize the potential of this important civic site to serve a broader community while retaining its recreational and sports-oriented nature.

Looking to the future of the stadium site, if the City retains the field in its current form,

the following improvements would assist in broadening the use of the field for a larger population:

- **Adjust the field to become a multi-use open space.** There are design modifications that can provide an excellent baseball experience while also providing turf for soccer, lacrosse, and other organized sports as well as more casual spontaneous play. In this format, the open space has the potential to become an important connection to or expansion of the recreational space at Charles Point Park.
- **Improve waterfront open space and visibility.** The views from the ball field are limited to players and hampered by

stadium seating and fencing. Should this become a community open space, care should be taken to open the space to views of the waterfront.

- **Relocate the ball field fencing.** The current fencing is tall and effective. It is also imposing and exclusionary. The fencing, if required, should be lowered and redesigned to still allow people to enter easily at various points. Alternatively, the orientation of the field could shift 90 degrees to limit the need for fencing along the very public edges of the space.

Alternatively, if the City would like to pursue a more comprehensive redevelopment of the ball field, the following improvements could convert the field into a more active and structured development site.

- **Reimagine the site as a sports complex and a broader recreational greenspace.** The site could be redeveloped into a more formal recreational and sports development, complex, or campus that primarily serves several sports while also allowing structured uses along the northern and eastern edges, which could leverage the river views while still maintaining the recreational nature of the site for play, gatherings, movie nights, and more.
- **Create vertical development.** Shifting away from open space entirely, the site could be developed vertically with buildings that could maximize the impressive river views. Although



The three study sites as envisioned in greater detail by the panel show how new multifamily residential buildings could fit into the parcels while still maintaining important and connective open spaces and vehicular access.

vertical development here would be very marketable, the panel recommends that the space remain generally open and recreational space for the community.

## Job Creator: 31 Louisa Street

The parcel at the southwest corner of Louisa Street and Lower South Street is privately owned and has deed restrictions that limit future uses. Even with those limitations, however, 31 Louisa Street has the potential to become a job creator for the neighborhood. Buildings at the site could provide spaces for manufacturing, light industrial, maker and

artisans' space, and more. It could be a place where new entrepreneurs test their business ideas, build prototypes, and begin to test the market before moving up and out to larger spaces elsewhere in Peekskill. The area also has the potential to house indoor sports facilities that would complement the uses in the waterfront sports and entertainment district or could house short-stay residential spaces for visiting workers at local businesses. The panel was interested in engaging the developer to possibly create an activated Louisa Street portal or "front door" to the larger development site beyond.



SUSAN RAINES, YDDW FOR GH2 ARCHITECTS



GOOGLE EARTH



MAKERS CENTRAL, TARRYTOWN, NY



(top and bottom) Business incubators and artisan/maker enterprises are good complements to light industrial uses.

## Housing Typologies: Subdivided Site

Across Lower South Street to the east, much of the developable land is currently subdivided into one- or two-home parcels (outlined in yellow on the map below). Although the topography of this area can be challenging, the land has the potential to deliver more density in the district and create an important pipeline of housing for renters who are hoping to become homeowners.

- **Promote higher density to increase housing options and typologies.** More than just a suburban neighborhood, these parcels have the potential to add density to the city through condominiums, duplexes, and townhomes. This housing variety can also be offered at a variety of price points, providing more residents with additional paths to homeownership.



CITY OF PEEKSKILL / ULI PANEL

The panel sees an opportunity for the parcels outlined in yellow to include denser housing typologies

- **Connect to Lower South Street.** The current street designs do not provide connections from the residential neighborhood to Lower South Street, which could become an important connection to the waterfront, to the commercial areas south, and to Route 9.
- **Include active uses on the adjacent parcel.** The Westchester County-owned land that lines the edge of these subdivided parcels could become a welcome community amenity with the addition of a dog park or other active use.

*Based on a study of Redfin data by consulting firm RKG Associates, the number of condominiums for sale across Peekskill has dropped to considerably low levels in recent years.*

## SOLO: Assets and Opportunities

The current development plan for housing at the southeastern section of the Louisa and Lower South intersection provided the panel with a glimpse of what could be on tap for new multifamily affordable housing in Peekskill. At the same time, given the pause in the development's progress, the City asked the panel to consider potential enhancements to the development plan that could deliver even more of a neighborhood and walkable feel to the site and the surrounding neighborhood.

The assets for the development are numerous. The developer has his sights set on developing affordable housing, which can

help meet an identified need in Peekskill. The current plans also incorporate several retail bays on the ground floor of the residential buildings, which could deliver welcome retail opportunities to Lower South Street and serve the surrounding neighborhoods in addition to SOLO residents. That surrounding neighborhood has established light industrial businesses and an employment base that might find proximate housing of particular interest.

With this in mind, the panel identified the following opportunities that might further leverage SOLO's assets and deliver an even more impactful development at the site:

- **Increase height and density.** The location of this parcel, close to Route 9 and at a high point in the area, could provide residents with impressive western views. Increasing the building heights by adding another story or two and increasing the unit density would better leverage the location and provide additional housing opportunities.
- **Reduce parking requirements.** The parking requirements at the site mean

These homes in the Eastdale Village Town Center in Poughkeepsie are designed around an open community space that features gathering options, a pool, and more



that a significant amount of land is dedicated to surface parking lots. Reducing the parking minimums and shifting the parking ratio responsibility to the development team and the market could make better use of the available land while still meeting residents' needs.

- **Improve on-site open space and connectivity.** A green "town center" could provide a welcome break from the buildings and hardscape and become a great stop on a broader path that connects residents, nearby trail users, and others to the waterfront, retail at the SOLO, and the light industrial (and brewery) beyond.
- **Incorporate market-rate units.** The views of the river to the west will be in high demand by future SOLO residents. It may be possible to incorporate a certain number of market-rate units at the site, providing access to those views at a rate that could bolster the financial viability of the project and help ensure that the affordable units make it to the market.

FK ARCHITECTURE.

---

## Key Takeaways

The panel outlined its recommendations in a timeline that would lay the groundwork for additional private investment and development in the district. These recommendations build on the assets already in place, in the form of existing private investment and public-sector support, while recognizing the fluidity of the development process and market response.

### Potential Development Timeline

<b>NOW</b>	Continuation of the Sports and Entertainment District
<b>1-3 YEARS</b>	Disposition of DPW sites to unlock SOLO  Area-wide streetscaping, sewer improvements, and wayfinding signage
<b>3-5 YEARS</b>	31 Louisa Street and adjacent parcels improvements (maybe sooner)  District-wide rezoning within Comprehensive Plan activities  Development of privately-owned parcels  Southern anchor and gateway at Welcher Avenue
<b>5-10 YEARS</b>	Subdivided lots along NE corner of Louisa and Lower South Street

The panel then returned to the specific questions posed to the panel by the City of Peekskill. Those recommendations are summarized below.

### Area-Wide Elements: Placemaking

*What are the essential elements of an area-wide plan that would support housing growth and the creation of a new gateway in the burgeoning neighborhood?*

The following actions should support placemaking in the district and underpin the neighborhood feel that the City seeks.

- Pursue wayfinding improvements.** Signage and gateway treatments, particularly at key intersections and in the southern commercial center, will raise the visibility of the new neighborhood and assist with connectivity across the district and beyond.
- Pursue rezoning and regulatory changes.** The area northeast of the Louisa and Lower South Street intersection should be rezoned to allow for greater residential densities. Adding live-work zoning to the district and adding permitted uses to support a mixed-use and active environment will help activate the area. A comprehensive parking evaluation in the district will help ensure that sites are optimized for new development.
- Enhance visual appeal.** Use low-maintenance landscaping treatments, such as wildflowers and native plants, to create a more welcoming environment

and signify that the area is cared for and worthy of additional investment. Add additional lighting to the streetscape to increase personal safety for pedestrians, and expand the City's exciting public art campaign into the district to further support local artists while further activating the streetscape.

### Area-Wide Elements: Investments

*What investments are necessary to transition the Louisa Street and Lower South Street node from the marginal, industrial area to a residential neighborhood serving existing and new residents?*

Public sector investments are warranted in the district to help lay the foundation for and catalyze future private investment.

- Install sewer infrastructure.** Additional sewer infrastructure will be needed to support new development around the intersection and should be completed in conjunction with early groundwork at the SOLO development.
- Improve non-vehicular transportation options on Louisa Street.** Although the district serves vehicles well today, additional non-vehicular updates will make walking and biking in the district safer and more appealing. A greenway connector bike lane on Louisa Street can help separate and protect pedestrians and bicyclists from the Wheelabrator's truck traffic. Solidifying and reinforcing the identity of the area as part of a broader recreational destination will

- also support and protect non-vehicular movement around the neighborhood.
- Improve non-vehicular transportation on Lower South Street.** Lower South Street also warrants pedestrian and biking improvements. To the north of Louisa Street, a bike lane should be marked and painted on the roadway, and wayfinding signage added to help connect bikers to other points around town. South of Louisa, Lower South needs to be repaved and sidewalks added to assist pedestrian movement. The City should also consider widening Lower South Street to enhance multimodal connections and ensure everyone has space to move safely.

## Recommendations for City-Owned Parcels

*How should the City of Peekskill redevelop or leverage its own properties in the node to develop housing and support affordable housing development at 1005-1017 Lower South Street and create a neighborhood identity?*

- Move forward with DPW relocations.** This critical early action, including the relocation and consolidation of the two DPW sites, is key to further development around the intersection. The northwest site in particular is key to unlocking the residential potential of the surrounding neighborhood. The DPW parcel to the southeast could serve as a possible gateway to the neighborhood and

- bookend additional new public open space across Louisa Street to the north.
- Reposition the ball field as a green civic anchor.** The ball field should be redeveloped into a more functional open space asset that allows for baseball as well as multi-use recreation. This repositioning ties into the broader “active recreation and sports” identity of the area and provides green space in support of the adjacent future development on the DPW site.
- Explore the construction of a new trail bridge over the Metro North rail lines.** The MTA-owned right-of-way north of the ball field and DPW site would be an excellent location for a multi-use path that could connect to the waterfront over the rail lines via a new trail bridge. This bridge could open recreational opportunities for the neighborhoods to the east and support the recreational and sports-oriented nature of the subdistrict to the south.

## Site Plan Principles

*What site plan principles should be applied to 1005-1017 Lower South Street to ensure the development feels like a residential neighborhood that remains connected to the larger area?*

With the following modifications to the site plan, the SOLO development might better connect to the surrounding areas and begin to feel more like a neighborhood.

- Improve the pedestrian experience.** Adding sidewalks on Lower South Street and internal sidewalks at all site access points will support the walkability of the development and improve connectivity with the surrounding neighborhoods. Sidewalks should be designed to ensure that future sign poles can be installed without impeding pedestrian movement.
- Right-size parking on the site.** The site’s current parking minimums should be reduced. The current requirements increase construction costs, create a “sea of parking” at the site, underutilize the land, increase the area’s urban heat island effect, and create more demands on the stormwater management system. Allowing shared parking between mixed-use developments, rather than adding minimums for each use, will better leverage the available land while still meeting the needs of owners, tenants, and residents.
- Create cross-functional and connected open spaces.** In addition to the open space currently planned, the panel recommends the developer consider adding semi-private, shared open space that could meet multi-generational needs such as a dog park, playground, or a courtyard. A network of connected open spaces within this development would also be welcome and support the health, well-being, and recreational needs of residents here and in the surrounding neighborhoods.

## Housing Typologies

Are there less typical housing typologies that are valuable to explore on the City-owned sites?

Across all of the development sites in the area, there are several housing principles that should be considered and potentially applied within the district.

- **Include affordable homeownership opportunities.** Options to rent or own housing should include condominiums, townhomes, and duplexes, particularly along Lower South Street north of Louisa. Smaller units and rent-to-own options can help households make the transition into homeownership, and smaller housing options can provide existing residents with opportunities to downsize their housing environment while remaining in Peekskill.
- **Consider short-term furnished rentals.** Both short-term furnished rentals and extended-stay hotels could support local businesses that have visiting employees who need intermediate housing.
- **Provide for housing densities near commercial areas.** To the south, near the Welcher Gateway, zoning ordinances should be adjusted to allow for low- to medium-density housing. (The area is currently zoned for shopping centers, light industrial, and one-, two-, and three-family residences.)
- **Rezone for high-density mixed-use at DPW and SOLO sites.** The area

surrounding the Louisa and Lower South intersection should allow for high-density housing in mixed-use buildings to create a nexus of activity around the intersection and support the surrounding neighborhoods.

## Avoiding Competition

*How does Peekskill support redevelopment of the node without competing with other city centers?*

Throughout its study, the panel viewed the study area as having a unique and distinct identity and mix of tenants that are separate from other city centers and Peekskill neighborhoods. Further differentiation and co-existence can be achieved through the following actions:

- **Promote daytime recreational uses that are mutually reinforcing.** By taking an approach that features a mix of activities across the city, activities can be packaged and promoted together, inviting people to linger and explore more of Peekskill. “Peekskill: Make it a weekend!”
- **Use a regulatory framework to minimize risk for future potential conflicts.** By regulating the potential for music and performance venues, the City can work to limit conflicts and competition. Similarly, the City can emphasize allowable uses with large land or building footprints that are consistent with the existing district uses, neighborhood services, and retail. Active

recreational uses, providing residents and visitors with things to do around town, should also be encouraged.

## Strategies to Support Private Redevelopment

*What investments or changes should be made to encourage private redevelopment of neighboring sites?*

The City is encouraged to take the following steps to help catalyze and support private development in the district.

- Take early action on the redevelopment of the DPW site.
- Pursue rezoning to support district redevelopment.
- Reduce permitting timelines, regulatory burdens, and costs associated with parking requirements, especially for desirable uses such as urgent care facilities, daycare, job centers, and recreation.
- Densify market-rate housing opportunities in the northeastern section of the Louisa and Lower South intersection.
- Pursue streetscape improvements.
- Focus on Louisa Street as a low-cost, high-impact improvement zone.
- Repave Lower South Street.
- Pursue IDA support for district redevelopment.

The City's interest in this area and its

support for redevelopment of City-owned parcels creates an exciting and actionable opportunity to build this district into a new mixed-use district that could further position this part of town as an exciting place to

live, work, and play. The City is encouraged to explore these ideas further, refine what higher density means to Peekskill, explore what a southern gateway could look like near Welcher Avenue, reposition the ball

field, and consider additional mechanisms to encourage walkability, bikeability, and more active connections across the entire city.

## Neighborhood Development Strategies and Recommendations

Site	Goals/Strategy	Implementation Recommendations
<b>City-owned Sites</b>		
DPW	<ul style="list-style-type: none"> <li>• Relocate and make it ready for the development of mixed-use mixed-income housing</li> <li>• Support on-site uses that match the proposed neighborhood identity of residential character to the north, industrial job creators to the south, and the sports and entertainment along the waterfront</li> <li>• Reduce parking requirements for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicate Mid-Hudson Momentum Fund money</li> <li>• Access HIF funding by including 20% affordable units at 50% area median income (AMI)</li> <li>• Use a disposition strategy that supports deeper affordability and explore subsidizing ground floor use</li> <li>• Consider IDA support (e.g., PILOT)</li> </ul>
Ball Field	<ul style="list-style-type: none"> <li>• Create a multi-use open space that better serves a broader community</li> <li>• Improve waterfront open space and visibility</li> </ul>	<ul style="list-style-type: none"> <li>• Pursue additional community engagement to explore potential uses for a multi-use facility on-site</li> <li>• Explore vertical development opportunities</li> </ul>
<b>Privately-owned Sites</b>		
31 Louisa Street	<ul style="list-style-type: none"> <li>• Support job creator site that promotes manufacturing, light industrial, maker, and artisans' space, etc.</li> <li>• Consider potential for indoor sports facilities and/or short-stay residential for workers coming into the area</li> </ul>	<ul style="list-style-type: none"> <li>• Engage with property owner as part of the broader neighborhood plan</li> </ul>
Subdivided site (north of Louisa, west of Lower South)	<ul style="list-style-type: none"> <li>• Increase density for condominiums, allowing the neighborhood plan to have renter-to-owner options</li> </ul>	<ul style="list-style-type: none"> <li>• Rezone the sites and engage with current owner(s)</li> </ul>
SOLO	<ul style="list-style-type: none"> <li>• Improve on-site open space to create a more welcoming experience for visitors and residents</li> <li>• Connect the light industrial with the retail on the housing site</li> <li>• Consider on-site day care or other community uses</li> </ul>	<ul style="list-style-type: none"> <li>• Increase height limit and allowable density</li> <li>• Reduce parking requirements</li> </ul>
Welcher Shopping Center	<ul style="list-style-type: none"> <li>• Support future potential for improved neighborhood amenities such as medical offices, urgent care, etc.</li> </ul>	

---

## About the Panel



## Peter Liebowitz

Senior Vice President  
WSP

Peter Liebowitz is a planner with 40 years of experience across a wide range of public and private projects. He is a Senior Vice President at WSP, a global planning, environmental, and engineering consultant. Peter is a national business line leader for WSP's environmental impact assessment practice. He has been involved in the preparation of hundreds of planning and environmental including directing and managing environmental impact assessments for large-scale infrastructure and transportation and development projects, economic and market analyses for public and private investments, and a wide range of development and planning services, including comprehensive planning, site planning and reviews, zoning analyses and implementation, and expert testimony. Mr. Liebowitz is a full member of the Urban Land Institute and has served in leadership roles on the district council levels. Peter is a lifelong resident of Westchester County and has provided planning services throughout the County during his career.



## Abbi Rudow, AICP

Assistant Panel Chair  
Senior Environmental  
Planner  
VHB

Abbi Rudow, AICP, is a Senior Environmental Planner with VHB, a national planning, engineering, and design firm with clients in various markets including real estate, transportation, local government, institutional, and energy. Abbi has been a part of VHB's environmental and community planning practices for ten years, supporting commercial and residential development on Long Island, New York City, and the Lower Hudson Valley. She manages large and complex planning and development projects subject to City Environmental Quality Review and State Environmental Quality Review Act requirements, with a focus on affordable housing, transit-oriented development, and infill development. As part of her work at VHB, Abbi supports local municipalities with climate action and resiliency planning. Abbi's past projects include the Greater East Midtown Rezoning, 175 Park, and the New York State Downtown Revitalization Initiatives in Baldwin and Kingston, NY. She worked previously for Kramer Levin and the White Plains Planning Department. Abbi holds a Masters of Urban Planning from the NYU Wagner School of Public Service and a BS in Policy Analysis and Management from Cornell University.



## Kevin Corté

Founder/Principal  
Alumni Planning  
Solutions

Kevin Corté is the Founder and CEO of Alumni

Planning Solutions, where he leads a team of environmental consultants and urban planners who specialize in project management for environmental review documents. He holds a master's degree in urban policy from Hunter College, a bachelor's degree in Geography and Planning from the University of Paris 10, and an AICP certification. Prior to starting the firm, Kevin served as Director of Housing Initiatives for Kingston, NY, where he managed housing grants, proposed and advanced housing initiatives and legislation, digitized records, and facilitated the disposition of city-owned properties to affordable housing developers. Kevin's expertise in CEQR, Land Use, and Zoning stems from his time at the New York City Department of City Planning and the New York City Council.



## David Cortez

**Founder and CEO**  
**The Leasing Experts**

David Cortez is the Founder and CEO of The Leasing Experts, a firm specializing in high-velocity lease-ups, data-driven marketing, and predevelopment consulting for multifamily real estate. With a track record representing over \$1B in new developments across the New York metro area, David brings deep expertise at the intersection of marketing, digital innovation, and storytelling as a tool for selling out developments.

David also leads Foretold, a predictive analytics platform that empowers developers, lenders, and municipalities with data to model rent performance, absorption, and product-market fit. David is passionate about advancing equitable housing outcomes, especially in high-growth markets like Westchester County, where he is actively involved in public-private partnerships and planning discussions.



## Joanna Cuevas

**Senior Development Director**  
**Beacon Communities**

Joanna Cuevas is a Senior Development Director at Beacon Communities. She is based in the New York office and is responsible for the management of development projects in various regions. Joanna joined Beacon Communities in 2023 with over 15 years of experience in the affordable housing industry and a deep commitment to improving diverse communities by raising capital funding utilizing LIHTC, Tax Exempt Bond, Federal HUD programs, and local sources of financing across multiple regions. Her work includes the development of "green" and sustainable mixed-use developments utilizing Enterprise Green Communities, LEED, NJ Green Future, NYSERDA, NGBS and Energy Star programs. Joanna has a Bachelor's Degree in Sociology from Pitzer College and a Master's Degree in Architecture from the Pratt Institute.



## Rella Fogliano

**Chief Executive Officer**  
**MacQuesten Development, LLC**

The MacQuesten Companies history is closely tied to the story of its founder and CEO, Ms. Rella Fogliano. Since the age of six, Ms. Fogliano has been visiting construction sites. The only child of a prominent general contractor, Sabino Fogliano, at the age of seventeen she began working part-time in the company that he started in 1960 and that bore his name. Upon graduation from Fordham University in 1983 Rella joined the firm full-time. When Mr. Fogliano retired in 1988, Ms. Fogliano formed MacQuesten General Contracting, Inc. and continued to perform work for many of the same clients. In the early nineties, Ms. Fogliano set out to develop properties that the company had acquired, especially in the Bronx. She found that there was a significant shortage of new affordable housing throughout the New York Metropolitan area. The first successful example of this housing is Hughes Avenue Crescent. It was funded through the New York State Housing Trust Fund Corporation, the proceeds of tax credits, and conventional financing. The building, housing 63 families, was completed in March of 1996 and is still operating successfully today.

In early 2003 Ms. Fogliano formed MacQuesten Construction Management, LLC and MacQuesten Development, LLC. Together the companies specialize in financing, designing, and construction management of multi-family and commercial properties, which are then privately held by affiliated companies. The MacQuesten Companies successfully



completed one of the first projects under New York City Housing Development Corporation's (HDC) then newly created New Housing Opportunities Program (NHOPS). The project, known as Palmer Court Homes, was completed in 2001.

Another first in New York State was the project known as Tony Mendez Apartments which was funded under The State of New York Homes and Community Renewal's (HCR) Homes for Working Families Program and Tax Exempt Bond Financing through HDC. The property on which Tony Mendez Apartments are built is formerly owned by the City of New York. After the required ULURP, the land was disposed of to Madison Court Associates, LP an affiliate of MacQuesten Development.

## Alice Friedman

**New York Active  
Transportation Lead  
VHB**

Alice is VHB's New York Active Transportation Lead and was formerly Deputy Director of the Bicycle Program at the New York City Department of Transportation. Alice has over 15 years of experience in the management of people, programs, products, and projects in both the public and private sectors.



## Brad Leibin, AIA

**Founding Principal  
Leibin Architecture**

Brad Leibin, AIA, is a Founding Principal of Leibin Architecture in New York City and a Visiting Associate Professor in the School of Design at Pratt Institute. His award-winning projects include affordable family housing, permanent supportive housing for formerly homeless adults, prefabricated modular housing, market rate mixed-use development, and hospitality work. With a deep commitment to people-centered design, Brad has guided design, documentation, and construction of thousands of homes for residents in New York City as well as the West Coast. Brad is a member of the AIA New York Housing Committee and serves on the Board as well as on the Land Use and Housing Committee for Queens Community District 2.



## Nicholas Lynch

Founder

Soft Systems Studio

Nicholas is a licensed landscape architect with a passion for innovative design. He has led projects in the US and abroad, having worked with Terreform ONE, James Corner Field Operations, Peter Walker and Partners and others. Nick holds a Masters of Landscape Architecture from the Harvard Graduate School of Design.



## Santiago Salamanca

Director, Transportation and TOD Practice Lead  
HR&A Advisors

Santiago collaborates with cities, developers, and institutions to create value for their communities by crafting strategies for infrastructure, public policy, and real estate development. He brings expertise in market research, financial modeling, and feasibility analysis. Santiago has advised clients across the U.S., assessing local real estate markets, identifying potential catalytic development sites, estimating the financial feasibility of development scenarios, and recommending public and private actions to advance key opportunities. Santiago has advised transit agencies and cities developing transit-oriented development (TOD) strategies to advance equitable transit and real estate development solutions. Santiago has also supported non-profit organizations and city agencies in the development of land value capture strategies that support the implementation of large-scale projects and neighborhood planning efforts. Before moving to New York, Santiago worked for several years in real estate development in Colombia, where he supported the development of over twenty projects across different cities. He holds a master's degree in City and Regional Planning from Pratt Institute and a degree in Economics from Universidad de los Andes.



## Jaclyn Sachs

Senior Director

New York City Housing Authority

Jaclyn is a Senior Director in the Real Estate

Development Department at the New York City Housing Authority where she leads real estate and planning initiatives related to public housing redevelopment and preservation. She brings several years of experience working in, and with, local government on public land strategy and development, and has worked across housing, land use, and infrastructure. She holds a Master in Urban Planning degree from the Harvard University Graduate School of Design and a BA from the University of California, Berkeley. She previously worked at the New York City Department of Housing Preservation and Development, the City of Oakland, HR&A Advisors, and the World Bank.

