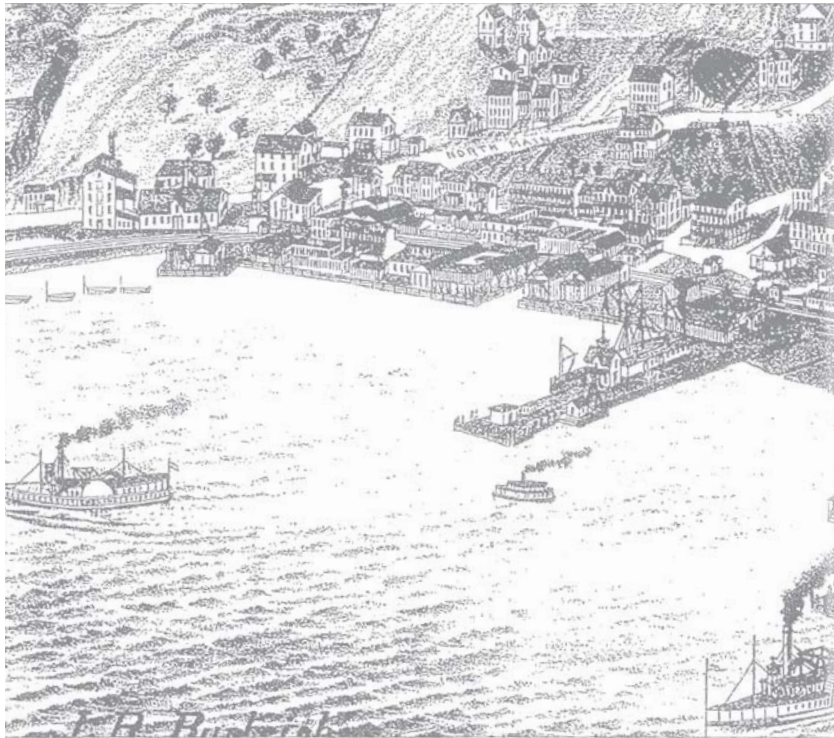


CENTRAL AVE & SOUTH WATER ST. CORRIDOR STUDY

CITY OF PEEKSKILL, NEW YORK



FINAL REPORT

JANUARY 2010

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A. INTRODUCTION

The City of Peekskill had retained ADL III Architecture PC of Northport, NY and Seth Harry Associates Inc. as ADL's sub consultant, to conduct a study of Central Avenue/South Water Street Corridor (Study Area) in order to develop strategies and framework for development which would encourage mixed use consistent with the historic nature of the surrounding community. The City had received a grant to fund the project from the Tri-State Transportation Campaign (TSTC) and One Region Funders' Group that supports transit-oriented development, or mixed-use development within a quarter to a half mile of train or bus stations.

The long term practice of using segregated land use models and arterial-based traffic solutions that produce auto dominated environments, have resulted in disconnected, unfriendly and unpleasant environments. Today's approach of integrating land use with a focus on the pedestrian friendly environment and multimodal transportation,

offers opportunities to revisit past land use practices which are often outdated, impractical and no longer relevant.

The Central Avenue/South Water Street Corridor is a critical link between the Peekskill's waterfront/train station and the downtown. It is currently underutilized with numerous City-owned parking lots, vacant parcels and partially occupied historic buildings. The City of Peekskill has rezoned the Central Avenue/South Water Street Corridor to accommodate mixed use projects comprising of retail and residential projects, however, recent site plan and building applications have been unsatisfactory because they were not sensitive to the historic nature of the community, existing businesses, river views, and local traffic concerns. This study's intent is to provide recommendations to assist the city in their efforts to develop a plan and strategies with both vision and policies at hand, structured to enhance the attractiveness and function of the Corridor and the surrounding community, and to support the efforts of the community to plan and implement projects focused on mixed use and transit oriented development.

Fig #1 Central Ave/South Water St. Corridor Study Area



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B. CITY OF PEEKSKILL

1. General/history

The City of Peekskill is located in Westchester County of New York State, approx 46 miles north of New York City, a distinct scenic community along the East bank of the Hudson River, located in an area where the river winds through the Bear Mountain highlands. It is named after Jan Peeck, (Peek's Creek) an entrepreneur and boatmen who settled in the area after moving from New Amsterdam on Manhattan Island in 1650's, and attracted commercial attention of other influential people.

Its small industry supported the Continental Army headquarters on Main Street in 1777 and later, after railroad and telegraph came to Peekskill in the 1840s, the city grew into a regional center for commercial, civic and social activities. Peekskill has since grown significantly due to its location on the Hudson River and its proximity to New York City. Because of its importance in the region, the city developed many historically significant structures, now under preservation in its Historical District. (source: "Images of America: Peekskill", John J. Curran)

Industrialization began changing downtown after 1830, with brick buildings supporting that use replacing older wooden ones along Magreger's Creek. Many of the district's churches were built by the mid-19th century. Fashionable houses, later known as "Doctor's Row", were built on Main Street. In the 1880s the Moorish Revival tower was built on a structure in the center of town that has remained a landmark for passing travelers ever since. Other late Victorian styles made their mark as well. In the 20th century, some more buildings were added in more modern contemporary styles, and the increasing use of the automobile affected downtown as well. The decline of retail shopping in the district led to urban renewal efforts in the 1960s and 70s. While some historic buildings were razed, the major urban renewal projects coincided with the eastern boundary of the downtown core, sparing most of it. The district was recognized and added to the National Register of Historic Places in 2004 as a rare example of intact 19th-century Hudson Valley downtown architecture.



The statistical data (source: "City-Data.com", "NY Times demographics")

- The population in 2007 was 24,556 (up 9% from 22,441 according to 2000 Census), and the number of households is 9,017.
- Racially, the largest percentile of population belongs to White population (54.6%) followed by African-American population (22.7%); there is a Hispanic population of 27%.
- Estimated median household income in 2007 was \$56,947. Comparison with New York State - \$53,514. Average total household expenditures value is \$55,320 (does not include income taxes, savings, deferred income plans).
- Estimated median house or condo value in 2007 was \$307,857 (almost doubled from \$151,100 in 2000). Comparison with New York State - \$ 311,000.
- Median value of home equity is 183,020.
- The most recent home sales chart shows the decline in both the numbers of home sales and the price, which follows the trend of the regional and national decline in the economy.
- There are only 49% of owner occupied properties and 8% of vacant properties. High percentage of rental population shows a low median number of years living in the same prime residency (3).
- The highest percentage being rape, murder and larceny.
- Population is predominantly white-collar (76.7%).
- Population is predominantly achieving HS degree (34.1%), with 15.3 % of those achieving Bachelors Degree and 13.9% of population achieving Graduate Degree.
- There is a higher number of households that own just one car (43%); and 15% of total households does not own the car.
- 12% of population uses public transport for commute to work and 6% use walk/bike/other.
- There is one public early childhood education school (preschool/kindergarten), three public elementary schools, one public middle school and one public high school, one Catholic K-8 school.

2. Connectivity

Peekskill, originally a settlement along the shore of the Hudson River where farmers from inland Westchester County brought produce for transshipment to markets in New York City and elsewhere, began to grow inland in the early 19th century due to the intersection of two major roads that roughly corresponds to today's Central and Division streets.

Peekskill is well connected within the region, however, some improvements will be thoroughly investigated and recommendations will be made. Peekskill train station provides commuter service to New York City, via Metro-North Railroad. US 6 and US 202 which are the major connections to Bear Mountain State Park across the Hudson River and to the United States Military Academy at West Point, run through Peekskill. NY 9A, NY 35, and US 9 (a major connection with Albany) also run through the city. Currently, there is major road construction due to widening of the US 9, which runs above the intersection of Central Ave and Water St. This widening will produce a tunnel-like effect at the bottom of Central Ave and some challenges for the redevelopment of the study area, as the water views become significantly obstructed and due to possible traffic noise impact from the highway.

3. Manufacturing Tradition

Peekskill has a very long tradition of a strong manufacturing base. The Hudson waterfront and the bottom of Central Ave became the first industrial center of the city, utilizing the convenience of river and train transport ways. The building that was part of a large industrial complex of then important Union Stove Works factory (in operation from 1867 to 1932), is still remaining (see photo, *Fig #2*). Today, it's housing Legge Systems, a chemical cleaners company. The photo from early 1900s shows the Nylor Brothers factory complex that was producing industrial tools and machines, and remained in business until 1930s when the overpass was built. Beside numerous cast iron foundries which were fabricating and marketing stoves, furnaces, cooking utensils and plows, there was a large clothing industry producing hats, shirts and underwear. Fleischmann Company, well known for their yeast production has been operating in the area since 1900s.

Fig#31A shows where majority of manufacturing was located in the city then, and *Fig#31* is showing the City's current zoning map, with areas that were at one point developed and remain as General Industrial, Industrial Park and Design Industrial areas.

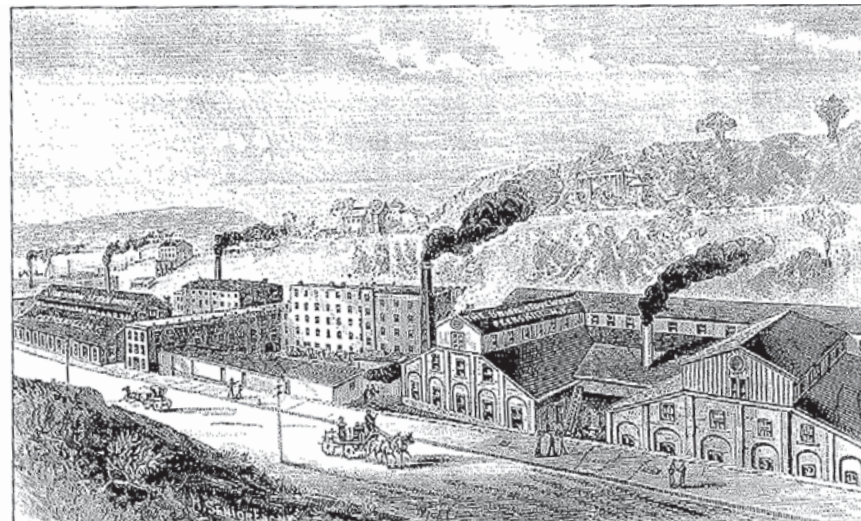


Fig #2- Union Stone Works on Central Ave (Source- "Peekskill", John J. Curran)

4. Arts and Crafts

The city has a long tradition of housing artisans. There are many visible signs of their presence in the city today, and the initial impression has been reinforced by the community's expressed desire for more galleries in the city. The Peekskill Arts Council is very active and with the support of Arts Westchester, it runs The Annual Open Studios Event, which promotes local artists in their studios and numerous local galleries and museums. Most galleries are located in the downtown, on North Division Street. Several articles in the media described Peekskill as a very desirable location for artists "for at least three reasons: its edge, its light and its affordability".

The newly built 28 unit affordable development on the corner of Central and Nelson Ave is supporting artists' residence. These live/work lofts are 1250-2000 sq.ft. in size with restrictions on income eligibility, resale prices, and general qualifications for residence. To qualify for residence, at least 50% of artist's income must be derived from artistic endeavors as defined by the City of Peekskill, the unit must be used as one's primary residence, the artist must meet with Peekskill Art Loft Board of Directors and submit work samples and credentials to Peekskill Arts Council for certification. Current residents include: painters, printmaker, architects, photographers, decorative artists, graphic designers, jewelry maker, ceramicist, art restorer, musicians/composers, fiber artist, video artist/producer, writer/poet, choreographer, website design/developer. The development is very successful and very much loved among the Peekskill residents. Its form and look sets the positive tone for redevelopment along Central Ave.

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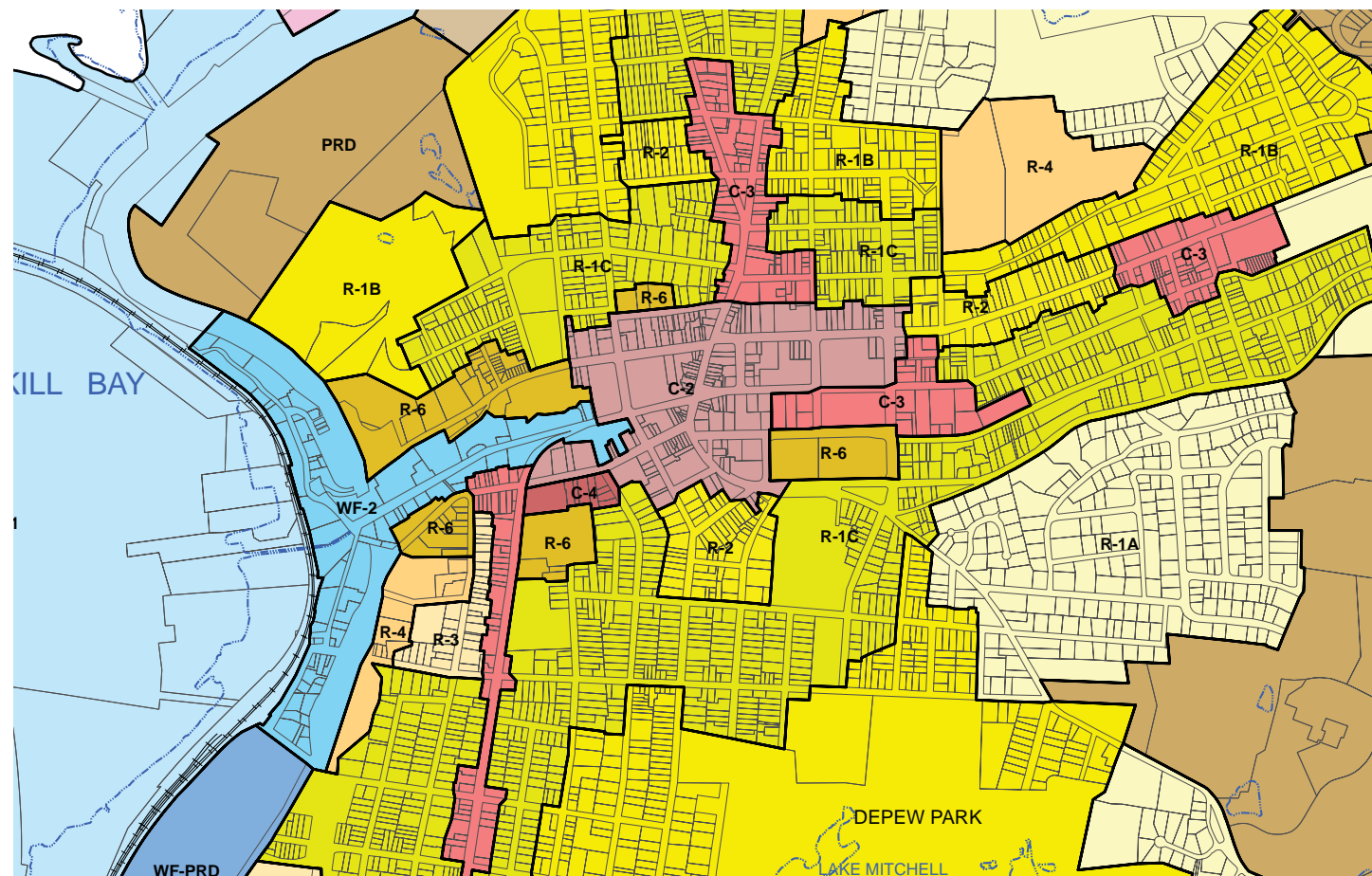
C. STUDY AREA

The "Study Area", see Fig#1, includes the properties along Central Ave from Nelson Ave to intersection with South Water Street, and along S. Water St. to intersection with Hudson Ave.

1. Current Zoning

The Waterfront District is divided into three subareas: WF-1, WF-2 and WF-PRD, since each sub-area has a distinct character because of topography and/or location within the waterfront area. These sub-areas are delineated on the Zoning Map of the City of Peekskill, see Fig#3. The entire Study Area is zoned WF-2 (Waterfront Inland).

Fig #3- Current Zoning Map



RESIDENTIAL

R - 1A	ONE FAMILY 7500 SF MIN
R - 1B	ONE FAMILY 6000 SF MIN
R - 1C	ONE FAMILY 5000 SF MIN
R - 2	ONE & TWO FAMILY
R - 3	ONE, TWO & THREE FAMILY
R - 4	LOW DENSITY MULTIPLE
R - 5	MEDIUM DENSITY MULTIPLE
R - 6	CENTRAL MULTIPLE

COMMERCIAL

C-1 / 1A	SHOPPING CENTER / LIMITED
C - 2	CENTRAL COMMERCIAL
C - 3	GENERAL COMMERCIAL
C - 4	NEIGHBORHOOD COMMERCIAL

INDUSTRIAL

M - 1	LIGHT INDUSTRIAL
M - 2	GENERAL INDUSTRIAL
M - 3	INDUSTRIAL PARK
M - 2A	DESIGN INDUSTRIAL

PLANNED DEVELOPMENT

PCD	PLANNED COMMERCIAL DEVELOPMENT
PRD	PLANNED RESIDENTIAL DEVELOPMENT

WATERFRONT DEVELOPMENT

WF - 1	WATER ADJACENT
WF - 2	INLAND
WF - PRD	PLANNED RESIDENTIAL DEVELOPMENT

NOTE: Zoning designated colors are consistent with the American Planning Association Land-Based Classification Standards

The City of Peekskill has rezoned the Central Avenue/South Water Street Corridor to WF-2 to accommodate mixed use projects comprising of retail and residential. An existing Design Guidelines document is included with the zoning requirements, to guide development within Waterfront District, and the Study Area has a specific section within the guidelines document, "Design Guideline for WF-2". The quick assessment is that the guidelines seem to give recommendations that are very general and are lacking principles that specifically reinforce walkability and pedestrian propulsion, crucial for this area. There is no guideline on proper creation of public spaces, therefore following the current Design Guidelines would allow the following less then desirable condition, see Fig#4.

In our experience, guidelines that include visual representation are easier to follow and usually have far better response from the applicants.

Fig #4- Illustrating Design Guidelines



BLANK WALL FACING PUBLIC SPACE DISCOURAGES WALKING; APPROACH TO REAR PARKING BECOMES UNFRIENDLY



STOREFRONTS AND WINDOWS OFFER "EYES ON THE STREET" AND ACTIVATE THE PUBLIC SPACE

2. Current Land Use

Currently permitted commercial uses with a maximum 4,000 sq.ft. area for each structure are:

- Professional and business offices, photocopying services, job printing which includes design and reproduction work
- Arts and crafts studios, art and/or antique galleries or museums, dance studios and martial arts studios
- Furniture, cabinetry and musical instrument design, fabrication and repair and small appliance repair, provided that items are offered for sale on the premises
- Beauty parlors, barbershops, tailors and nail shops
- Dry-cleaning stores, except that no dry cleaning may be performed on the property.
- Municipal parks and playgrounds, including customary recreational, refreshment or service buildings and, without limitation, any other proprietary or governmental use of the City of Peekskill.
- Special permit uses in accordance with Design Guidelines:
- Residential Uses (dwelling units, whether attached or semi-attached, including town-house and garden apartment configurations)
- Non-residential Uses (standard restaurants, permitted uses with area greater than 4,000 sq.ft., public or private parking lots or structures, day care centers, houses of worship, museums, libraries, bed and breakfast facilities, artist lofts, mixed use developments containing only those uses approved for the WF-2 Sub-area)

The initial observation indicates that all viable uses on Central Ave West from Legge Systems towards the Water Street are non-conforming (Legge, Markley, Home Mason Supply, Dains, Seekircher). On S. Water Street "manufacturing" portion of Homestyle Desserts is non-conforming, as well as unrestricted residential uses at the southwestern corner of Hudson and S. Water Street.

3. Physical Conditions

Central Ave runs along a narrow valley nested between the two hills, a water draining path with the creek exposed and running in two parts. The first exposed part is on the City property, and the second portion is running through Lincoln Plaza before it runs into Hudson. Majority of the properties on both sides of the road are completely or partially under steep slope, with somewhat limited development potential.

The study boundary almost follows the hill ridges on both sides of the Central Ave valley, with Main Street running on the north side and north parcels of the South Street on the south side. The abandoned connections from these streets to Central Ave will be re-established as pedestrian connections and incorporated in our study plan and recommendations. Especially interesting connection is the historical "100 steps" that went down the hill from South Street in a winding pattern, connecting the residential properties on the South Street with the industrial portion on Central Ave. The lower portion of the steps is still remaining and visible as a break in the retaining wall, see Fig#5. Our initial observation is that by reactivating this historical connection and by opening the South Street to the views of Hudson should help in increasing the value of the properties on South Street and revitalizing of this portion of the City.

Fig #5- Abandoned "100 steps" on Central Ave , south side



4. Transportation

The Peekskill Train Station on South Water St. services the major regional train line, Metro North Hudson Line to NY City's Grand Central Station. This commuter connection is considered one of the major assets of Peekskill and should be used more to promote Peekskill and affordable living in the proximity of the NY City jobs. There is already a large number of commuters gravitating to Peekskill Station from the wider Westchester region Fig #6. This train line positions Study area as a key element in redevelopment of the future TOD. The initial community meeting confirmed this theory and highlighted the need for more parking availability in the proximity of the station, to allow larger number of commuters to pass through Study Area. A clever positioning of the commuter parking encouraging walkability can help to revitalize the part of Study area. This task is part of the project scope and will be included in further design studies and recommendations.

Fig #6- Train lines, Peekskill is on green line, "North-Metro Hudson Line"



The Westchester County Bee-Line Bus System, with its principal transit operator, Liberty Lines, comprises 358 buses carrying more than 30 million passengers annually on 67 routes, with approximately 3,300 bus stops. Two smaller transit operators also provide service within limited geographic areas. The bus routes operate within the service area of Westchester, Putnam, Bronx and Manhattan counties. The Fig#7 indicates the Bee Line route lines and stops in the proximity of the Study Area.

The waterfront revitalization plans will help in utilizing the Peekskill's scenic waterfront. In order to bring more water-carried traffic, the docking abilities with restaurant promenade could be utilized as a waterfront strategy.

The possibilities of different transportation systems will further be explored in order to reinforce the connection of the waterfront with the downtown Peekskill.



Fig #7- Upper map is showing "Bee Line" bus routes and bus stops within the Study Area and lower map shows the same within the city area (indicated in blue)



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D. INITIAL RETAIL ANALYSIS

BY SETH HARRY ASSOCIATES INC

1. Background and Overview

Peekskill, in Westchester County, New York, is a former industrial town known originally for its iron plow and stove products, and is one of many small towns and communities along the east shore of the Hudson River, running north out of New York City and located along NY Route 9A. Like many such communities having lost its industrial base, it has become a largely bedroom community to New York City, with frequent express train service (55 minutes) to Grand Central Station, in downtown Manhattan.

At the same time, locally serving retail has been supplanted by newer, large-format discount department stores and shopping centers, located primarily to the east of town along Route 6 (East Main Street), including Beach Shopping Center (1.5 miles), Roe Park and Cortlandt Town Center, including the large boxes of Kohls, Walmart, etc. (3 miles), and the Mall in Shrub Oak.

However, as part of the commuter shed of a large regional employment center (the New York City Metropolitan area), household and disposable incomes in the town remain reasonable (\$52,645 median family household income) -- consistent with national averages -- enabling the town to support a diverse array of dining establishments, taking advantage of the town's unique charm and urban character, and its proximity to both the commuter rail station and Route 9A, a primary corridor along the Hudson River.

In addition, the town has actively marketed itself as an "arts" community, development live-work housing types specifically targeted at artists, touting proximity to nearby arts facilities (Paramount Center for the Arts, Hudson Valley Center for Contemporary Art), the local independent retail offerings including coffee houses, art galleries, and antique stores, as well as the natural amenities in the area which include Blue Mountain Preserve, Bear Mountain, Harriman State Park, the Appalachian Trail, in addition to the Hudson River itself.

2. Market Access and Physical Characteristics

Like many of the small towns along NY 9A, Peekskill lacks direct access, or proximity

to the larger regional transportation networks in the area, including the Taconic State Parkway, or the Interstate Highway System, including Interstate 684, 287, and 87. This limits the town's ability to attract and sustain large-scale regional commercial development.

At the same time, the town's relatively small population (under twenty-five thousand people), 180 degree trade area (limited by its proximity to the Hudson River), and historic urban fabric, consisting primarily of small lots, limits the town's ability to compete effectively for more conventionally-formatted, locally-serving convenience, grocery, and service retail venues, such as large-formatted national and regional grocery and pharmacy chains, and the aforementioned discount department stores. That means the Peekskill will have to strive to attract retail uses and other services which take maximum advantage of the town's unique physical attributes, and develop a market niche position around that mix.

Fig #8 Peekskill regional location map and corridor/downtown relationship map



Strategic Recommendations

Peekskill's downtown comprises an almost a perfect ¼ mile pedestrian shed, but it lacks a single focus, or center, and many of the remaining businesses are dispersed in a more-or-less ad hoc fashion along both Main and Central Streets, in addition to a fairly distinct waterfront business area, in such a way as to necessitate and/or at the very least, encourage the use of the automobile to fully access all of Peekskill's commercial offerings.

Given that, the automobile is both a blessing and curse for the Peekskill's downtown businesses, in that it can help to make Peekskill a regional destination for unique goods and services, but it also facilitates the co-opting of Peekskill's local consumer market, by generic national retailers located outside of the community proper, helping to cannibalize both local tax revenues and consumer potential, and drawing support away from local businesses.

Therefore, and strategy that works toward improving and reconstituting a continuous, high-quality pedestrian fabric will discourage automobile use, encourage and promote more effective local capture of retail potential, helping to support small-scale, independent business enterprises, and help to attract both new residents and new businesses in a self-reinforcing dynamic which could help to arrest and reverse long-term disinvestment in the community.

- *Attract more housing (in a pedestrian-friendly context)*

The single best thing Peekskill can do to support its local businesses and civic institutions is to attract more residents, and to do so in a way that promotes walkability through an attractive built environment, and continuous urban fabric, in a pedestrian friendly streetscape.

New housing and mixed-use development should be encouraged in infill locations which will help to reconstitute existing streetscapes, and in a built form which strengthens and enhances the pedestrian realm (building types such as live-work, etc., pulled up to the sidewalk, with parking allocated to the rear of the lot).

- *Two principal pedestrian sheds (town and riverfront)*

Peekskill primarily has only two spatially definable pedestrian sheds, the first being centered on Division Street, between Central and Main Streets, with the second being a potential marina district (South Water Street) pedestrian shed. These should be positioned to complement and enhance each other's appeal,

and to help stimulate infill development between the two. Once both centers are well established, a simple mini-bus route would be sufficient to facilitate movement between the two. As infill development continued to enhance the pedestrian environment, visitors will likely walk down hill between the two centers and take the bus back up, and the routing could be configured accordingly.

- *Start from a strong kernel and build outward*

Consistent with the strategy outlined immediately above, probably the strongest kernel is the block between Main and Central, on Division Street. This block is also important because it could provide a critical connection between the two principle streets of Peekskill, without necessarily showing preference with regard to one over the other. This strong kernel could then be "bookended" by a newly revitalized and enhanced civic square on one end, at the intersection of Central and Broad streets, and a new mixed-use Marina District on the other.

This approach could help to encourage new infill redevelopment along the lower ends of both Central and Main streets, with perhaps lower Central having a slightly more commercial focus, by virtue of its directly connection to South Water Street, and lower main taking on a more residential feel. This distinction could be further reinforced by running the shuttle bus loop uphill on Main, exposing visitors to what commercial enterprises might be located along that thoroughfare, while encouraging walking downhill along Central to help promote a more pedestrian-oriented business corridor terminating at the waterfront.

This strategy might even help the overall downtown area to develop along more discrete merchandizing zones which might favor a more convenience and service oriented retail focus on Main Street, east of Division, a more professional/mixed-use and eclectic pedestrian-oriented retail commercial corridor on Central, west of Division, while allowing Division, between Main Street and Central Avenue to provide the unique, more tourist, dining and entertainment focus, and specialty retail (including art galleries, etc.) supporting both.

The Civic Square should be reinforced with new infill development to promote a more attractive physical setting, and uses that are compatible with the primary civic functions should be promoted to help anchor that square.

- *New northbound exit ramp from NY 9A directly to eastbound Main Street*

Take advantage of stimulus funding as part of the widening of NY 9A to secure a dedicated northbound exit directly onto Main Street to help energize this portion of the street, if so desired.

- *Work with what you have to differentiate yourself in marketplace*

Build on existing strengths to create destination appeal. This would include leveraging the unique main street environment to support experiential retail, including dining and entertainment. Take advantage of the waterfront setting and walkable, transit-oriented development to promote mixed-use and water-related activities. Build on unique local businesses, such as the Bakery, and micro-brewery, to help anchor thematic, place-specific merchandising clusters

- *New Infill housing to help support retail, link the town to the river*

New housing and mixed-use development should be encouraged to be built in infill locations which will help to reconstitute and reconnect the existing streetscapes between the downtown and the river, and in a built form which strengthens and enhances the pedestrian realm, pulled up to the sidewalk, with parking allocated to the rear of the lot).

- *Promote professional/service environment (business friendly) to enhance day-time population*

Actively promote and develop building types (live-works, in particular) which can support a broad spectrum of business activities, particularly smaller-scale entrepreneurial uses which can help to promote a day-time worker population, and the use of other local goods and services.

- *Attract specialty grocer/Farmer's market*

Actively solicit and promote a local Farmer's market, or specialty grocer which features local goods and produce.

- *Use Creative/special Event Programming to drive visitation and help promote Peekskill as a regional destination*

Create a calendar of seasonal and special events tied to the history and character of Peekskill that highlights the Town's unique attributes.

- *Use "local currency" to promote regional goods and local business enterprises*

Use a locally printed "currency" (redeemable at local merchants at a premium), to help promote patronage at locally owned business and to help recirculate the revenue from these purchase within the community. This idea also helps to promote and strengthen a greater awareness of the benefits of "buying local."

- *Develop better connections between lower Main Street and Central Avenue/South Water Street*

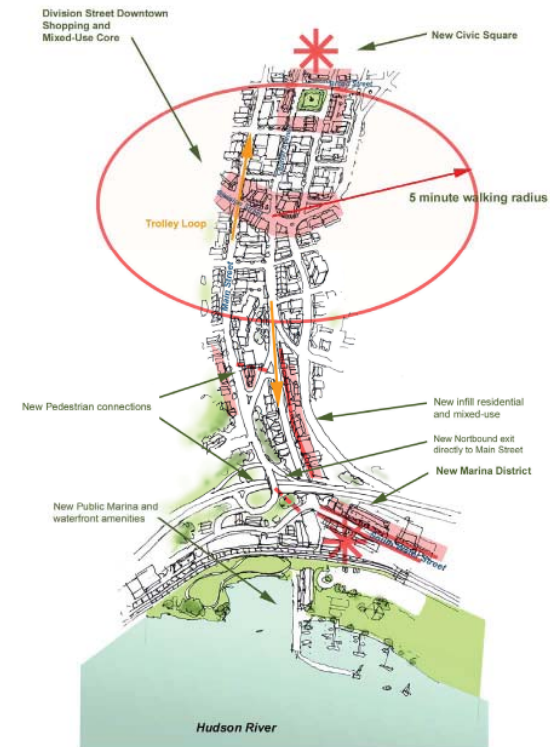
- *Reestablish and/or create new pedestrian links between lower Main Street and Central Avenue, to minimize the effects of NY 9A on connectivity between downtown and the Waterfront.*

Develop New Public Marina at foot of Central Avenue As part of effort to reconnect downtown Peekskill with the waterfront, create a new public marina at the foot of Central Avenue, with additional waterfront amenities, including waterfront dining, marine-related business, and a hospitality/lodging/conference facility.

- *Create prominent civic green (put a park on park street)*

Create a prominent and more effectively articulated Civic green/square at Park Street and Broad Street to help anchor and "bookend" the two furthest reaches of downtown Peekskill's principal Pedestrian Shed (see image below).

- *Seek funding sources (recommended sources will be included in the final report)*



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E. COMMUNITY INPUT

ADL III team conducted a series of initial site investigations that included an initial project meeting held at the City Hall on July 2nd 2009 with the City Planners and community stakeholders, followed by the walking/driving tour of the site with the guidance of the Assistant City Planner.

Community members were asked to identify their "Hopes" and their "Horrors" for the area:

HORRORS

- access is the biggest problem for businesses on lower Central (delivery)
- lots of traffic in peak hours
- the area is not lit well for pedestrian access
- signage for parking needs improvement- new parking lot next to police station has no sign
- South St. has heavy traffic
- concern about City's vision for the area, existing businesses want to stay on Central Ave
- scary at night and poorly lit
- mix of pedestrian traffic and trucks is dangerous
- limited employee parking
- train depot has just one access
- existing parking is not enough for commuters and businesses;
- access hard down Central Ave, topography is hard



HOPES

- that masonry business stays included in the plan (23 years in business); willing to cooperate to keep the look needed for the study
- more businesses needed to promote the need for walking along Central Ave
- jitney from Train Station to parking garages
- more busses needed for lower income bracket
- move bus station
- tourism development to pull people from US 9 into Peekskill- stronger marketing strategies from Peekskill
- more lighting to create a pleasant walk when dark
- more art stores and galleries for a large artist community
- more businesses complementing existing (e.g. supply, woodworking etc);
- more lighting and cleaning up Central Ave
- more signage about history (people come to see displays, something could be placed there)
- existing trade business could work together with pedestrian schemes, want to prosper so they are open to ideas
- money available for improvements needed
- need for special loading areas for businesses
- more businesses needed (business generates business)
- hopes that lumberyard and mason stay in business since their business and displays bring lots of people who are then customers for others as well
- need for more parking
- need more anchors, destination
- willing to enhance the properties but may need to merge or expand businesses
- parking behind the buildings
- a need for shuttle
- parking garage on Central
- more business in the area
- solution for trucks
- more activities for kids
- space under the Hwy bridge can be used as loading area and for parking
- garden is not important, use space to bring business (and they will create new gardens)
- more gas stations in the region



EXISTING CONDITIONS

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CITY OF PEEKSKILL B

1. GENERAL /HISTORY
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3. PHYSICAL CONDITIONS
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ADDENDUM

Photographs

Fig #11 Artist Lofts at Central and Nelson



Fig #12 View of Central Ave from Main Street, the creek below.



Fig #13 Masonry Yard and Chuck & Oleys on Central Ave, view from Main Street



Fig #14 View of the US 9 bridge widening and South Water Street



Fig #15 Intersection of Central and South Water street, looking West



Fig #17 Zeph's on Central Ave, north side



Fig #16 View of Central Ave with Home Mason Supply sample wall



Fig #18 Supporting wall on Central Ave



Fig #19 Central Ave, north side of the street



Fig #20 Legge Systems on Central Ave, north side



Fig #21 Community garden on Central Ave



Fig #22 Central Ave, view west (down) towards Hudson with Zeph's on the north side



Fig #23 North Water Street, lumber yard shop



Fig #24 North Water Street, water tower and parking from lumber yard shop



Fig #25 South exit and entrance ramps for US 9



Fig #26 Main Street at crossing over US 9 with Central Ave below and South Street on another hill



Fig #27 Main Street crossing over US 9 bridge widening and South Water Street



Fig #28 Main Street crossing over US 9 bridge widening and South Water Street



Fig #29 South Water with train station in a distance, view from Main Street



Fig #30 South Water street, looking south



ADDENDUM

Maps

Fig #31 Zoning map

CITY of PEEKSKILL
WESTCHESTER COUNTY, NEW YORK

ZONING MAP

APRIL 2009

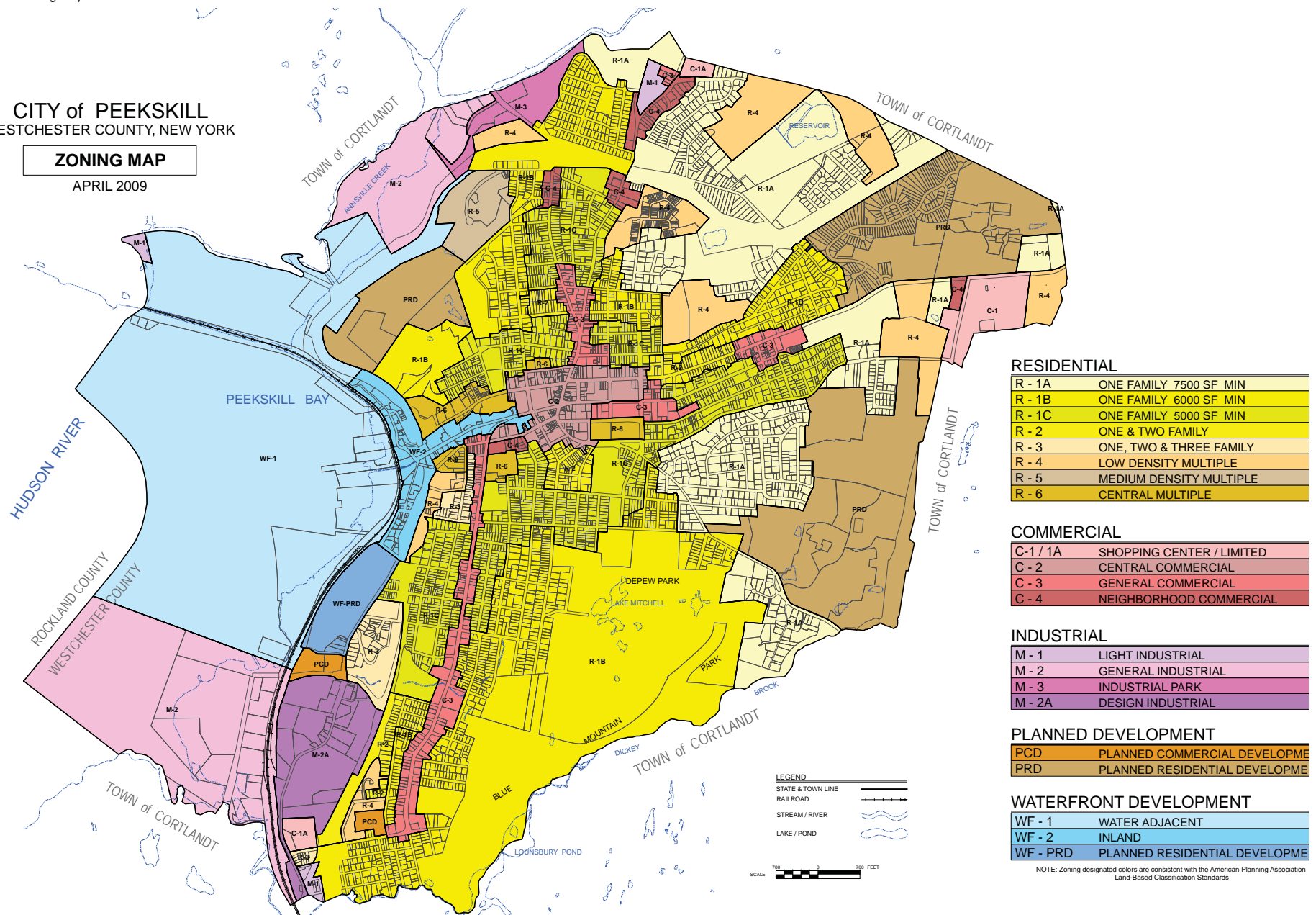


Fig #31A Zoning map identifying historic location of manufacturing around 1900; historical building of Union Stove Works still remaining (Legge Systems)

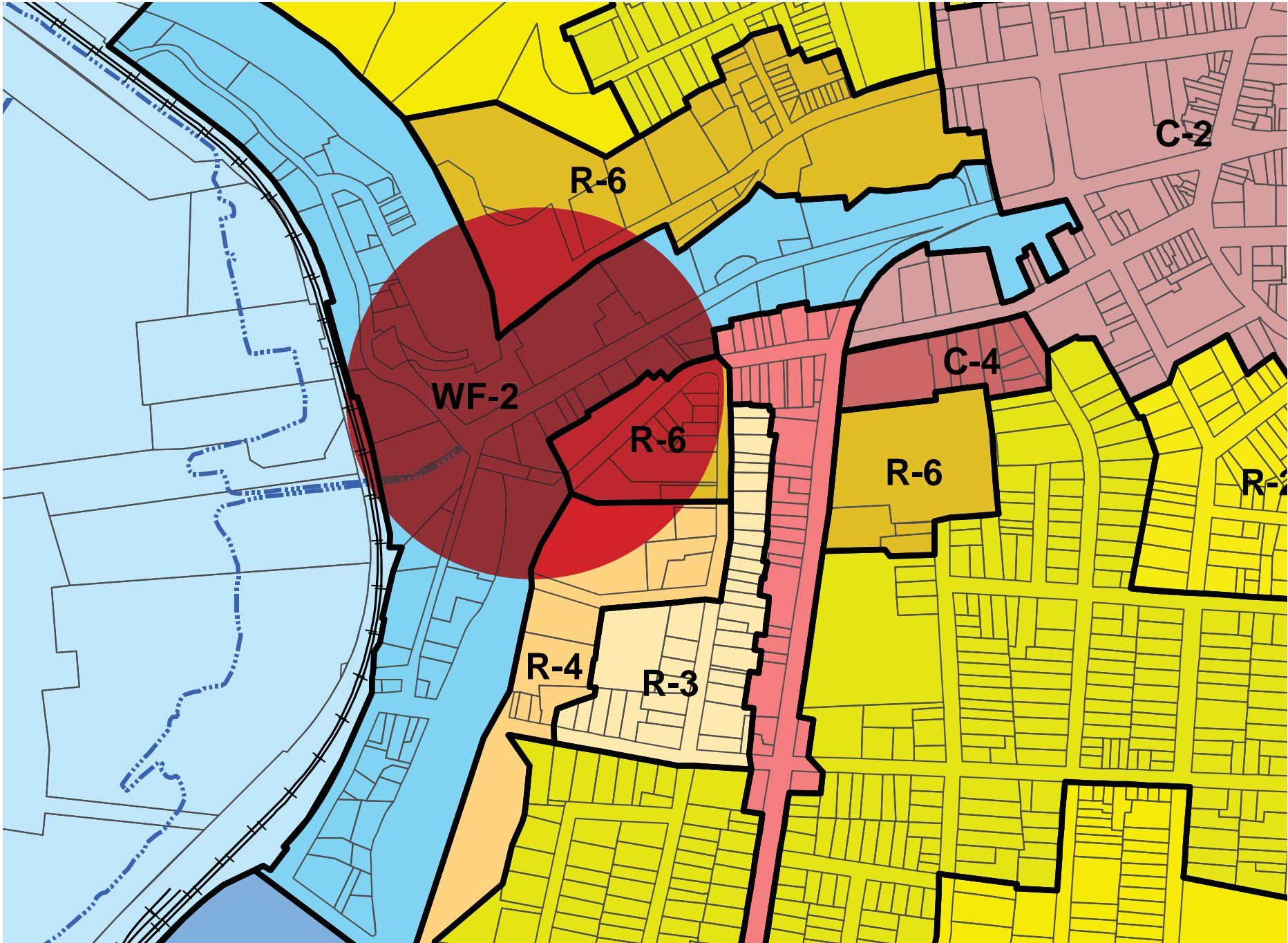


Fig #32 Zoning map with study area and City owned parcels

- WF-2 district
- City owned parcels

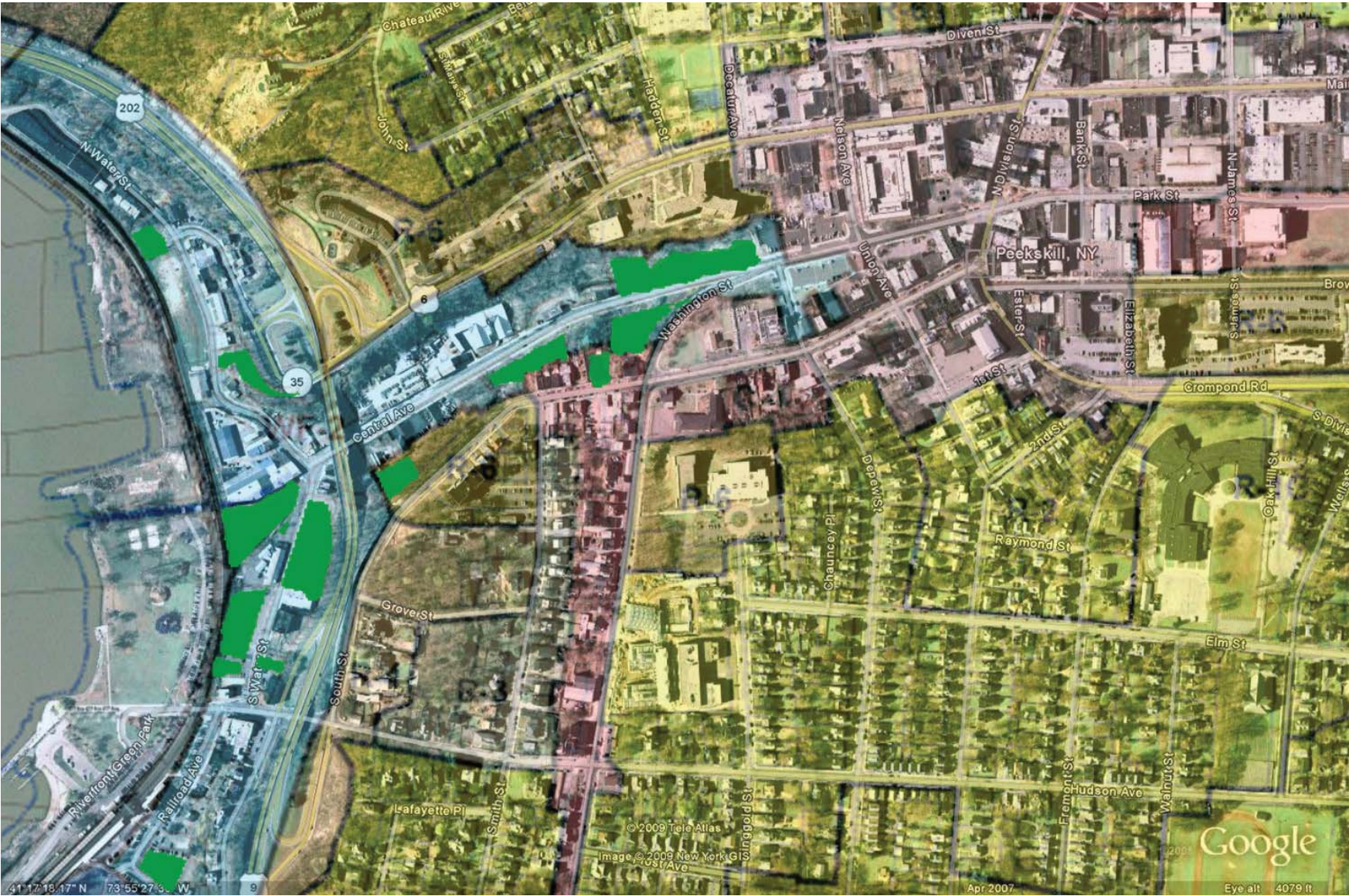


Fig #33 Aerial Map



Fig #34 Map of Peekskill Downtown Historical District

- National Register Historic District Boundary
- Local Historic District Boundaries

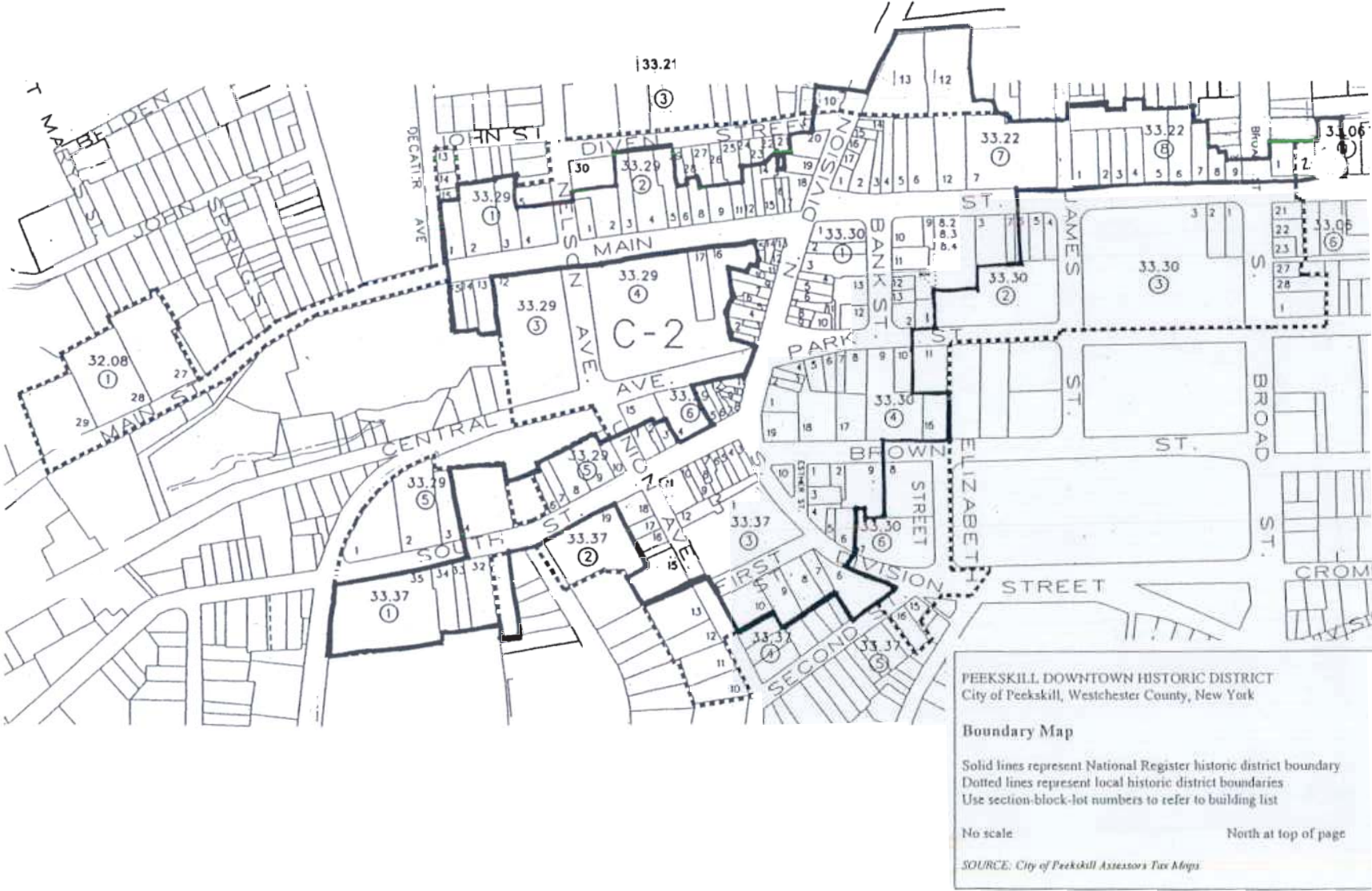


Fig #35 Flood Plains Map



Fig #36 Figure ground Map

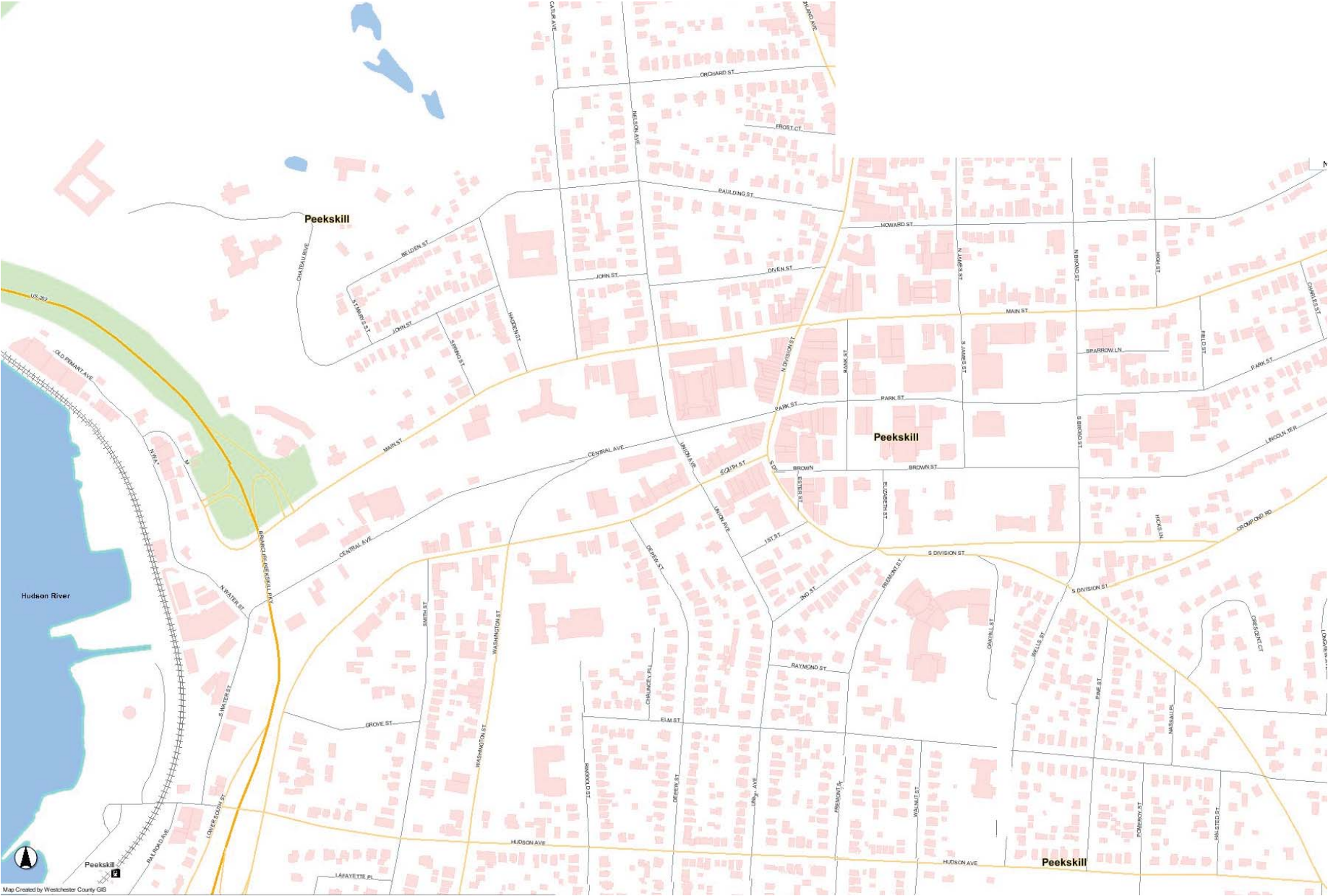


Fig #36 Median Households Income Map

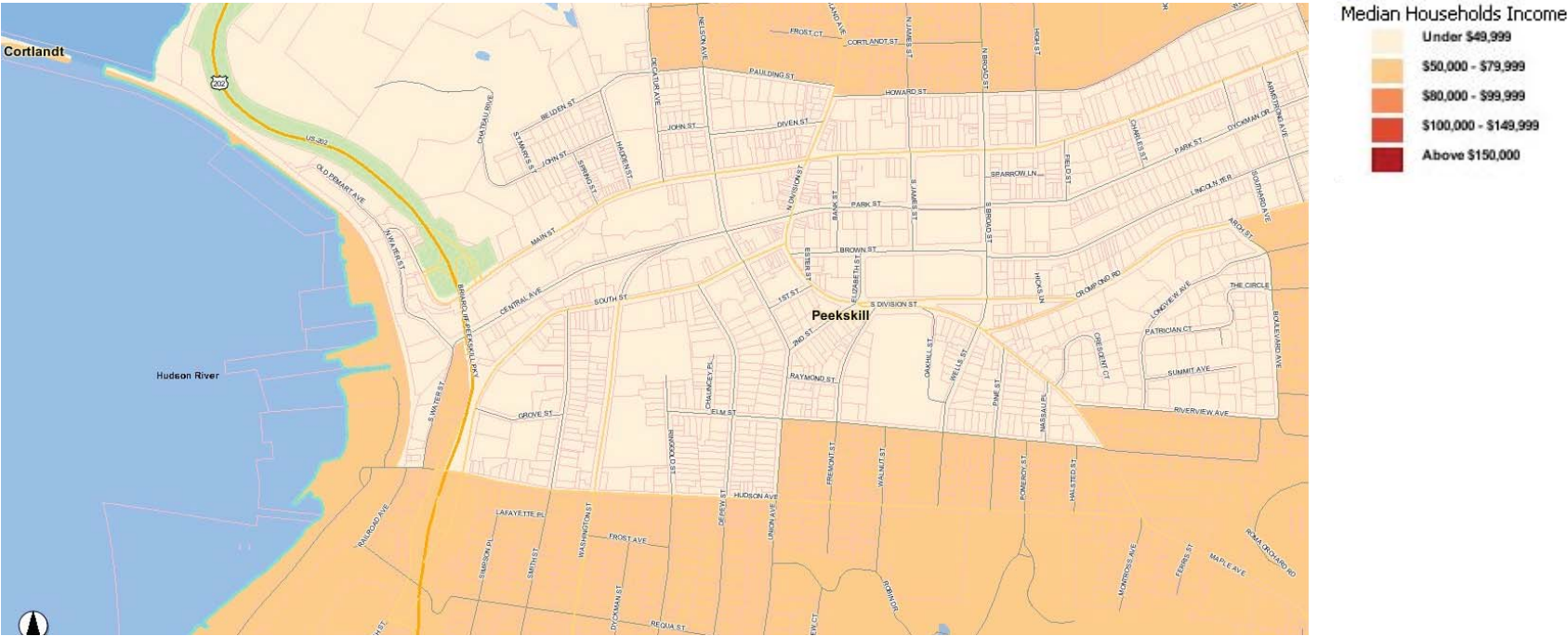


Fig #37 Persons Per Square Mile Map

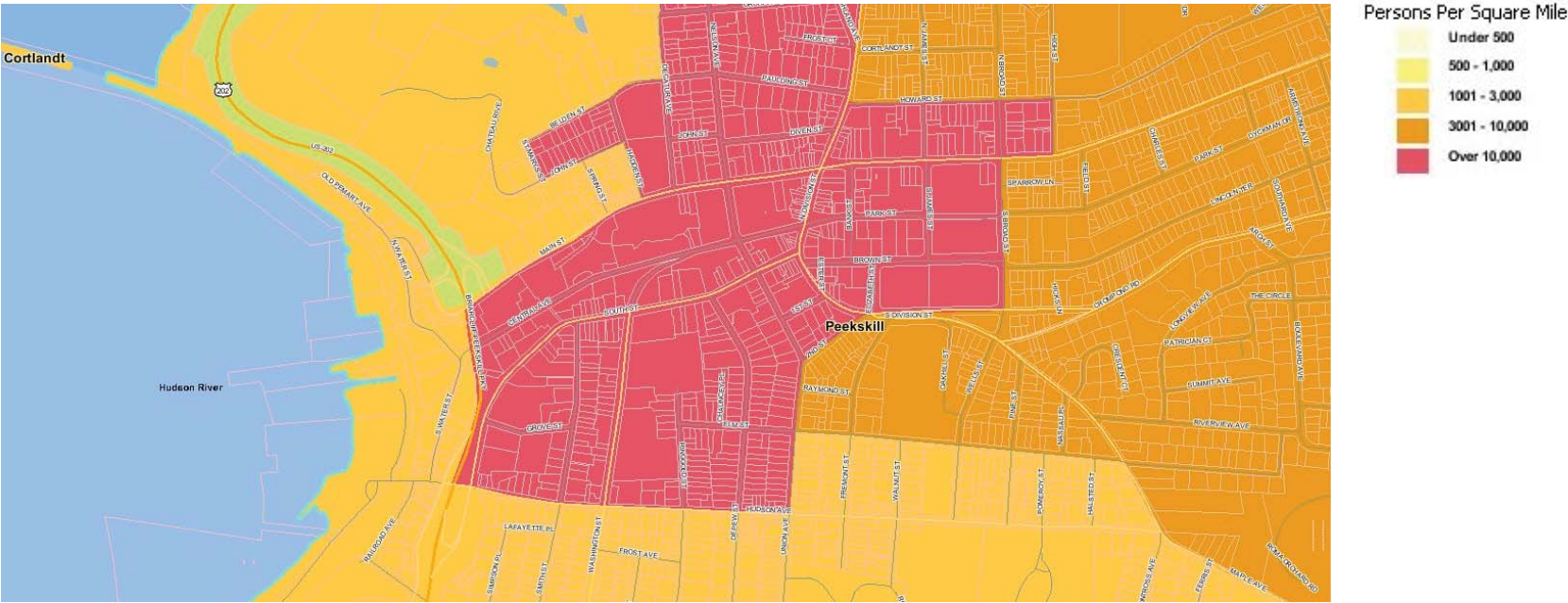


Fig #38 Seniors Population Map

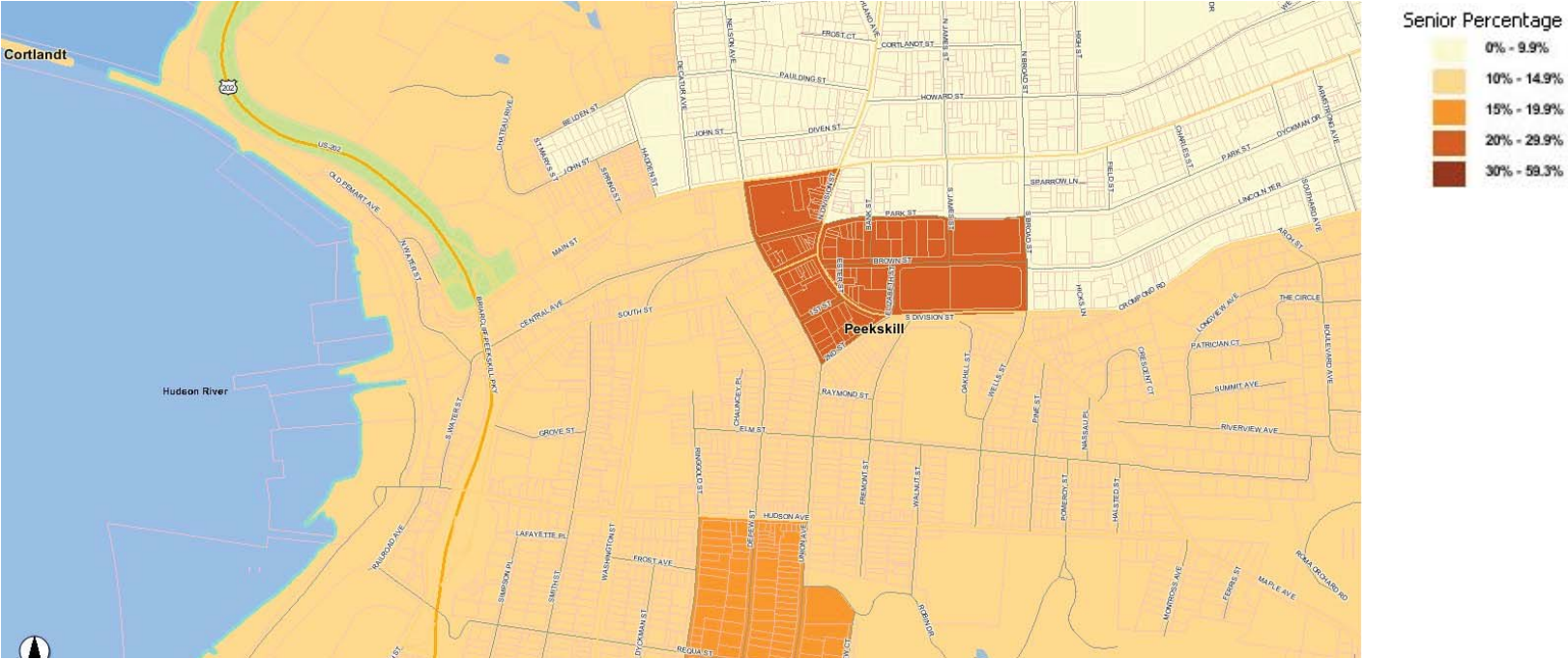


Fig #39 Population Under 18yrs (%) Map



RECOMMENDATIONS

<i>THE CORRIDOR PLAN, BASIC PRINCIPLES</i>	<i>G</i>
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3. <i>CIVIC BUILDINGS</i>	
4. <i>PUBLIC SPACES, PLAZAS, PARKS</i>	
5. <i>WALKABILITY</i>	
6. <i>CORRIDOR TRANSPORTATION POSSIBILITIES</i>	
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G. THE CORRIDOR PLAN, BASIC PRINCIPLES

1. THE CITY-WIDE STRATEGY FOR DEVELOPMENT

Peekskill's charming historic downtown is its strongest asset, and the City needs to build upon this. The development of the past 30 years has been disrespectful of Peekskill's traditional forms and urban framework, and the downtown lost its sense of focus. Therefore, the City needs to pursue strengthening this fundamental urban structure through the use of a Regulating Plan which will help encourage development consistent with the City's goals and objectives, through supportive place-making techniques and strategies.

The Peekskill Train Station on South Water Street services a major regional train line, the Metro North Hudson Line to NY City's Grand Central Station. Peekskill is on the perimeter of a large regional employment center, and since NY City is within an hour's travel time, this commuter line presents opportunities for Peekskill to develop into a true walkable transit-oriented development, or TOD, attractive for higher-end residential and commercial development. Currently used as a regional park-and-ride, Peekskill needs to develop effective strategies for retaining pass-through commuters to help in the support of the local consumer market, both on the way in and out of the city.

The adjoining thoroughway, US-9, although a challenging visual barrier at the bottom of Central Avenue, is a major regional highway offering convenient and quick access to Peekskill and its larger region. Marketing Peekskill as a tourist destination, with its natural attractions, waterfront activities and other amenities, needs a focused campaign targeting two related, but distinct markets. Peekskill is one of the Hudson River Valley's "pearls on the string", and competes with similar towns and cities on the "string". Therefore it is necessary to develop a unique niche appeal both distinctive from, but in concert with, an overall destination strategy for the region as a whole (e.g.- River Tours Along Hudson Valley, or Artist Communities of Hudson Valley, etc). Examples of a similar successful strategy is Napa Valley, with its regional wine-oriented tourism, but where individual communities and destinations within the valley still need to develop their own unique appeal to help drive overall visitation to the valley, and also to ensure its competitiveness with respect to other potential venues or destinations within the region.

2. THE IMPORTANCE OF CENTRAL AVENUE

Many waterfront communities have been rediscovering their shorelines as untapped development opportunities, and municipalities are realizing the significance of how their



Fig #40 Central Ave/South Water St.

waterfronts are transforming and enhancing their economic engine. The development of waterfronts brings new life and energy to communities by creating new economic activity, redeveloping historic and abandoned structures, improving recreation and public access to the water, and restoring and protecting natural resources. Central Avenue is Peekskill's strongest tangible connection between its downtown and the waterfront, and it seems imperative for it to become the lifeline driving that synergy. This notion is reinforced in the "Resolution Adopting Environmental Findings Statement for the Peekskill Waterfront Community Redevelopment Plan". It is stated that the project already includes a number of components to promote this link, including streetscape improvements, the introduction of a residential component, and the development of new commercial spaces on Central Avenue.

3. CIVIC BUILDINGS

Civic buildings can play an important role in catalyzing any revitalization project, and the Plan indicates the possibility for creation of a "half-way" destination along Central Avenue Corridor. The most favorable location to help start the revitalization of the Central Ave corridor is located at Legge Systems, which would also provide an opportunity to restore the historic Union Stove Works building.

The current use of this property is challenging, since it is a chemical industrial use which is incompatible with revitalization goals and both marketing and economic development strategies which are based on increasing the residential density along Central Avenue. Consequently, it is advisable for the City to open channels of communication with the current owner of Legge Systems and explore potential incentives to encourage their relocation to an existing industrial area of the City, better suited to their needs.

Such action would open up the possibility of restoration, adaptation and potential expansion of the historic Union Stove Works building into a potential civic use. This would help support the overall goals of the City, and the objectives and findings of this study. We are proposing the relocation, and/or possible expansion of the Hudson Valley Center for Contemporary Art, or the creation of a new museum at this location. The building could span between Main Street and Central, with entrances activating both streets, providing a secondary means of circulation between the two thoroughfares. An elevator, adjacent to this building and used both by both visitors and non-visitors, could provide an accessible shortcut from Main Street to Central Ave. and the waterfront. The proximity and exposure to the US-9 exit, this facility could serve as a civic gateway for the area and Peekskill as a whole. A fee sharing system between many similar facilities can provide additional incentives for visitors.

The Central Avenue entrance of this proposed civic facility, opens to street level by bridging over the existing gap, and provides an entrance to a balcony level opened to exhibits below. A wider and extended sidewalk at this entry can serve as a plaza with art display and regularly scheduled festivities and local street performers. Across the street from the plaza, to the south, a newly renovated 100 steps with landscaping and walkways could create an inviting visual opening with a pedestrian connection to South Street. The adjacency of the civic facility and the 100 steps creates a tangible link between the two neighborhoods flanking either side of the Central Avenue corridor. Inclusion of an underground garage at the proposed civic facility during the renovation

Fig #41 Proposed museum location



and expansion of the historic Union Stove works would be functional, logical and practical.

If the museum isn't a viable choice, there are number of other options for the building's adaptive re-use that could utilize a similar design approach. One possibility is the relocation of the main library, although, in such case, there should be a replacement of similar value in the location of the existing library within the downtown. A Community Center, Community College or College extension, Art Center, Music School, Dance Academy, Culinary Arts Academy, or any other similar privately or publicly run program (that can also be subsidized through a variety of available funds), can appeal to a wide audience and create a compelling destination, which would help in the successful revitalization of this area.



Fig #42

- ⬡ Public places with art displays
- Parks and small community gardens

Another desirable option is a creation a market-rate mixed use building with residential units on the upper floors, supporting the City's need to rebuild a viable consumer market to support local businesses, by growing both the number and range of household incomes in the community.

4. PUBLIC PLACES, PLAZAS AND PARKS

The integration of existing parks and open space with potential new green spaces or urban plazas is important. Green spaces provide substantial environmental, social and community development benefits, however, the form and rhythm in how these assets are placed along Central Avenue, can have a major impact on the success of the re-development of this corridor.

The proposed plan provides solutions for ways in which these spaces can occur, which can be the impetus to build a City-wide network of high-quality open-space amenities that all residents can enjoy.

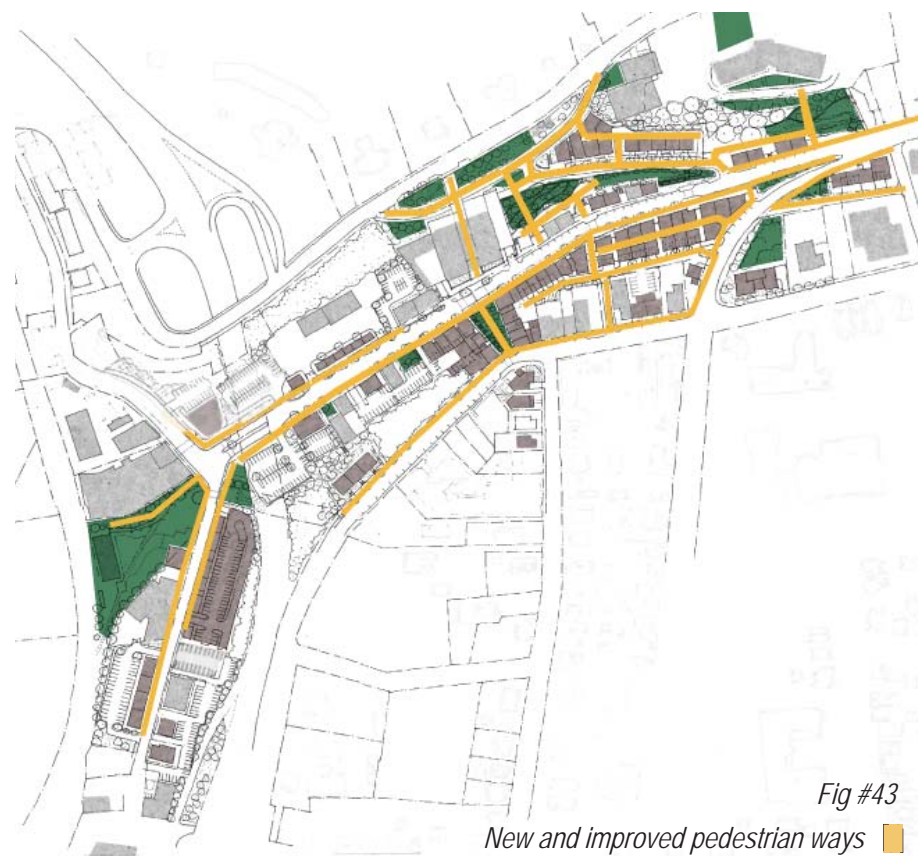


Fig #43

New and improved pedestrian ways ■

5. WALKABILITY

The creation of a high quality pedestrian fabric is essential along Central Avenue and South Water Street. A compelling streetscape, lower vehicle speeds, and the proper sighting and architecture of new and proposed buildings are critical to creating the desired synergy between the downtown, the waterfront and the train station, and to attract new residents and new businesses in a self-reinforcing dynamic. If people are going to walk, there have to be places to walk to. Walkable neighborhoods have a variety of destinations within walking distance, and in addition to major destinations serving as bookends for the area (waterfront, train station and downtown shopping area) the plan is proposing the variety of new mini-destinations, to help stimulate pedestrian traffic.

Walkers don't like to take long detours, or routes which intuitively take them out of their way. Mid-block shortcuts with few or no dead ends, plenty of alternate routes between any two places, and providing a variety of routes between destinations, are all techniques proposed in this report which will encourage walking. The plan proposes a number of new circulation patterns and new connections, providing access to Central Avenue from Main Street and South Street, encouraging additional visitations to this area.

Pedestrian safety is greatest when vehicle speeds are low. On-street parking, trees, and other design elements act as a buffer between pedestrians and traffic making it more comfortable for the pedestrian. Sidewalks should be sized appropriately for the number of walkers anticipated, to allow for comfortable passing. More space can be provided at gathering points or where it is expected that people would slow down to look at the shop fronts and sidewalk displays.

Buildings should engage the street in such a way as to create a sense of enclosure, producing the feel of an "outdoor room". Building facades should be designed at human scale, with frequent doorways and windows, and attractive details and ornaments, to help make them interesting and engaging to the passerby. These design elements also allow workers and residents to keep an eye on the street and to respond to criminal activity -- as observed in many places, popular walking areas tend to be safer than deserted areas. The building setbacks and depth of sidewalks should mimic the City's most desirable existing building placement and form, unless a public space is to be created in front of the building. Different techniques can be utilized to provide a similar relationship between the building and the street, where setbacks differ; e.g. arcades, walls, hedges, etc., however, any proposed building should be considered within its contextual framework and its impact on walkability and the cre-

ation and articulation of place.

Based on these basic principles of walkability, and with a complete awareness of, and sensitivity to the topography, the plan is proposing the following:

- Placement of resting points, incremental destinations with terminating vistas, intimate plazas with civic art and special interests, as well as elongated routes of less sloping incline and new circulation patterns.
- New stairs nestled within beautifully landscaped gardens and terraced walkways would re-create the historic "100 steps" on the south side of Central Ave and re-establish the connection with South Street.
- New similar connections on the North side of Central Avenue will create a new approach and walks along to the creek in a park-like setting, as well as establish new connections and shortcuts to Main Street and the Youth Center.
- Central Avenue will become more pedestrian friendly with the planting of street trees that provide more shading and enclosure, striped on-street parking with bulb-outs at strategic crossing points and a LightGuard system with different paving at "100 steps" crossing.
- Introduction of a new destination at mid-point on Central Ave hill and infill development on both Central Ave and Water Street will increase pedestrian activity.
- Street lighting and more "eyes on the street" with more properly designed residential and commercial units will increase the security.
- Narrowing of any curb cuts that intersect the pedestrian flow, screening of parking lots by low walls or landscaping and planting of trees, help in the formation of an aesthetically pleasing and pedestrian friendly environment.
- Where possible, truck routes should be re-routed to access lower Central and South Water Street via Main Street, South Street and US-9. Slower motion and mandatory off-street loading on Central Ave. at pre-determined hours and also reduce the negative effects on walkability along Central Avenue.
- The overbearing and tunnel-like feel of the widened US-9 overpass is a "weak link" in creating a desirable pedestrian friendly Central Ave. Every possible technique for increased safety and the perception of safety, as well as enticing methods to create interest should be examined and applied at this crucial point.
- To strengthen the connection between the downtown and the waterfront, and to encourage pedestrian movement down the Central Avenue, it is important to revitalize the North corner of Division and Central, currently occupied by a parking lot serving the Police Station. This can be achieved in various ways, however, this study's plan presents a proposal consistent with the rest of the corridor. Erect

narrow liner buildings whose form will enclose and define the intersection, and “pull” the pedestrians down the Central Ave, as well as create an opportunity for a terminated vista and a new destination interest on the top of the hill. An alternative solution would be to achieve similar results of enclosure and definition with proper landscaping techniques.

6. CORRIDOR TRANSPORTATION POSSIBILITIES

Sustainability is one of the biggest issues we are confronted with today on a local and global basis. The environmental effects of automobile use contribute to smog and air pollution, carbon loading in the atmosphere as well as environmental impacts from oil extraction and petroleum refining. Reduction in private vehicle use and increase in use of public transportation reduces fuel consumption, air and water pollutants and Peekskill's carbon footprint. In addition, with current projections of the steep increase in gas prices, there is a real need to investigate and implement multimodal transportation options into any future plans the City may have. Increased walkability and bicycle rider-ship are two other practical options to be encouraged; however, other modes need exploration, in order to better serve the needs of the bigger audience within a wider geographic area. Mass transit needs to be considered on a regional scale, with recommendations that can be supported and incorporated into the plan.

On the basis of passenger miles travelled, public transportation is approximately twice as fuel efficient as private vehicles. A large number of people are willing to use alternative means of transportation if they don't sacrifice convenience. Reliable transportation alternatives, with appropriate routes frequency and proper maintenance (clean and orderly), if actively marketed, will produce higher numbers of ridership.

Some types of public transit may be better supported by higher densities, while other types of public transit may be possible with more moderate densities:

- 8 to 20 dwelling units per acre is adequate to support bus transit
- 20 to 50 dwelling units per acre can support light rail
- 50 to 100 units per acre can support heavy rail

Critics of transit are quick to say that most Americans prefer to drive alone and that

Sources:

* Transit Oriented Development Design-Conference Notes, AICP Planners Training Service, Chicago, June, 2008

** Neighborhood Greenness and 2-Year Changes in Body Mass Index of Children and Youth, American Journal of Preventive Medicine, J.F. Bell, J.S. Wilson and G.C. Liu, 2008

transit carries a small percentage of total trips. The point is not what people are doing today, under current conditions. The point is to explore capabilities that will be available and attractive to us under conditions of increasing enduring petroleum scarcity.

The following is an overview of the available options for multi-modal transportation.

WALKING

The first priority for this area that falls within the quarter-mile radius (5 min walk) from the railway station and the downtown, would be to achieve reasonable residential density and walkability, as described above. Walking promotes a healthy lifestyle and stress relief, and supports prevention of many contemporary diseases caused or exacerbated by a lack of exercise.

The built environment has stepped into the forefront of obesity prevention. The availability of supermarkets, which carry produce, within neighborhoods is positively associated with the consumption of fruits and vegetables and inversely associated with obesity. In other studies, street connectivity, land-use mix, and residential density are associated with moderate physical activity, while urban sprawl is related to obesity and promotes a significant decrease in walking.**

BIKING

Biking may be somewhat problematic in this specific area due to the topographic challenges, however, nothing is impossible; a city-wide study should be conducted and in general, biking should be encouraged. Allowing cyclists to use some exterior vertical connections (elevators) installed in new buildings developed along the corridor and dedicated for public use through public give-back programs in exchange for more density, can also be examined. Existence of biking trails along the river is one of the City's most valuable amenities, allowing visitors and community members access to the waterfront via bicycle could enhance revitalization efforts. Installation of bike racks along the waterfront area and the train station, as well as at miscellaneous points along the corridor and city-wide will encourage a daily use of bicycles

CAR

Car accessibility is still of utmost importance, and it is expected that the number of car users won't dramatically drop until implementation of the plan is well under way, with additional transportation strategies in place. Shared parking and “park-once-and-walk” techniques are essential in lowering the parking ratios and inducing the pedestrian movement between and throughout the downtown and the waterfront development and along the corridor, and could be promoted immediately. The designation of on-street and off-street parking is necessary. The plan contains designated parking places to support existing and new development, and proposes a new four-story garage to replace and increase commuter parking capabilities.

Locations outside the scope area should be examined with proposals of additional parking capabilities, conveniently connected with the station via multi-modal transportation options, as discussed further in the report. A coordinated or linked parking/transit program, coupled with demand pricing strategy for parking, could be very useful in encouraging transit use within the Study Area.

Bus

A shuttle bus connecting the train station and the downtown could be used as an alternative for up-hill pedestrian movement. Creation of overflow parking away from the station with shuttle connections to such places would alleviate the pressure of parking demand in the valuable area of waterfront revitalization. With the introduction of parking fees of different value, based upon demonstrated demand, as mentioned above, commuters could choose between more and less convenient options, priced accordingly, and linked with transit. In addition, they can be dispersed to strategically located places (e.g. a parking garage in the downtown area), where they would potentially bring additional foot traffic for local business.

Bus transit, however, needs to combat a serious image problem, and it is necessary to actively promote the bus system as a safe, reliable, enjoyable, and comfortable way of transportation. Bus marketing campaigns, and active “image” building, or branding initiatives would be extremely useful in promoting ridership (eg- bus branding for a

Fig #44 Examples of Funicular- Zagreb, Croatia



specific purpose or route, low emitting and fuel efficient busses with attractive new look and colors designed specifically for Peekskill). A timetable designed to satisfy both peak and off-peak users should be introduced. To make a bus system viable and attractive, fares must be kept low, relative to demand cycles and services must be as good as possible. If the service is excellent and transfers seamless and easy, then the bus system will appear to be a superior form of transit, which will counteract the problem of image.

According to the Institute of Transportation Engineers (1989), a minimum level of local bus service (20 daily bus trips in each direction or one bus per hour) is often provided in residential areas averaging 4 to 5 dwelling units per acre. Typically, these residential densities correspond to gross population densities of 3,000 to 4,000 people per square mile*, which corresponds with average Peekskill density.

However, the projections of viability should be further investigated once the specific plan is established, and with specific rail-commuter ridership strategies in mind. The possibility of re-routing of existing bus lines with introduction of time-specific lines for peak traffic hours should be considered.

PERSONAL RAPID TRANSIT (PRT)

This is a public transportation concept that offers on-demand, non-stop transportation using small, independent vehicles on a network of specially-built guide ways. This system, similarly to light rail, would need larger investment and larger density to support the system.

FUNICULAR

A funicular, (Fig # 44), also known as a “funicular railway”, “incline”, “inclined railway”, “inclined plane”, or “cliff railway”, is a cable railway in which a cable attached to a pair of tram-like vehicles on rails moves them up and down a steep slope, the ascending and descending vehicles counterbalancing each other. Counterbalancing of the two cars minimizes the energy needed to lift the ascending car.

Funicular is typically used on very steep slopes, which exists on either side of Central Avenue and on the western side of South Water Street. Since then funicular is point-to-point targeted transportation mode, it is important that both ends of funicular line create a destination node to secure the ridership. We can not justify the viable use of this mode of transportation at this point and within the scope of this study. However, since this transportation is ideal for short ride and steep slopes, and since it creates a tourist attraction, this possibility should be kept in the toolbox.

PARATRANSIT

More suitable for the relatively low density and rail commuter supported ridership is

Sources:

* Laurence Aurbach, *A Toolbox for Alleviating Traffic Congestion*)

paratransit (any type of service that does not use fixed routes). Paratransit includes carpools, vanpools, subscription buses, shared-ride taxis and on-demand (route-deviation) services.

For paratransit service modes activity levels and densities lower than the thresholds described above are likely to be more suitable. These modes can be also very effective if institutional support is present from large employers with many persons working at one site with identical (and regular) working schedules.

BIKE MONORAIL

This type of transport is not viable as a transportation mechanism, but it could be considered more as a people-draw, a privately run roller coaster type ride over the streets of Peekskill and over the hills. They could be lit by night, provide a family fun and a tourist attraction. There are several available legal mechanisms to accommodate a private company hoping to run a monorail over public streets, similar to a cable company running wires over the public right-of-way.

7. GREEN BUILDING

Energy efficient buildings and sustainable sites minimize environmental impacts, achieve resource efficiency, and provide occupant comfort and well being. The environmental impact of the building design, construction and operation industry is significant. Buildings annually consume more than 30% of the total energy and more than 60% of the electricity used in the US. Each day five billion gallons of potable water is used solely to flush toilets. A typical North American commercial construction project generates 2.5 pounds of solid waste per square foot and completed floor space. Development shifts land usage away from natural, biologically-diverse habitats to hard-scape that is impervious and devoid of biodiversity. The far reaching influence of the built environment necessitates action to reduce impact. *

We believe that it is our duty to base our recommendations on Green Building design and sustainable development techniques. Techniques described in US Building Council, LEED Reference Guide Manual can be used as a guide for the adoption of any number of green practices. It may be a good practice to initiate a public education campaign identifying natural resources in the area and best management practices for protecting surface waters and wetlands This would include recommendations for

Source:

*Green Streets, Managing Wet Weather with Green Infrastructure- Municipal Handbook, EPA, December, 2008

**US Building Council, LEED Reference Guide

avoiding applications of pesticides and fertilizers or instruction on their proper use. The City's website could also be used to educate the public in this and other environmental protection matters.

STORMWATER DRAINAGE AND GREEN STREET DESIGNS**

Green streets can incorporate a wide variety of design elements including street trees, permeable pavements, bio-retention, and swales. Although the design and appearance of green streets will vary, the functional goals are the same: provide source control of stormwater, limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology to the extent possible, and provide environmentally enhanced roads. Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater.

Incorporating erosion and sedimentation controls, drainage improvements, and construction activity pollution prevention programs as part of future development projects is important. Most of the development in the study area will affect steep slopes; therefore it is important to establish guidelines to protect against adverse impacts.

A green street design begins before any BMPs (Best Management Practices) are considered. For all new streets, access lanes and new parking lots, we are recommending minimization of impervious area. When retrofitting and redeveloping existing streets, opportunities to eliminate unnecessary impervious area should be explored.

- SWALES (FIG #45)

are vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. The intent of swales is to reduce stormwater volume through infiltration, improve water quality through vegetative and soil filtration, and reduce flow velocity by increasing channel roughness. In the simple roadside grassed form, they have been a common historical component of road design. Additional benefit can be attained through more complex forms of swales, such as those with amended soils, bioretention soils, gravel storage areas, underdrains, weirs, and thick diverse vegetation.



Fig #45

- **BIORETENTION (FIG # 46 a,b)**

is a versatile green street strategy. Bioretention features can be tree boxes taking runoff from the street, indistinguishable from conventional tree boxes. Bioretention features can also be attractive attention grabbing planter boxes or curb extensions. Many natural processes occur within bioretention cells: infiltration and storage reduces runoff volumes and attenuates peak flows; biological and chemical reactions occur in the mulch, soil matrix, and root zone; and stormwater is filtered through vegetation and soil.

- **PERMEABLE PAVEMENT (FIG #47)**

comes in four forms: permeable concrete, permeable asphalt, permeable interlocking concrete pavers, and grid pavers.

- Permeable concrete and asphalt are similar to their impervious counterparts but are open graded or have reduced fines and typically have a special binder added. Methods for pouring, setting, and curing these permeable pavements also differ from the impervious versions.

- The concrete and grid pavers are modular systems. Concrete pavers are installed with gaps between them that allow water to pass through to the base. Grid pavers are typically a durable plastic matrix that can be filled with gravel or vegetation.

All of the permeable pavement systems have an aggregate base in common which provides structural support, runoff storage, and pollutant removal through filtering and adsorption. Aside from a rougher unfinished surface, permeable concrete and asphalt look very similar to their impervious versions.

Permeable concrete and asphalt and certain permeable concrete pavers are ADA compliant.



Fig #46a



Fig #46b



Fig #47b

- STREET TREES (FIG #48, 49, 50, 51)*

From reducing the urban heat island effect and reducing stormwater runoff to improving the urban aesthetic and improving air quality, much is expected of street trees. Street trees are also good for the economy. According to recent surveys, customers spend 12% more in shops on streets lined with trees than on those without trees. However, most often street trees are given very little space to grow in often inhospitable environments.

The soil around street trees often becomes compacted during the construction of paved surfaces and minimized as underground utilities encroach on root space. If tree roots are surrounded by compacted soils or are deprived of air and water by impervious streets and sidewalks, their growth will be stunted, their health will decline, and their expected life span will be cut short. By providing adequate soil volume and a good soil mixture, the benefits obtained from a street tree multiply.

To obtain a healthy soil volume, trees can simply be provided larger tree boxes, or structural soils, root paths, or "silva cells" can be used under sidewalks to expand root zones. These allow tree roots the space they need to grow to full size.

This increases the health of the tree and provides the benefits of a mature sized tree, such as shade and air quality benefits, sooner than a tree with confined root space.



Fig #48 Trees planted at the same time, but with different soil volumes

Sources:

*Green Streets, Managing Wet Weather with Green Infrastructure- Municipal Handbook, EPA, December, 2008

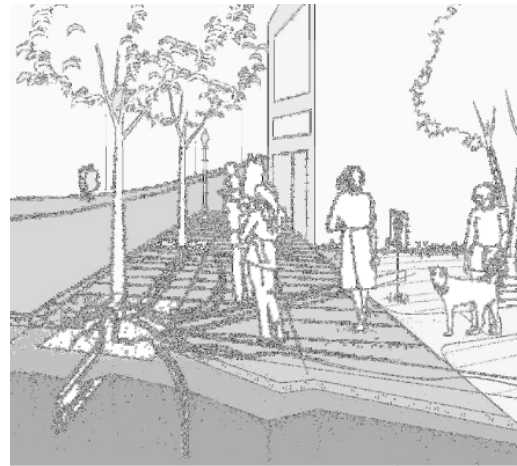


Fig #49 Root Paths direct tree roots under paving and into better soil areas for tree root growth



Fig #50 Silva cell structures support the sidewalk while providing root space for street trees



Fig #51 Vegetated curb extensions

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H. THE CORRIDOR PLAN, SPECIFIC AREAS

1. UPPER CENTRAL AVENUE

Fig #52 Upper Central Ave, proposed plan



Study Area Context Map

Fig #53 Upper Central Ave, proposed plan overview





Fig #54 Existing conditions

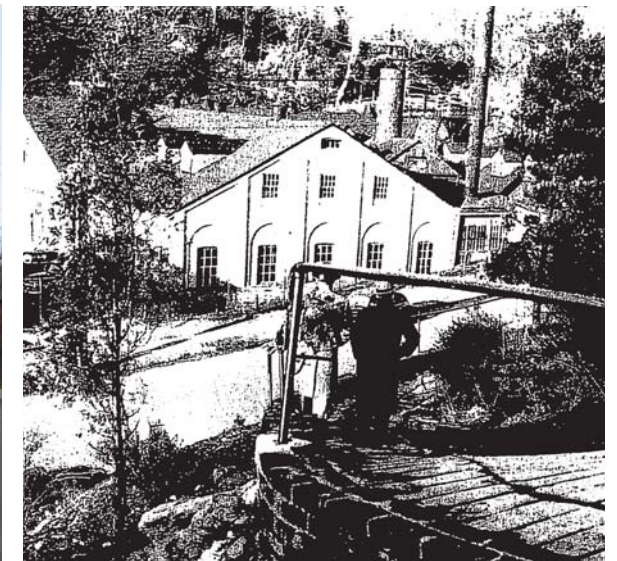


Fig #55 Historic photograph



Fig #56 Proposed renovated and redeveloped , new museum

B 100 STEPS PARK WITH TERRACED WALKWAYS

Fig #57 Inspiration images- San Francisco



Fig #58 Inspiration images- Berkeley, Rose Walk



C RESIDENTIAL, SOLUTIONS FOR STEEP SLOPE DEVELOPMENT

Fig #59 Inspiration images- Newburgh, section through steep slope development



Fig #60 Inspiration images, mid-slope pedestrian access and courtyards



Fig #61 Inspiration images- building on steep slope

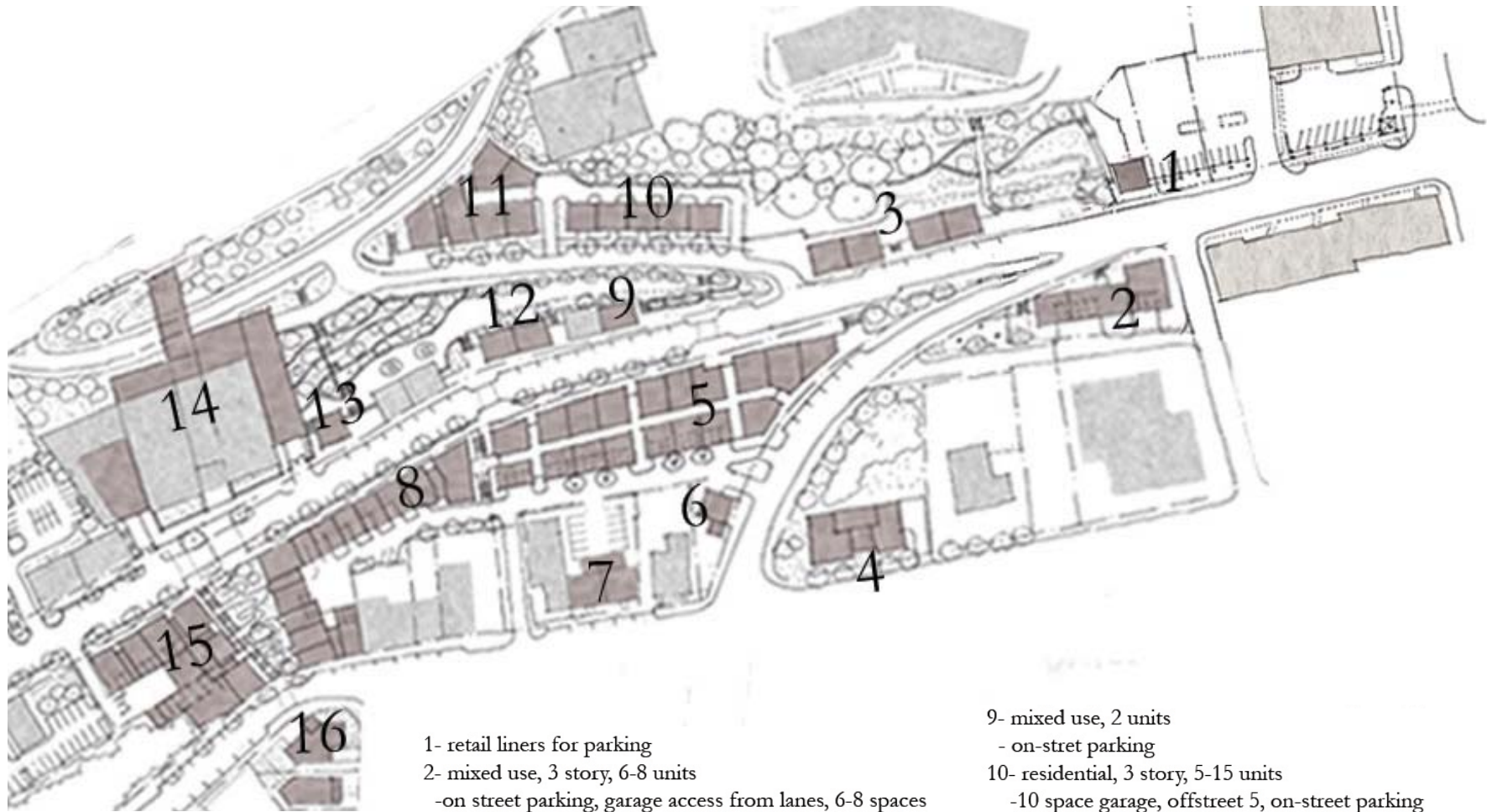


Fig #62 Inspiration images, mid slope vehicular access, back loading alley

Fig #63 Building on the slope, street view



Fig #64 Upper Central Ave, proposed plan details

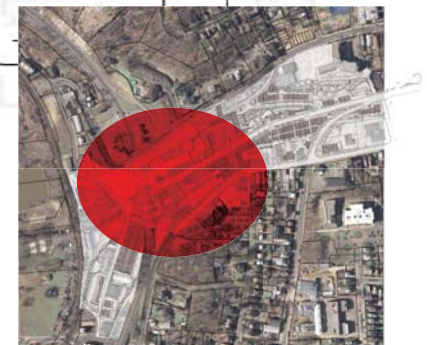


- 1- retail liners for parking
- 2- mixed use, 3 story, 6-8 units
 - on street parking, garage access from lanes, 6-8 spaces
- 3- mixed use, 3 story, 8 units
 - on street parking
- 4- residential, 3 story (hill), 9 units
 - garage lower level, 9 spaces
- 5- residential (1/w on Central), 3 story, 18-46 units
 - on-street parking, 12 off-street, 18 garages
- 6- residential, 2 story, 2 units
 - 2 space garage
- 7- residential, 3 story (hill), 4 units
 - 4 space garage, on-street parking
- 8- residential (1/w on Central), 3 story (hill), 26- 32 units
 - 20 space garage, 5 off-street, on-street parking

- 9- mixed use, 2 units
 - on-street parking
- 10- residential, 3 story, 5-15 units
 - 10 space garage, offstreet 5, on-street parking
- 11- residential, 3 story (hill) 12 units
 - 10 space garage, on-street parking
- 12- mixed use (1/w), 3 story, 4-6 units
 - on-street parking
- 13- mixed use, 3 story, 2-4 units
 - on-street parking
- 14- museum, 4 story
 - garage access from lane
- 15- residential (1/w on Central), 3 story, 16-24 units
 - 16 space garages
- 16- mixed use, 3 story, 2-4 units
 - 3 space garages

2. LOWER CENTRAL AVENUE

Fig # 65 Lower Central Ave, proposed plan



Study Area Context Map

Fig #66 Lower Central Ave, proposed plan overview

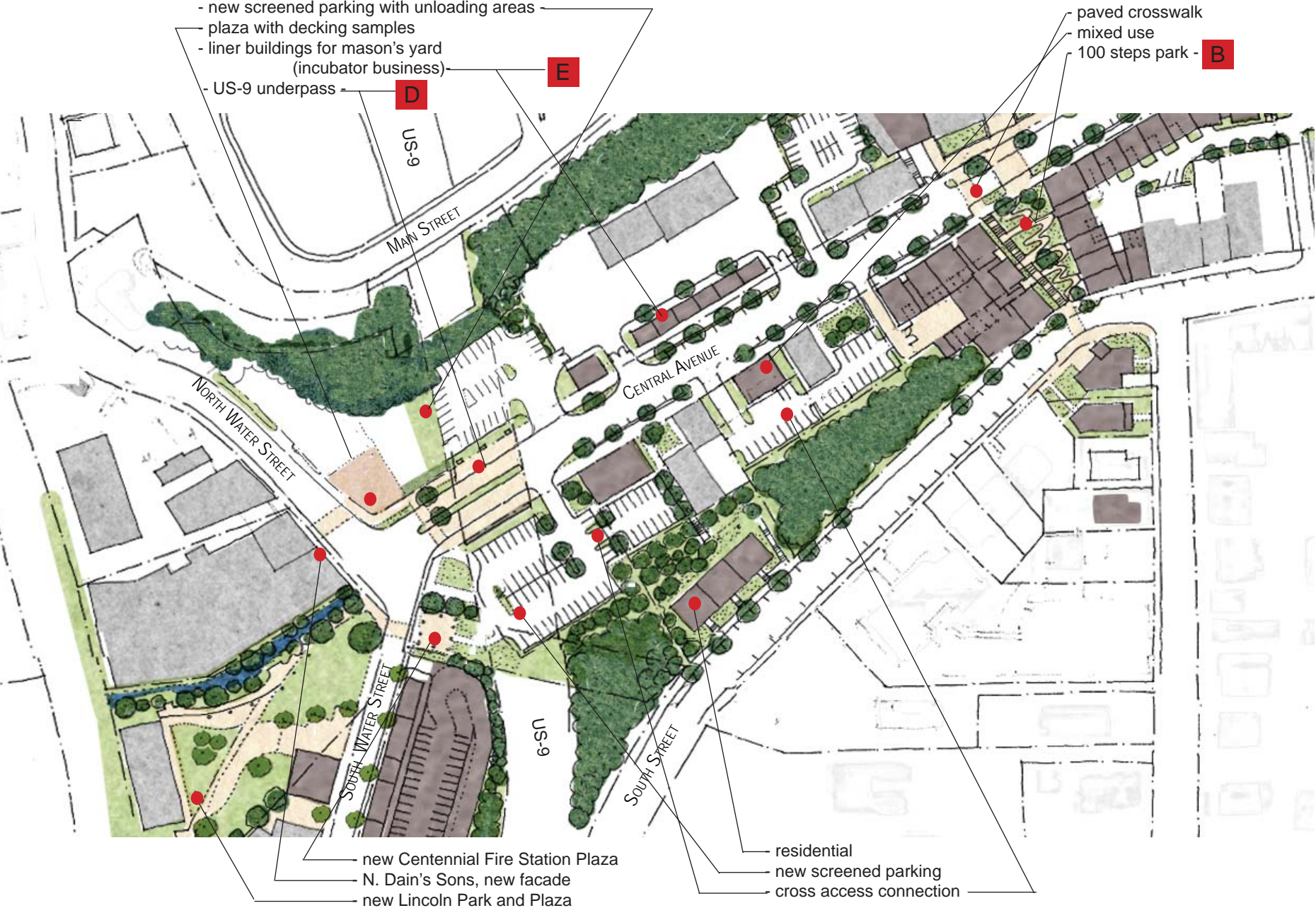


Fig #66 A- Lower Central Ave Alternative Plans- reflect comments received at the public meeting. N.Dains Son's Co. Inc owns the corner property (in red on key map below), with big part of lumber operation and employee parking as well as the deck display at the NE corner of the Central Ave and South Water Street intersection. Included below are two different plans that present alternative solutions.



- new screened parking with unloading areas -
- landscaped plaza (or decking samples) with landmark
- liner buildings for mason's yard (incubator business) - **E**
- US-9 underpass - **D**



- new screened parking with unloading areas
- new retail building for Dains & Sons Lumber
- liner buildings for mason's yard (incubator business)
- employee and customer parking for new retail building
- new decking samples area associated with retail building -
- US-9 underpass - **D**



D US-9 UNDERPASS

Fig #67 Existing images



Fig #68 City-provided sketch of the proposed bridge wall

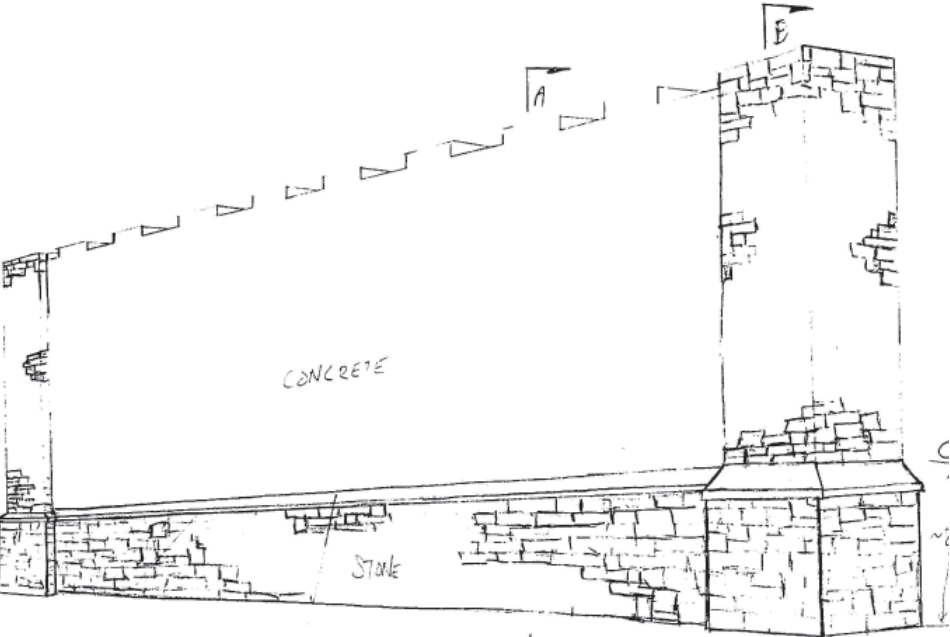


Fig #69 Bridge extension progress, with wall almost finished



AREA FOR EXHIBITING ART AND PROJECTIONS

Fig #70 Inspiration image- light show under the bridge

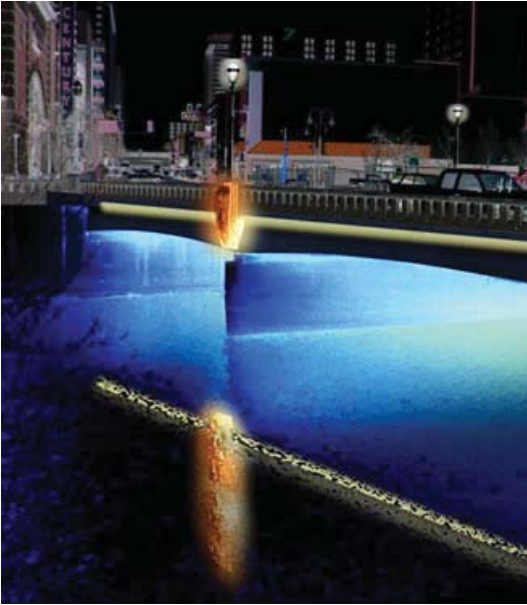


Fig #71 Inspiration image - increasing walkability



Fig #72 Inspiration images - existing bridge and highline structures with greening techniques



Implementing the “green wall” technologies- the system that can be installed on vertical walls. They mask unpleasant look of blank walls and can be utilized in many ways to increase both esthetics and functionality of places.

Fig #73 Inspiration images - green wall-



E INCUBATOR BUSINESS-- recommendation for liner buildings (very shallow, 15' deep stores), that can house small type of starter businesses

Fig #74 Existing image



Fig #74 Inspiration images- Granville Island, Vancouver- previous industrial area converted to artist colony with on-site production

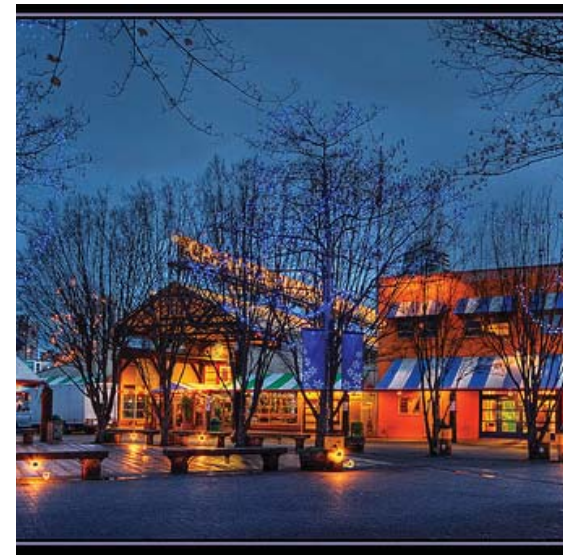


Fig #75 Lower Central Ave, proposed plan details



- 17- mixed use, 3 story, 4 units
-off street parking, on-street parking
- 18- workshop liners, 1-2 story
-on-street parking
- 19- mixed use, 3 story, 4-6 units
-off-street parking, on-street parking
- 20- residential, 3-4 story (hill), 9-12 units
-on-street parking (share off-street)
- 21- parking, 45 spaces min
- 22- parking/loading, 60 spaces min

3. SOUTH WATER STREET

Fig #76 South Water Street, proposed plan



Study Area Context Map



Fig #77 South Water Street, proposed plan overview

- new plaza with landmark
- N. Dain's Sons, new facade
- new Centennial Fire Station plaza
- new Lincoln Park and Plaza
 - new visitors center
- new 4 storey garage with liners
- new 3-4 story mixed use
- new 2 story mixed use



F N. Daines sons- lumberyard, existing photo

Fig #78 Existing images - the building is situated on the prominent corner of Central Ave and Water St., terminating the vista from Central Ave. It is important for the building to promote street walkability and engage pedestrian connection between the waterfront and Central Avenue



Fig #79 Lower Central Ave, proposed plan details

- 23- mixed use or commercial liner units, 4 levels, 18-24 units
 - garage, 4 levels, 208 spaces
- 24- visitor center, 2 story
- 25- mixed use, 4 story, 3-5 units
 - off-street parking
- 26- mixed use, 4 story, 12 units
 - off-street parking 35 spaces min
- 27- mixed use, 4 story, 6 units
 - off-street parking

TOTAL OF:

- 170-245 residential units
- min of 50,000 sf of commercial (27,000 sf retail)
- 527 new parking spaces
 - 100 residenatial garage spaces



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J . COMMUNITY CHARACTER, IMPLEMENTATION STRATEGIES

The preservation of community character and building upon this component is of the utmost importance to every community similar to Peekskill, with strong historical references. Although the City went through the rezoning of the Corridor to accommodate mixed use, the submitted plans were unsatisfactory and insensitive to the historic nature of the existing structures in the Corridor and the vicinity. This is a common problem, and the City needs a document that builds confidence and allows easier and quicker processing of the applications, while fostering predictable built results and a high-quality public realm. Being that the “building form” is one problem the City seems to be confronted with; the best tools to use are the ones that deal with the form directly. Several types of documents can address this problem:

FORM BASED CODE

- Form Based Code uses physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning.
- Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.
- The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning’s focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form.
- Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.
- Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism.
- Ultimately, a Form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements.

DESIGN GUIDELINES

The City of Peekskill has rezoned the Central Avenue/South Water Street Corridor to WF-2 to accommodate mixed use projects comprising of retail and residential. An existing Design Guidelines document is included with the zoning requirements, to guide development within Waterfront District, and the Study Area has a specific section within the guidelines document, “Design Guideline for WF-2”. The quick assessment is that the guidelines seem to give recommendations that are very general and are lacking in principles that specifically reinforce walkability and pedestrian propulsion, crucial for this area, there is no guideline on proper creation of public spaces etc.

Guidelines that include visual representation are easier to follow and usually have far better response from the applicants. Successful illustration can visually describe many aspects of a desired condition, and achieve immediate understanding of the intent.

The principles of an exemplary design guidelines document would:

- guide the design of new construction and redevelopment in the study area and to support and illustrate the study recommendations;
- guide any physical alteration, in order to maintain and improve the unique and rural character of the corridor and the surrounding neighborhoods, to assure that all new buildings are harmonious with each other and that construction or modifications are compatible with the surrounding buildings’ patterns, styles and textures;
- enhance the physical appearance of the corridor and establish an identity distinguishing it from strip mall style of development typically associated with suburban sprawl;
- promote design that contributes to the safety and comfort of both pedestrian and automobile traffic;
- provide direction in site planning and insure a high degree of design quality in development of the corridor; and
- provide specific elements of vernacular architecture that are consistent with the historic character of the surrounding communities.

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K . REVITALIZATION TOOLBOX

Revitalization Toolbox

In order to achieve the goals of the Peekskill community and the City, as outlined in this document, a series of tools and incentives are being explored and recommended.

The implementation needs an economic initiative. Below is the list of the next steps and possible financial vehicles utilized through case studies and recommendations of potential strategies and availability of financing through private and public funding:

LIST OF POTENTIAL "NEXT STEPS"

1. Preparation of comprehensive regulatory plan
 - detailed plan of the area
 - market analysis with regional and local strategies
 - retail market analysis
 - residential market analysis
 - transportation/traffic analysis
 - preparation of documents to guide the form of the development
 - public input
 - preparation of EIS documents
2. Preparation of Form Based Code (FBC) or Design Guidelines, to guide the development and ensure the desired implementation. The document can address the whole Waterfront Development Area, include Commercial Area (more comprehensive but more effective in the long run, and can combine similar efforts in other areas of the town), address the study area only or concentrate on elements of the study area (e.g.- "streetscape elements", "building frontages", or "architectural patterns" etc). The study area FBC can be utilized as a foundation for the future city-wide Form Based Code.
3. Establish streamlined process for the applications review, especially for those that are ready for immediate filing. From our very positive experience with other municipalities, our involvement in the design follow-up and application review ensured the professional support and guidance throughout the process.
4. Preliminary talks with all stakeholders and business owners in the area.
5. Preliminary approach to businesses with incompatible use (Legge Systems) and

investigation of potential incentives for their relocation.

6. Preliminary approach to potential new users (eg- Hudson Valley Center for Contemporary Art, or annex building for Westchester Community Center, library or similar) for the historic building of Union Stove Works, currently used by Legge Systems
7. Establishing streamlined application review process, especially for those that are ready for immediate filing and meet the intent of this Land Use Study
8. Define density bonus and other incentives, in return for developers producing:
 - streetscapes, public spaces, street lighting, plazas, pedestrian ways etc
 - development in topographically difficult terrain is costly without incentives for density and market rate residential
9. Develop programs and partnerships within the region to effectively and collectively activate Hudson Valley (e.g.- existing program "Art Along Hudson - 7 Cities")
10. Develop educational programs through the school system encouraging involvement of revitalization, e.g.- cleanup programs, programs that foster pride in local history, etc
11. Attract private developers and actively engage in public-private partnerships

LIST OF POTENTIAL "QUICK HITS" (to get the momentum going):

1. Parking striping along Central Avenue can bring low-cost immediate results in parking increase
2. Any lighting improvements (e.g.- under the bridge) can increase safety
3. Tree top trimming at South Street, to open up the views of the river (immediate increase of value for the water view properties)
4. Preparation of Design Guidelines (or Form Based Code) for the Waterfront Development Zone
5. Continuing process of engaging the local artists in City-wide programs, with special focus in the Downtown and the study area

INCENTIVES FOR GREEN INFRASTRUCTURE

Incentives are a creative tool local governments can use to encourage the use of green infrastructure practices on private property. Incentive mechanisms allow municipalities to act beyond the confines of their regulatory authorities to improve wet weather management on properties that may not fall under updated stormwater requirements or other state and municipal policies, codes and ordinances.

These incentives can be applied to both new developments and existing developments.

For new development projects, incentives can be incorporated into the development processes, such as building permits and stormwater permits or other development codes and requirements, to creatively encourage green infrastructure. In already developed areas, incentives can be designed to encourage private property owners to retrofit their properties to include green infrastructure practices where they do not already exist.

Examples of local incentive mechanisms can include stormwater fee discounts, expedited permitting, grants, rebate and installation financing, and awards and recognition.

The following are the primary types of green infrastructure incentives:

- **Stormwater Fee Discount:** Require a stormwater fee that is based on impervious surface area. If property owners reduce need for service by reducing impervious area and the volume of runoff discharged from the property, the municipality reduces the fee.
- **Development Incentives:** Offered to developers during the process of applying for development permits. Examples include: zoning upgrades, expedited permitting, reduced stormwater requirements and increases in floor area ratios.
- **Grants:** Provide direct funding to property owners and/or community groups for implementing a range of green infrastructure projects and practices.
- **Rebates & Installation Financing:** Provide funding, tax credits or reimbursements to property owners who install specific practices. Often focused on practices needed in certain areas or neighborhoods

- **Awards & Recognition Programs:** Provide marketing opportunities and public outreach for exemplary projects. May include monetary awards.

Source:

Managing Wet Weather with Green Infrastructure, Municipal Handbook, EPA, June, 2009

FUNDING RESOURCES

A. OFFICE OF COMMUNITY RENEWAL – NEW YORK STATE

[www.nysocr.org/program information/overview](http://www.nysocr.org/program%20information/overview)

The Community Development Block Grant (CDBG) Program is a federally funded program authorized by Title I of the Housing and Community Development Act of 1974. The Office of Community Renewal is New York State's administrative agency for the CDBG Program. The CDBG Program provides grants to smaller communities in order to: ensure decent, affordable housing for all; provide services to the most vulnerable in our communities; create jobs and expand business opportunities for implementing a variety of community and economic development activities directed toward neighborhood revitalization and economic development; and to provide improved community facilities and services.

The New York CDBG Program provides community development grants to towns, villages, and cities with a population under 50,000 and counties with an unincorporated population under 200,000. The CDBG Program provides smaller communities with the opportunity to make local decisions concerning community development without duly increasing the local tax burden of their citizens. Please visit our eligible communities page to see if your community is currently eligible for New York CDBG funding.

Under the CDBG Program, approximately \$50 million of funding is available annually to eligible communities within New York State. The Office of Community Renewal publishes a Notice of Funding Availability in the early part of each year, inviting eligible communities to submit applications for funding in its annual competitive round for community development activities in the categories of Housing (rehabilitation and homeownership) and Public Facilities (infrastructure or service-related projects). On a continuous year-round basis, the Office of Community Renewal invites eligible communities to submit requests for Economic Development projects. In the fall of each year, the Office of Community Renewal invites applications for Community Planning grants.

Towns, villages, and cities are eligible to receive up to \$400,000 for Housing and Public Facilities, and up to \$600,000 for Public Infrastructure (water/sewer only) projects. County applicants can receive up to \$750,000 for Housing, Public Facilities, and Public Infrastructure projects. Applicants applying jointly for assistance with Public

Infrastructure (water/sewer only) projects may receive up to \$900,000. For Economic Development grants, the maximum award is \$750,000, with a minimum request amount of \$100,000. Community Planning grants are a maximum of \$25,000.

Applicants of the CDBG program must ensure that 70% of all activities funded under the program primarily benefit low- and moderate-income households-- those with incomes at or below 80% of the area median income established by the U.S. Department of Housing and Urban Development (HUD). Each CDBG-funded activity must also meet one of the national objectives: benefiting low- and moderate-income households; aiding in the prevention or elimination of slums or blight; or meeting community development needs having a particular urgency.

Communities wishing to apply for CDBG funds are encouraged to attend one of the Office of Community Renewal's Application Workshops held annually across the New York State, in the fall. Communities are also encouraged to contact the Office of Community Renewal as early as possible to discuss the viability of potential projects, as well as to review successful applications from prior rounds of competition.

B. OTHER FUNDING RESOURCES:

[www.nysocr.org/funding opportunities/other opportunities. asp](http://www.nysocr.org/funding%20opportunities/other%20opportunities.%20asp)

USDA-RUS Community Connect Grant Program

<http://www.usda.gov/us/telecom/commconnect.htm>

USDA Section 504 Wells and Septic Systems

<http://www.rurdev.usda.gov/ny/504brochure.pdf>

Water & Sewer Co-Funding Initiative - NYS Environmental Facilities Corporation

<http://www.nycofunding.org/DotNetNuke/>

Restore NY Communities Grant Program - Empire State Development Corporation

Community Development Programs - NYS Division of Housing and Community Renewal (DHCR)

<http://www.nysdhcr.gov/AboutUs/Offices/CommunityDevelopment/>

New York Main Street Program - NYS Division of Housing and Community Renewal (DHCR)

<http://www.nymainstreet.org/>

Quality Communities Clearinghouse, Grants and Financial Assistance - NYS Department of State

<http://www.qualitycommunities.org/grants.shtml>

Keeping New York's Waters Pure - NYS Legislative Commission on Rural Resources

<http://www.senate.state.ny.us/docs/water00.pdf>

Water Quality Improvement Projects (WQIP) Grants - NYS Dept. of Environmental Conservation <http://www.dec.ny.gov/pubs/4774.html>

C. NEW YORK MAIN STREET PROGRAM

www.nymainstreet.org

Contact: Capital District & New York City Region Karl Gustafson,
Senior Community Developer Crystal Loffler, Community Developer
Hampton Plaza 38-40 State Street, 9th Floor
Albany, New York 12207 (518) 474-2057

New York Main Street provides financial resources and technical assistance to communities to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods.

The NY Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to business improvement districts and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers. New York's Main Streets are in transition. While many downtown and neighborhood retail districts have seen new life, with significant investment in the development of civic, commercial and residential projects, others have not yet experienced this trend. Many of these communities can once again thrive with proper management and strategic investment of public and private resources. The New York Main Street grant program is a "bricks and mortar" program that provides funding for building renovations, façade and streetscape

improvements and, in limited cases, capital funding for projects intended to anchor downtown districts. The program also provides technical assistance and other resources to support community revitalization efforts.

Is NY Main Street the right program for my community?

If your organization can meet the following criteria, NY Main Street might be the answer for you:

Eligible Applicants - The entity that applies for and manages the NY Main Street Program in the community must be incorporated under the Not-for-Profit Corporation law and meet certain eligibility requirements. [Click here for details.](#)

Eligible Areas - Each local Main Street program must be carried out in a concentrated target area that has experienced sustained physical deterioration and disinvestment.

Capacity - Viable Main Streets are brought about by strong organizations. This requires technical capacity and active citizen involvement. Applicants that receive funding for NY Main Street activities (referred to as Local Program Administrators) will have demonstrated the capacity to manage a program over the long term, and to make a difference in the community.

Economic diversification - Just like any business, each Main Street program needs a strategy to achieve its goals. The strategy must include baseline data and continuous evaluation so impact can be measured. Local programs are expected to follow a sound strategy for revitalization based on detailed analysis and rigorous monitoring.

Affordable housing - An important goal of the NY Main Street Program is establishing the residential sector in targeted areas. The district should have a mix of housing that is affordable to all income levels. A secondary goal is reestablishing market rate housing in weak market communities.

Preserving the community's building stock - The appearance and functionality of Main Street buildings will determine the success of revitalization efforts. This requires attention to historic preservation but also investments that will prolong the useful life of Main Street buildings, such as energy conservation, accessibility modifications, health and safety improvements (including lead paint hazard control), building code compliance, and interior modifications to make buildings functional for today's needs. Local Main Street programs will have a strong bricks and mortar emphasis, and local administrators will

have extensive experience with construction and rehabilitation of existing buildings.

Getting the word out - Marketing the district - and making sure that all groups have equal access to housing that is improved with program funds - is essential to the health of the district. Main Streets have to compete with malls, the internet, and all of the options that consumers have today. Successful marketing and outreach will encompass a wide range of people (potential customers, new residents, and investors) and will thus promote the diversity that marks a thriving community.

Local administrators will see that the district is promoted through an on-going, effective promotional program. The program must be successful at convincing both district business and property owners of the benefits of New York Main Street and at ensuring the revitalized district is welcoming to all.

D. ENTERPRISE GREEN COMMUNITIES

www.greencommunitiesonline.org

Funding

Enterprise offers a comprehensive array of funding options for interested developers. Explore the funding options below.

Grants

Enterprise offers Planning and Construction, Charrette and Sustainability (<http://www.greencommunitiesonline.org/tools/funding/grants>) grants to help cover the costs of planning and implementing green components of affordable housing developments, as well as tracking their costs and benefits. Enterprise offers grants to help cover the costs of planning and implementing green components of affordable housing developments, as well as tracking their costs and benefits.

Planning & Construction Grants

Grants up to \$75,000 to cover planning and construction (<http://www.greencommunitiesonline.org/tools/funding/grants/planning.asp>) expenses including additional costs of architectural work, engineering, site surveys and costs associated with items such as a more efficient HVAC system, green materials and energy efficient appliance. An applicant may apply for both planning and construction grant funds. Please review the Grant Guidelines below for more information regarding available funding and eligibility

requirements.

Availability

In general, Green Communities grants will be made as part of a package of favorable financing intended to improve the feasibility of integrating green building items throughout affordable housing developments. Other parts of this package are below-market-rate acquisition and predevelopment loans and competitively priced tax credit equity from Enterprise. Before submitting an application, applicants are advised to download the Green Communities Criteria (PDF, 1M), which incorporates design criteria for locating in smart locations, conserving natural resources and promoting healthy living environments. These Green Communities Criteria define the minimum requirements for Green Communities' projects and will be used to determine eligibility for grant, loan and tax credit equity products.

Grant funds are awarded on a competitive basis twice a year. Our national round is currently closed, please check back on a later date for more information on our next funding round.

Eligible Uses

Funds may be used for:

- Planning expenses related to the integrated design process including the additional costs of architectural work, charrette, engineering, site surveys, analysis of energy use, and environmental reviews.
- Green construction items.
- Costs of construction review and performance testing.
- Energy Services costs. • Costs of architect's certification that Green Communities Criteria have been met, as well as costs of any other third-party assistance in certifying a development.
- Third-party costs of establishing systems and tools for property management and resident education, to maximize the benefits of the green measures once the property is operating. Because funds are limited, Enterprise will reserve the right to negotiate with grant applicants to determine the highest and best use of Green Communities grants in a specific project. Line-item cost estimates must be approved by Enterprise.

Eligible Applicants

Open to 501(c)(3) nonprofits; public housing authorities; tribally designated housing entities; for-profit entities; and for-profit entities participating through joint ventures with qualified organizations. The applicant and the development team must demonstrate their qualifications to successfully carry out the proposed development.

Target Projects

Developments that involve new construction of residential units or rehabilitation at an estimated cost of more than \$3,000 per unit. Developments subject to firm site control.

Rental housing developments reserved for renters with incomes at or below 60 percent of area median income. Homeownership developments that will be sold to buyers with incomes at or below 80 percent of area median income. Developments in the working drawing or construction stages may be considered. Priority is given to the following projects: Single family and multi-family rehabilitation Rental and for-sale developments that are scheduled to close and begin construction within the next 6-9 months.

Limits on Grant Amounts

- In general, the grant amount will range from \$20,000 to \$75,000 per project.
- The grant funds may be used in ways that benefit the entire project, including homes and apartments that are not rented or sold to qualified low-income households.
- The portion of the grant to be used for planning costs may not exceed \$25,000.
- An applicant may apply for and be awarded a grant for both planning and "construction, but the construction portion of grants will be automatically cancelled if the project does not meet the Green Communities Criteria at the construction contract stage.

Grant Application Review and Approval Process

There are several steps involved in applying for a Green Communities Grant. Applicants are required to download the Green Communities Criteria prior to applying for grant funds. This is a very important step as the applicant must provide detailed information as to how the development intends to satisfy the Green Communities Criteria (Exhibit B) at the application stage.

Disbursement of Grants

Funds In order to request disbursement of grant funds, grantees must submit the following documents to Enterprise:

- Grant Disbursement Request Form (within grant agreement) signed by an authorized

representative of the Grantee.

- A Progress Report narrative detailing the status of development.
- A copy of the project's Green Development Plan. For more information, please review Green Communities Criteria Item 1-1.
- For Construction Grant Funds only, Certification of Satisfying Green Communities Criteria. The certification must be completed and signed by the project design team certifying that the that the Green Communities Criteria have been satisfied.
- Results of performance testing conducted both during and post-construction that verify the project meets the Green Communities energy performance requirements appropriate for the building type. Please be sure to allow 90 business days to process payment of grant funds.

Application

Carefully review the grant application instructions on the following pages to apply online for Green Communities grant funding.

Go to the funding application instructions page Charrettes Grants

Grants for up to \$5,000 to assist housing developers with integrating green building systems in their developments and engage in a serious discussion of green design possibilities.

Enterprise will award planning grants to affordable housing developers to coordinate a green design charrette (<http://www.greencommunitiesonline.org/tools/funding/grants/charrette.asp>).

Sustainability Training Grants (post-construction)

Green Communities offers Sustainability Training Grants (<http://www.greencommunitiesonline.org/tools/funding/grants/index.asp>) up to \$5,000 for affordable housing developers. Funding is available to cover the design and distribution of an operations and maintenance.

RECOMMENDATIONS

THE CORRIDOR PLAN, BASIC PRINCIPLES	G
1. THE CITY WIDE STRATEGY	
2. THE IMPORTANCE OF CENTRAL AVENUE	
3. CIVIC BUILDINGS	
4. PUBLIC SPACES, PLAZAS, PARKS	
5. WALKABILITY	
6. CORRIDOR TRANSPORTATION POSSIBILITIES	
7. GREEN BUILDING AND SUSTAINABILITY	
THE CORRIDOR PLAN, SPECIFIC AREAS	H
1. UPPER CENTRAL AVENUE	
2. LOWER CENTRAL AVENUE	
3. SOUTH WATER STREET	
COMMUNITY CHARACTER, IMPLEMENTATION STRATEGIES	J
REVITALIZATION TOOLBOX	K
1. LIST OF POTENTIAL "NEXT STEPS"	
2. INCENTIVES FOR GREEN INFRASTRUCTURE	
3. FUNDING RESOURCES	
ADDENDUM	L
<i>MISCELLANEOUS MAPS AND ILLUSTRATIONS</i>	



Fig #80: conceptual study area, aerial

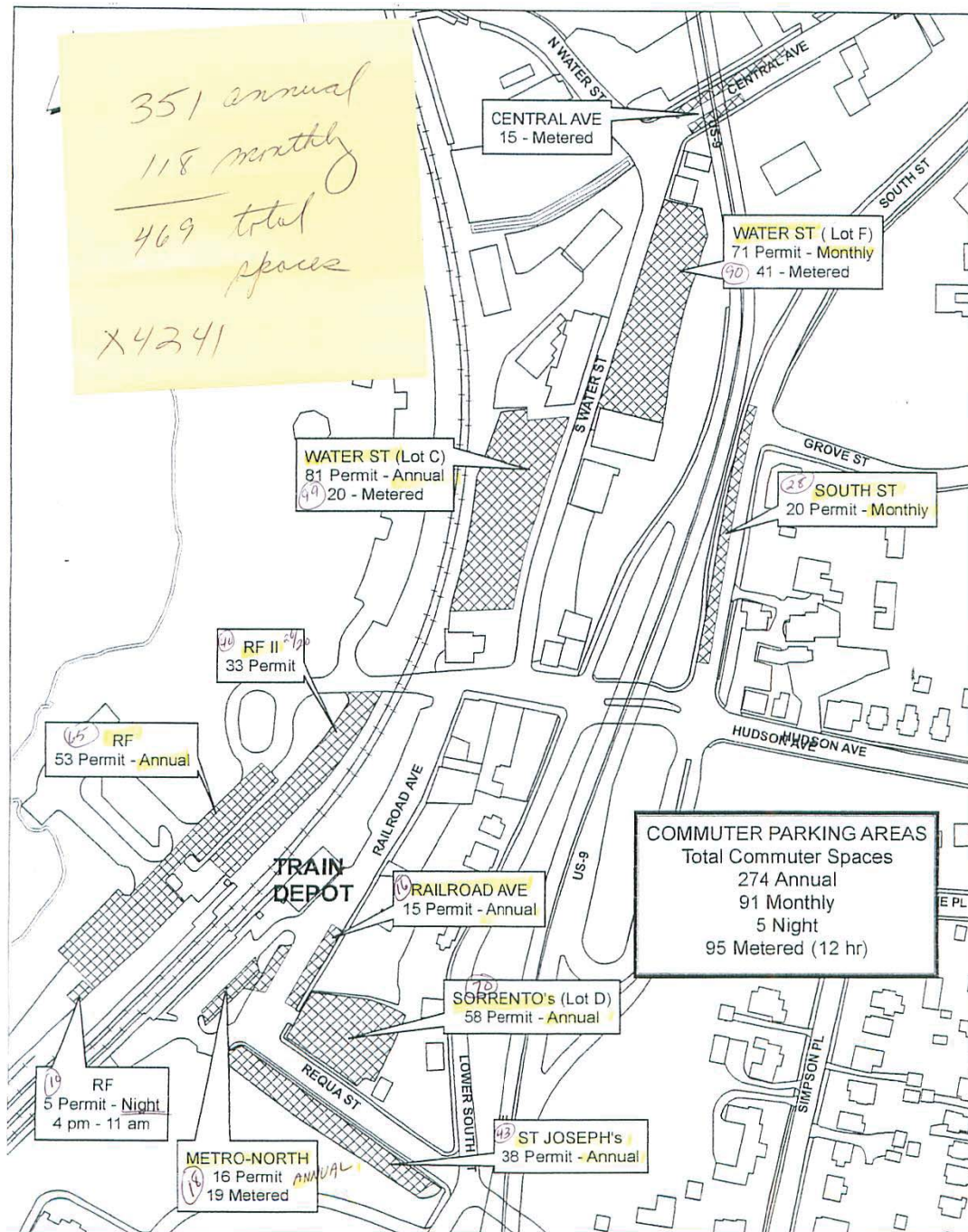


Fig #81: Document received from the City- South Water Street , Commuter parking areas and parking numbers with corrections indicated on the yellow note. Total parking space - 469 spaces

4/06

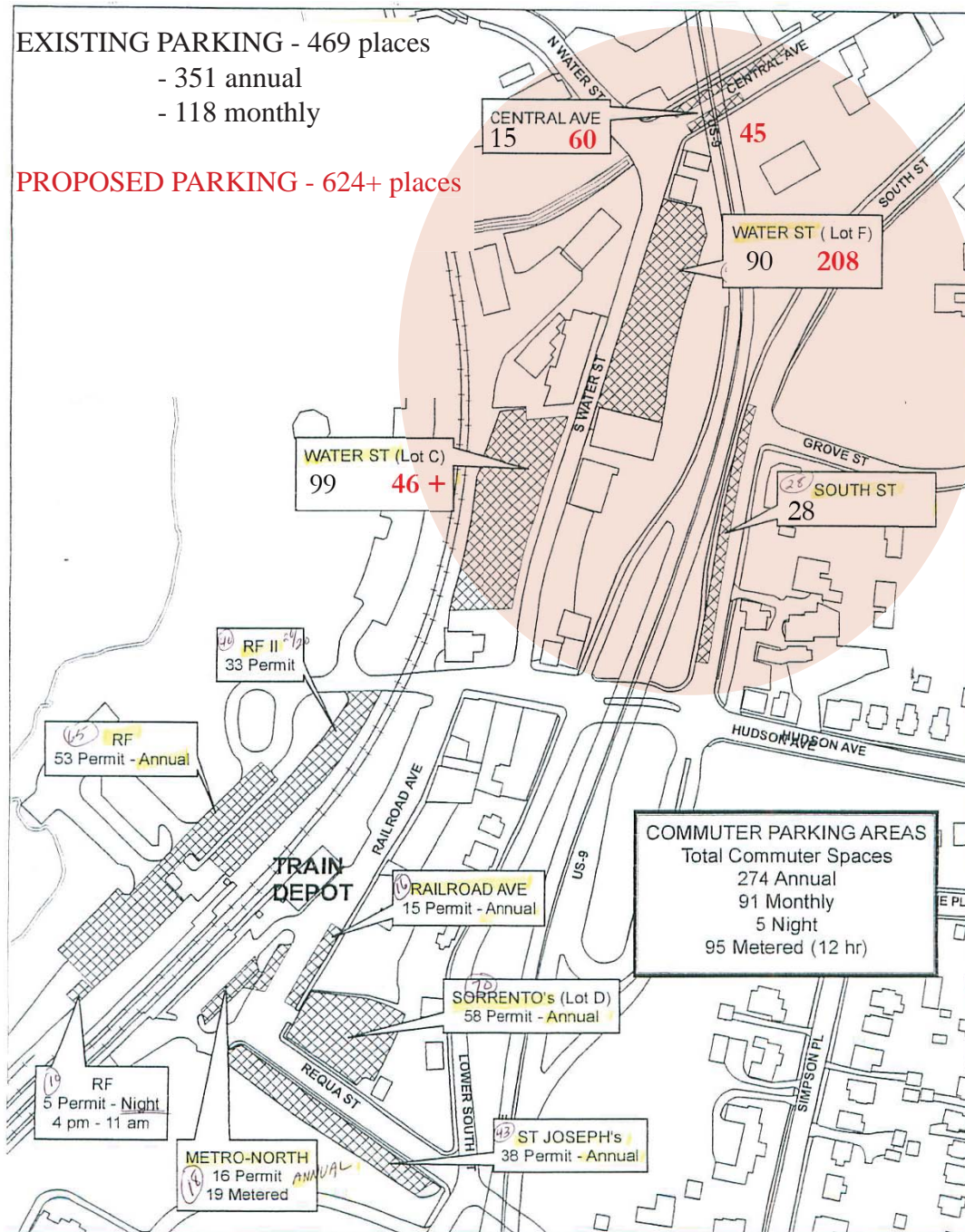


Fig #82: Illustration of proposed change in commuter parking numbers for South Water Street area only (changes refer to Fig #81). Proposed numbers are indicated in red.

Total parking space - 624 + spaces

Fig. 62.1 Parking places in the proposed plan

POTENTIAL PARKING GARAGE (NOT INCLUDED IN THIS PLAN)

SHUTTLE FROM TRAIN STATION TO GARAGES AT DESIGNATED PLACES WITHIN THE CITY OF PEEKSKILL

SHUTTLE FROM TRAIN STATION TO GARAGES AT DESIGNATED PLACES WITHIN THE CITY OF PEEKSKILL

PROPOSED PARKING GARAGE FOR MUSEUM (NOT INCLUDED IN THE CALCULATIONS)

PROPOSED PARKING GARAGE (INCLUDED IN THE CALCULATIONS)

ON-STREET PARKING

PARKING LOTS

PROPOSED PUBLIC PARKING GARAGES

PROPOSED GARAGES, ASSOCIATED WITH RESIDENTIAL USE

Revision: 11-2009; Peekskill Final Report_Ela.indd

Fig #83: FIGURE GROUND MAP ILLUSTRATING EXISTING AND PROPOSED BUILDING FOOTPRINTS
 Practicability of the plan lies in incremental and infill development opportunities.

EXISTING BUILDING FOOTPRINTS
 PROPOSED BUILDING FOOTPRINTS

