

City of Peekskill Louisa Street and Lower South Street Charrette Report

September 2, 2009

In 2009, the City of Peekskill began an intensive planning process for the Lower South Street and Louisa Street industrial area. The process included background research, a training session for community facilitators, a community visioning workshop, and a two-day community charrette. Many residents, stakeholders and property holders participated. This document summarizes the process and key recommendations.

The Vision Plan

The vision plan for the Louisa Street and Lower South Street area is a vibrant workplace district where current uses remain and expand and a more diverse mix of new uses are integrated over time as sites are assembled and the market improves. The area will accommodate the needs of industrial users while adding amenities to make it accessible and friendly for other users including walkers, bikers and bicyclists. New uses will be unique and sustainable and not competitors with Peekskill's renewed downtown, though a jitney service connecting the area to downtown may be feasible in the future depending upon the mix of uses that emerge in the study area.

Throughout the district, especially on Lower South Street, the zoning should allow for a mix of uses and require modest design standards related to landscaping, paving, and buffering. Over time, and at the "nodes" at either end of the corridor, additional design standards should address building design including massing, alignment, materials and other aesthetic elements.

Participants in the visioning workshop and charrette stressed the need to focus on improving the infrastructure including water, sewer, stormwater, and undergrounded utility services. Without these fundamental improvements the area is not marketable for new business or safe and convenient for existing companies. This should be a top priority for the City and it should begin researching and soliciting grant funds to begin this work.

Streetscape improvements will immediately change the identity of the area. They will allow for flexibility, compatibility, and comfortable use by cars and people traveling through the area in a number of modes including employees walking or biking to work, runners and joggers and recreational cyclists. Pavement widths will be wide enough to accommodate safe pedestrian movement, sidewalks, managed curb cuts, landscape, lighting, site furniture, and stormwater management. Roads will consider appropriate design speeds that provide for continued movement of traffic without compromising safety. At the same time, the streetscapes need to be designed to accommodate heavy machinery and trucks. Opportunities also exist to improve landscaping in and around existing parking lots along the line of what BASF has done with its large employee parking lot on Lower South Street. At the southern end of the study area better pedestrian connections will be made to Welcher Avenue and under Route 9 to West Side Neighborhood. On the northern end of the study area stronger connections to the Waterfront trail and pier will be provided, as well as improved access under Route 9 making connections to nearby neighborhoods and downtown.

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The roadways will be rebuilt/resurfaced as other infrastructure projects are underway. The addition of sidewalks will likely result in slightly reduced road width, but should also have a positive effect of calming truck traffic. As the projects are undertaken “blind spots” and site distances should be improved.

There was broad support for the construction of a roundabout at the Lower South Street and Louisa Street intersection. Business owners felt that if it was designed properly with a truck apron and dimensions determined by survey of existing businesses, the Fire Department and EMS that it would not be a hindrance to their drivers. They also felt that it could improve visibility and improve the flow of traffic. Roundabouts are often more cost effective in the long run because they do not require signal maintenance and replacement. Study after study finds that roundabouts reduce vehicle crashes. Design of the roundabout should include: splitter islands to protect pedestrians, yield signs at entry, clear pedestrian paths (not across central island) and excellent signage. If the roundabout is designed well it will also serve as a gateway to the district.



Other longer term transportation recommendations include a jitney or trolley with links to downtown and the waterfront, a light rail or MTA stop in the future, an historic steam train depot and an intermodal truck to rail freight depot. A new public access road is proposed north of the BASF main plant connecting to new development sites along Louisa Street, bypassing the concrete plant.

Participants embraced the image of a barbell to illustrate the South Street portion of the study area. There are two large activity centers at either end of Lower South Street with a narrow, built-out industrial corridor in the middle. The character of Lower South Street and the activity nodes at Welcher Avenue and Louisa Street are different and require a different design approach.

The southern end of the study area is anchored by the Blue Mountain Shopping Center and the A&P. Though the plaza parking areas have been improved over the past few years with trees and planting islands there is much more opportunity for this area. Various design elements were suggested and two are highly recommended. The shopping center is built and engineered to allow for a second story to be constructed which could allow for a mixed use retail and office cluster. Senior housing above the shopping center was also suggested. Creating a more urban vertical shopping environment will distinguish this intersection and allow for new uses to be accommodated.

The second recommendation is to add a new one story building at the corner of Route 9 and Welcher Avenue at the front lot line of the shopping center parking lot. This approach, common in modern shopping center design breaks up the monotony of parking lot and creates a sense of density and activity that is appealing. It also creates a space for a small family restaurant that many participants felt would improve the area and draw more users to the other businesses in the shopping center.

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Along the central “bar” of the barbell, the improvements should be driven by the needs of existing property owners for a modern and fully infrastructured street that can carry heavy truck traffic while still being safe for employees and residents alike. Property owners felt that new uses in the construction industry could add to the existing cluster in the area who could partner on projects and engage in joint marketing to increase visibility and marketability. This approach argues for reserving newly assembled sites at the Northern end of the study area for construction related uses like a lumber yard, home supply company or landscape center. Many of the companies are also involved in some form of green manufacturing and felt that future trends in their industries would move toward more green manufacturing process and materials. Business operators felt that newly recruited business in the “green” industry sector would be a good fit and strategic move for the City. Since this is a major regional push, business owners felt that the City should carve out its niche in green construction and use that to meet the needs of companies in the larger metro area. The possibility of locating an intermodal rail/truck site on the western side of Lower South Street was also proposed to increase the ability to move goods by rail and reduce truck traffic on city streets.

At the northern end of Lower South Street where it intersects Louisa Street many opportunities exist. The City has assembled considerable acreage on the northeast corner of the intersection near Route 9 and has the option to buy additional property. Opportunities also exist to “repurpose” existing buildings. In the past this site has been mentioned as a location for larger retail or as a “landing pad” for uses located elsewhere in the city that may be compatible with the overall base of uses in the study area. There was concern that the lack of direct access from Route 9 and challenging topography could deter national franchises.

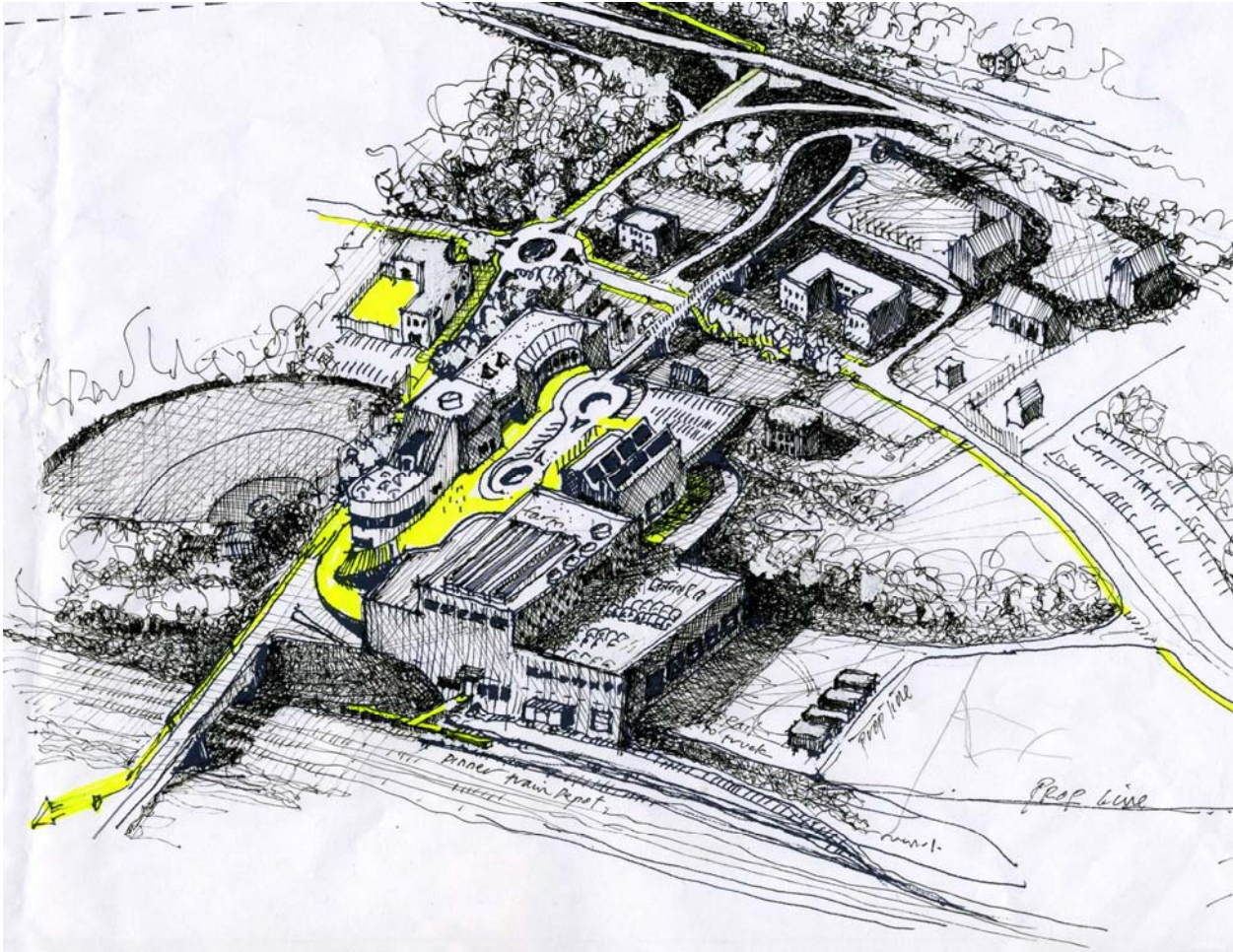
The western side of the Louisa Street and South Street intersection holds the greatest potential for new mixed use infill. One alternative illustrated (and attached) calls for an extension of the type of flex space buildings currently on John Walsh Boulevard. The sites along Louisa Street could contain several hundred thousand square feet of capacity and could be used for mixed uses including manufacturing, retail, arts, and recreation.

A second alternative, shown below, for the Louisa Street corridor embraces the development of a new, high visibility mixed use complex with flex space structures on multiple stories containing over 400,000 square feet of capacity for a variety of uses.

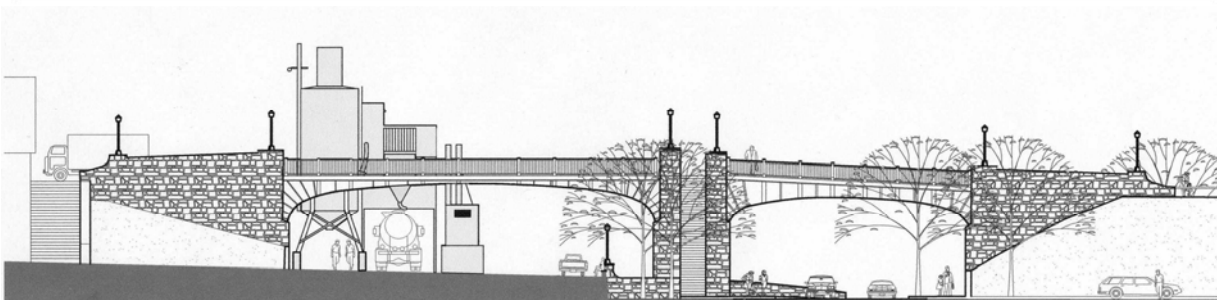
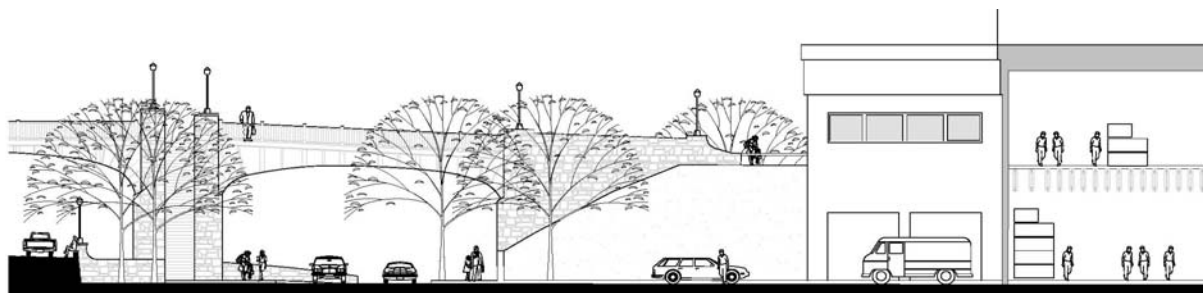
Parking structures are planned to conserve land and reduce impervious material. The buildings are terraced and feature along set of “Spanish steps” connecting Louisa Street with a hilltop promenade with views of the waterfront. The rooftop of the buildings will be engineered to support a green roof, gardens and restaurants. In the future the vision for the area includes a new MetroNorth stop or historic steam depot.

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This alternative also proposed the construction of a bridge across Lower South Street creating a direct connection to the hilltop promenade. This bridge improves pedestrian safety and will enable visitors and residents to access the new roof gardens, restaurants, and promenade.



Study Area Overview

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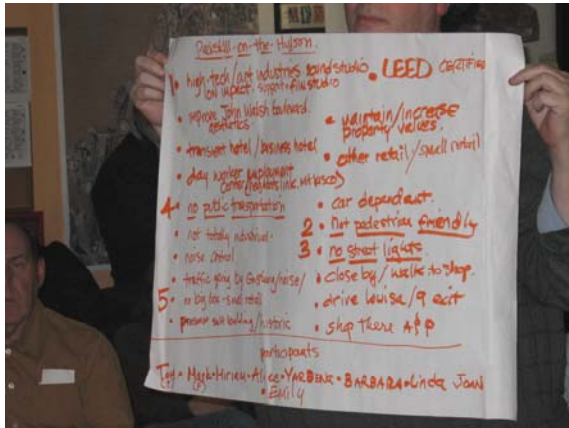
The planning process began with development of an overview of the study area. Key observations included:

- The study area is bounded by Welcher Avenue on the South, Louisa Street on the North, Route 9 on the East and the Rail Road Tracks on the West.
- The adjacent areas include the City Yard, active businesses along John Walsh Blvd and the waterfront, including new park amenities.
- The area contains 77 acres (2.8% of total City land area)
- It is strategically located with easy passenger rail, freight rail, and highway access (MetroNorth and Route 9). It is within one hours drive of four international airports (JFK, LGA, Newark, Stewart)
- The mix of uses is diverse including the Blue Mountain retail plaza, BASF manufacturing facility, cement company and new stadium. There are large businesses (BASF) and small companies (HPA Automotive). Many companies are industrial and some have been there many decades.
- The area employs nearly 500 people. BASF/Mearle/Englehardt has 242 employees. Blue Mountain Shopping Center (A&P) employs between 150 and 200 people. South Street Materials and Perini Construction each employ 40 people and Burnwell Propane has 10 employees.
- As much as one-third of the area may be available for redevelopment. There are 9 vacant tax lots totaling 12 acres. An additional 7 lots (14 acres) were categorized as “underutilized” (underutilized tax lots have structures and generate property tax revenue but do not contain operational businesses). The total assessed value of vacant and underutilized tax lots is \$480,830 (27.5% of total area).
- Area generated 1.5% of City property tax revenue in 2008 and significant sales taxes. Total assessed value of area is \$1,744,627 which represents 2.7% of total City assessed value of \$65,041,453. City property taxes collected in the area in 2008 were approximately \$353,000. The area represents 1.5% of total collected City property taxes (excluding incinerator plant PILOT). The Blue Mountain Shopping Center, as one of only four “strip mall” retail centers in the City, is a significant sales tax revenue generator.
- The infrastructure in the area is in poor condition. There are no storm sewers on most of Lower South Street, aging sanitary sewers and water mains.
- The area is served by City police, fire and EMS services. It straddles the Peekskill and Henrick Hudson School Districts.
- The area contains some of the few remaining acres of industrially zoned land in the County.
- The study area is long and narrow with limited opportunity for large footprint redevelopment. In the charrette, participants described the area as a “barbell” with a narrow central section running along South Street and larger clusters on either end (A&P on the southern end and parcels assembled by the City on the northern end).
- The A&P site is occupied and improvements have been made to the parking areas in recent years, though it appears that there are some vacant and underutilized retail spaces.
- The parcel on the northeast corner of the Louisa Street/Lower South Street intersection on the northern end has been the topic of discussion for a larger development project and as a site to relocate uses located elsewhere in the city that are compatible with the Study area character.

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- The parcel on the opposite corner of that intersection is occupied by the City yard, but the City plans to relocate this use making the visible site available for redevelopment.
- The property on the corner of Louisa Street and John Walsh Boulevard is also a prime site to create a higher value mixed use commercial, recreation and retail center.



- The economic downturn has affected development activity in the city, region and state, yet most existing property owners have responded well and seem to be stable.
- Many of the companies are in the construction or hauling sectors, both of which are sensitive to economic downturn. This common focus could help the companies to function as a cluster that could help companies to collaborate on projects and remain competitive.

- The area has changed over time; although many uses remain stable others have concentrated their operations on fewer and fewer acres (such as BASF). New uses like the hotel, stadium and waterfront park have diversified the area and made it accessible to more people.

Facilitator Training

The city recruited citizen facilitators to help with the visioning workshop and charrette. Approximately twenty facilitators were trained on Tuesday March 3, 2009 to conduct exercises and facilitate small and large group discussions. Facilitators also learned about smart growth and sustainable planning and were able to introduce these concepts to participants in the workshops. A number of the facilitators were also architects or landscape architects who helped participants to envision their ideas in “real time.”

Visioning Workshop

The City planned and advertised a visioning workshop for the study area. It was held on Wednesday, March 11, 2009 at the senior center. Approximately fifty people attended including residents of the city, residents adjacent to the study area, business owners and advocates for specific redevelopment initiatives. At the visioning workshop participants identified key vision elements, discussed the opportunities and constraints facing the area and generated ideas that need to be addressed for their vision to be accomplished. The key observations that came out of the workshop include:

- It should be a mixed use area
- Historic resources should be preserved
- Needs to be connected to the downtown and the waterfront
- Need focus on transportation and infrastructure – it



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will increase likelihood of investment. Needs to address better roads, public transportation, drainage, stormwater management, curbing, underground utilities, walkable with sidewalks, lighting, and safe and enjoyable streetscape and better auto access

- It should remain and grow as an economic engine, creating jobs and growing the tax base. Existing business and new industry, including “green” technology should be accommodated. Efforts should be made to help the area focus like an industrial/corporate business park. Existing heavy industry should be protected. While “big box” development or large uses like hotels and conference centers or large scale indoor recreation might be appropriate at a few locations, smaller uses and more unique providers might be more sustainable. The area should be seen as a place to relocate business from other location to this area freeing up even higher value properties along the waterfront or downtown
- The future plans should include passive recreation such as views, river-oriented recreation, and walking amenities
- It could also provide active recreation including an indoor recreation center, outdoor active recreation uses and other sports facilities that complement the new stadium

Vision Statement

Following the Visioning Workshop a vision statement was drafted and reviewed. It reads:

Lower South Street/Louisa Street is a growing mixed-use workplace district, building on Peekskill's rich history and its connections to city and mountains, to river, rail, and harbor, to walkable streets and regional highways, to livable neighborhoods and a thriving downtown. Anchored by expanding local businesses, it has helped Peekskill become the commercial and cultural heart of the Hudson Valley, with new green jobs, an emerging arts and media industry, active recreation and entertainment, and unlimited potential.

The vision statement embraced certain “givens” that emerged from the visioning workshop and “must haves” that the plan should address. They are:

Assumptions/Givens

- Area must generate increased tax base/ratables
- Housing should not be a primary use for the area
- Development should not compete with downtown in uses and scale
- The Lower South Street/Louisa Street area should have a new name
- The area should be defined as the southern gateway to Peekskill

‘Must Haves’ that plan should address:

- Infrastructure will be improved
- Better roads with sidewalks will be provided
- Brownfields will be remediated to highest standard that is appropriate
- Views will be maintained
- Appearance of existing businesses will be improved
- Highway garage will be moved

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- Transit access will be improved

Focus Groups

Following the Visioning Workshop the City set up two focus groups. The first was held at lunch time on April 24th, 2009 with seniors at the senior lunch program. At this focus group City staff and consultants asked seniors about their memories of the study area and about future uses that they would like to see there. Key observations included:

- The area once boasted the Hudson Highlanders minor league baseball stadium and a stock car track
- The major long term user of the area was Fleishman's which manufactured, yeast, gelatin and soups at various points in its history
- In terms of future uses, seniors expressed a desire for easier access to convenience retail, including big boxes like Target and Walmart
- If it was available, seniors would take a trolley to shop in the area rather than a bus to locations outside of the City. They would like to "buy local" if possible
- There was a concern that the area not compete with downtown
- Others felt the City needed more entertainment and perhaps some of those uses locate in the study area

The second focus group was held the same afternoon with current property owners and business operators in the study area. The focus group began with introductions. Representatives from BASF, Coleman Distributors, HPA Automotive, Dependable Tree Service, Blue Mountain Shopping Center, South Street Materials, Burnwell Propane, and Karta attended the focus group. Key observations made by the participants include:

- Goods are beginning to move by rail again and this could be an advantage for the area.
- Contaminated properties have mostly been cleaned up though some brownfields do exist
- The area should be a place where people can "make things"
- There was support for making the streetscape more attractive but also concern for pedestrian safety with big trucks traveling Lower South Street
- A shuttle bus to the area for workers and for shoppers could work
- A number of new trends in industry sectors were noted including alternative energy sources, recycling technologies, permeable concrete, green building/green business
- Although there is a concrete operation in the area it is not an allowed use in the MZA District. Could that be changed?
- In 1978 the A&P was designed to be a higher density 2-story building. That idea could be resurrected. A&P owner stressed how hard it is to make a living in retail at the current time and that allowing new retail uses was not advisable
- The plan should be a vision for the area after the economy comes back, not a short-term stop-gap mentality

Community Charrette

Following the Focus Groups, the City conducted a two-day Community Charrette to develop a vision driven plan for the study area.

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The charrette began on Friday, April 24, 2009. Approximately twenty-five people attended. The evening agenda introduced participants to the charrette progress and provided background on the study area. The vision statement was reviewed and themes were identified including:

- Building and construction industry cluster
- Arts as industry theme
- Big box or no big box?
- Barbell image with more mixed use clusters at intersection of south street with Louisa Street and with Welcher Avenue
- Focus on “workplace district”
- Indoor recreation center an interesting opportunity
- Development needs to be sensitive to topography

The presenters engaged the participants in a discussion about smart growth and progressive planning principles. A large group discussion closed the night from which key issues for the plan to address were identified. Those issues included:

- City is assembling property to facilitate development
- Focused on regional framework – national and world economy, affects on Peekskill, how can we take advantage of what is happening in the - What is the city’s “best bet”
- Value in trying to preserve the industry there – “in place industrial park program” – could target with more stringent building standards and infrastructure and provide more concentrated services. Consolidated marketing for the area along the lines of what a BID does
- A lot of what we are talking about are like what NYC is trying to attract – is NYC the 800 lb gorilla – how do we compete?
- Would the city be interested in building the shell for a green business incubator facility? Could they advocate for grant?
- What kinds of businesses need access to Route 9?
- Could the City build a state of the art city garage? A green municipal building?
- City is so small that everything matters. Could it be an industrial park by day and a recreation area at night?
- When the area is walkable a jitney service between the nodes will make sense
- BASF has a very small industry sector in green materials – but they could grow it
- Is there a market niche for green construction industry? Many of the property owners are involved in construction or materials supply
- New thinking about office park including encouraging companies to do business and partner with each other

The Area Needs a New Name

- Charles Point Industrial Park
- Hudson River Commerce park
- Hudson Valley Green Industrial Park
- Fleishman’s Industrial Park
- South side
- Peekskill South Industrial Park
- Peekskill on the Hudson
- Peek Industrial Park
- Job Town
- Industryville
- Foundry Town
- Like Phoenix Airport “SkyHarbor”
- Port Peekskill (Greene Commerce Park)
- Peekskill Industry City
- Peekskill Advanced Resource Center (PARC)
- Heart of the Hudson

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- Participants expressed concern about the issue of new retail in the area competing with downtown retail and consuming limited market share

The Saturday morning session began with a bus tour through the study area that was attended by approximately fifteen people. When participants returned to the Centennial Firehouse the presenters reviewed the evening session for new participants. Approximately 35-40 participants attended throughout the day on Saturday. The morning began with a large group brainstorming session about key elements the plan must address. After the discussion (detailed notes are attached) the participants used colored dots to vote for the most important priorities. The key priorities included:

Business (Green And Other)

- Business Retention And Expansion (Green And Other)
- Business Attraction
- Clustering
- "District Level Marketing"

Green Infrastructure With Industrial Development

- Low Impact Environmentally Sensitive



- Green Roofs
- Green Stormwater Management

Transportation

- Transit Targets
- Shuttle/Jitney
- Sidewalks/Pedestrians
- Biking
- Roundabouts

Other

- Aquaculture/Hydroculture
- Water Energy (Idea Of Becoming A

Location For Tidal Turbine Production)

- Promote Locally Sources Products And Local Businesses

During Saturday afternoon the participants broke into four small groups. Each group had a facilitator and design professional available. Working on large aerial maps they prepared vision plans illustrating potential development scenarios for the area. Illustrations from each table and a summary of their recommendations follow:

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Group One Charrette Vision

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City of Peekskill
 Planning Department
 April 2009

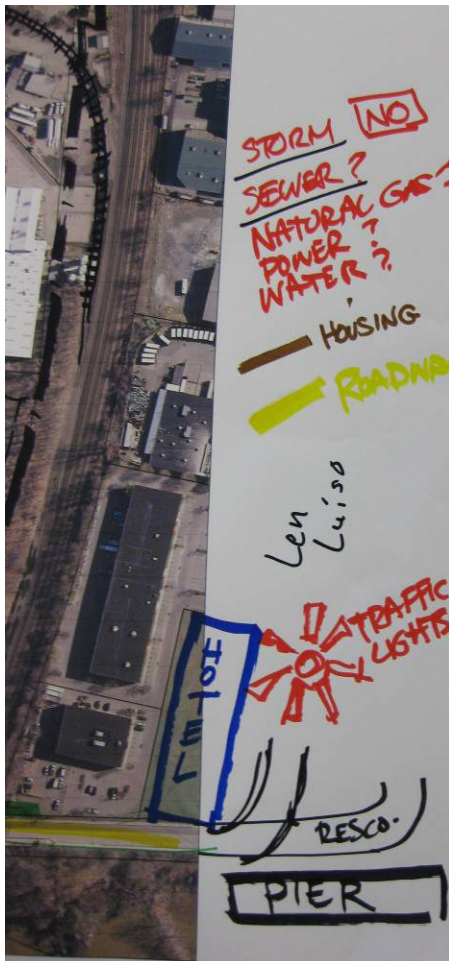
LOWER SOUTH ST / LOUISA ST CORRIDOR

Legend:
 - **Shaded Area:** Shaded Area
 - **Blue Line:** Blue Line
 - **Yellow Line:** Yellow Line
 - **Red Line:** Red Line
 - **Green Line:** Green Line
 - **Black Line:** Black Line
 - **Red Star:** Red Star
 - **Blue Star:** Blue Star
 - **Green Star:** Green Star
 - **Yellow Star:** Yellow Star
 - **Black Star:** Black Star

Map Annotations:
 - **Top Left:** Upward arrow icon.
 - **Top Right:** "April 2009" and a circled "1".
 - **Left Side:** "PEEK" (inverted), "Lower Louisa", "Shaded Area", "Yellow Line", "Red Line", "Green Line", "Black Line", "Red Star", "Blue Star", "Green Star", "Yellow Star", "Black Star".
 - **Right Side:** "Lower Louisa", "Shaded Area", "Yellow Line", "Red Line", "Green Line", "Black Line", "Red Star", "Blue Star", "Green Star", "Yellow Star", "Black Star".
 - **Bottom Left:** "Lower Louisa", "Shaded Area", "Yellow Line", "Red Line", "Green Line", "Black Line", "Red Star", "Blue Star", "Green Star", "Yellow Star", "Black Star".
 - **Bottom Right:** "Lower Louisa", "Shaded Area", "Yellow Line", "Red Line", "Green Line", "Black Line", "Red Star", "Blue Star", "Green Star", "Yellow Star", "Black Star".

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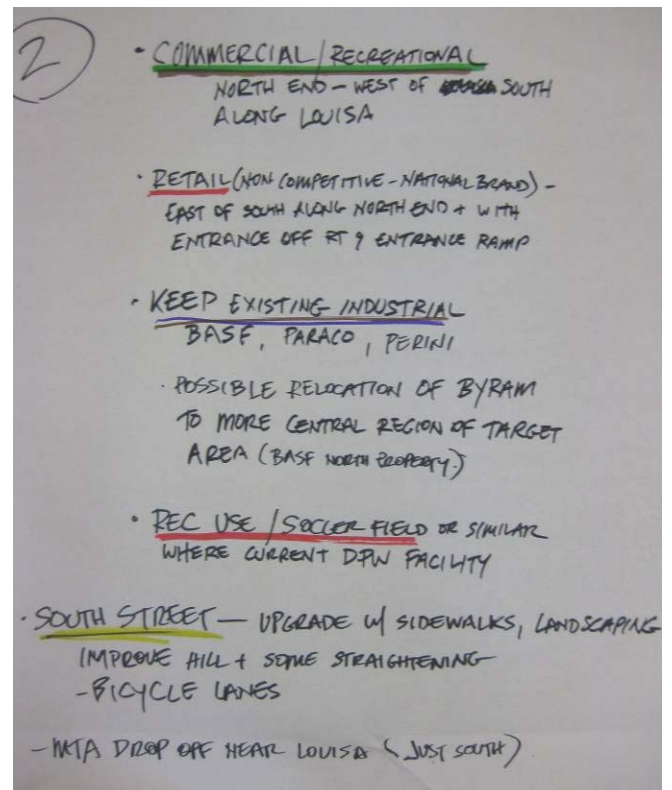
Group One Charrette Vision



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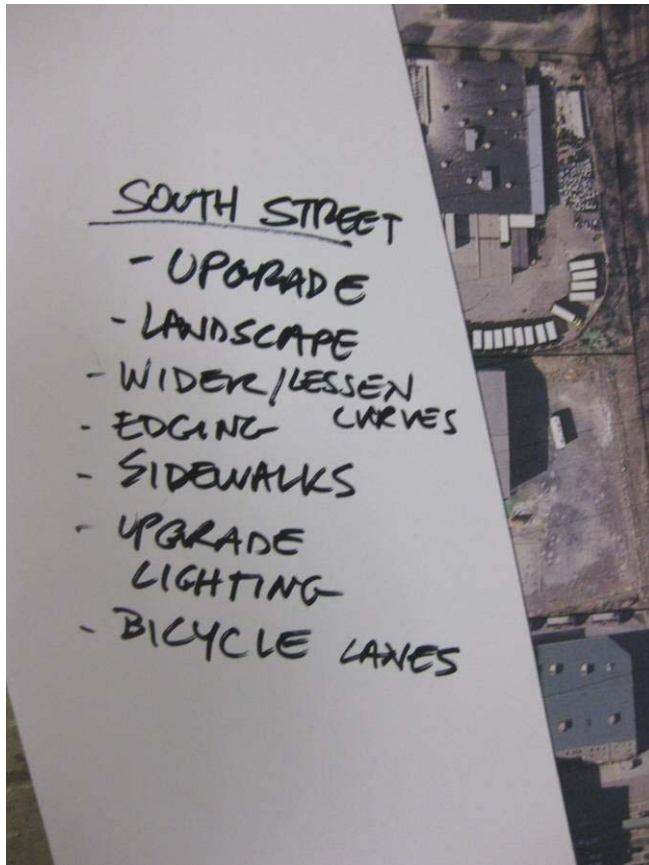
Group 2 Charrette Vision

- Looked at commercial recreational facilities in the northern end
- Keeping existing industrial uses
- Leave A&P or maybe redevelop the site
- New exit ramp to Louisa for national retail
- Relocate the concrete plant into the middle of the area
- On the DPW site – do more recreation
- Water park facility
- Is a MTA stop possible
- Upgrade south street – taking out the blind spots
- Relocate the houses



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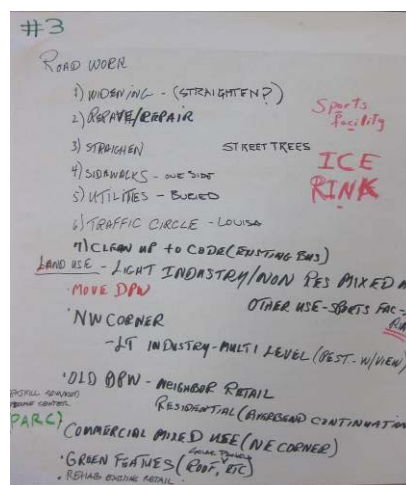


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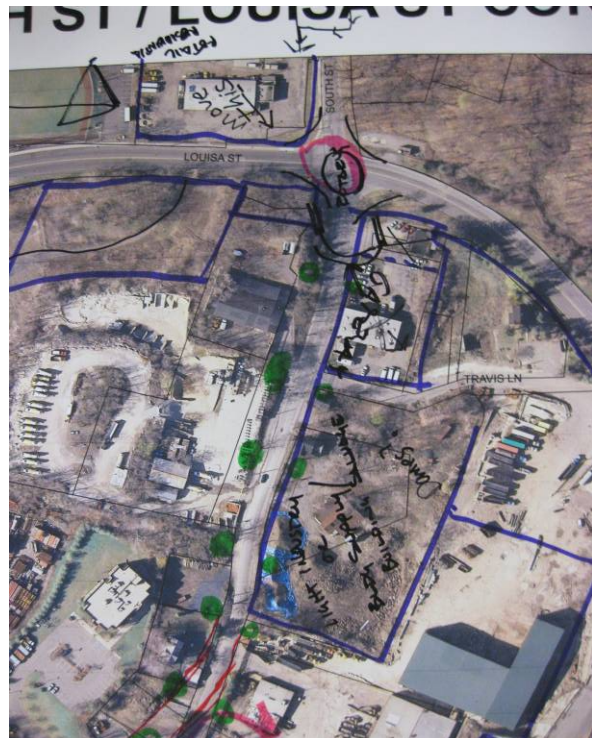
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Group 3 Charrette Vision

- South end – thought A&P should remain and be rehabbed
- Synergy around businesses
- Move city transfer station to KARTA property
- North end – DPW - neighborhood shops and retail with housing above
- Repave street, sewer, stormwater, underground, widen and straighten the road
- Construct roundabout
- Relocate Danes and Home Mason supply
- Home salvage - historic parts warehouse
- On BASF roofs – use solar panels or green roof
- Northwest corner – light industry on the lower level – hopefully using KARTA waste stream – on top put restaurant, offices, sports
- Existing businesses should remain and bring their businesses up to code
- Require green tech and LEED technology

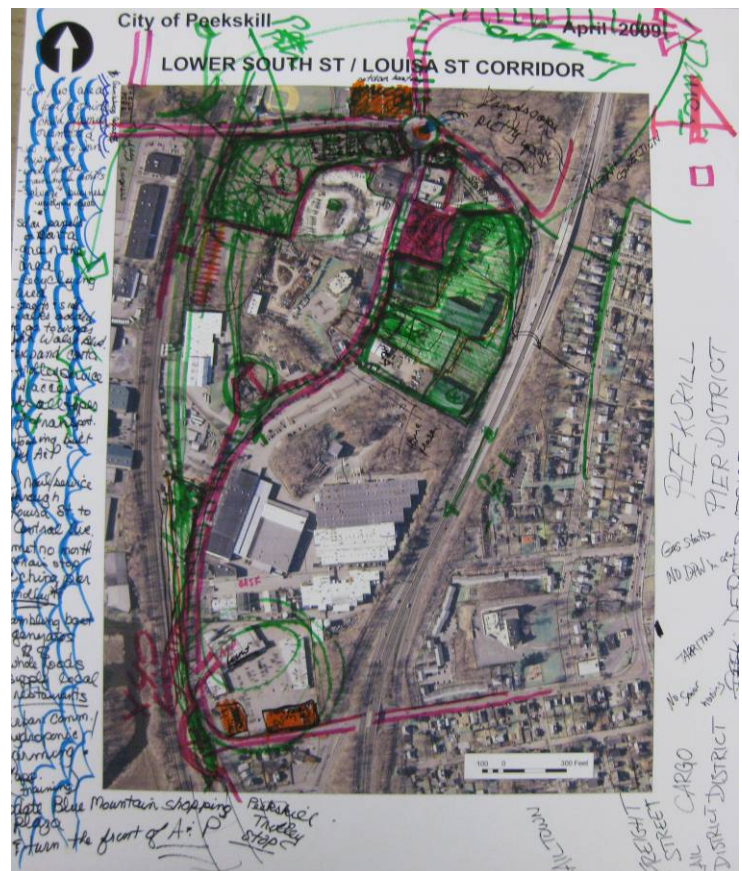
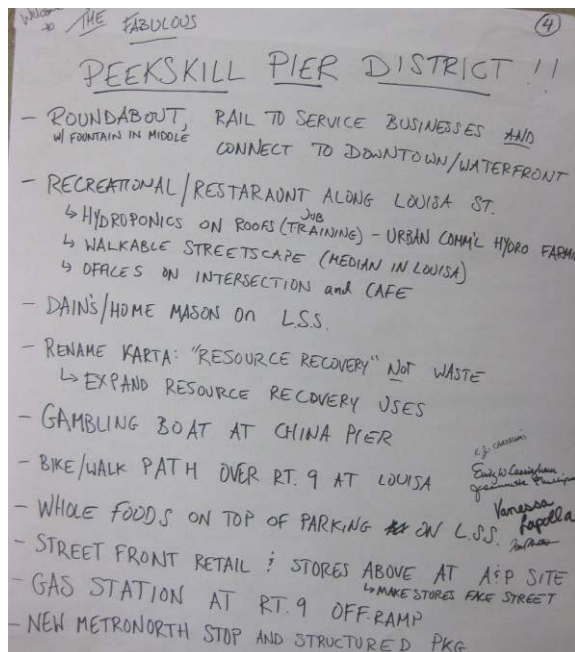


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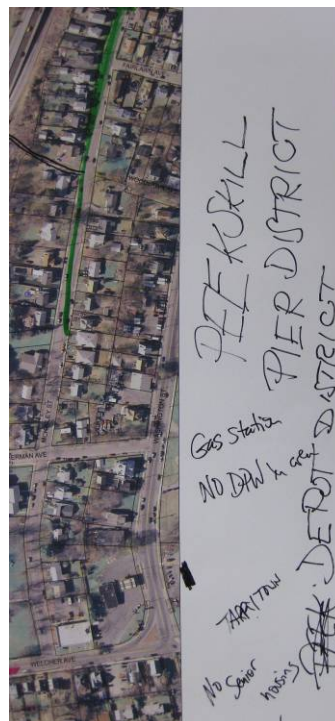
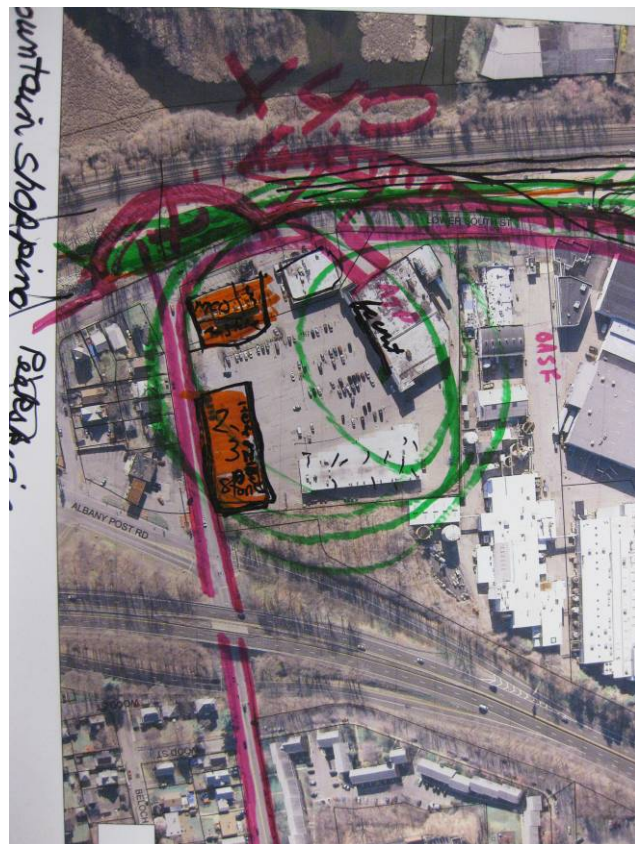
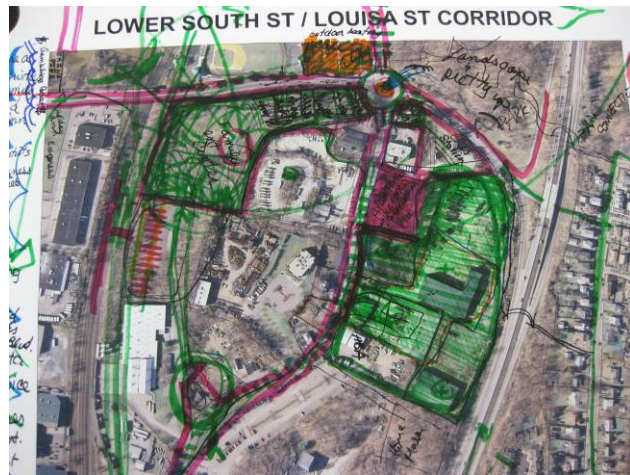


Group 4 Charrette Vision

- Park with office building and gambling boat
- Family fun center
- Put in a whole foods store
- Karta needs to expand
- Trolley service through the area and city
- Turn the A&P around to face Lower South Street
- Develop a restaurant on Louisa Street
- Job training for Karta employees
- Move Danes to Louisa Street
- Pull retail to the street line at the A&P



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Attachments

Discussion Items from Visioning Workshop

1. Design and Development Issues

These issues were identified which are “must have” design and development elements. We know the plan must accomplish these things – question is HOW?

- How will the area be connected to downtown?
- How will the area be connected to the waterfront?
- How will the area be connected to the Rail station?
- How will better connections to surrounding neighborhood be made?
- How will the area be defined as a gateway to the City?
- How will we make the area more bike and pedestrian friendly?
- Agreed that area should be mixed use. What is the optimal mix of uses?
- How should historic preservation/interpretation be addressed?
- How will we “green” the area? Should there be green development standards? What should they address?

2. Questions about “Big Box Retail”

- Are they desirable (*there were clearly divergent opinions expressed*).
- Where is current “big box” competition
- How “big” is “big”?
- How many big boxes with adequate parking would actually fit?

3. Questions about Existing Uses

- Are we giving people a “blank slate”?
- Is there an assumption that existing businesses will remain?
- If we approach this as an area that will transition over time – what is the time period?
- What property is available in the reasonably near future?

4. Questions about the “Arts as Industry”

- What uses are included in this theme? (Film making, set design, large sculpture assembly...)
- What uses would complement downtown development and existing arts district?
- Are there arts uses that do not fit or are not appropriate in downtown (because of noise, dust, traffic, or scale...)?
- Is historic preservation part of this theme?
- What about a historic parts warehouse or home restoration center – building materials yard, historic materials, bricks, paving, ironworks?

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5. Questions about Future Land Uses

- Is it a good location for a hotel?
- Is it a good location for restaurants?
- What forms of passive recreation should be included? How? Where?
- What forms of active recreation should be included (ice skating, indoor recreation center, soccer fields)? How? Where?
- Is entertainment appropriate (water park, other entertainment park, zoo, museum)
- What level of activity and job density will be needed to make a jitney/trolley feasible to make better connections to downtown, waterfront, train, and surrounding neighborhoods?

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Saturday Morning Large Group Brainstorming Notes

- Discussion of “green” – emerging sources that could be brought into the area – lots of different opportunities, piggy-backing on what NYC is doing
- More emphasis on protecting existing businesses and not pursuing retail at that time
- Concerns about retail viability
- Business retention and expansion
- Symbiotic relationship with the businesses that are there – industry cluster
- Topography is an issue for large boxes – would have to make major changes to the area
- Connecting the area to John Walsh Blvd area – would be good for marketing and bringing people in – the area is productive and looks nice
- Discussion about making the area more pedestrian friendly - make it a safe environment
- Shuttle could connect all of the nodes – waterfront, train station, and downtown
- Low impact development – alternative stormwater management – green infrastructure and green streets
- Development will require a lot of blasting
- Added services to the area – catering to workers in the area
- Giving the area an identity so that it can be marketed as an “in-place” industrial park - developing signage and logo. Used local Development Corporation to serve as intermediary needs to help businesses apply for permits...
- Targeting incentives to the area, using federal and state grants and loan programs
- From a “green” standpoint – could use a fuel coop – gave the businesses a break on oil – shared truck washing, shared fuel depot
- Give it a new name:
 - Charles Point Industrial Park
 - Hudson River Commerce park
 - Hudson Valley Green Industrial Park
 - Fleishman’s Industrial Park
 - South side
 - Peekskill South Industrial Park
 - Peekskill on the Hudson
 - Peek Industrial Park
 - Job Town
 - Industryville
 - Foundry Town
 - Like Phoenix Airport “SkyHarbor”
 - Port Peekskill (Greene Commerce Park)
 - Peekskill Industry City
 - Peekskill Advanced Resource Center (PARC)
 - Heart of the Hudson
- Concern that the City make a commitment to implement the project

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- There was a study done in this area in 1997 – since then nothing has happened but now the City is committed to moving forward – if the strategy is fundable it will be easier to implement
- When banks aren't making a profit they are not required to meet the CRA requirements – that is a source of funding that will – hopefully temporarily - be unavailable
- What is the thrust going to be – economic development is main thrust? Idea was jobs and tax base... that is what you are all here to do. Concern that green technology with subsidy may be untested. Are we looking at “subsidized” business that may not prove itself out? Would it be safer to go with a proven retail investor
- Want to focus on a regional impact.
- CEDS talks about industry cluster – tourism, agriculture,
- There is a need to better define the industry clusters for Peekskill and Westchester County.
- There is a lot of money for research and development in the stimulus package. City should be the facilitator. Write a lot of grants. Be a partnership with the business.
- Believe in reaching out... if you are talking about Green business need to be concerned with venture capital.
- City has fabulous resources that belong “to us”. Reconsider the River. Fleishman Pier is a resource we own. There is a historic channel in the river that Army Corps could maintain.
- Examine what NYC has done to generate energy... Peekskill gets a share of RESCO energy. Tidal turbines... maybe the company that makes tidal turbines would want to locate here.
- Green energy incentives
- Ways to get goods in and out of the train – move “product” by rail
- Thinking about maintaining rail access in this case rather than a traditional greenway along the rail line
- All of the roofs could be covered with solar arrays or green roofs
- There is an opportunity for green stormwater management here... reduce impervious material coverage – there are ways of continuing the industrial use which building in stormwater issues
- Green Infrastructure...green streets... low impact development
- Utilities should be undergrounded
- Preserve old mile marker for Albany Post Road
- Need to assume that there will be an increase in truck traffic
- Look for safety crossings like a median
- Need to look at utility adequacy – is there enough power in the line to support new
- Is the street wide enough for a median?
- Roundabouts - increased safety and operational costs
- Karta manager advocated for roundabout to increase safety -
- Snow storage is an issue around here.
- BRT is an opportunity to reach transit targets
- Could become a transit target
- New BRT is across the 287 corridor – how can feeder routes feed into BRT to White Plains and Port Chester – can be an opportunity for Peekskill and Ossining
- Transit ready development issues
- Complete streets

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- Questions about safety for pedestrians
- Gateway definition...
- Discussion of various parking options
- What options exist for bike lanes
- There is a system in Mt. Kisco for a rain garden, vegetative swale
- Did not mention that a lot of land is not developable – have some pocket parks – especially on sites that are too rocky
- Is there anything “off the table”... probably housing
- Really want to focus on increasing the tax base = building intensive – not land intensive...
- Karta has an agreement with the City in terms of the impact fee based on
- What connection can be made to using the water – aquaculture