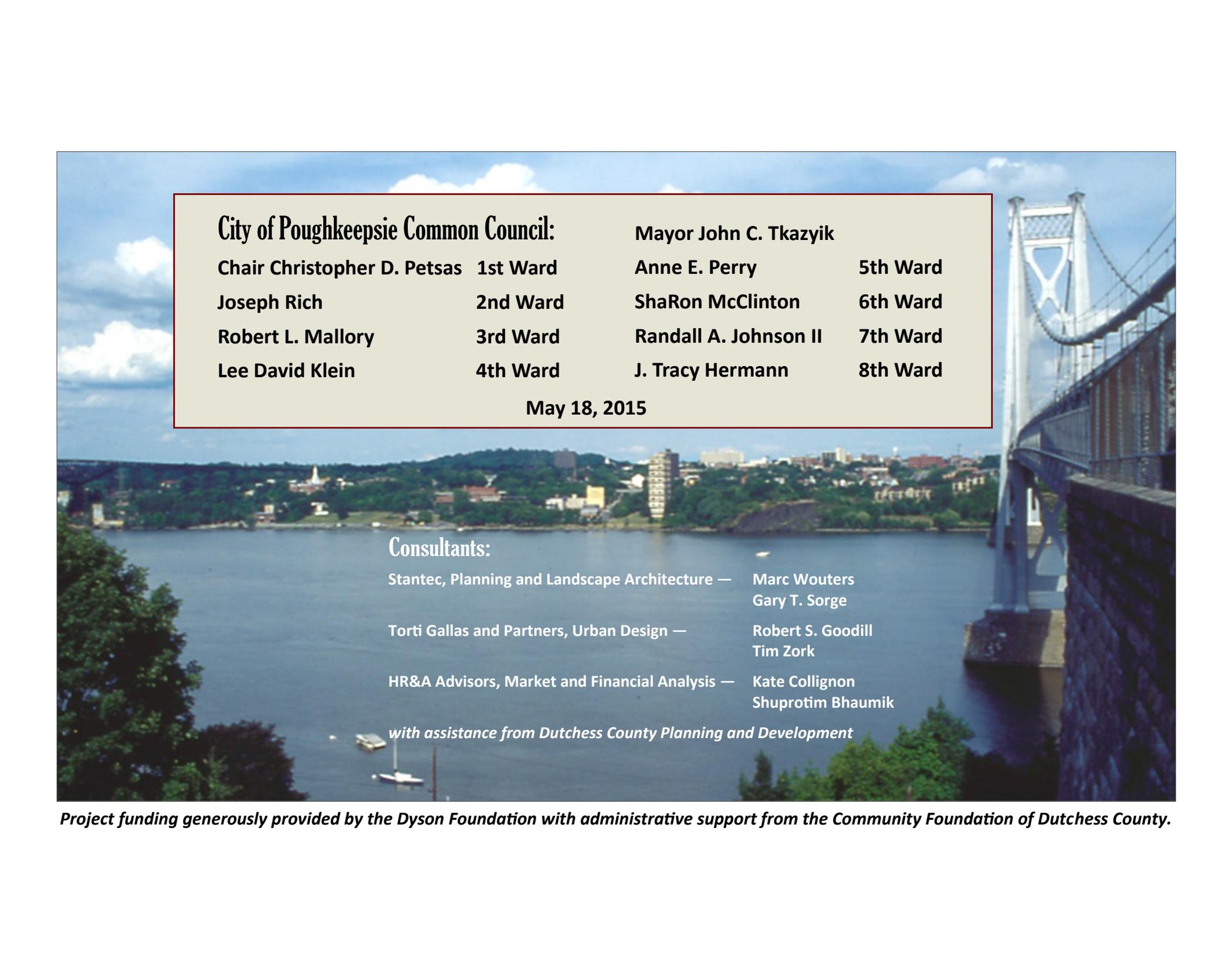




Poughkeepsie Waterfront Redevelopment Strategy





City of Poughkeepsie Common Council:

Chair Christopher D. Petsas 1st Ward

Joseph Rich 2nd Ward

Robert L. Mallory 3rd Ward

Lee David Klein 4th Ward

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ShaRon McClinton 6th Ward

Randall A. Johnson II 7th Ward

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May 18, 2015

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with assistance from Dutchess County Planning and Development

Project funding generously provided by the Dyson Foundation with administrative support from the Community Foundation of Dutchess County.

Poughkeepsie Waterfront Redevelopment Strategy

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Regional Center and Connections

1

One Connected Waterfront



The greater Poughkeepsie waterfront, from the Hyde Park line south to Locust Grove, has a long history of dramatic change and redevelopment. Since 2000 alone, over 39 waterfront acres have been transformed into new, publically accessible parkland, including Quiet Cove Riverfront Park, Marist College’s Long View Park, Upper Landing Park, and Kaal Rock Point. In addition, the Poughkeepsie Railroad Bridge is now the magnificent Walkway Over the Hudson State Historic Park (Walkway), soaring 212 feet over the river, providing expansive views with “360-Degrees of Discovery” and attracting over 700,000 visitors last year.

The center of this regionally important waterfront and the primary focus of this planning project is the land surrounding Waryas Park and the Poughkeepsie Railroad Station, with connections east into the City. Largely cleared during the Urban Renewal era and replaced by parklands and

too many parking lots, the Poughkeepsie waterfront is a potentially powerful place for redevelopment with several unique characteristics:

Heartbeat of the Hudson Valley. Poughkeepsie is the largest city in the Mid-Hudson region, halfway between the State Capital of Albany and the New York City metro area, which is home to tens of millions of potential visitors an easy train ride away. Think of the Railroad Station as “Grand Central North,” the northern terminus of the Metro-North Hudson Line, designed by the same architects as the other Grand Central, and gateway to all the nearby attractions of the Hudson Valley.

Crossroads of two major trail systems. The Walkway connects east to the Dutchess Rail Trail and west to the Hudson Valley Rail Trail, creating 18 miles of continuous walking and biking experience, part of a longer term project to eventually link existing trails from New York City all the way to the Catskill Mountains. Local governments and groups are also working to connect segments of the north-south Hudson River Greenway Trail from the Roosevelt and Vanderbilt Historic Sites in Hyde Park south to the Samuel F. B. Morse Estate.

Framed by two historic bridges. To the north, the 1889 Poughkeepsie Railroad Bridge is a classic cantilever truss structure, listed on the National Register of Historic Places, and now transformed into the longest pedestrian bridge in the world. To the south, the 1930 Mid-Hudson Bridge has graceful cables suspended between gothic steel towers that are traced at night by necklace lighting in variable colors. Together, they create a loop trail system and frame river views into a memorable location unlike any place along the entire length of the Hudson River.

Built-in bird’s eye view. The Walkway’s new glass-sided elevator, 21 stories straight up from shoreline to the top of the span, is the critical connector from Main Street, the Railroad Station, and waterfront to the Walkway. The elevator acts as a major attraction in itself, an experience designed to elevate your heartbeat. The waterfront can become a primary place for the City and a central path for the regional center along Water Street, through Waryas Park, and focused in particular on a new public park plaza at the base of the Railroad Station’s western overlook, the visitor entry point to an exciting waterfront walking district.

City of Poughkeepsie Prime Assets

- Central City of the Hudson Valley
- Center for Colleges, Hospitals, and Culture
- Historic Districts and High Quality Housing
- Dutchess County Government Seat
- Crossroads of Two Regional Trail Systems

Major Waterfront Advantages

- Prime Hudson River Frontage
- Framed by Two Historic Bridges
- Express Railroad to New York City
- Large acreage of Public Parkland
- Walkway Over the Hudson



View from the Mid-Hudson Bridge of the waterfront and 1899 Railroad Bridge, now the Walkway Over the Hudson State Historic Park, along with the recently completed Upper Landing Park and Walkway elevator.



Trails through wooded areas, such as Quiet Cove Park and Locust Grove can be compacted gravel or stone dust 6-8 feet wide. (Photo Credit: northshore-thereandback.blogspot.com)

Overall Goal #1: Build a continuous Greenway Trail along the riverfront.

The City and Town of Poughkeepsie have a common goal for the over 3.5-mile length of waterfront shown below: to link together the private parcels and parklands into a continuous and publicly accessible Greenway Trail along the river frontage. This coordinated local initiative is part of a larger regional project to create a Hudson River Greenway Trail from New York City to the Troy dam. The following consensus points emerged out of community and Steering Committee discussions:

- Build a continuous Greenway Trail along the riverfront with coordinated signs and other trail features, connecting existing parks through new parkland parcels or along permanent trail easements.
- Create convenient walking connections across Route 9 and the railroad tracks, linking the waterfront to all inland residential neighborhoods.
- Ensure that new activities and improvements complement proposed development on the Dutton site, as well as existing and approved uses along the southern waterfront.
- Coordinate boating needs and access points, generally concentrating rowing and non-motorized boating from Waryas Park to the north and encouraging motorized boating from Waryas Park to the south.
- Consider NYS DOS funding for a future Harbor Management Plan.

Four significant gaps currently interrupt a continuous trail from the Hyde Park town line south to Locust Grove:

Marist College North Campus. Marist is working on an updated plan for the northern campus, including a proposed trail segment linking the existing natural trails on the

4 Major Gaps:

Marist College North Campus

Dutton and Central Hudson



property south of Quiet Cove Park to the tunnel under the railroad tracks and Long View Park. The most difficult section in that missing link is between the Poughkeepsie Water Treatment Plant and the adjacent steep slopes to the east.

Dutton and Central Hudson Properties. The One Dutchess Avenue proposal for 384 apartments and 13,800 square feet of commercial space is under site plan review and includes an agreement for a 2.45-acre park and trail frontage. Final design and ownership of the park has not yet been decided, but the trail will connect the existing trail on the Vassar and Community Boathouse property to Dutchess Avenue.

The Central Hudson property under the Walkway Over the Hudson is in the process of cleaning up site contamination, which may last until 2018. Once remediation is complete, a trail connection will be possible between Dutchess Avenue and the Walkway elevator.

Kaal Rock Point. The City's Kaal Rock Study provides a park layout and trail specifications for both over the top of the point and around the base at river level. Recommendations include a trail system with no more than 5 percent grades to an overlook area with a kiosk or gazebo and potential concessions. Stairs are necessary down the steep slopes to Kaal Rock Park. The boardwalk at river level would be supported by piles or cantilevered off the rock. The City is currently pursuing grants to construct the initial trail system.

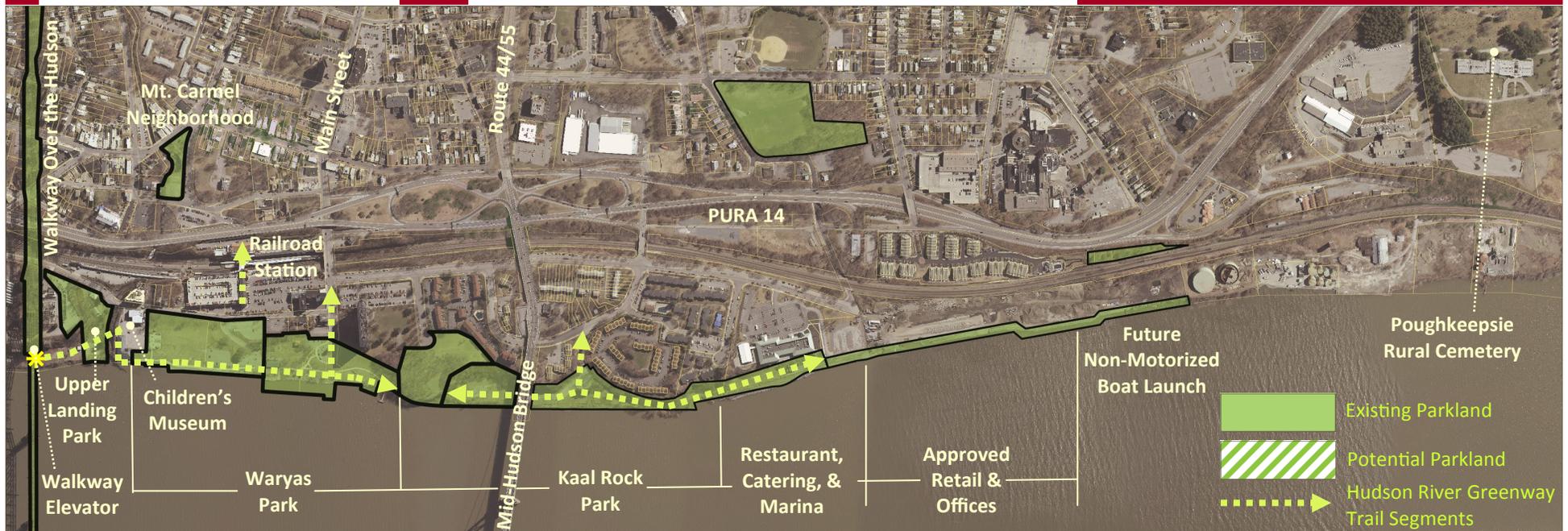
South of Hudson Pointe. Currently, the Greenway Trail extends to the Southern Waterfront marina, awaiting further approved development to the south. A trail right-of-way has been reserved through a tunnel under the tracks and past the Hudson Pointe project. The trail could then link to Prospect Street, along the western side of the Central Hudson parcel, and to the existing road and trail systems at the Poughkeepsie Rural Cemetery and the 200-acre estate of Samuel F.B. Morse.



Existing 10-foot wide walkway along Waryas Park includes park benches, historic markers, landscaping, and pedestrian-scale lighting.

Kaal Rock Point

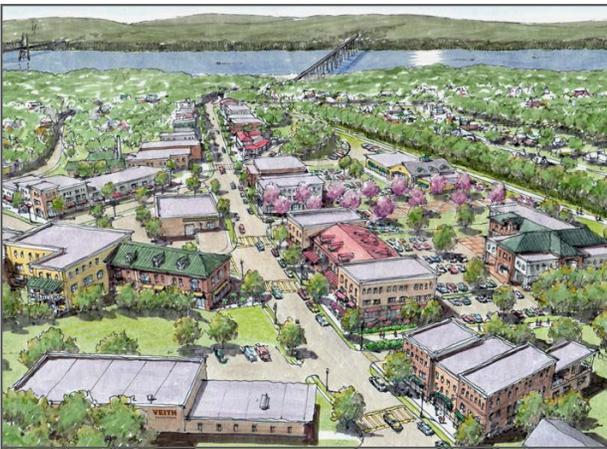
South of Hudson Pointe



Overall Goal #2: Knit together surrounding City plans, projects, and neighborhoods.



Fall Kill waterfalls along the Piano Factory building on N. Water Street.



Illustrative Plan for the Walkway-Gateway district shows the desirable street character along Parker Avenue.

The City of Poughkeepsie has multiple planning studies and private development projects underway that have been merged into the Waterfront Redevelopment Strategy, including trail connections through the One Dutchess Avenue and Southern Waterfront projects. Other recently completed plans include:

The Fall Kill Plan. Completed in 2012 by Clearwater and Urban Landscape Lab under a DEC Estuary Program grant, among the primary goals are to improve water quality, repair the stone walls, restore natural habitats in certain locations, and to create active public places and an eco-urban walking corridor along the creek. Compatible Waterfront Strategy recommendations include a fishing pier at the Fall Kill's mouth, removing the parking lot from the Children's Museum creek frontage, a potential pedestrian bridge over the railroad tracks as a crucial trail link, and opening up access to the horseshoe falls at Dongan Park.

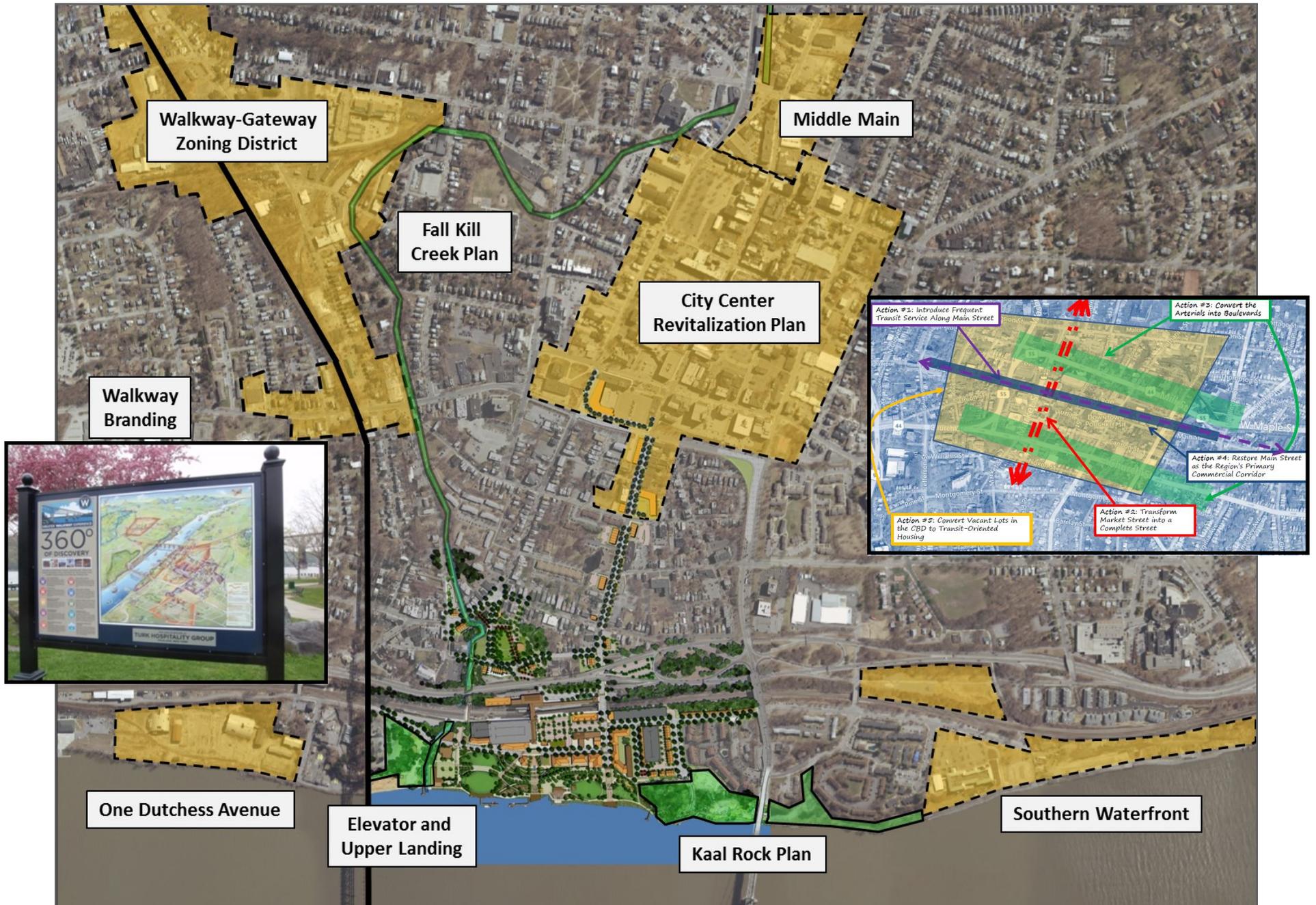
Walkway-Gateway Zoning District. Adopted in 2013, this new zoning designation is intended to revitalize the primarily industrial and residential area around the eastern entrance to the Walkway Over the Hudson into a mixed-use and walkable neighborhood, where people want to live, work, shop, visit, and invest. The standards emphasize an interconnected network of sidewalks, paths, and bike routes with ground floor uses that generate active streets, such as retail, restaurants, services and job opportunities. The Waterfront Strategy stresses similar goals and techniques for the waterfront district and supports a direct sidewalk-path connection through the Mt. Carmel neighborhood and along Verazzano Boulevard and the Fall Kill Creek to the Walkway-Gateway neighborhood.

Kaal Rock Study. Under a grant from the NYS Department of State, Project for Public Spaces has recommended a variety of options to restore Kaal Rock Park, clean-up Kaal Rock Point, integrate the Point into the waterfront trail system, and create connections to Main Street. The Waterfront Strategy includes new paths that directly link Main Street across the front of the Rip Van Winkle property to the park entrance, making the Waryas Park connection far less steep and uninviting. Additional housing along Kaal Rock Point and Long Street will also provide "eyes on the park" security.

Walkway Branding Project. Working with Walkway Over the Hudson, Scenic Hudson, the Regional Chamber of Commerce, and Dyson Foundation, Vox, Inc. created ways to maximize the economic benefits from Walkway visitors. Promotion of the "Greater Walkway Experience" at the heart of the Hudson in all website and marketing materials has been combined with a coordinated sign program. Using color maps and code systems, the "360 Degrees of Discovery" signs at gateway locations like the waterfront and Railroad Station direct visitors to multiple discovery zones and cultural sites in the City and Highland area.

City Center Revitalization Plan. Consultant Kevin Dwarka has begun a land use and economic analysis of the City with funding from the Dyson Foundation. The initial concepts, outlined in the graphic on the next page, will be expanded to a more comprehensive Main Street Economic Development Strategy from the waterfront to Upper Main Street. The concepts are complementary with the Waterfront Strategy, especially frequent, direct bus service from the waterfront and Railroad Station up Main Street, making all infill along Main Street transit-oriented development. The Strategy also endorses the redesign of the arterial behind the Civic Center to add expansion space, eliminate traffic hazards, and reduce the Main Street crosswalk distance.

Overall Goal #3: Create a high-quality waterfront park and regional destination center between Main Street, the Railroad Station, and Walkway Elevator (see section 5 for recommendations).



The Waterfront Redevelopment Strategy's Illustrative Plan, shown in the center, is designed to seamlessly link Upper Landing Park to Kaal Rock Park, extend the Greenway Trail from Hyde Park through the Southern Waterfront, and connect up Main Street to the City Center and up the Fall Kill corridor to the Walkway-Gateway district.

Waterfront History and Area Analysis

2

Two mid-1800s views of the Poughkeepsie waterfront from the sailing sloop and early steamboat years, showing buildings directly adjacent to the shoreline. The Exchange House Hotel stood at the end of Main Street, notable for its three-level wraparound porch.



River Era: 1690 to 1850

The name Poughkeepsie was derived from the Wappinger language, referring to a reed-covered lodge by a spring located over 1.5 miles south of Main Street. The first Dutch and English settlers in the late 1600s were attracted to mill sites along the Fall Kill Creek and land available for farming. The small river settlement with landings for trade and inland agriculture, a ship building yard, and ferry service at Upper Landing on the north side of the Fall Kill gradually grew into a city as a deep water port halfway between New York City and Albany.

Home of the County Courthouse since 1720, Poughkeepsie was the state capital during the Revolutionary War and achieved prominence as the place where the famous Constitutional Convention debate led to New York's decisive ratification. The river was the essential transportation corridor, especially after the Erie Canal was completed in 1825, linking the Great lakes and western states to the port of New York. The three major river landings at the Fall Kill Creek, the center of Kaal Rock Park, and the end of Pine Street were supplemented in the early 1800s by the first Mid-Hudson steamboat terminal at the base of Main Street and even a wharf to the north for a small whaling fleet.

- 1692 First house built by European settler
- 1699 Sawmill constructed at Upper Landing
- 1720 Original County Courthouse built
- 1777 Hudson River ferry service began
- 1777 – 1784 Capital of New York State
- 1788 Constitution ratified at Courthouse
- 1789 Hoffman House built at Upper Landing
- 1799 Poughkeepsie chartered as a Village
- 1800 Main Street extended to river
- 1803 Water Street initially laid out
- 1814 First Mid-Hudson Steamboat Terminal
- 1831 Village Hall with public market built
- 1832 Whaling company established

Railroad Era: 1850 to 1930

The City's strategic central location led in the late 1800s to an ideal convergence of river and rail access. In 1850 the Hudson River Railroad Depot was built one block from the Steamboat Terminal. When the only railroad bridge over the Hudson south of Albany was completed in 1889, Poughkeepsie became the junction of two great passenger and freight rail lines. A street trolley system extended east to Vassar College and south to Wappingers Falls. Factories powered by steam replaced older operations at the Fall Kill dams and waterfalls. Manufacturing flourished along the waterfront and rail tracks, including large-scale plants north of the Railroad Bridge, south of Kaal Rock, and on filled land at the Lower Landing near Pine Street.

On the river the annual Inter-Collegiate Regatta, held here from 1895 to 1949 for elite crew teams from across the country, enhanced the City's national reputation. The Main Street Steamboat Dock also became a prime stop for dayliner passengers and tourist travelers up the Hudson.

- 1850 Hudson River Railroad extended to City
- 1854 Poughkeepsie City Charter adopted
- 1861 Vassar Female College founded
- 1869 Bardavon Opera House opened
- 1870 City Street Railway system began service
- 1872 Reynolds Warehouse built near Depot
- 1874 Landing trade consolidated at Main Street
- 1889 Poughkeepsie Railroad Bridge completed
- 1892 DeLaval plant built on southern waterfront
- 1895 Annual Inter-Collegiate Regatta began
- 1899 Last mill pond filled-in
- 1918 Present Railroad Station constructed
- 1938 Most central Dutchess rail lines abandoned

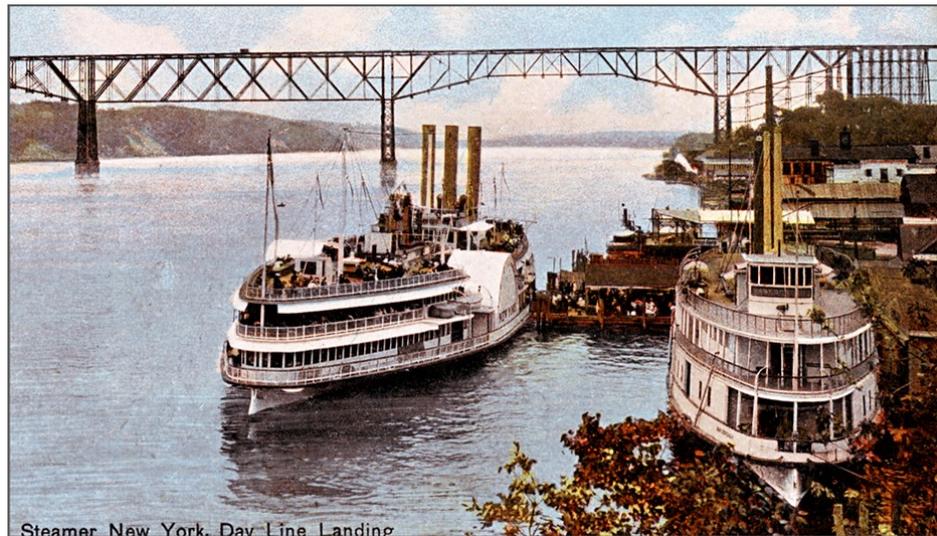
**History adapted from 1997 Poughkeepsie Transportation Strategy.*



Wm. T. Reynolds & Co. relocated from the Upper Landing in 1872 to a large new warehouse complex between the Steamboat Dock at left and the old Railroad Depot shown at the bottom right.



The annual Regatta made Poughkeepsie a major center for the sport of rowing for decades, attracting large crowds of spectators on the shoreline, pleasure boats, and rail cars designed to follow the race.



Steamer New York Day Line Landing

Deep water directly along the shoreline allowed the waterfront to handle large vessels, such as the Dayliners shown at the Main Street Steamboat Dock in this post card from 1906.

View from newly constructed Railroad Bridge, with Vassar Brewery buildings on the left and Steamboat Dock and Exchange House Hotel to the right.



1889

View down from the then derelict bridge after urban renewal had replaced most older buildings with the 18-story Rip Van Winkle building, parkland, and lots of parking lots.



1995

Illustration of an expanded park and development district from the Poughkeepsie Transportation Strategy, endorsed by the Common Council in 1997.



Highway Era - 1930 to Present

With the overwhelming emphasis in the last 60 years on cars and highways over river and rail, many cities lost their locational advantages. For Poughkeepsie, the highway era began on a high note with the beautiful Mid-Hudson Bridge leading directly into the City. But more recent highway construction and arterial routes, while responding to the growing traffic demands, also reinforced dispersing patterns of development away from the traditional centers. Growth along highways with better access for trucks and larger lots available for parking slowly drained much of the City's commercial and industrial base.

Federal Urban Renewal and highway policies from 1955 to 1980 also led to widespread demolition along lower Main Street and the waterfront, while Route 9 bypassed the City Center and the arterials bypassed Main Street. Infill redevelopment around the Railroad Station, the attraction of the Walkway, and the greening of new parkland all signal a reversal of these trends and a new vision for the waterfront.

- 1930 Mid-Hudson Bridge opened
- 1941 Ferry service ended
- 1942 IBM plant constructed south of City
- 1949 Last Hudson River Inter-Collegiate Regatta
- 1950 City's population peaked at 41,000
- 1956 NYS Thruway built west of river
- 1964 DeLaval plant relocated from City to Town
- 1966 Route 9 north-south arterial completed
- 1968 Rip Van Winkle building constructed
- 1974 Railroad Bridge abandoned after fire
- 1979 East-west arterials completed
- 1981 Luckey Platt department store closed
- 1993 Main Street Dock rebuilt
- 2001 RR Station parking structure constructed
- 2002 Children's Museum moved to waterfront
- 2007 Piano Factory restored as mixed-use building
- 2009 Walkway Over the Hudson opened
- 2013 Upper Landing Park completed

Previous Plans and Progress

In the late 1990s Poughkeepsie completed three significant planning projects with waterfront implications. At that time the shoreline was eroding into the river, half of northern Waryas Park was a pot-holed gravel lot, and several new large surface parking lots were being considered around the Railroad Station. The 1997 Transportation Strategy proposed extending Waryas Park along the entire riverfront north to the Fall Kill with a continuous promenade, consolidating parking into a multilevel parking structure, and creating a new mixed-use development district along Main and Water streets.

In 1998 the Comprehensive Plan and Local Waterfront Revitalization Program were adopted, although the LWRP process was never finalized with the Department of State. All three plans included complementary policies, leading to renewed interest in the waterfront. Much of the debate focused on the future of Water Street and the unimproved northern section of Waryas Park. The LWRP deemed appropriate for this area not only water dependent uses, such as docks, tour boats, tourism, and recreational activities, but also water enhanced businesses or activities, such as a farmers market, restaurants, related retail shops serving activities on the site, museums, galleries and other cultural facilities, as well as the potential for housing in conjunction with other mixed uses (see pgs ES-4 and III-4).

The LWRP also led to the creation of the Waterfront Advisory Committee, which makes consistency recommendations to the Common Council for any waterfront proposal.

Since 2000, many of the recommended plan elements have been implemented, although Water Street and substantial sections of the City's parkland still need improvements.

The new pedestrian bridge over the Fall Kill Creek, Upper Landing Park, and the elevator to the Walkway all set high quality standards for future waterfront development.



Metro-North built an award-winning parking deck with a walkway and waterfront overlook on the south side.



The covered walkway to Main Street was also restored and an entrance pavilion and bus drop-off area added.



Former industrial buildings have been converted into the Mid-Hudson Children's Museum and mixed-use housing.



The Reynolds & Co. warehouses, initially proposed to be torn down for a parking lot, are now a mix of commercial uses.





Waterfront access is segmented into three dead-end parking areas. Pedestrian paths are limited, indirect, and inconsistent with the American with Disabilities Act because of steep sidewalk grades at all three approaches.



The existing waterfront is dominated by parking areas (grey) with Waryas Park separated by two large central lots.



Northern Waryas waterfront with a full parking lot and an empty lawn.

Existing Park Conditions

Poughkeepsie has substantial public parklands along the waterfront, but certain sections are currently underused. Near Main Street, the picnic tables, playground, band stand area, and public boat docks, as well as the skate park next to the Children’s Museum, are more regularly active. The recently added Ice House restaurant and tour boats have attracted many new visitors to the park, although they have also aggravated peak parking problems. Waryas Park is home to periodic large-scale outdoor events, including concerts, cultural celebrations, fireworks displays, and an annual balloon festival, but there is no stage, hillside terraces, rest rooms, or a path system through the rear sections of the park to provide permanent support facilities for these activities.

Kaal Rock Park and the grassy northern section of Waryas Park are the most inactive areas. Waryas Park is effectively split in two by two large surface parking lots and the steep diagonal street heading down to the boat ramp. The North Waryas lawn and hillside are large enough to fit two regulation football fields side-by-side. However, this immense greenspace is often empty, even on sunny afternoons when parking lots are full (see photo below).

Overall, the park lacks the variety of destination features, through circulation systems, frequent maintenance, weekly programming, and surrounding uses necessary to keep the area continually active. This is particularly evident on weekdays and during the colder months.

Floodplain and Slope Issues

As the blue-striped section of the map to the right shows, the lower level of Waryas Park is in the designated 100-year floodplain, only 4–8 feet above the river level. Recent major storms have flooded the park, including the Children’s Museum pavilion and the Ice House during Hurricane Irene in 2011. Park greenspaces can absorb periodic flooding and be cleaned-up, but any new buildings should be located on higher ground, or in the case of park accessory structures, designed to withstand expected flood events.

Moreover, climate change is leading to more frequent and severe storms, as well as a rise in the base river levels. The Hudson has risen about a foot over the last century and future projections are accelerating—up to another foot by the 2050s and roughly double that rate under rapid ice melt scenarios. Scenic Hudson’s 2010 guidebook, *Revitalizing Hudson Riverfronts*, proposes that new buildings and critical infrastructure be located out of the 500-year floodplain.

Steep slopes over 25% (shown in orange) ring the parks, creating great river views, especially from Kaal Rock Point and the central terrace due west of the Railroad Station. But they also cause driveway access and walkway difficulties between N. Water Street and the park. Designs should take advantage of the slopes with additional park terraced viewpoints, stairways that offer informal seating, and elevated building locations overlooking the park and river.

Property Ownership

One of the prime advantages of the Poughkeepsie waterfront is the amount of land in public ownership. The City controls over 25 acres of riverfront, in addition to the Walkway Over the Hudson State Park, the 2.7-acre Upper Landing Park, and the 2.45 acres being proposed for parkland as part of the One Dutchess Avenue development. Another benefit is the limited number of property owners in the area around the Railroad Station, making a coordinated approach to redevelopment of the public and private lands much more likely.



Waryas Park and Ice House flooding in 2011 (right). Photo Credit: NYSDEC



3

Original Steering Committee

City of Poughkeepsie

Mayor John Tkazyik
 Councilmember Gwen Johnson
 Councilmember Robert Mallory
 Councilmember Thomas Parise
 Councilmember Joseph Rich

Dyson Foundation

Diana Gurieva

Dutchess County

John Clarke

Metro-North Railroad

Wendy Johnston

Scenic Hudson

Steve Rosenberg

Walkway Over the Hudson

Sally Mazzarella
 Elizabeth Waldstein-Hart

Public Outreach

With funding from the Dyson Foundation, the City and County distributed a Request for Qualifications to over 50 planning and design firms. From the nine proposals, three teams were interviewed and the selection committee picked the Stantec, Torti Gallas, and HR&A team as consultants for the project.

Public participation began with a kick-off stakeholders meeting on December 5, 2012 with over 50 residents and interested parties. A Steering Committee with representation from the City leadership and both waterfront wards was organized and met ten times throughout the process to give direction to the consultants. Two public workshops in 2013 attracted capacity crowds to hear presentations, consider options, and give ideas and opinions in smaller group sessions. Written surveys also helped to define the issues (see survey summaries to right).

There was broad agreement on many elements. The most controversial issue involved development of northern Waryas parkland, as envisioned in previous plans. Three options were considered: no park buildings, mixed-use buildings along the rear hillside, providing the City substantial revenues for park construction and maintenance, and a middle choice with a few mixed-use buildings to the rear. The survey respondents split the vote between these concepts with no clear mandate.

More than 30 other meetings occurred throughout the course of the plan preparation to get direct feedback from individuals and stakeholders, including the following groups:

- City administration and Common Councilmembers;
- Waterfront Advisory Committee representatives;
- Friends of Little Italy and Mt. Carmel businesses;
- Children’s Museum;
- Clearwater and Scenic Hudson;
- Metro-North Railroad officials; and
- Multiple waterfront property owners.

A draft of the Waterfront Redevelopment Strategy report and proposed zoning amendment was presented to the Common Council and public for final comments and revisions in October of 2014. An independent evaluation by the City’s economic development consultant stressed that the Strategy’s recommendations will assist Main Street revitalization plans. The consensus plans reflect popular sentiments expressed during the public sessions and the views of local property owners, integrated with an analysis of the economic advantages for the City. All recommendations and the reasoning for specific development and design features are included in section 5.

January 24, 2013 Public Workshop Survey Results:

1. What types of Public Spaces should be included?

Promenade.....	91%	Fishing Pier.....	57%
Picnic Park.....	89%	Boat Launch.....	55%
Restored Natural Areas.....	86%	Swimming.....	39%
Outdoor Performance Area.....	80%	Ice Rink.....	38%
Public Plaza/Outdoor Dining ..	71%	Play Field.....	36%
Kayak Launch ..	71%	Skate Park.....	34%
Boat Dock.....	68%		

2. What type of Economic Development?

Tourism related jobs	84%	Retail related jobs	66%
Children related activities	84%	Residential	45%
Cultural activities	84%	Small office space	32%
Entertainment	80%		

3. What kind of improvements around the train station?

Improve walk to Main St	89%	People live near station	66%
Improve walk to Mt. Carmel ..	86%	Office uses near station	43%
Use Station to aid tourism	86%		

4. Which of the following on Lower Main Street?

Improve pedestrian connection to waterfront	77%
Add a pier at end of Main St ..	61%
Add some new buildings ...	46%

5. What Sustainable Design measure would you like?

Strategies to protect Hudson River water	86%
Restore ecological areas	82%
Include green buildings	80%
Guidelines to save energy ..	79%
Strategies for less carbon ..	79%

May 2, 2013 Public Workshop Survey Results:

1. Did you attend the first public meeting? (Yes) 54%
2. **Improvements along Main Street**
 - Greater pedestrian connection between Main Street and river 91%
 - Improved bus route that links Waterfront to City Center 78%
 - New mixed-use infill buildings on Main St. near the Train Station... 58%
 - Infill townhouses and additional shops on Main St. east of Rt. 9.... 52%
 - If feasible, a surface parking lot at Route 9 interchange 34%
3. **Improvements around Mt. Carmel and Dongan Street**
 - Improved walking connections from Train Station to Mt. Carmel .. 80%
 - New pedestrian path along Fallkill Creek 74%
 - New infill housing and shops in Mt. Carmel area on Mill Street..... 51%
 - New parking structure next to Rt 9 on Dongan Pl 35%
4. **Near Station**
 - Allow for new homes on Rinaldi Blvd near Main Street 49%
 - Add new parking structures and mixed-use development on MTA property next to west side of train station..... 48%
 - Add low rise homes (3–4 stories) around Rip Van Winkle building . 37%
5. **Parks and Public Space Uses**
 - Outdoor performances 91%
 - Open air weekend market . 83%
 - Hudson Valley-oriented craft stores/businesses along side of park 77%
 - Restaurants along side of park 68%
 - Outdoor movies..... 68%
 - Children’s play area 68%
 - Carousel..... 45%
6. **Boating**
 - Limit waterside ramp to kayak use and move boat launch south ... 48%
 - Linear boat dock in North Waryas Park..... 45%
 - New boat dock on Waryas Park between Main St. and Ice House.. 45%
7. **Do you favor adjustments to Park Lanes and Walks?**
 - Do you like the idea of continuous linear walk connecting Kaal Rock, Waryas Park, and the Walkway Elevator..... 91%
 - Do you like the idea of extending the park up the hill to Train Station entrance and replace existing road to Ice House..... 68%
 - Do you like the idea of connecting west end of Main Street with a small lane to the back of the Ice House..... 48%
8. **Park Options:** In all park designs the amount of parkland stays the same, but the shape of the boundaries and uses are different. Of the three park plans, which do you like most?
 - Option A:** Keep park shape similar to current configuration, but add some outdoor park activities..... 38%
 - Option B:** Allows for a combination of outdoor park activities and some mixed-use buildings along edge of park..... 22%
 - Option C:** Allows for a combination of outdoor park activities and restaurants at edge of park..... 32%
9. **Sustainable Design: Should any of the following be included?**
 - Features to protect Hudson .. 82%
 - Guidelines to save energy . 74%
 - Restore ecological areas 82%
 - Strategies for less carbon .. 72%



Three options presented for comments at May 2013 Public Workshop.

Guiding Principles and Design Strategies

4



After listening to the public, the following guiding principles and strategies were endorsed by the Steering Committee:

Lower Main Street (Route 9 to Market St.)

Redevelopment near the waterfront district should benefit and be connected to the City Center with improved transit and pedestrian linkages.

Points of General Agreement:

- Provide a shuttle bus/trolley line along lower Main Street, creating direct and frequent service connections with a reduced fare between Waryas Park and the City Center.
- Fill in gaps with residential and retail buildings, replacing front yard parking lots and creating a pedestrian-friendly frontage with street trees, benches, and a corner park.
- Make the Route 9 underpass less of a perceived barrier with enhanced lighting and/or artwork.
- Redesign the arterial between Mill and Main to slow traffic, reduce the Main Street crossing width to 2 - 3 lanes, and provide usable space behind the Civic Center.
- Work with NYSDOT on long-term changes to the hazardous Route 9–44/55 interchange, allowing the northern ramp space to be used for parking with access to lower Main Street and the Station.

Model for new infill buildings with residential over retail and attractive streetscape features.



South of Main Street

Area improvements should strengthen the residential neighborhood, increase safety, and revitalize Kaal Rock Point and Park.

Points of General Agreement:

- Transform northern Rinaldi Boulevard from a long surface parking lot into a narrower, tree-lined, walkable street connecting the residential neighborhood and southern waterfront to the Station area.
- Improve accessibility and attractions at Kaal Rock Point and Park to benefit both residents and visitors, consistent with the results of the 2013 Kaal Rock Study, including a continuous trail over and around the point to the southern waterfront businesses and beyond.
- Working with the property owners and tenants to address site issues, design 2-5 story housing around Rip Van Winkle to reduce the out-of scale impact of the high-rise, create a balanced mix of incomes without displacement, and screen the parking and loading areas.
- Construct townhomes along Long Street and Rinaldi Blvd. to complement the existing neighborhood to the south and provide better accessibility and security for Kaal Rock Point.
- Build structured parking south of Rip Van Winkle for new residents and, if additional parking is needed, build a second parking structure with Main Street retail frontage on City-owned land adjacent to the tracks.

Mt. Carmel Neighborhood

The waterfront district should have strong, seamless linkages to surrounding neighborhoods, including the Mt. Carmel/Little Italy area uphill from the Railroad Station.

Points of General Agreement:

- Improve pedestrian connections through the use of sidewalk extensions, shorter crosswalks, street trees, and other traffic calming measures.
- Add mixed-use buildings at the Mill St.-Verazzano intersection, filling the street gap between two main commercial intersections, allowing public access to the Fall Kill Creek, and highlighting the horseshoe-shaped falls.
- Construct a pathway along the Fall Kill Creek, consistent with the 2012 Fall Kill Plan, from the river, perhaps over the railroad tracks, along Dongan Park and Verazzano to Parker Avenue and the Rail Trail.
- Fill in the empty parcels and MTA lot surrounding Dongan Park with active uses to provide a more attractive and secure pedestrian connection to the Mt. Carmel commercial center.



Mt. Carmel Connections:

- *Narrow intersections and street trees*
- *New commercial uses on Mill Street*
- *Townhouses on commuter parking lot*

Waryas Park Waterfront and North Water Street

The Waryas Park area should have a wide variety of all-day and all-season uses, including picnic areas and other greenspaces, boating and water-dependent uses, and cultural and children's activities, as well as adjacent water-enhanced commercial and upper-level housing uses framing the park, making the entire area active, attractive, safe, and accessible for all. Any mixed-use redevelopment and visitor-oriented services should complement the parks, Railroad Station, and City Center and be a source of economic development that benefits the whole City and all of its residents.

Active, Attractive Waterfront Walking District:

- *Increase park greenspace by removing surface parking lots*
- *Path network integrates a wide variety of park features*
- *Park plaza acts as a gateway at base of RR Station overlook*
- *Commercial uses focused around Main and Water streets*



Existing entrance to Mt. Carmel from Station features a large parking lot, overly wide intersections, and speeding cars.

Points of General Agreement:

- Replace or reduce the size of the current park parking lots and the over-sized Main Street cul-de-sac to create a more continuous green park from the Children's Museum to Kaal Rock, linked by a riverfront promenade and a second inland path along the rear slopes.
- Design a convenient and visually attractive pathway with exciting adjacent activities from Main Street and the Railroad Station to the Children's Museum, Upper Landing Park, and Walkway elevator.
- Replace the steep, angled, dead-end street from North Water Street down to the boat ramp, extending the central part of the park up to the Railroad Station with a public market plaza overlooking the river.
- Build an improved free public boat ramp with a larger adjacent parking area for trailers farther south in the City and use the Waryas Park ramp for launching non-motorized boats and kayaks from cartops.
- Create a premier waterfront park for the Hudson Valley with a full range of distinctive and engaging features, including promenades, bike paths, picnic areas, terraced garden overlooks, boating facilities, elevated public plazas, multi-use performance spaces, all-season cultural and recreational activities, and an event lawn to allow large-scale festivals and outdoor entertainment.
- Emphasize sustainable systems throughout the waterfront, including reduced carbon emissions, flood resiliency, Hudson watershed protection, natural drainage methods, and green building technologies.
- Encourage new mixed-use development along North Water Street and Main Street to fill in parking lots and underused private land, create an enticing, pedestrian-oriented street to attract residents and visitors, screen views of the parking deck, take advantage of river views, and enhance economic development and city revenues.
- Provide adequate area parking for park visitors, businesses, and train users with expanded parking structures, under-building parking, and on-street parking along Water Street.

Recommendations and Illustrative Plan

5

A New Front Porch for Poughkeepsie

The Waterfront Redevelopment Strategy is designed to generate new activities at the waterfront and attract residents to the river. But it will also create a gateway stimulus for development in and around the City Center by establishing the waterfront/Railroad Station area as an extremely positive first impression of Poughkeepsie. Visitors will be encouraged to explore the many upland city neighborhoods through the use of a shuttle bus up Main Street, pedestrian linkages to Mt. Carmel, and other streetscape connections. As a result, the plan will increase land values, encourage investment, and create jobs for a much broader area. The waterfront will become a great front porch for the entire City.

Extensive Public Park System

The Illustrative Plan includes improved park features to benefit Poughkeepsie's residents and businesses, organized around three major objectives:

- Increase public access to and along the river;
- Gain net greenspace and usable park land; and
- Add a variety of new attractions and river views.

Increase public access. The overall plan envisions a remarkable network of public greenspaces and paths that will pull together the park system and connect the City to the river. It first creates multiple new access ways through Waryas Park to the water. The plan expands to include paths over and around Kaal Rock, a proposed trail system along the Fall Kill Creek, and a priority connection past the Children's Museum to Upper Landing Park and the Walkway Over the Hudson elevator. It also links to Greenway Trail sections along the Hudson River north and south of the City's two iconic bridges.

Gain usable park space. The Illustrative Plan reclaims greenspace and park uses from surface parking lots in three central locations. The large surface lot facing the river will

be replaced by paths crossing through naturally planted garden rooms for outdoor seating and green drainage systems. The large parking lot at the top of the hill will be transformed into a public market plaza and gateway gathering place at the base of the Railroad Station overlook. The overly large cul-de-sac parking turnaround at the west end of Main Street will be substantially reduced in size to recover greenspace and allow a direct Main Street walking corridor to the river. And although on private land, the Children's Museum driveway and parking lot will also be relocated away from the Fall Kill Creek. Any demand for continued parking spaces overlooking the river can still be supplied at the revitalized Kaal Rock Park to the south.

Add to park variety and river views. New piers, docks, and boardwalk sections along the Poughkeepsie promenade offer additional boating opportunities and more ways to access the water. Two east-west pedestrian plazas allow direct circulation from the Railroad Station and Main Street to the river, with displays that recall the historic port of Poughkeepsie. Other features include an events lawn and stage, two children's play areas, a storage building for kayaks and small boats, and a new bicycle-priority rear lane that can also be used for a food or crafts market. The staircases and terraced rear slopes create new view spots, while ramping paths allow ADA accessibility.

Looking at specific questions in the public surveys, almost all of the major proposed park features received strong support, including a riverfront promenade, an outdoor performance space, restored natural areas, an open air market, a public plaza with outdoor dining, a kayak launch, a boat dock, and children's playground. And although the survey results were very favorable to restaurants and Hudson Valley-oriented businesses along side the park, the Steering Committee decided against any development terraced into the northern Waryas hillside because of some strong public opposition. The City-owned park boundaries will stay the same with no non-park related uses proposed on existing parkland.

Park Improvements

- 1. Pedestrian Promenade:** A continuous Greenway connection along the riverfront combines concrete paths with boardwalk and pier sections to provide multiple access areas to the river, places to dock boats and touch the water, and varied design and materials to break up the current uniform configuration of a curving concrete path with stone rip-rap shoreline.
- 2. Park Lane:** A narrow rear lane along the base of the hill, designed as a bicycle priority boulevard, provides a secondary connection from the Walkway elevator and Fall Kill pedestrian bridge south to the top of Kaal Rock Point. It is also essential for access from Main Street to the kayak launch and park parking screened behind the Ice House. The lane replaces the steep diagonal street down to the boat launch, offers through circulation for walkers, bicyclists, and park security, and also provides a place for temporary food or craft market stalls.
- 3. Fishing Pier:** The mouth of Fall Kill Creek is a favorite fishing spot, but the water is shallow, so a pier off Upper Landing allows more fishing locations and access to deeper water.

- 4. Learning Landscape:** A children's outdoor play area can be coordinated with the Children's Museum to include changing programs for educational experience.
- 5. Event Lawn:** A large-scale greenspace is needed for picnics, open play area, concerts, and other events with a stage at the north end and extra seating on the hillside to the east.
- 6. Garden Paths:** Naturally planted garden rooms replace the existing riverfront parking lot with paths, picnic tables, seating, and natural park drainage areas.
- 7. Boat Docks:** Transient docks will promote boating visits to the park, City, and Walkway. Harbor-shaped floating docks provide interior protection for smaller boats from wave action and double the length of new tie-up areas.
- 8. Park Plaza:** A gateway park entrance plaza replaces the existing parking lot with a public gathering place at the prime central space below the Railroad Station overlook and on a terrace with great views of the river and two bridges. This multipurpose plaza is framed by a Public Market hall and cafes with outdoor eating patios and includes an interactive fountain at the west end.



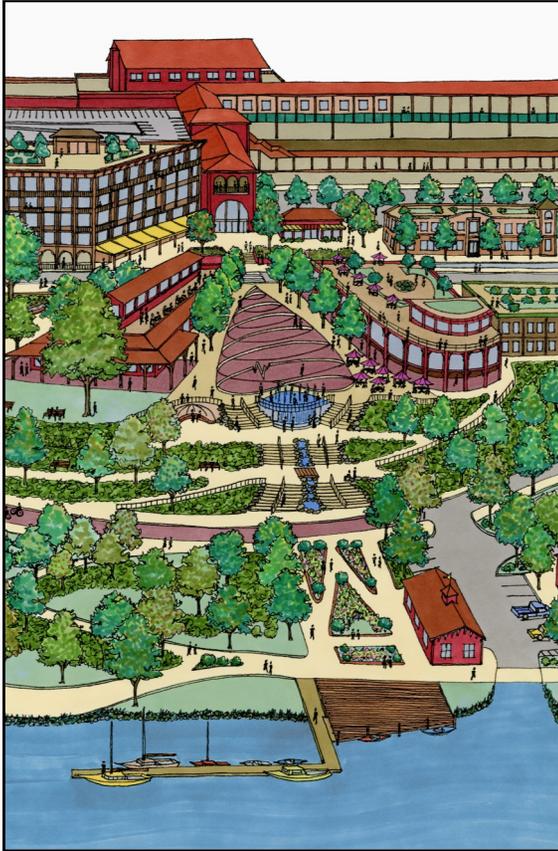
Park Plaza from Station Overlook, Before and After



Illustrative Park Improvement Plan

The Illustrative Plan enhances public access through Waryas Park to the river, and creates direct connections between Main Street, the Railroad Station, and the Walkway Over the Hudson elevator.

Redevelopment Opportunities



Sketch of Park Plaza at base of Railroad Station overlook, public market, grand stairs, boathouse, and docks.

9. **Grand Stairs:** As a continuation of the Park Plaza and fountain, the curving stairs with a central stream or planters and connections to parallel paths along the hillside create a variety of sitting spots, places for terrace benches, and accessible ramps down to the river.
 10. **Kayak Launch:** The Comprehensive Plan recommended moving the larger boat ramp to the southern waterfront, where there is much more room for parking and trailers. If that can be implemented, a smaller kayak launch will still provide boating activity with an adjacent rental storage building for kayaks and small boats.
 11. **Band Stand Green:** The existing band stand is moved to the north end of the lawn, so that viewers do not have their backs to the river, providing additional park event and greenspace in a smaller-scale setting.
 12. **Main Street Pier:** A pedestrian plaza and boardwalk pier extends the Main Street visual corridor to the river and provides a place for displays of riverfront history, such as the Steamboat Dock for Dayliners, Exchange House Hotel, and Vassar Brewery.
 13. **Main Street Square:** A smaller turnaround square allows for a Main Street shuttle bus stop, while reclaiming park greenspace from the current overly large cul-de-sac.
 14. **Playground:** Built into the slopes at the south end of Waryas Park to provide safer slides and back away from the river's edge, this children's playground complements the climbing sculptures and picnic tables near the base of Main Street.
 15. **Kaal Rock Point:** The Kaal Rock Plan recommends the clearing of underlying brush, a connected path system, open playing field to rear, and rain gardens. A viewing area on top with railings along the edge would have seating options, a kiosk/gazebo, and possible future concessions.
 16. **Kaal Rock Walkway:** The plan calls for a boardwalk around the base of the rock, either supported on piles or perhaps cantilevered off the rock, to provide a river level linkage to City parklands to the south.
1. **Children's Museum:** With a shared park access drive to the south of the building, the parking can be removed along the Fall Kill frontage. The Museum then has space for outdoor exhibits overlooking the creek and connecting to the pavilion, or possible expansion space.
 2. **Parking Structure Area:** The existing parking deck is expanded to the north with two new mixed-use buildings screening the massive structure from the park and river views. A hotel here with a covered walkway along Water Street would best fit the narrow space and provide every room with an expansive river view.
 3. **River Station Parcels:** Ground floor commercial, upper floor housing or hotel rooms, under-building parking, and terraces and balconies facing the river would create an active walking district along Water and Main streets and help provide the park with an improved sense of security.
 4. **Station Parking Lots:** Mixed commercial buildings along the street frontages and railroad tracks screen views of the surface lot, while enhanced landscaping, walkway connections, and station drop-off plaza make this entry area much more inviting. The upper parking lot becomes townhouses overlooking Dongan Park and, along with other infill buildings, provides a more active street connection to the Mt. Carmel neighborhood.
 5. **Rip Van Winkle Parcel:** Mixed-uses along Main Street and townhouses to the south have multiple benefits, including that new market rate and moderate income housing will balance income levels in the area without any displacement of existing affordable apartments. Perimeter buildings will also visually screen the out-of-scale tower, replace the corner parking lot, activate Main Street's south side, line Long Street with townhouses similar to adjacent housing, and overlook Kaal Rock Point to enhance park safety.
 6. **Rinaldi Boulevard:** Using the narrow city-owned land along the railroad tracks and the overly wide street now used for commuter parking, a new parking structure could be built with commercial frontage facing Main Street and additional townhouses to the south.



View looking north up Water Street,
Before and After



Walkway Over the Hudson

- New Building
- Existing Building
- Existing Parking Structure

Illustrative Waterfront Redevelopment Plan

The Illustrative Plan provides a clear vision for how the waterfront and area around the Railroad Station can be developed to enhance Waryas Park, provide connections up Main Street, and help revitalize nearby neighborhoods.

Parking Summary

Existing Parking

Railroad: Parking Deck.....	536
Surface Lots.....	378
On-Street Spaces.....	209
Total.....	1,123
Waryas Park Area.....	115
Main Street Spaces.....	35
Rip Van Winkle.....	130
Total Existing Spaces	1,403

Estimated Parking Need

Railroad projected need.....	1,323
New Commercial:	
Retail (80,000 sf).....	200
Office (10,000 sf).....	32
Hotel (80 Rooms).....	50
New Residential:	
MTA Properties.....	17
Rip Van Winkle Parcel.....	150
Town Houses.....	56
Multi-Family.....	28
Children's Museum.....	30
Park/public parking.....	175
Total Estimated Need	2,061

Potential Parking and Locations

	Existing	Proposed
Railroad Surface Lots:		
River Side Lot	251	125
East Lot.....	64	64
Dongan Lot.....	63	0
New Route 9 Lot.....		72
On-Street Leased Spaces:		
South of Station.....	15	15
Rinaldi Blvd.....	135	102
Long Street.....	13	13
Gerald Drive.....	27	27
Dongan Place	19	19
Parking Structures:		
Existing Deck.....	536	536
New North Extension.....		225
New Rinaldi Structure.....		250
Public Parking:		
Existing Main Street.....	35	
New Water Street.....		34
New Waryas Park Lane.....		36
New Waryas Park Lot.....		36
New Rinaldi Blvd.....		33
Private Parking:		
New Rip Van Winkle Deck.....		150
New Residential.....		100
New Commercial.....		120
Potential Parking Totals		1,993

Parking Strategy

Parking is an essential element at the waterfront, but the plan proposes to relocate unattractive lots away from the river and street views and to consolidate surface spaces into structures. There are 1,123 parking spaces currently in the vicinity of the station available for railroad users. This includes a three-level parking structure, three surface lots, and 209 on-street spaces that are leased from the City. A total of approximately 1,400 parking spaces, including private spaces, are in the area.

The Strategy proposes two new public parking structures to replace surface lots and to accommodate future demand. The first is located between the train tracks and Rinaldi Blvd. on City-owned land, limiting land acquisition costs. The second involves a northern expansion of the current parking deck, taking advantage of existing ramps to save construction costs. Also, a new Main Street surface parking lot is possible between the Route 9 north- and south-bound lanes. These new facilities could create 547 new spaces, including up to 200 new railroad parking spaces and relocation of 189 spaces from surface lots to make room for new development. Some leased on-street spaces could also be moved into the parking structures so that street parking would be available for area residents and businesses.

New on-street parking is proposed on the west side of Water Street and in the rear of Waryas Park behind the Ice House to replace the large riverfront lot. Private commercial and residential development within the area will also provide new parking. Shared parking between uses with different peak hours will reduce overall parking needs, especially on weekends when demand for railroad parking is less and up to 225 spaces become available for public use.

Waterfront zoning encourages shared parking arrangements that would support partnerships for constructing new parking facilities. As a transit-oriented district, parking requirements are also reduced dramatically to promote walking, biking, and transit use and to decrease development costs. Approximately 2,000 total spaces can be built in the area, but that many may not be needed if alternatives to the auto are treated seriously.



The plan is to relocate surface parking spaces into parking structures backed up against the train tracks and to screen both the structures and any remaining lots behind new buildings lining the sidewalks and streets.

Consistency with Regional Plans

It is especially important that the Strategy's recommendations are aligned with state policies and regional plans in order to be competitive for future grants. With priorities set by the Mid-Hudson Regional Economic Development Council, state grants will likely be the best source of funding for park improvements and infrastructure. Three regional planning documents should be considered:

Mid-Hudson Regional Sustainability Plan. Completed in 2013 with the participation of many counties, communities, committees, interested groups, and individuals, this plan is the newest and most significant for compatibility purposes. The Sustainability Plan is organized around critical themes and issue-oriented chapters. The Poughkeepsie Strategy is fully consistent with the focal strategies to revitalize waterfronts, urban centers, housing, and infrastructure "as engines of regional prosperity." It also fulfills all the major objectives in the Land Use, Livable Communities and Transportation chapter, including:

- Strengthen centers supported by transit;
- Create complete communities with a balance of housing and jobs, a mix of services, access to parks, affordable housing, and transportation options;
- Reduce fuel consumption and greenhouse gas emissions;
- Promote land efficient development;
- Expand and upgrade transit facilities;
- Improve streets, sidewalks, and trails; and
- Encourage transportation demand management.

Most noteworthy, Poughkeepsie is a perfect place to implement transit-oriented development on a regional scale, with the bonus advantage of a beautiful waterfront location. The economic and environmental benefits of TODs include all the points listed above. As the best way to strengthen existing centers and infrastructure, create walkable neighborhoods, reverse auto dependency, and reduce overall pollution, transit-oriented development is the purest form of smart growth and sustainable development.

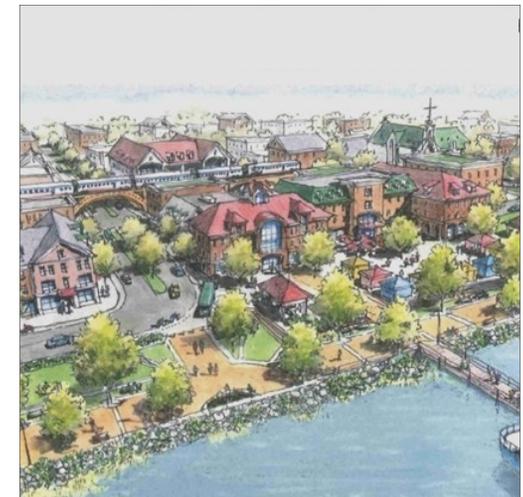
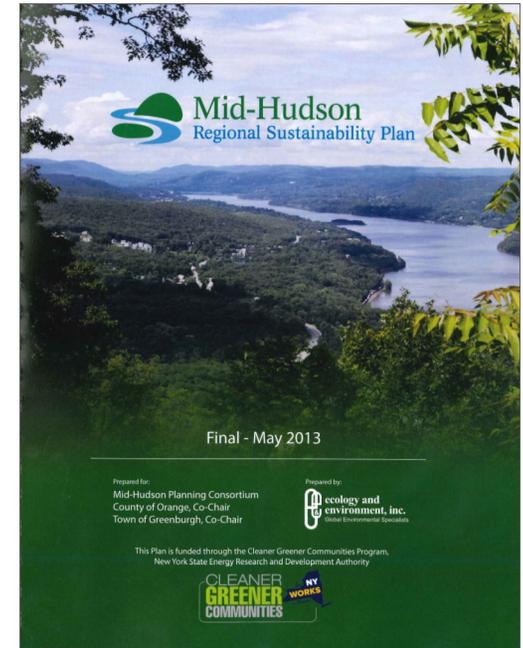
Revitalizing Hudson Riverfronts. Prepared by Scenic Hudson in 2010 with financial assistance from the NYS Department of State, this illustrated guidebook advances six riverfront development principles, all of them addressed in the Waterfront Redevelopment Strategy. Some of the more specific recommendations that are particularly targeted in the proposals:

- Promote riverfront development in areas with existing infrastructure;
- Locate new development near transportation hubs;
- Transform surface parking adjacent to stations into multiple-use facilities;
- Discourage parking immediately adjacent to the shoreline;
- Create linear riverfront parks with piers and docks;
- Include prominent public spaces that support community life; and
- Establish mixed-use zoning and form-based codes.

Greenway Connections. Produced as the Greenway Compact plan for Dutchess County with model Greenway Guides for the region, *Greenway Connections* was adopted by the City in 2002. The recommendations in this Strategy are entirely supported in the Greenway document, most specifically:

- Reinforce centers as the primary growth areas;
- Complete a continuous trail along the Hudson River shore;
- Support arts and tourism as among the top economic generators;
- Plan for pedestrians as a top priority; and
- Improve public access to the water.

Under the public access section, the City of Poughkeepsie waterfront is identified as a potential model for transit-oriented development within walking distance of a regional rail terminal. Also, park improvements, future mixed-use development along Water Street, and an inland trail system along the Fall Kill Creek to College Hill Park and the Dutchess Rail Trail are all endorsed.



Graphic promoting riverfront development in areas with existing infrastructure, from Scenic Hudson's "Revitalizing Hudson Riverfronts."

Diverse Redevelopment Program for the Waterfront District

There are multiple land uses possible in the area including residential, retail, offices, hotel, outdoor park activities, and parking facilities. Several potential combinations of these uses are possible. This mix of uses will provide a vibrant gateway for the entire City of Poughkeepsie.

Type	Units/ Rooms	Square Footage
Townhouses	56	106,000
Multifamily	207	209,000
Hotel	80	36,000
Retail		78,500
Office		10,000
Public Marketplace		18,000
Total Square Footage		457,500
New parking structures		315,000
Improved park 10 acres		

The Poughkeepsie Waterfront Redevelopment Strategy will benefit both the City and the wider region. The plan will provide important public amenities for the residents of the area, support a growing tourism economy, create jobs, increase land values, and provide multiple opportunities for significant private investment. The plan establishes a vision for the waterfront that is consistent with city-wide and regional plans for Poughkeepsie by both protecting and improving access to the waterfront and by creating economic benefits for the entire City.

Economic Benefits

Both the park and the blocks surrounding the Railroad Station area are planned to create economic benefits. Retail on Water Street is expanded to include more local shops and restaurants. New residential buildings contribute to the local tax base and make the neighborhood lively at all times of the day. A potential new hotel supports tourism. The park itself is designed to showcase Poughkeepsie’s dramatic location on the Hudson River and its remarkable bridges. The park is intended to serve area residents first; however, the park is also designed to generate economic activity. It accomplishes this through its new event lawn and stage that can serve regular events, a walkable lane that can host public food and craft markets, a new public plaza with spectacular views and outdoor seating for restaurants, grand stairs down to a new boat dock, children’s parks, and historic displays that celebrate the past of Poughkeepsie’s great historic port. The park offers opportunities for new jobs, and extensive opportunities to capture significant amounts of tourism spending. In addition, the project creates significant new private investment in the form of construction and associated jobs in the area. As a result, the area will be a major destination on the Hudson Valley and source of economic growth.

Investment

The redevelopment will create significant economic benefits, but will also require investments in new public facilities to enable the initial stages of redevelopment. The investments include public park facilities, parking facilities, street and utility improvements.

This section describes the challenges that inform the design of the Poughkeepsie Waterfront Redevelopment Strategy, and the potential land uses. It then describes the extent of investments and potential sources for funding. It concludes with a description of the long-term benefits of the plan.

Challenges

There are several challenges for the Poughkeepsie Waterfront. They include providing the appropriate combination of public park facilities and mixed-use development, providing adequate parking, accommodating the area’s steep topography, funding a large park system, and limitations on the extent of market demand in the next five to ten years.

Parking and Steep Slopes

The existing surface lots in the area and structured parking garage are frequently full. The plan will require significant amounts of new parking to provide for area businesses, park visitors, transit users, and new residential users. The existing steep slopes of the land restrict the ability to construct parking in the form of surface parking lots. In order to conform to the hillside, the width of existing land parcels is often narrow in the east-west direction leaving little space for parking. The consequence of this condition is that much new parking must be located in above ground structured parking or in under-building parking. The costs of these parking solutions are relatively high.

Public Amenities

The amount of space allocated for public amenities is important to the City of Poughkeepsie. The park network which includes a revitalized Waryas Park will require funds for the improvements that serve the residents of Poughkeepsie and to attract regional tourism.

Market Demand

The current demand for new residential, retail and other commercial uses exists, but on a limited basis. Over a ten year period there appears to be demand for approximately 75,000 square feet of commercial uses, a hotel, and 721 residential units. The number of units includes directly adjacent areas. This demand enables a diverse mix of uses that will provide an active atmosphere. However, this market demand has some limits and has a corresponding limit on the extent private development may be able to contribute to public improvements. In popular, high-demand locations private developments might be able to contribute to the cost of public improvement projects, such as parks, sidewalks, or parking. However, in Poughkeepsie's near-term, the cost of construction in the area compared to the revenue from sales or leases of new projects will generate limited additional private funds that can be directed to fund public improvements. This means public funds will be required to support public facilities in the redevelopment plan.

Investment Costs

There are two types of costs related to the Redevelopment Strategy: operating costs for annual maintenance that reoccur periodically, and capital costs for construction of various aspects of the project that occur one time.

Operating Costs

Operating costs are associated with the annual maintenance of the 10-acre park. An estimate of operating costs can be done by comparison of other similar parks. The operating costs per acre of similar parks are between \$30,000 and

\$85,000 per acre annually. As a result, the estimated 10-acre park may have annual operating costs of \$300,000 to \$850,000. The current estimated annual expenditure for Waryas Park is approximately \$59,000 per year. The average annual operating cost increase is estimated to be \$516,000.

Potential Funding of Operating Cost

These operating costs may be funded from the incremental growth in land value of the parcels in the immediate vicinity. The current assessed value of the parcels bounded between Route 9 and the river is \$8,563,000 (see property ownership map on page 12). The estimated future market value with proposed development and increased land value is \$61,199,000 over a ten year period. The value increment is \$52,636,000. At the current City Tax Rate (excluding schools) of 1.48%, the annualized income from the development will be \$777,000. The income will be in excess of the required park operating budget.

Capital Costs

The project will require construction of several elements including parking, the park improvements, street and utility improvements, and a new public market. While the overall costs appear sizable for a City the size of Poughkeepsie, there are methods to moderate the impact of the costs. They include:

1. Breaking down construction projects into smaller phases that can be implemented over time, as funds allow.
2. Utilizing multiple potential sources of public and private funds. These are discussed later in this section.
3. The investments will generate jobs, increase land values over a broad area, and attract new residents that will allow many of the investment costs to be recaptured over time.

Parking Costs

The plan proposes up to 547 new parking spaces within public parking facilities. They are located in three principal locations. One is located directly north of the existing parking structure.



Existing west side of Station would feature an enhanced drop-off plaza and new infill buildings along the streets and tracks.

Potential Parking Costs

These parking spaces can be allocated amongst a variety of users including private development, the City of Poughkeepsie, and other Parking Structure Entities. Each may be responsible for a portion of the costs of the parking, with one scenario as follows:

User	New Spaces	Cost
City	34	\$0.8M–\$1.2M
Private developers (residential)	32	\$0.8M–\$1.2M
Private developers (hotel)	50	\$1.3M–\$1.7M
Other parking structure entities (PSE)	431	\$12.5M–\$15.8M
Total	547	\$15.4M–\$19.9M



Major new parking facilities can be phased-in and financed by a combination of public and private sources.

A second new parking structure is proposed on Rinaldi Blvd adjacent to the train tracks on city-owned property. A third surface parking lot is proposed adjacent to Route 9 between the north- and south-bound lanes. The estimated cost of all three parking facilities is \$15.4–\$19.9 million.

Park Improvements Costs

The proposed park plan provides a variety of amenities to benefit the residents of Poughkeepsie. The park includes a variety of design strategies to connect the park to several neighborhoods of the City and create a continuous park network along the Hudson River. These include new north-south connections, such as a waterfront promenade. A new public park lane is located inland and provides a connection to Kaal Rock Park to the south, and connections to the Children’s Museum, Upper Landing Park, and the Walkway Over the Hudson to the north. The park also includes major new connections to the east, including a new Main Street entrance with features that recall the historic port of Poughkeepsie, a new public plaza and grand stairs across from the west Railroad Station overlook, and a new entrance near the Children’s Museum. Other features include a new events lawn and stage, public gardens, children’s play areas, bioretention areas that will clean stormwater and help protect the Hudson River from pollution, public concession structures for food and kayak storage, and a public transient boat dock.

The park is specifically designed so that it can generate jobs and revenue by incorporating features that attract residents and outside visitors. Through the use of its public events lawn, public markets, concession buildings, docking facilities with fees, and historic markers, the park will capture tourism spending. It will also improve visitation to the City’s private retailers, restaurants, and businesses.

The estimated costs of the improvements to the park are between \$10.5-16.9 million. The cost range is dependent of the quality of materials employed in the final design, and the specific design features of individual items such the boat dock, garden designs, and other items. The park could be constructed in phases as funds become available.

The public market and concession building adjacent to Water Street and to the Railroad Station overlook could be constructed by private funds. The two facilities, approximately 18,000 square feet in size with estimated combined construction cost of \$4-6 million, may house public markets, restaurants, retail, or cultural facilities.

Street and Utility Improvements Costs

The plan includes improvements to existing streets. These include reduction in the width of a section of Rinaldi Blvd to become a more walkable street, improved ramp alignments from Route 9, and a new park lane in Waryas Park. New electrical, water, and storm sewer service are required to serve the park. Estimated costs for these infrastructure improvements are \$4.8-6.0 million.

Moderating and Sourcing Investment Costs

While the overall costs appear sizable for a city the size of Poughkeepsie, there are methods to moderate the impacts. These include phasing of the costs over time, dividing up responsibility for the costs, and also utilizing multiple sources of public funding.

Project and Cost Phasing

The project is envisioned to be implemented in three principal phases. This will allow costs from both public and private sources to be invested over time.

The first phase may include construction of new temporary surface parking lots at the sites of the two future parking structures on Water Street and on Rinaldi Blvd. This will allow for parking spaces currently located within Waryas Park to be relocated. During this period the park lane, walking paths, and new Main Street entrance for Waryas Park will be constructed. Some private mixed-use development may occur during this period as well.

The second phase may include the construction of one of the two parking structures and significant mixed-use development around the station area. Additional portions of the waterfront park will be constructed. The two main concession buildings next to the public plaza on Water Street would be constructed with private funds.

The final phase would include completion of the third parking facility, any remaining improvements in the park, new housing along Rinaldi Blvd and other mixed-use development.

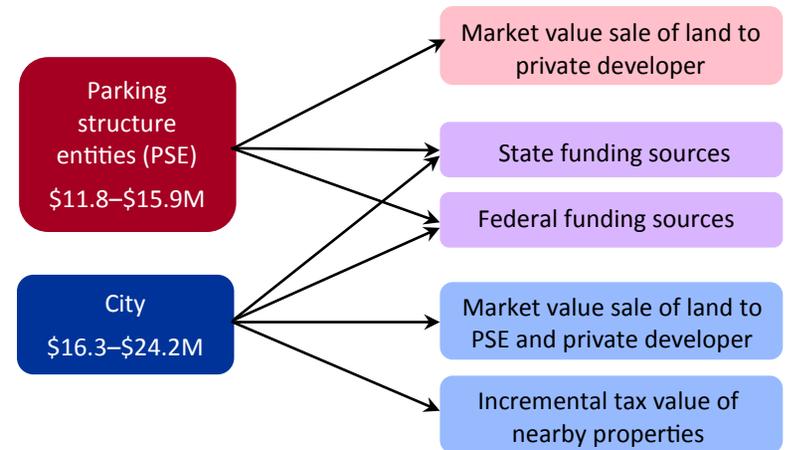
Dividing up responsibility of the costs

In addition to the investments being phased over time, the investments are also divided amongst various participants within each phase. The City may take on the effort of securing funds for the waterfront park, for a limited number of city public parking spaces, and for street and utility improvements.

Private developers may provide funding for portions of the structured parking and for construction of some of the public facilities such as the concession buildings. Portions of the parking in the new parking facilities maybe funded by a combination of parking entities. The funds should be administered by one construction facilitator.

Sources of Funds

Both the City of Poughkeepsie and the parking structure entities have a series of sources that they can look to for funding. There is City and MTA-owned land in the redevelopment plan area that will secure revenue when the land is made available for development. There is incremental tax value from nearby properties. There are both State and Federal programs for funding significant public projects. Following is a list of State and Federal funding sources.



Phasing of Capital Costs

The preliminary phasing strategy reflects three construction phases over which the development program can be staggered:

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Total</u>
Park	\$2.5M–\$4.1M	\$3.5M–\$5.5M	\$4.5M–\$7.4M	\$10.5M–\$17.0M
Public Market (by private funds)	—	\$4.0M–\$6.0M	—	\$4.0M–\$6.0M
Parking	\$2.0M–\$3.7M	\$6.5M–\$8.5M	\$6.9M–\$7.7M	\$15.4M–\$19.9M
Infrastructure	\$2.0M–\$2.5M	\$2.0M–\$2.5M	\$0.8M–\$1.0M	\$4.8M–\$6.0M
Total	\$6.6M–\$10.3M	\$16.0M–\$22.5M	\$12.2M–\$16.1M	\$34.7M–\$48.9M

State and Federal Funding Programs

Empire State Development Corporation (ESDC)

Build Now-NY/Shovel Ready Program

Grants for shovel ready projects

Metro Economic Revitalization Fund (MERF)

Loan program for improving land or buildings, construction or renovation

Economic Development Purposes Grants

Grants for initiatives that generate economic, social and viability and vitality of local communities

Regional Council Capital Fund

Funding for capital-based economic development initiatives

Urban and Community Development Program (UCDP)

Loans and grants with preference to communities where other funding sources are unavailable

US Department of Transportation (US DOT)

Transportation Investment Generating Economic Recovery (TIGER)

Grants for infrastructure improvements

US DOT/ FTA/HUD

Transportation, Housing and Urban Development, and Related Agencies Appropriations Act (THUD)

Grants for transportation and infrastructure

US Department of Housing and Urban Development (HUD)

Transportation Infrastructure Finance & Innovation Act (TIFIA)

Federal loan program backed by dedicated revenue stream

Community Development Block Grant

Entitlement Communities Grants — Grants that address low-moderate income populations, blight or urgent threats to health and safety.

Sustainable Communities Regional Planning Grant

Grants that unite diverse interests in a region for housing, workforce and infrastructure investments

Funds to revitalize Rip Van Winkle Parcel

The Rip Van Winkle property may be eligible for sources of public funds to assist in revitalization of the site. The US Department of Housing and Urban Development (HUD) offers multiple programs for collaborating with municipalities and local developers of affordable and mixed-income housing to improve and revitalize older projects. The fund provides opportunities to reduce the concentration of subsidized housing by creating mixed-income neighborhoods. The municipality typically leads the application process for the funding. The process could build new market rate housing, as well as improve the existing affordable housing.



Mixed-Income Redevelopment could include 30 townhouses (55,000 square feet) and 120 multifamily units (120,000 square feet).



View of out-of-scale tower, corner parking lot, and dumpster area on lower Main Street should be screened by the addition of new mixed-use buildings, creating an active Main Street frontage.

Rip Van Winkle Redevelopment Issues

Challenges:

- Existing mortgage with an interest reduction payment subsidized by HUD
- 40-year tax credit
- 20-year HIV/AIDS Bureau Contract

Incentives to explore:

- Choice Neighborhoods Program
- Promise Zones
- FHA Section 220 Mortgage Insurance for Rental Housing for Urban Renewal and Concentrated Development Areas
- FHA Section 207/223(f) Mortgage Insurance for Purchase or Refinancing of Existing Multifamily Rental Housing

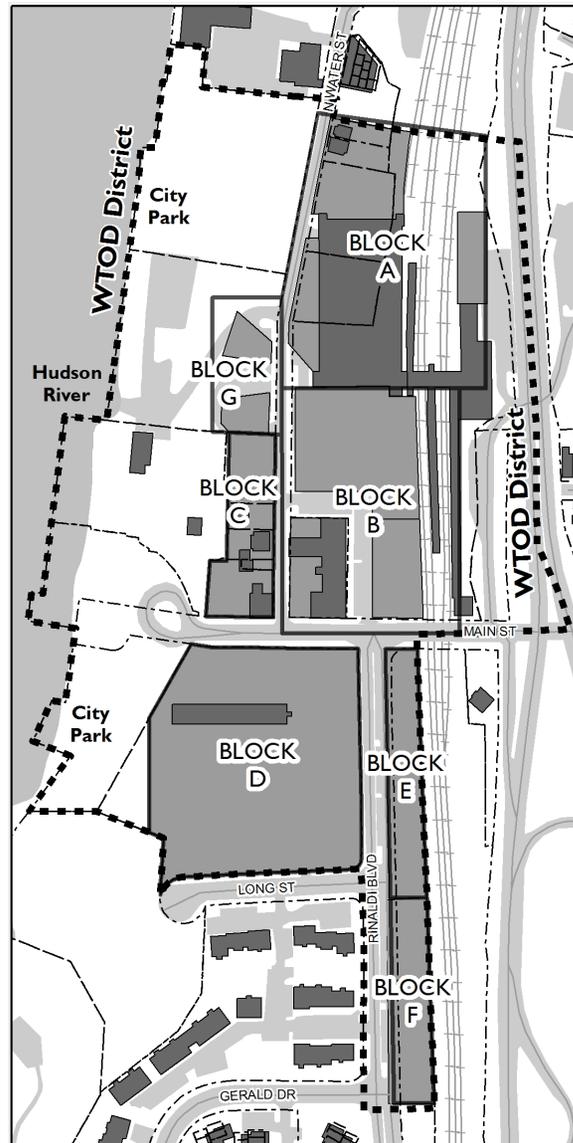
Long-Term Economic Benefits

The Strategy will not only provide the area will a great public park network and vibrant new mixed-use development, but it will create substantial long-term benefits including private investment and new jobs.

1. The proposed waterfront plan (including development on City, Metro North Railroad, and privately owned parcels) will comprise approximately 263 residential units, 70,000-80,000 square feet of street-level retail space, a hotel with 80-122 keys, about 10,000 square feet of offices, and 547 new parking spaces on nearby land.
2. Public spending on infrastructure and open space will attract nearly \$100M from the development community through construction of approximately 450,000 square feet of new retail, hotel, and residential units near the waterfront. At a public cost of \$21M-\$27M (excluding parking structure entities costs), every \$1M in public investment will attract \$4M in private investment.

3. The total construction costs of approximately \$125M (excluding parking structure costs) will support approximately 700 construction jobs. Once the project is fully phased-in and operational, the project can support over 250 permanent jobs in property operations and management, hotel services, office, and retail.
4. The waterfront plan will generate approximately \$800,000 in incremental annual property tax revenues that could be utilized to fund, among other things, operation and maintenance of the newly created waterfront park. In addition, concession franchise fees from City-controlled park facilities, revenues from park events, docking fees, and parking fees will contribute on an ongoing basis to City revenues. Moreover, the 70,000–80,000 square feet of retail and the proposed hotel will generate additional sales taxes, primarily from visitors.
5. Beyond the defined project area, the plan will also enhance connections to the City Center as well as along the waterfront to the Walkway Over the Hudson. The plan is anticipated to lead to redevelopment of infill sites and other underutilized buildings and sites in these corridors, resulting in more private investment, jobs, economic activity, and taxes to the City. These funds also could be utilized to finance some of the initial public capital improvements. Further, as the entire area is revitalized, existing properties will attract new investment that will generate even more incremental net new property taxes for the City.

Conventional Zoning:	Form-Based Code:
Text, Tables, and a Map	Adds Design Illustrations
Negative Restrictions	Gives Positive Examples
Focus on Numbers, Single Parcels, and Parking Lots	Emphasis on Urban Form And Streetscape Context
Separated Use Districts	Mixed Neighborhoods
Unpredictable Results	Cohesive Sense of Place



The proposed WTOD district provides block by block standards for more specific guidance and to allow a flexible, phased-in approach.

Adopt the Form-Based Zoning Amendment.

The City should demonstrate its commitment to the overall Strategy recommendations and begin the revitalization process by endorsing this report and adopting the associated Waterfront Transit-Oriented Development (WTOD) district into its Zoning Code. This is the most important first step for attracting future public grants for park and infrastructure improvements. As examples, adoption of the City's 1997 and 1998 plans helped to secure a sizable state grant to rebuild the Waryas Park shoreline bulkhead and \$3.75 million to partially fund the Metro-North parking structure.

Approving a strong form-based zoning code is also the most significant action the City can take to promote private investment in the waterfront district. Developers want to get in on the ground floor of a place with high potential, but they also desire a predictable process without long delays. An adopted plan and updated zoning creates such confidence for investors. It builds a sense of certainty with the public as well, that new development will be consistent with public purposes.

The current zoning code relies on legal text that is difficult to interpret and negative restrictions that emphasize what you cannot do. Form-based codes are designed to provide positive examples of what the community would like to see, using illustrative plans, images, and physical standards to give applicants more specific guidance toward solutions that fit well within the Poughkeepsie context. Drawings and design details in the code also provide the Planning Board more clarity, resulting in a less confrontational and more streamlined review process.

Form-based codes stress an integrated mix of uses, walkable streetscapes, and public spaces, rather than the separation of uses and the parcel-by-parcel approach in conventional codes. This mixed-use nature of the districts allows a

greater degree of market flexibility. The focus on community planning up front, illustrative plans, and a form-based code is ideal for the waterfront and transit-oriented development around the Station, where park spaces and river views are sensitive, historic buildings like the Hoffman House, Piano Factory, Reynolds & Co. buildings, and the Railroad Station need to be considered, and a close-knit, walkable mix of uses is most appropriate.

Coordinate with Main Street Economic Development Strategy. The City’s Main Street consultant has endorsed the Waterfront Redevelopment Strategy as an essential component of a larger-scale approach to building economic success all the way up Main Street and into the City’s neighborhoods. Some residents, using a river analogy, see waterfront development and park improvements as an anchor for city-wide revitalization, but remember that an anchor is only a place-securing piece of a much larger vessel. Poughkeepsie’s economic history began at the waterfront, but soon moved inland. As the City now builds back toward the river to reclaim its waterfront from too many dead parking lots, the goal is to give the entire City a better balanced economy.

Submit New York State Consolidated Funding Applications. Administered through the Mid-Hudson Regional Economic Development Council, the CFA process determines the distribution of state grant funding for local and regional projects. For example, in 2012 Poughkeepsie received a grant for more than \$250,000 to plan and design a waterfront park along the front of the proposed One Dutchess Avenue project on the former Dutton lumberyard. There are numerous projects identified in the Waterfront Redevelopment Strategy that would be eligible for the state funding cycle, given the consistency of its recommendations with goals of the Mid-Hudson Regional Sustainability Plan, Greenway Connections, and other state and regional planning policies.

A key project will be to build upon the Illustrative Plan and list of improvements on pages 17–19 to develop a more detailed physical park design with construction drawings, cost estimates, and identified funding sources.

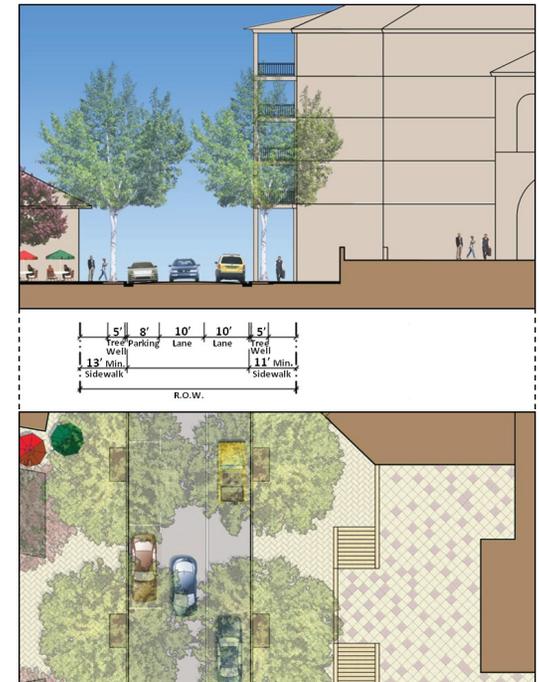
Update the Local Waterfront Revitalization Program and Prepare a Generic Environmental Impact Statement.

The City received a \$150,000 grant from the NYS Dept. of State to update its Local Waterfront Revitalization Program, which was adopted in 1998 but never fully approved by the state. A new LWRP would incorporate all the recent park and private development changes in the area and reflect the recommendations of the Strategy and the proposed rezoning. The grant also funds the completion of a GEIS for key properties and projects identified in this process. The environmental review will provide much more detailed analysis of traffic, views, floodplain, climate, and other potential impacts of redevelopment alternatives, allowing the City thereafter to move forward more efficiently toward approvals and implementation.

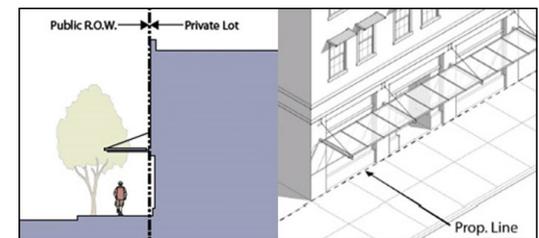
Collaborate on Request for Expression of Interest (RFEI). Metro-North Railroad has supported the concept of transit-oriented development and the overall recommendations in the Waterfront Redevelopment Strategy, but would like to further test the market and solicit developer interest and ideas for its properties. The agency has had success in other communities with an RFEI process, which gathers information and advances redevelopment discussions, but does not create a commitment for any of the parties. The City could partner with Metro-North via a Memorandum of Understanding or other form of mutual agreement, as well as actively work with other major owners in the area who are interested in improving their properties.

Complete the City-wide Rezoning.

The City prepared a full draft rezoning in 2010, but it was never submitted to a wide-ranging review process or adopted. The current zoning code dates back to 1979 and is definitely in need of replacement. Certain sections have been revised, most recently the 2013 Walkway-Gateway district along Parker Avenue and the rail trail, but all the piecemeal amendments over the years have made the outdated code complicated and confusing. Once the Main Street Economic Development Strategy recommendations are available, the City should complete its comprehensive rezoning, including consideration of a provision to incorporate affordable housing into any major new residential development.



Sample streetscape graphics from proposed WTOD district form-based code.



Sample building type graphics from proposed WTOD district form-based code.