POUGHKEEPSIE INNOVATION DISTRICT

POLICY FRAMEWORK

Submitted to the City of Poughkeepsie
November 5th, 2017

Submitted to Poughkeepsie Common Council
August 21st, 2018

DRAFT

Kevin Dwarka LLC
Land Use & Economic Consulting

LAND USE LAW CENTER
PACE LAW SCHOOL
# Table of Contents

CHAPTER 1: INTRODUCTION ........................................................................................................... 4  
Planning Process .......................................................................................................................... 4  
Policy Themes ............................................................................................................................... 5  
Implementation of the Poughkeepsie Innovation District ............................................................ 5

CHAPTER 2: ECONOMIC DEVELOPMENT CONTEXT .................................................................. 6

CHAPTER 3: THE INNOVATION DISTRICT CONCEPT .................................................................. 7

CHAPTER 4: POLICY FRAMEWORK .............................................................................................. 8
Section A: Placemaking .................................................................................................................. 8  
Policy A1: Define a Concentrated Zone of Economic Activity .................................................. 8  
Policy A2: Maximize Volume and Variety of Human Interactions by Intensifying & Diversifying Land Uses ............................................................................................................. 9  
Policy A3: Offer a Public Realm that is Transit-supportive, Pedestrian-friendly, and Bikeable ....... 9  
Policy A4: Preserve Poughkeepsie’s Architectural Heritage .................................................... 10

Section B: Creative Economy ....................................................................................................... 11  
Policy B1: Support and Retain Locally Owned Businesses ......................................................... 11  
Policy B2: Encourage the Development and Preservation of Spaces for Creative Production ....... 11  
Policy B3: Enhance Local Workforce Development in the Applied Arts through Strategic Partnerships with Academic Institutions .................................................................................. 12

Section C: Downtown Access & Connections .............................................................................. 12  
Policy C1: Optimize Transit Access to Downtown Poughkeepsie ........................................... 13  
Policy C2: Adopt Complete Streets Principles throughout Downtown Poughkeepsie ............ 13  
Policy C3: Minimize Traffic Impacts of New Development ...................................................... 13  
Policy C4: Reduce the Adverse Impacts of Parking on Downtown Connectivity Policy ............ 14  
Policy C5: Secure Infrastructure for Digital Connections .......................................................... 14

Section D: Elimination of Vacant Property .................................................................................. 16  
Policy D1: Implement Vacant Property Registry ....................................................................... 16  
Policy D2: Define Regulatory Pathway for Redeveloping Surface Parking Lots ....................... 16  
Policy D3: Manage New Infill Development Program ............................................................... 17

Section E: Diversity and Affordability ......................................................................................... 17  
Policy E1: Assess Viability of Citywide Inclusionary Housing Policy ........................................... 18  
Policy E2: Mandate Inclusionary Housing for City-Owned Properties ........................................ 19
POUGHKEEPSIE INNOVATION DISTRICT: POLICY FRAMEWORK - DRAFT

Policy E3: Adopt Optional Inclusionary Housing for the Innovation District ........................................... 19
Policy E4: Increase Supply of Multi-family Housing .................................................................................. 19
Policy E4: Establish Tax Incentives for Mixed-income Housing ............................................................... 19

APPENDIX: DRAFT INNOVATION DISTRICT ZONING CODE ..................................................................... 20
(1) Purpose of Poughkeepsie Innovation District .................................................................................... 20
(2) Boundaries of Poughkeepsie Innovation District ................................................................................. 20
(3) Pre-Approved Building Forms ........................................................................................................... 21
(4) Subdistricts ........................................................................................................................................ 21
(5) Site Plan Review .................................................................................................................................. 22
(7) Permitted Uses .................................................................................................................................... 22
CHAPTER 1: INTRODUCTION

The Poughkeepsie Innovation District is a proposal for transforming the core commercial section of Poughkeepsie’s downtown into a vibrant economic center anchored by new businesses in the applied arts and artisan manufacturing, satellite extensions of anchor institutions including companies and cultural institutions, and mixed-income housing. Designed as a walkable and transit-oriented neighborhood, the innovation district aims to reverse the City’s economic decline by dramatically increasing public and private investment within a concentrated area and generating far-reaching benefits for current and future residents.

As shown below, the district would fall within the area between the Route 44/55 arterials on the north and south, and between Columbus Drive and Hamilton Street on the west and east.

Planning Process

The idea for an innovation district emerged from a multi-year revitalization planning process overseen by Pace Land Use Law Center and Kevin Dwarka LLC. Focused on the City’s downtown, the revitalization planning process commenced in 2013 and included extensive community engagement, coordination with key stakeholders, and consistent dialogue with elected and appointed officials from the City of Poughkeepsie and Dutchess County. See Poughkeepsie Innovation District Public Engagement Report for a compilation of the public input received during the planning process for the innovation district as well as a record of the promotional and educational materials that were used at public events.
Policy Themes
Poughkeepsie is best positioned for an innovation district based upon the applied arts, creative industries, and cultural institutions. To that end, this document offers a framework that will help advance such a district guided by the five following policy themes:

(a) A placemaking approach based upon zoning and design regulations that encourage concentrated transit-oriented pedestrian-friendly development and the preservation of Main Street’s historic character

(b) Mechanisms for stimulating a creative economy that supports and enhances Poughkeepsie’s creative and applied arts industries while also coordinating with local institutions to improve education and workforce development opportunities

(c) Infrastructure improvements and transportation polices that enhance multi-modal access and connectivity to the Poughkeepsie Innovation District

(d) Strategies for remediating and redeveloping vacant properties, including surface parking lots

(e) Strategies for retaining and enhancing an inclusive and diverse population within the Poughkeepsie Innovation District by stimulating development of mixed-income housing.

Implementation of the Poughkeepsie Innovation District
There are at least three steps for implementing the framework:

- First, the City needs to update its comprehensive plan to reflect the policy statements reflected in this document.

- Second, the City needs to amend the zoning code with a new set of land use and design regulations that support the policy objectives outlined in the revised comprehensive plan. Suggested zoning language is provided in the appendix to this document.

- Third, the City needs to appoint an economic development professional to oversee the assembly of City owned properties within the innovation district and prepare requests for expressions of interest for the real estate development community.

Throughout the implementation process, the City needs to maintain a strong dialogue with all stakeholders including property owners, business owners, community organizations, and residents.
CHAPTER 2: ECONOMIC DEVELOPMENT CONTEXT
The City of Poughkeepsie, and the surrounding mid-Hudson region, has experienced waves of economic prosperity and strife over the past century. In the late 19th century, Poughkeepsie, with new railroad connections, was a bustling manufacturing city. Main Street served as an animated and vibrant focal point, with department stores that sold everything from refrigerators to lingerie. The thriving industry and expanding transportation network of Poughkeepsie and other Mid-Hudson towns drew the attention of major national companies over the following decades, most prominently, IBM in the 1940s.

IBM manufacturing operations in Poughkeepsie began in a small, vacant pickle canning factory in 1941. The first building of IBM's Poughkeepsie compound was constructed in 1948 and two wings were added in 1952. IBM continued to grow as an economic force and the single largest employer in the region, establishing additional campuses in nearby Kingston and East Fishkill. For many years, IBM acted as a benefactor of the region, supporting the creation of a “company town” inclusive of new highways, worker housing, and other urban planning measures to attract and retain the necessary work force.

In the later 1960s and 1970s, forces began to weaken the strength of downtown Poughkeepsie as the City’s economic generator. While travel through the City was made easier by the building of the arterial highways, the roads chopped the City into quarters and wounded many of Poughkeepsie’s existing vibrant neighborhoods and isolated the central business district. The highways also made it easier for manufacturers to locate outside town, where land was cheaper. And they made it possible to shop in massive malls rising up along Route 9, killing off thriving downtown department and apparel stores like Luckey Platt, Up to Date and M. Schwartz and Company that had long been staples of Poughkeepsie’s Main Street.

At the hand of misguided federal aid in the 1970’s, the fabric of downtown was further disrupted. Swaths of charming 19th century houses and commercial buildings were leveled by urban renewal, replaced in some cases by expansive parking lots. In a desperate attempt to draw shoppers downtown, the City leveled hundreds of nearby buildings to create surface parking lots to accommodate the automobile, and two blocks of Main Street were closed to traffic and turned into the "Main Mall." Despite these efforts, Luckey Platt closed around 1980, as did many other businesses on Main Street. Although Main Street was reopened to vehicular traffic, commercial vacancies continue to proliferate. The final blow to the City's economic high came in the early 1990's when IBM underwent a massive downsizing (from 30,000 employees in the late 1980's to less than 7,000 by the 2000's), affecting many Poughkeepsie residents, and further deepening the City’s distress and the flight of many affluent and working-class families.

The historical hollowing out of the central business district has led to a concentration of urban poverty in Poughkeepsie’s downtown, characterized by a lack of diverse employment options, low household incomes, and a prevalence of unemployment and underemployment. The City’s current population of approximately 30,000 is considerably lower than its 1950 high of 41,023. More than 20% of the population lacks a high school diploma. The average family in Poughkeepsie makes $38,973 a year. Twenty four percent of the population lives below the poverty line, a significant portion of which are the City’s Black and Latino families. Census data indicates that almost 15% of the population over 16 is unemployed.
The mid-Hudson region has not seen explosive growth in any one particular sector in recent years, but has seen a handful of sectors grow in strength. Health care facilities and educational institutions are among the top employers in the region, as well as grocery stores. Tourism, drawn by the region’s arts and cultural activities such as Dia Beacon and outdoor activities like the Walkway Over the Hudson, has been on an upswing, too. As revealed by US Census Longitudinal Employer Housing data, the composition of jobs within Poughkeepsie reflects these regional sectoral strengths with roughly 54 percent of jobs in healthcare and education, 11 percent in public administration and government positions, and 5.3 percent in accommodation and food service. The remaining 30 percent of local jobs are scattered across industries such as manufacturing, information, and professional services.

As a result of this historical cascade of policy debacles and economic decline, Poughkeepsie as a city suffers from a threadbare fiscal profile. In a catch-22 of sorts, because of Poughkeepsie’s social and economic problems, it does not have the tax base to spend very much on eliminating its social and economic problems. At the end of 2016, the City had an $11 million deficit while also burdened with cash flow issues making it impossible to pay various entities such as Dutchess County and the Poughkeepsie City School District. The debt, in turn, has damaged the City’s credit ratings and ability to finance loans and bonds. Following interventions by the New York State Fiscal Restructuring Board and the creation of a Strategic Fiscal Improvement Plan, the City has begun to make a dent in some of those debts.

While downtown Poughkeepsie has struggled to find its place in the 21st century economy, it maintains significant assets and viability for capturing future economic growth and office space demand from the surrounding region and channeling it to the City’s Central Business District (“CBD”). The surrounding 25-mile radius catchment area includes much of Dutchess County but also Putnam County, and portions of Orange and Ulster County across the Hudson River, connected to the City’s CBD via the Mid-Hudson Bridge. While the total number of primary jobs in the surrounding catchment area has decreased slightly from 237,000 in the early 2000’s to 225,00 in 2014, there have been some shifts in the types of jobs available in the area. The greater region has also witnessed a similar decline in manufacturing jobs, dropping from 13.2% in 2002 to 7.5% in 2014. Professional, Scientific, and Technical Service jobs have seen a slight uptick over the past decade (3.6% to 4.1%) but information jobs have experienced a decrease by nearly 1% over the same time period. Accommodation and food service jobs increased by 1.5% in the region. While there has been a stabilization of unemployment in the area since the 2008 Recession, these numbers indicate that the catchment area still has not seen a huge uptick in the creation of new jobs.

The level of growth in the surrounding area highlights that the City’s CBD is essentially a doughnut, devoid of economic vitality in the center while tech and education grow and thrive in the surrounding catchment area. An innovation district is one mechanism that could be used to rechannel economic growth from the Hudson Valley back to Poughkeepsie’s CBD. Strengthening the City’s fiscal position and catalyzing economic development is key to maintaining and improving the quality of life for residents.

CHAPTER 3: THE INNOVATION DISTRICT CONCEPT

The concept of innovation districts has gained increased currency in recent years as cities throughout the country have attempted to advance urban revitalization by engineering new partnerships between local
governments, anchor institutions, and community based organizations. However, the scale and nature of innovation districts is highly dependent on a City’s existing assets.

Some cities, for example, have anchored their innovation districts within the tech economy, but there is only a limited number of tech firms located within the City of Poughkeepsie. Other cities have sought to stimulate new research-oriented ventures through strategic partnerships with major academic institutions. This approach is harder for Poughkeepsie because it lacks a major research university even though it supports several undergraduate colleges. Finally, some cities have tried to increase the community footprint of major companies or hospitals within their downtowns. This strategy is also difficult because the anchor institutions in the region have not historically expressed a willingness or need to locate directly within Poughkeepsie’s downtown.

What Poughkeepsie does have, however, is a number of key cultural institutions including the Bardovan Opera House, curricular offerings in the applied arts at Dutchess Community College, and commercial buildings ripe for design businesses, artist studios, and artisan or light or artisan manufacturing. As such, the best opportunity for Poughkeepsie to increase jobs downtown is likely through fostering new public and private investments in the creative economy. Specifically, the City can work with cultural and educational institutions to nourish a greater presence of creative businesses, training programs, and arts programming within the area designated for the innovation district.

CHAPTER 4: POLICY FRAMEWORK
This chapter offers a policy framework consisting of overarching policy goals for the district in five areas: Placemaking, Creative Economy, Access and Connections, Vacant Property Remediation, and Inclusivity and Diversity.

Section A: Placemaking
The physical planning and architectural design of an innovation district plays a great role in a City’s ability to create a high quality urban environment attracting a diversity of new businesses, cultural institutions, and housing units. Unlike suburban office parks, the innovation district is a walkable, tightly knit area whose design helps to support social interactions and economic transactions. The policies below all relate to the remaking of downtown Poughkeepsie into a high quality urban place.

Policy A1: Define a Concentrated Zone of Economic Activity
Main Street, Poughkeepsie’s primary commercial corridor, extends for two miles from the Hudson River to the City’s eastern boundary. This extent is too long to support the concentration of high intensity mixed-uses that is a prerequisite for an innovation district. Moreover, the City’s historic CBD is bounded by the Route 44/55 arterials. In order to ensure that the innovation district becomes a focused place for commercial and cultural activity, its boundaries need to be circumscribed by the area contained between the arterials on the north and south, Columbus Drive on the west and Hamilton Street on the east. Besides including the City’s primary civic institutions, the transit hub, and an architecturally rich segment of Main Street, these boundaries also include a vast amount of city owned surface parking lots which in turn offer the greatest possibility for high-density transit-oriented development.
At least four steps are required for the City to create this district. First, the City needs to amend the Comprehensive Plan to define the boundaries of the Poughkeepsie Innovation District (“PID”) and distinguish this area from broader geographic areas such as “downtown” or “Main Street corridor”. Second, the City needs to revise its zoning code to maximize opportunities for high density mixed-use and transit-oriented development within the PID. Third, the City needs to facilitate an organizational committee comprised of businesses, land owners, merchants, and residents that are already present within the PID and vested in its buildout. Finally, the City needs to undertake careful long-term planning of the areas adjoining the PID such as the Lower Main and Middle Main districts. The commercial vitality of these areas needs to be preserved and bolstered but in a way that complements rather than competes with the economic development programming imagined for the PID.

**Policy A2: Maximize Volume and Variety of Human Interactions by Intensifying & Diversifying Land Uses**

Poughkeepsie’s downtown does not currently support the level of pedestrian street traffic that is required to attract diverse retail tenants, new businesses, and mixed-use developers. Fear of crime is one reason why many visitors and residents alike avoid patronizing downtown establishments or renting upper story apartments. However, the large amount of vacant buildings and lots is another contributing factor to the relatively anemic amount of pedestrian activity on Main Street, especially after 5pm. To an extent, this problem is a classic vicious cycle: pedestrian levels are a key driver of private redevelopment but the proliferation of empty buildings, vacant storefronts, and undeveloped surface parking lots all discourage pedestrian movements through the downtown.

In order to draw a greater volume and variety of human interactions within the PID, the City needs to revise its zoning code to facilitate the adaptive reuse of underutilized commercial buildings while incentivizing high-density mixed-use development on vacant land. A key part of this revision must be the delivery of more housing units to ensure that the PID is anchored by a large residential community that supports the commercial institutions. Meanwhile, the City also needs to continue expanding the level of cultural programming along Main Street through efforts such as its First Fridays programming, as well as to continue partnering with local businesses to improve the aesthetic enhancement and safety of the area.

**Policy A3: Offer a Public Realm that is Transit-supportive, Pedestrian-friendly, and Bikeable**

Poughkeepsie has retained many elements of a traditional downtown including a relatively dense urban form and rectilinear street grid that is conducive to transit lines, pedestrian pathways, and bike lanes. However, the city’s transportation infrastructure not only remains underbuilt and poorly designed but also lacks the basic amenities essential for high quality public space. Disconnected from the surrounding land uses, the transit hub on Market Street is devoid of any commercial or cultural activity. Sidewalks lack the landscaping treatments, benches, and signage that typically encourage pedestrians to linger in an area rather than pass through it. Downtown is also devoid of bike lanes and bike parking areas, infrastructure which can compel visitors to pause and patronize retail establishments. There are a broader number of federal and state grant programs that can help finance the cost of transportation improvements that bolster the revitalization of urban space. In order to position itself competitively for these funding programs, the City needs to develop a comprehensive transportation infrastructure plan for the area.
within the PID and then pursue a combination of governmental funding and private development to advance its implementation.

**Policy A4: Preserve Poughkeepsie’s Architectural Heritage**

Poughkeepsie’s downtown is blessed with a number of architecturally significant buildings, especially along Main and Market streets, that not only provide downtown with pockets of aesthetic beauty but that also help to reveal the city’s history and symbolize hope for its future. On the other hand, the redevelopment of numerous downtown buildings and empty lots offers an opportunity to introduce new architectural styles that represent innovation and change. Attempting to ensure that new downtown development conforms to prevailing architectural styles may undermine the creativity of new real estate developers while also disrupting their ability to activate underutilized lots.

In order to balance the dual needs of historic preservation and urban redevelopment, the City should undertake a careful inventory of the buildings within the Poughkeepsie Innovation District and designate which ones should be deemed as architecturally significant and meritsing preservation. However, with regard to all other sites within the PID, the City should allow developers maximum flexibility to pursue innovative designs as long as they support the broader policy goals for the innovation district. Finally, the City should undertake a comprehensive revision of its now outdated downtown design guidelines and ensure it contains appropriate requirements for the right selection of buildings.
Section B: Creative Economy

As noted above, Poughkeepsie’s underutilized commercial buildings in tandem with its cultural institutions and educational entities make it ripe for building a creative economy defined by the applied arts. The policies below offer a framework for building this economy by capitalizing on existing assets.

Policy B1: Support and Retain Locally Owned Businesses

The building of an innovation district in downtown Poughkeepsie needs to emerge from the existing constellation of business owners, civic institutions, and cultural organizations already rooted in the city’s center. These entities not only provide valuable economic energy to the downtown but also help to define the local character of the city and support a sense of community pride. On the other hand, many of the businesses, including stores and restaurants, struggle to remain open on account of the relatively small customer base passing through the downtown. The City has made efforts to support the local business community through promotion of First Fridays event programming and offering economic development grants that offset façade improvement costs.

In order to ensure the continuing retention of local businesses within the Poughkeepsie Innovative District, the City should undertake three key steps. First, the City should hire an economic development director whose office can serve as a “one-stop shop” for business owners seeking guidance on small business loans, building permit requirements, land use approvals, market data, and tax issues. Second, the City should help support the creation of a business association for all merchants located within the PID. This association will not only enable networking and information sharing between existing businesses but also enable their ongoing participation in the redevelopment of key downtown parcels. Finally, the City should contemplate the possibility of a community land trust in which commercial properties are acquired by a partner entity dedicated to the enduring provision of affordable commercial spaces. While the revitalization of downtown Poughkeepsie is broadly supported by local residents, the potential for gentrification to displace existing businesses also needs to inform how the City addresses the redispersion of its own land holdings.

Policy B2: Encourage the Development and Preservation of Spaces for Creative Production

Poughkeepsie’s downtown contains numerous assets including a regional train station, a historic Main Street, and a walkable compact urban form. However, the area within the Poughkeepsie Innovation District lacks the civic and physical spaces that enable the exchange of ideas and the continuous invention and deployment of products and technologies. While many vacant commercial and semi-industrial structures exist within the PID, the current zoning regulations of the C-2 zoning district are not flexible enough to easily allow for adaptive reuse of these spaces. Additionally, it is important to note that many localities have lost light industrial spaces and larger commercial campuses to the boom in housing development. These spaces are necessary for a creative economy and hard to finance and get back once lost.

Through the City’s modifications of the zoning code and aggressive marketing of the Poughkeepsie Innovation District, new businesses can adaptively reuse commercial spaces for creative businesses such as digital marketing, multi-media design, or film production. Some of the city’s larger land holdings may be especially ripe for design and production of specialty goods including furniture, foods, or beverages.
Lastly, the adaptive reuse of commercial buildings and redevelopment of vacant lots can be combined with expansions of existing cultural institutions or alternatively, the establishment of satellite extensions of existing arts institutions seeking a broader regional base. To that end, the City should begin a formal outreach campaign to growing creative businesses as well as arts institutions.

Policy B3: Enhance Local Workforce Development in the Applied Arts through Strategic Partnerships with Academic Institutions

Poughkeepsie is already served by a variety of workforce development organizations including the Dutchess One Stop Career Center, Nubian Directions, Dutchess County Regional Chamber of Commerce Workforce Development Center, and Think Dutchess Alliance for Business. Meanwhile the city is supported by three academic institutions including Marist College, Vassar College, and Dutchess Community College (“DCC”). Of these three institutions, DCC is the most involved in the education and professional development of local residents. What is missing from these entities is a broad and coordinated strategy for directing their workforce development and educational programs toward a common goal of equipping local residents with the skills and knowledge to advance in a locally based creative economy. The empowerment of local residents is especially key to the city’s revival because so many residents live in poor economic conditions. Within the Poughkeepsie Innovation District, median household income levels are between $35,000 and $45,000, while 26% of the population lives below the state poverty level. With the right partnerships in place, the City can foster an innovation district that not only grows the city’s population and attracts new sources of capital investment but that also provides pathways of economic mobility for existing residents.

The best avenue for enhancing local workforce development in the applied arts is for the City to proactively work with creative businesses and Dutchess Community College to develop a comprehensive applied arts curriculum within the PID. This curriculum can and should build upon DCC’s general curricular programs in the media arts as well as its continuing education programs. The City should work with DCC to help them find space located within the PID so that educational resources are closely linked with existing businesses as well as new business incubator spaces.

Section C: Downtown Access & Connections

Poughkeepsie’s Main Street, fine grain urban fabric, and regional train station suggest a transportation network that could potentially stimulate urban development. But the city’s internal linkages and regional connections are imperfect. Residents would benefit from more frequent and direct service from downtown to the train station. Vast amounts of surface parking degrade the pedestrian experience. Bike infrastructure is close to nonexistent despite a budding cycling community and proximity to regional bike trails. For the City of Poughkeepsie to truly seed an innovation economy, the city must have a circulation

---

1 Nubian Directions, located on Main Street within the PID, provides technology training, work readiness skills and educational support services for youth and adults to enhance the workforce
2 Dutchess County Regional Chamber of Commerce Workforce Development Center’s mission is to successfully link businesses to the public workforce system. The Workforce Connections Program assists eligible adults receiving Temporary Assistance or SNAP benefits to find employment and build the skills necessary to retain a job/career path through education, job readiness training, soft skill enhancements, one-on-one mentoring, and case management.
system that makes it easy for people to meet each other, exchange creative ideas, access other markets within the region, and build new partnerships. These encounters happen when a city’s circulation system is designed to connect people to each other rather than expedite the pass through of automobiles.

Policy C1: Optimize Transit Access to the CBD
Transit service in Poughkeepsie is comprised of Metro North and Amtrak rail service and the Dutchess County Public Transit regional bus network. While the current operation of this system operates multiple routes along Main Street, there is still room for improvement to offer an optimal level of access to downtown Poughkeepsie. Specifically, the bus connections along Main Street between the rail station and downtown are infrequent and confusing. In order for the city to attract new residents and businesses to an innovation district in the downtown, there must be a regular and reliable transit connection along Main Street that is frequent (every ten minutes during peak period) and well-branded.

While the integration of City and County bus networks has enabled a better allocation of limited transit resources, optimizing transit access to downtown Poughkeepsie will likely require a far more comprehensive overhaul of the city’s entire transit network that includes significant operational changes and capital investments in the transit infrastructure along Main Street. In order to achieve these changes, the City should undertake a comprehensive system planning analysis aimed at enhancing intermodal connectivity, increasing service on Main Street, identifying technological and hardscape amenities for the Main Street transit corridor, and creating a multi-tiered strategy for financing system improvements.

Policy C2: Adopt Complete Streets Principles throughout Downtown Poughkeepsie
The City recently engaged a traffic engineering firm to examine opportunities for improving pedestrian connectivity and safety along Market Street. The study has yielded a range of complete streets concepts that will lead to a more pedestrian friendly and aesthetically pleasing Market Street corridor. Many of these principles can be extended to the entire street network comprising the Poughkeepsie Innovation District. The current street network in downtown Poughkeepsie lacks bike lanes, basic sidewalk amenities such as benches and shading, landscaping, traffic calming measures, or well-designed pedestrian crossings.

There are a variety of federal and state grant programs that can help finance complete streets improvements in the innovation district. Another opportunity, however, is to work collaboratively with developers of larger lots to ensure that their proposed site plans align with complete streets principles. Any land use disposition agreements undertaken by the City should provide clear guidance on the ways that major redevelopment projects need to integrate bike and pedestrian infrastructure into their site plans. New PID zoning should ensure that site requirements include bicycle and pedestrian amenities as part of the approval process.

Policy C3: Minimize Traffic Impacts of New Development
The success of the Poughkeepsie Innovation District depends significantly upon the intensification of land use within the CBD without placing unsustainable stress on the existing road network and parking supply. Accordingly, the City must enact strategies that minimize vehicular trips by new and existing residents. The most likely mechanism for achieving these goals is for the City of Poughkeepsie and local businesses
to adopt a suite of Travel Demand Management (TDM) best practices. Redistribution of travel demand through TDM is achieved by encouraging a shift away from single-occupancy vehicles (SOV) towards alternative travel modes or by shifting trips out of peak periods via various incentives, penalties, and opportunities. The City should inscribe TDM incentive measures within the zoning code for the Poughkeepsie Innovation District and also mandate them in land use disposition agreements for the larger lot redevelopment projects.

**Policy C4: Reduce the Adverse Impacts of Parking on Downtown Connectivity Policy**

The appropriate supply and pricing of downtown parking is one of the most complex, controversial, and least understood components of urban redevelopment planning. The capacity of downtown Poughkeepsie to support a significant increase of new workers and residents will indeed depend on the provision of a sufficient level of parking. No matter how much transit access is improved in the city, there will still be workers coming into the city by vehicle and residents travelling to jobs in areas that are not served by transit. Similarly, new development within the innovation district could bring a greater diversity of retail that reduces the need for residents to drive to other shopping centers and malls. However, no amount of land use intensification will eliminate the need of innovation district residents to use the automobile for non-work trips like shopping, entertainment, or recreation.

On the other hand, an oversupply of parking has the potential to undermine the essential features required of an innovation district such as walkability, reliable transit access, and an aesthetically pleasing urban environment. Surface parking lots, for example, impose blight on the urban landscape by creating vast spaces that are unattractive and devoid of people. Structured parking lots are also problematic because they reduce the available amount of land for more economically productive uses and housing. More broadly, an abundance of parking supply perpetuates vehicular dependency by encouraging higher levels of vehicular traffic within a downtown with harmful effects on pedestrian safety, transit travel times, and air quality.

In order to build a transit oriented innovation district, the City of Poughkeepsie will need to significantly increase the amount of transit service along the Main Street corridor while simultaneously reducing the amount of parking required for new development under the zoning code. To this end, the City will need to implement a transit service enhancement plan; complete its parking utilization study (currently underway); develop a new citywide parking policy that includes reduced parking requirements alongside incentives for shared parking; and revise the zoning code to reflect new policy.

**Policy C5: Secure Infrastructure for Digital Connections**

Poughkeepsie’s downtown does not currently have any hot spots providing free internet service. Meanwhile, innovation districts across the nation are turning to high-speed public internet service as a way to attract both businesses and visitors to the area. Smaller startups often struggle to take advantage of private ultra-high-speed broadband service because they cannot afford the sophisticated technology. Like transportation infrastructure, digital infrastructure is essential to ensure that the businesses located within the Poughkeepsie Innovation District have access to a larger market of buyers, partners, workers, and capital.
Like other cities, Poughkeepsie could seek state grant funding to create a Wi-Fi network within the Innovation District. New Rochelle, for example, became one of the first major cities in the lower Hudson Valley to equip its CBD with a Wi-Fi network. The progressive effort was led by the New Rochelle Downtown Business Improvement District (BID) in 2006, and funded in part with grants from the Empire State Development Corporation and MTA Capital Program.
Section D: Elimination of Vacant Property
The proliferation of vacant properties and buildings within the City of Poughkeepsie is one of its greatest barriers to economic development and yet also its greatest opportunity. The policies below suggest pathways for converting vacant property to fiscally productive uses that support the building out of a creative economy.

Policy D1: Implement Vacant Property Registry
The area within and surrounding the Poughkeepsie Innovation District contains a variety of vacant residential and commercial buildings that degrade the quality of life within the district while also discouraging the arrival of new residents and businesses. In 2011, the Pace University Land Use Law Center prepared a draft distressed property comprehensive plan component and corresponding implementation plan which received a resolution of support from the Common Council. The Center completed these draft plans and resolution after conducting numerous meetings and trainings with City staff, council members, land use board members, community leaders, and other interested stakeholders to identify appropriate solutions for the city’s vacant, abandoned, and blighted properties. A key recommendation from Pace’s study was the implementation of a vacant property registry that would inventory, track, and fine vacant properties in the city. However, limited resources have made it difficult to fully administer the registry. Remediation of distressed properties throughout the City of Poughkeepsie is essential to the success of the innovation district. To that end, the City of Poughkeepsie should commit greater resources along with clear timelines for fully administering the vacant property registry.

Policy D2: Define Regulatory Pathway for Redeveloping Surface Parking Lots
The prevalence of vacant and underutilized land within CBD of potential property tax revenue and contribute to the fiscal underperformance of this land. More specifically, surface parking lots are a suboptimal use of space in a city’s primary economic district. The consolidation of parking and the City’s commitment to infill development on underutilized surface parking lots will improve the fiscal productivity of municipally owned land. Furthermore, it is crucial for the innovation district to raise tax revenue which can then be funneled back into social services and affordable housing initiatives to ensure that pressures of gentrification do not leave some residents behind in poverty.

The City of Poughkeepsie should facilitate the redevelopment of surface parking lots within the innovation district by updating the zoning code to enable high density mixed-used development, creating new partnerships with anchor institutions, and conveying city owned lots to private developers versed in mixed-income, mixed-use, and transit-oriented development.
Policy D3: Manage New Infill Development Program
The redevelopment of the city’s surface parking lots is a complex process that goes far beyond establishing the regulatory requirements for large lot redevelopment within the innovation district. Beyond rezoning, the City will need to assemble properties, draft requests for expressions of interest, review development proposals, prepare land use disposition agreements, and oversee the building process including site plan approval and construction monitoring. The City does not currently have on staff a real estate professional with expertise in the development process. In order to ensure that the infill development program is professionally managed, the City should hire a real estate professional as part of its resurrection of a planning and economic development department.

Section E: Diversity and Affordability
One of the critiques made of innovation districts and urban redevelopment plans more generally is that they may enable physical revitalization of a distressed area while failing to provide socio-economic benefits to an existing local community. Also of high concern is the affordability of newly built housing units as well as the effects that new real estate development and increased population may have on the costs of existing housing.

Poughkeepsie’s innovation district aims to significantly increase the number of employees working in downtown Poughkeepsie. Meanwhile, a larger residential population is critical to the preservation and diversification of local establishments. Although there are currently significant vacancies in Poughkeepsie,
the creation of an innovation district could lead to increased housing demand in the CBD. Higher demand and lower available inventory could in turn lead to higher housing prices that displace existing residents.

Given the disproportionately lower income levels of communities of color in Poughkeepsie, a process of gentrification also has the potential to undermine the inclusivity and diversity of the area. For all these reasons, the implementation of the Poughkeepsie Innovation District not only needs to address local workforce development (See Policy B3), but also establish a short and long-term strategy for meeting the housing needs of the city’s economically and racially diverse population.

Policy E1: Assess Viability of Citywide Inclusionary Housing Policy
Throughout the Hudson Valley, many localities have adopted inclusionary housing ordinances that mandate new housing developments include a certain percentage of on-site affordable housing units. Alternatively, developers sometimes have the option to enter into a buyout agreement in which they agree to contribute to an affordable housing fund in exchange for an exemption from the on-site set aside requirement. Inclusionary housing programs are increasingly being deployed in hot real estate markets in which soaring land costs, housing shortages, and speculative real estate ventures lead to exorbitant housing costs unaffordable to the majority of existing residents.

On the other hand, inclusionary housing programs are harder to implement in weaker markets in which the prospects of inclusionary housing requirements may dissuade developers from building unless they can acquire federal and state subsidies to make up the gap between affordable rents and market rents. Although many of Poughkeepsie’s residents are cost-burdened, the downtown and surrounding areas hold a large number of vacant buildings and lots that are in urgent need of redevelopment. Inclusionary requirements can be especially burdensome for smaller projects or ones requiring a significant amount of environmental remediation or historic preservation. Inclusionary housing policies also introduce questions with regard to the appropriate extent of their geographic coverage. Ideally, a city’s housing policies are consistently applied throughout the city even if there are variations based upon density levels or building unit size. A further limitation of inclusionary housing programs is that they affect a relatively small number of units even in programs that require 20% of total housing units to become affordable. As such, a broader and more multifaceted approach to affordable housing will be required to ensure that the innovation district meets the housing needs of existing residents.

In spite of these challenges associated with inclusionary zoning, its potential to protect the inclusivity of the innovation district warrants its continuing consideration by the City in several key ways. First, the City should mandate inclusionary housing for the redevelopment of the large amount of land that it owns within the innovation district (See Policy E2). Second, the City should create incentive programs that encourage developers to voluntarily build affordable housing (See Policy E3). Finally, the City should undertake a comprehensive citywide housing needs study that critically examines housing prices, the gaps between market rates and affordable rates, the mechanisms available for affordable housing finance, and the impacts of changing housing prices on gentrification and displacement. Ideally, this citywide analysis should be done concurrently with the revision of the city’s long outdated comprehensive plan so that an inclusionary program, if adopted, would apply to the entire city.
Policy E2: Mandate Inclusionary Housing for City-Owned Properties
The greatest opportunity for affordable housing development within the City of Poughkeepsie is the conversion of the large surface parking lots located throughout the innovation district into mixed-income housing. The sheer size of these properties allows for the possibility of a high number of housing units and therefore makes it financially easier for developers to include a wider mix of price points for both sales and rental properties. Also, the City can serve as an active partner in the redevelopment of these parcels not only in terms of marketing these parcels to prospective developers with a background in mixed-income housing but also with helping the developer secure federal and state financing to maintain high levels of deep affordability.

As the City undertakes the redisposition of its land holdings, it should attach inclusionary housing requirements to any request for expressions of interest, establish developer selection criteria that offer higher consideration to developers proposing greater amounts and deeper levels of affordable housing, and specify the affordable housing requirements within the subsequent land use disposition agreements.

Policy E3: Adopt Optional Inclusionary Housing for the Innovation District
As noted above in Policy E1, the City should embed consideration of mandatory inclusionary housing within a broader citywide housing policy analysis as part of the City’s update of its comprehensive plan. However, the City should advance an optional inclusionary housing program in which developers are granted approval for a significantly greater amount of development in exchange for providing on-site affordable housing as part of their project. The availability of these density bonuses should be inscribed within the City’s zoning code for the innovation district.

Policy E4: Increase Supply of Multi-family Housing
The current zoning within the innovation district already allows for the possibility for developers to build a high density of housing. However, the area’s current design specifications (such as lot coverage, height requirements, and setback guidelines) also allow developers to build at a substantially lower level of density. To make sure that the housing inventory within the innovation district meets the needs of current and future residents, the City should revise the zoning code to make sure that developers of housing must exploit the full development potential of their sites to the greatest extent possible without compromising the overall quality of life in the area.

Policy E4: Establish Tax Incentives for Mixed-income Housing
The construction of mixed-income and mixed-use housing could have far reaching economic development and quality of life benefits for Poughkeepsie residents. However, the provision of affordable housing, especially housing for very low-income residents, can be financially challenging for a developer unless they have access to some kind of federal or state subsidy. In order to make it easier for mixed-income developers to provide a greater breadth and depth of affordable housing, the City and Dutchess County should revise tax policy (via their respective Industrial Development Agencies) to offer greater tax exemptions for developments that meet affordable housing needs.
APPENDIX: DRAFT INNOVATION DISTRICT ZONING CODE

§ 19-3.37 Poughkeepsie Innovation District (PID)

(1) **Purpose of Poughkeepsie Innovation District.** The purpose of the Poughkeepsie Innovation District (PID) zoning is to implement the principles and overall objectives established in the Poughkeepsie Innovation District - Policy Framework (PID-PF). The PID-PF provides a detailed implementation framework for executing the principles advanced by previous planning efforts such as the Poughkeepsie City Center Revitalization Plan (PCCRP) and the Main Street Economic Development Strategy (MSEDS). The purpose of the Poughkeepsie Innovation District (PID) and subdistricts, as further described in subsection §19-3.37(4) below, is to revitalize the City of Poughkeepsie’s historic central business district through the fostering of a walkable mixed-use neighborhood that supports quality residential development, institutional spaces for learning and socializing, as well as work spaces for Poughkeepsie’s creative and innovative businesses.

Specifically, the seven key components of the Poughkeepsie Innovation District –Policy Framework include:

(a) Land use and urban design regulations that encourage transit-oriented development and the preservation of Main Street’s historic character

(b) Proposals for stimulating local revitalization through the building of a creative economy that supports and enhances Poughkeepsie’s creative and applied arts industries while also coordinating with local institutions to improve education and workforce development opportunities

(c) Recommendations for connecting the Poughkeepsie Innovation District to the rest of the city and region through an integrated transit network with multi-modal connections

(d) Strategies for retaining and enhancing affordable housing within the Poughkeepsie Innovation District

(e) Strategies for remediating and redeveloping vacant properties, including surface parking lots

(f) Recommendations for efficient governance and implementation through the fostering of partnerships, streamlined development process, and marketing of the Poughkeepsie Innovation District

(2) **Boundaries of Poughkeepsie Innovation District.**

The PID centers upon a portion of Poughkeepsie’s historic Main Street, a cluster of civic institutions, and a regional bus hub. The area within the PID is sometimes referred to as the City’s central business district. The northern and southern boundaries of the district are delineated by the westbound and eastbound arterials, Mill Street and Church Street respectively, with the PID incorporating parcels on either side of the roadways. Columbus Drive serves as the district’s boundary to the west, and
Hamilton Street delineates the eastern boundary. Parcels on both sides of Hamilton Street are included within the PID. The boundaries of the Poughkeepsie Innovation District and subdistricts are shown in Figure 3.37-1.

**Figure 3.37-1. Poughkeepsie Innovation District and Subdistrict Boundaries**

(3) **Pre-Approved Building Forms.** The PID regulations provide building owners and developers with broad latitude to build as-of-right a variety of land uses within the Poughkeepsie Innovation District. Rather than a traditional zoning code in which each parcel is defined by a unique set of land use regulations, the PID instead offers four different form-based subdistricts that allow for a variation of land uses within a single district as long as building placement, dimensions, and facades meet the prescribed typologies. These regulations are designed to streamline the development review process by establishing clear guidelines that are mutually understood by the Planning Board and the development community as consistent with the Poughkeepsie Innovation District – Policy Framework.

(4) **Subdistricts.** The land use and development objective of each of the four PID subdistricts is described below.
(a) The Historic Core (PID-HC) Subdistrict is a medium-density commercial corridor with vertically mixed buildings characterized by engaging ground floor uses such as restaurants, bars, retail, personal services, artisan manufacturing, and galleries that are flush with the front property line and maintain high levels of ground floor transparency to create an engaging pedestrian environment. Preservation of historic architecture is encouraged when possible, and new development should complement the existing character of the corridor.

(b) The Urban Village (PID-UV) Subdistrict is a higher-density multi-family residential district with allowances for some office uses and artisan manufacturing, and ground floor uses such as restaurants, bars, retail, personal services, and galleries to support the residential population. Pedestrian plazas and parks are permitted within the district.

(c) The Civic Corridor (PID-CC) Subdistrict is an area containing medium-density, well-designed institutional buildings with significant public access. Civic and educational uses with student housing and quality open space and pedestrian plazas are encouraged.

(d) The Creative Edge (PID-CE) Subdistrict is intended to be a lower-density transition district that allows for artisan manufacturing, such as micro-breweries or custom furniture making, office, and live work spaces to support the innovation economy, with some allowance for low-density residential such as townhomes, two-family dwellings, and subdivided single-family homes, especially on parcels abutting neighboring residential communities.

(5) Applicability.

(a) The provisions of this §19-3.37 shall apply to the PID and shall be in addition to other requirements of the City Zoning Ordinance. In the event of any conflict, the provisions of this section shall control.

(b) All new uses of land and structures and changed uses of land and structures shall comply with §19-3.37. Existing non-conforming uses may continue as provided in Chapter 19 Article V of the City Zoning Ordinance, except as may be otherwise provided in this section.

(c) This section uses the term "shall" when a standard is required and "should" when the standard is to be applied unless the Planning Board finds strong justification for an alternative solution in an unusual and specific circumstance. The terms "encouraged” and “permitted” mean preferred but not required.

(d) In order to encourage mixed-uses, more than one principal building and more than one principal use shall be allowed on any lot or parcel in the PID district, subject to all approval criteria contained herein.

(6) Site Plan Review. Unless otherwise noted, site plan review shall be required of all proposed development but conducted in an expedited fashion pursuant to Subsection 19-3.37(14).

(7) Permitted Uses. Permitted uses for each of the four subdistricts are included in Table 3.37-1 below.

(a) The permitted uses listed in Table 3.37-1 are intended as a general reference, and therefore are not exhaustive. The listed uses represent general examples of desired and discouraged uses within the PID. The authority to interpret uses not explicitly listed is vested in the Planning Board and the Zoning Administrator or designee. Written justification of the
interpretation must be filed with the formal decision letter and the following criteria contemplated:

i. Unlisted uses permitted within a district should have equal or lesser intensity than other permitted uses within a specific sub-district with regards to parking requirements, occupancy, traffic, and effects on the pedestrian environment.

ii. Unlisted used permitted with a district shall not be inconsistent with explicitly permitted uses identified in Table 3.37-1.

(b) Accessory Uses. The following accessory uses and structures are permitted in the PID in connection with any permitted or lawfully existing use within each subdistrict:

   i. Accessory dwelling units are permitted within the PID only if constructed behind the front building line.

   ii. Off-street parking is permitted provided that it is located behind the front building line or in the interior of the lot and not visible from the street.

   iii. Structures for housing pets, playhouses, garden houses, and greenhouses are permitted.

   iv. Structures for home occupations are permitted provided the structure is located behind the front building line and not visible from the street.

   v. Signs are permitted subject to regulations of §19-4.9 of the Poughkeepsie City Code.

   vi. Solar collectors and micro wind turbines are permitted. Features may extend up to 15 feet above the maximum height limit, as long as the combined total coverage of the rooftop features do not exceed 25 percent of the roof area when typical features (such as elevator penthouses) are present. If rooftop features exceed the 25 percent roof coverage, solar collectors may only extend 7 feet above maximum height limits.

(c) Ground Floor Uses. In order to promote a walkable urban environment along Poughkeepsie’s primary commercial streets, all ground floor uses for buildings located in the PID-HC subdistrict shall be limited to permitted retail, restaurant, bar, hotel, personal service, public, or cultural uses.

(d) Parks & Programming. Permanent parks and outdoor recreational spaces are permitted as-of-right in all subdistricts, subject to design standards outlined in §19-3.37(12)(d), with the exception of the PID-HC Subdistrict. The exclusion of parkland from the Historic Core Subdistrict is intended to encourage a consistent streetwall and maximize the efficiency of land use within the commercial corridor.

(e) Prohibited Uses.

   i. Drive-in or drive-through facilities whether stand-alone or used in connection with any other use are prohibited.

   ii. Surface parking as a principle use is prohibited within the PID.

   iii. Front yard parking spaces are prohibited.
Table 3.37-1: Uses Permitted by Subdistrict

<table>
<thead>
<tr>
<th>USE</th>
<th>PID-HC Historic Core</th>
<th>PID-UV Urban Village</th>
<th>PID-CC Civic Corridor</th>
<th>PID-CE Creative Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult Bookstores</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Agriculture (Urban)</td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Art Studio</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Auditorium</td>
<td></td>
<td>√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Artisan Manufacturing</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Includes Artisan Food &amp; Beverage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto Related</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Bank or Credit Union</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Banquet Facility</td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Bar or Tavern</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Broadcast Studio</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Café or Coffee Shop</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Cemetery</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Colleges, Universities, Vocational Schools</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Community Facilities (Uses, Public)</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Convenience Store</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Convenience Store w/Gasoline Pumps</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Cultural Facility</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Day-Care Center</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Drive-In or Drive-through Establishment</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Dwelling, Multi-Family</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Dwelling, Single-Family</td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Dwelling, Two-Family</td>
<td></td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Home Occupation</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Hotel</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Live/Work Space</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Market for Arts, Crafts, or Food</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Nightclub</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Offices, Business, Professional, or Medical</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Parking as Principal Use</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Parking Structure</td>
<td>√</td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>√</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Personal Service</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Recreational Facility</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Restaurant, Standard</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Retail (less than 10K SF)</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Retail (&gt;10k SF)</td>
<td>√</td>
<td></td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Sidewalk Cafe</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Student Housing</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Student Residence</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Theater or Cabaret</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>
(8) Dimensional Standards
(a) Applicability. All new construction, substantial improvements, and enlargement of existing structures shall be subject to the permitted building heights, lot coverage, and dimensional standards presented in Table 3.37-2 and the subsections below.
(b) Distance between principal buildings. The minimum distance between principal buildings on a single parcel shall be 2/3 of the height of the taller principal building or 25 feet, whichever is greater.
(c) Building Height. Building height shall be measured in number of stories fronting on a public street, park, or plaza, excluding attics and exceptions listed in §19-4.14(2). Stories built below the grade of the street shall not be counted toward building height. Stories shall not exceed 14 feet in height, except for a ground floor commercial, public, or cultural facility, which must be at least 14 feet in height and may be up to 20 feet in height.
(d) Front Yard Setbacks. A larger maximum front yard setback may be allowed in all subdistricts except PID-HC, subject to Planning Board approval, if the area in front of a building has no parking spaces and is landscaped and used in a manner that enhances street life by such means as publically-accessible pocket parks, plazas, outdoor dining areas, or public art. Such outdoor space shall be landscaped with plant materials that are appropriate to the use and location, and in a configuration that is approved by the Planning Board.
(e) Side Yard Setbacks.
   i. A side yard setback shall not be required, but, if provided, shall not be less than 6 feet in width.
(f) Upper-story Setbacks. Upper story setbacks are utilized to reduce perceived building scale and height, ensuring a human-scaled urban form and sufficient access to light and air.
   i. Upper-story setbacks on principal buildings adjacent to preexisting structures with wall opening shall be regulated by §19-3.23(4)(e).
   ii. All stories above a building’s base height shall be set back at a minimum of 5 feet from the front building line. A building’s base height is measured as twice the width of the public right-of-way on which the building fronts.
Table 3.37-2: Dimensional Standards by Subdistrict

<table>
<thead>
<tr>
<th>PID-NC Historic Core</th>
<th>PID-UV Urban Village</th>
<th>PID-CC Civic Corridor</th>
<th>PID-CE Creative Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td><strong>Main Building Height</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Minimum Height</td>
<td>2 Stories</td>
<td>3 Stories</td>
<td>3 stories</td>
</tr>
<tr>
<td>b Maximum Height</td>
<td>5 Stories</td>
<td>6 Stories</td>
<td>6 Stories</td>
</tr>
<tr>
<td><strong>Max Accessory Building Height</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing</td>
<td>2 Stories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1 Story</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c Minimum Lot Coverage(^4)</td>
<td>75%</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>d Minimum Open Space (^5)</td>
<td>-</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Building Placement</strong> (^6)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e Front Yard (min/max)</td>
<td>0’ / 0’</td>
<td>0’ / 6’</td>
<td>0’ / 15’</td>
</tr>
<tr>
<td>f Side Yard, per side (min/max) (^7)</td>
<td>0’ / 0’</td>
<td>0’ / 10’</td>
<td>0’ / -</td>
</tr>
<tr>
<td>g Rear Yard (min)</td>
<td>0’</td>
<td>8’</td>
<td>8’</td>
</tr>
<tr>
<td>h Frontage Occupancy (min/max)</td>
<td>100% / -</td>
<td>80% / 100%</td>
<td>80% / 100%</td>
</tr>
<tr>
<td>Parking Setbacks (min)</td>
<td>40’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(9) Special Dimensional Standards

(a) **Bonus Heights.** In order to encourage better design, sustainable land use, and inclusive development, an incentive of additional stories as described below is offered to applicants of housing developments in PID-UV and PID-CC subdistricts if their buildings incorporate any one of the following features. Maximum cumulative bonuses shall not exceed 3 stories.

i. **Affordable Housing.**

1. Three (3) additional stories may be added to the maximum permitted building height for developments that include 20% or more of the total units as affordable housing. 50% of the affordable units shall be priced to be affordable at 60-80% of Dutchess County AMI and 50% of the affordable units shall be priced to be affordable at 80% - 100% of Dutchess County AMI. – 3 additional stories.

2. Two (2) additional stories may be added to the maximum permitted building height for developments that include more than 10% of units as affordable housing with 50% of the affordable units priced to be affordable at 60-80% of Dutchess County AMI and 50% of the affordable units priced to be affordable at 80% - 100% of Dutchess County AMI. – 2 additional stories.

ii. **Green Building Practices.** One (1) additional story may be added to the maximum building height for developments that acquire Gold or Platinum certification through LEED Building and/or Neighborhood Development Rating System. If not LEED certified, Applicant is required to demonstrate, through submission of plans, details

\(^4\) Minimum lot coverage is calculated as a percentage of the total lot area.

\(^5\) Minimum open space is calculated as a percentage of the total lot area. Minimum open space requirements are waived for lots under 5,000 square feet. Green roofs may be counted towards open space requirements.

\(^6\) Recessed entryways as permitted within Frontage Types §19-3.37(10)(b) are not considered setbacks and do not detract from the percentage of frontage occupancy.

\(^7\) A side yard shall not be required, but, if provided shall not be less than 6 feet in width.
and certifications by accredited green building/architectural professionals that the proposed site and building techniques are of similar or greater value in terms of water use, energy efficiency, stormwater management, and carbon emissions, as LEED Gold or Platinum certification. The Applicant and the Applicant’s LEED Certified Professional shall work in concert with City staff to identify the LEED rating system to be used to guide the development and advise the Planning Board accordingly.

(b) **Through Lots.** On a through lot in any subdistrict, front yard setbacks and frontage occupancy requirements as mandated in Table 3.37-2 shall be met on both street frontages.

(c) **Corner Lots.** On a corner lot in any subdistrict, front yard setbacks and frontage occupancy requirements as mandated in Table 3.37-2 shall be met on each street. A corner lot in PID-HC, PID-UV, and PID-CC subdistricts shall have two front yards and two side yards. In the PID-CE Subdistrict, one rear yard shall be provided in each corner lot, and the owner shall designate the rear yard on his or her application for a permit.

(10) **Building Standards.**

(a) **Transparency.** Transparency, which is achieved through the arrangement, proportioning, and design of windows, is important in creating active building facades that are visually engaging and connect a building’s interior activities with the public realm. Window patterns within the PID shall contribute to superior architectural design and complement neighborhood character in accordance with transparency requirements presented below.

   i. Mirrored, overly-reflective, or darkly tinted glass, shall not be permitted.
   ii. Security grills are prohibited within the PID.
   iii. To maintain transparency and activation, windows on ground floor may not be more than 30% obstructed by posters, signs, paper, blinds, curtains, or other materials.

<table>
<thead>
<tr>
<th>PID-HC Historic Core</th>
<th>PID-UV Urban Village</th>
<th>PID-CC Civic Corridor</th>
<th>PID-CE Creative Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a</strong> Ground floor transparency, front façade (min)</td>
<td>70%</td>
<td>50%</td>
<td>70%</td>
</tr>
<tr>
<td><strong>b</strong> Ground floor transparency, corner building side façade (min)</td>
<td>40%</td>
<td>25%</td>
<td>40%</td>
</tr>
<tr>
<td><strong>c</strong> Upper floor transparency, front and corner building side facades (min)</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td><strong>d</strong> Ground floor window sill height, front and corner building side facades (min/max)</td>
<td>0.5’/2.5’</td>
<td>--</td>
<td>0.5’/2.5’</td>
</tr>
</tbody>
</table>

(b) **Frontages.** (see Fig. 3.37-2)

   i. **Forecourt.** A frontage type where part of the façade is set back from the front property line and framed by 3 or more sides of the building for civic use. The space allows for gardens, gathering space, outdoor seating, or similar civic space. Landscaping is encouraged. Forecourts are a semi-public space that should be inviting and accessible from the adjacent sidewalk.

   1. Permitted in PID-UV, PID-CC, PID-CE
ii. *Shopfront A.* A frontage type that is lined up directly on the front property line. This type of frontage is located on the ground floor and typically has a larger height than the upper stories with a high transparency level. Shopfront A frontage is conventional for retail use with a prominent entrance and large windows facing the sidewalk.
   1. Permitted in PID-HC, PID-UV, PID-CC, PID-CE

iii. *Shopfront B.* A frontage type where the front facade is set back. This type of frontage is located on the ground floor and typically has a larger height than the upper stories with a high transparency level. Shopfront B frontage is conventional for restaurant use with a main entrance facing the sidewalk. Use of the setback space, such as outdoor seating, is encouraged but not required.
   1. Permitted in PID-UV, PID-CC, PID-CE

iv. *Shopfront C.* A frontage type that is lined up directly on the front property line. This type of frontage is located on the ground floor and typically has a larger height than the upper stories with a high transparency level. Shopfront C frontage is conventional for retail or restaurant use. The main entrance must be facing the sidewalk but allows for it to recede into the facade and setback from the front property line.
   1. Permitted in PID-HC, PID-UV, PID-CC, PID-CE

v. *Stoop.* A frontage type that allows for an elevated first floor. The stairs of the stoop are lined up with the front property line and engage the sidewalk, yet provide privacy for the building. A sunken light well, a fence or landscaped area in front of the façade may be used to define the front property line but is not required.
   1. Permitted in PID-UV, PID-CE

vi. *Plaza.* A frontage type where part of the façade, if not all, is set back and framed by at most 2 sides of the building. The space allows for landscaping, gathering space, outdoor seating or other civic spaces. Plazas are a public space that must be inviting and accessible from the adjacent sidewalk. This frontage must also be available to the public for the majority of the day.
   1. Permitted in PID-UV, PID-CC, PID-CE

vii. *Multi-family Residential.* A frontage type that is lined directly on or close to the front property line and has a prominent entrance facing the sidewalk. This frontage type allows for a high percentage of transparency on the ground floor level for residential uses, but does not require as much transparency as a shopfront frontage.
   1. Permitted in PID-UV, PID-CC, PID-CE

viii. *Factory or Flex.* A frontage type that applies to existing industrial buildings. Intended for adaptive re-use and allows for design changes but not necessary. This frontage style can resemble a shopfront façade if possible but does not require as much transparency on the ground level.
   1. Permitted in PID-CE
Figure 3.37-2. Building Frontage Types - See Section 19.3.37(10)(b)-viii

Forecourt Frontage

Shopfront A Frontage

Shopfront B Frontage

Shopfront C Frontage
Stoop Frontage

Plaza Frontage

Multi-family Residential Frontage

Factory or Flex Frontage
(c) **Design & Architecture.**

i. **Entrance Orientation.** The main entrance for buildings in all subdistricts shall be located on the front façade. Buildings situated on corner lots are only required to have one main entrance, and an entrance may be located on the corner of the building. The maximum distance between ground floor entries shall be 50 feet.

ii. **Shopfront Entrance Orientation.** The principal pedestrian entrances for shopfront buildings within the PID-HC Subdistrict shall be directly connected to the sidewalk. Principal entries to shopfronts shall be highlighted through the use of architectural features such as roofs, recessions into the façade or other details that express the importance of the entrance.

iii. **Historic Rehabilitation.** New construction and rehabilitation in the PID-HC Subdistrict shall reflect the traditional architecture of Main Street in building and roof forms, window proportions, materials, colors and details.

iv. **Blank Walls.** Architectural features and windows shall be continued on all sides of the building that are clearly visible from a street or public parking area to avoid visible blank walls.

v. **Façade Articulation.** Buildings of 40 feet or more in width along a lot frontage shall be articulated, reducing their apparent size and contributing to a human-scale development. The mass of these buildings shall be broken up using a variety of architectural details such as divisions or breaks in materials, window bays, separate entrances and entry treatments, variation in roof lines, awnings, and positive and recessed massing. Recessed massing shall not be more than 3 feet behind building line.

vi. **Awnings.** Glass, metal, canvas, and canvas-like awnings are encouraged along street frontages, and may encroach up to 6 feet into the front setback. The base of the awning shall be a minimum of 7 feet and maximum of 9 feet above grade.

vii. **Roofs.** Buildings shall have sloped, mansard, flat, curved or a combination of roofs with articulated parapets and cornices. Parapets shall be a minimum of 42 inches high or as may be otherwise required to conceal mechanical equipment to the satisfaction of the Planning Board. Towers are also allowed at the discretion of the Planning Board.

viii. **Screening.** All mechanical equipment, whether roof-or ground-mounted, shall be completely screened from adjacent properties and streets in a manner that is compatible with the architectural treatment of the principal building.

(11) **Streetscape Standards**

(a) **On-Street Parking.** On-street parking is encouraged, whenever possible, to provide convenient public parking for nearby parkland and commercial uses, to reduce the need for off-street surface lots and structures, to calm vehicle speeds, and to protect pedestrians from vehicular traffic.

(b) **Activation & Art.** Art installations, pocket parks, benches, and sitting spaces, and seasonal dining areas with movable tables, chairs, umbrellas, and low planters or partitions are encouraged on or adjacent to the sidewalk and may be approved by the Planning Board if
POUGHKEEPSIE INNOVATION DISTRICT: POLICY FRAMEWORK - DRAFT

there is sufficient unobstructed space for pedestrian through traffic and all requirements of §15-14. Sidewalk Cafes are met.

(c) Fences, Walls and Hedges.

i. Fences, hedges and walls and all supporting structures must be entirely on the property of the party erecting the fence and shall not encroach upon a public right-of-way or adjacent property.

ii. Fences, hedges and walls are not applicable towards a development’s minimum frontage occupancy requirements.

iii. All fences and walls shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.

iv. Retaining walls should be faced with masonry or other decorative screening, textures, design, or landscaping to minimize the blank appearance of walls and ensure compatibility with existing structures.

v. Fence and wall design should be compatible with the character of surrounding development.

vi. Heights.

1. The height of all fences, walls and hedges shall be measured from the finished grade to the top of the fence/wall/hedge.

2. Within the front yard, a fence or wall shall not exceed a maximum of 4 feet in height. Unless otherwise stated or approved, a fence or wall shall not exceed a maximum of 8 feet in height.

3. Fences, walls and hedges should not be located within 5 feet of a driveway or street intersection.

4. A maximum of 10 feet in height shall be allowed to enclose a private or public tennis court, basketball, or sports court provided that the fence is not more than 60% percent opaque, and provided the fence is set back at least 10 feet from the property line.

vii. All fences and walls shall be maintained and, when necessary, repaired or replaced.

(12) Site Standards.

(a) Front Yard Landscaping. Any front setback areas not devoted to structures, driveways, walkways, and sidewalks shall be appropriately planted or landscaped. Landscaping shall include a combination of grass, shrubs, street trees, shade trees, and ornamental plantings in such manner as to minimize erosion and stormwater runoff and to maintain or improve the aesthetics of such development.

i. In landscaped areas, not less than 25% shall be planted with growth other than grass.

ii. Native and less water-intensive species are encouraged.

(b) ADA Requirements. Sites and buildings shall meet ADA requirements and shall apply Universal Design principles whenever possible to ensure unrestricted access to those with mobility impairments.

(c) Large Lot Development Standards. This section establishes the vision for the redevelopment of larger surface parking lots within the Poughkeepsie Innovation District. The intent of this section is to create a walkable, human-scaled urban fabric through design standards to guide the development of larger parcels. While some parcels may be suitable for larger single
building developments such as a supermarket, many larger parcels present the opportunity for multiple buildings to be developed on a single site, connected with a network of pedestrian throughways, public plazas, and potentially new streets. To promote the optimum use of larger parcels within the PID, applicants may be required to prepare a conceptual master plan. The following development standards shall be used by the Planning Board in the course of site plan review and/or conceptual master plan review.

i. **Applicability.** Applicants for development on sites larger than 1 acre shall consider the feasibility of including the following site design features.

ii. **Multiple Structures.** In order to encourage mixed-uses, more than one principal building and more than one principal use shall be allowed on large lots in the PID, subject to all approval criteria contained herein.

iii. **Pedestrian Circulation.** Pedestrian alleys, throughways, and shared streets should be considered in order to break up larger blocks and facilitate pedestrian access and safety.

iv. **Building Orientation.** For sites with multiple buildings proposed, building entrances must be oriented towards streets and public spaces.

v. **Spacing of Buildings.** For sites with multiple buildings proposed, each building must be spaced a minimum of 8 feet from all other buildings unless a party wall is shared.

vi. **Focal Points.** Where feasible, site design should provide for focal points, such as public outdoor space, parks, plazas, and paths with views of natural features.

vii. **Common Open Space.** Common open space totaling not less than 15% of the total lot size shall be provided in perpetuity. Parking areas, roads, buildings, other impervious surfaces, and their improvements shall not be included in the calculation to determine the amount of available open space. However, the entire tract, apart from these exceptions shall be considered in determining the required amount of open space. The following facilities or improvements may be located on open space land: water systems, stormwater systems, bike paths, walking trails, and other common community facilities that do not involve buildings, such as tennis courts, swimming pools, and playgrounds.

viii. **Affordability.** In instances where a land use disposition agreement exists between an Applicant and the City, the Applicant shall meet all affordability requirements as dictated by the agreement.

(d) **Parks & Civic Space Design Standards.** Parks and civic space include public open space and privately-owned public spaces in the PID such as forecourts, greens, squares, plazas, pocket parks, and playgrounds. The standards are intended to encourage lively, pedestrian-friendly and attractive civic spaces. The following programming and design standards shall be evaluated by the Planning Board in the course of site plan review.

i. **Placement and Access.** Civic spaces shall be visually and physically accessible, providing pedestrian access from a public sidewalk or a private walkway open to the public.

---

8 Conceptual Master Plans may be developed at various levels of detail. Generally, the more specific the master plan, the less review that will be required as the future permitted uses are built. In reviewing and approving a conceptual master plan, the Planning Board shall indicate the extent to which the plan will be binding upon future decisions.
ii. **Landscaping.** Grass, shade trees, and native and ornamental plantings are encouraged.

iii. **Amenities.** Civic spaces may accommodate active or passive recreational activities. However, generally encouraged amenities include comfortable seating for small groups and individuals, water features, public art, sufficient lighting, and play equipment.

iv. **Maintenance.** Privately-owned civic space shall be maintained by its owner or a private entity such as a property owners association, non-profit organization, or business improvement district. At the time of site plan approval, a general statement as to how common open space is to be maintained may be required.

(13) **Parking Standards.**

(a) **Off-Street Parking Requirements.** Off-street parking shall comply with the following standards as depicted in Table 3.37-4. The Planning Board may use §19-4.3 of this chapter as guidance on standards or requirements that are not addressed herein. In the event of a conflict, § 19-3.37 shall control.

<table>
<thead>
<tr>
<th>PID-HC Historic Core</th>
<th>PID-UV Urban Village</th>
<th>PID-CC Civic Corridor</th>
<th>PID-CE Creative Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multifamily Residential Dwelling</td>
<td>0</td>
<td>.5 space per unit +1 visitor space per 10 units</td>
<td>.5 space per unit +1 visitor space per 10 units</td>
</tr>
<tr>
<td>Student Housing</td>
<td>--</td>
<td>1 per br with potential to waive if within 1,320’ of public parking facility</td>
<td>1 per br with potential to waive if within 1,320’ of public parking facility</td>
</tr>
<tr>
<td>2-Family &amp; Townhouse Residential</td>
<td>--</td>
<td>--</td>
<td>1.0 space per dwelling unit</td>
</tr>
<tr>
<td>General Retail</td>
<td>0</td>
<td>0</td>
<td>1 space per 500 SF of GFA</td>
</tr>
<tr>
<td>Personal Service Business</td>
<td>0</td>
<td>0</td>
<td>1 space per 350 SF of GFA</td>
</tr>
<tr>
<td>Restaurant, Café, or Bar</td>
<td>0</td>
<td>1 space per 250 SF of GFA</td>
<td>1 space per 250 SF of GFA</td>
</tr>
<tr>
<td>Office and non-retail commercial</td>
<td>0</td>
<td>0</td>
<td>1 space per 400 SF of GFA</td>
</tr>
<tr>
<td>Other uses</td>
<td>As determined to be appropriate by the Planning Board during site plan review</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(b) **Parking Placement.**

i. All parking may be located adjacent to a building but not between the building and the front lot line.

ii. All parking spaces shall be set back at least 40 feet from the front property line and screened from view of the street by landscaping as dictated in §19-3.37(13)(f) below.

(c) **Compact Car Requirements.**
Within the PID, up to 33% of the required number of parking spaces may use dimensions for compact cars, provided that such parking spaces are clearly designated as compact car spaces.

Within the PID, the dimensions of compact car parking spaces shall be 7’9”x 18’.

(d) Maximum Parking Permitted. Surface parking spaces shall not exceed 115 percent of the minimums required in Table 3.37-4.

(e) Fee In-Lieu of Off-Street Parking. An optional waiver with a fee in-lieu of parking provides Applicants with an alternative to restrictive on-site parking requirements and can encourage better and more efficient site design.

i. Where an Applicant seeks to reduce the required number of off-street parking spaces for residential development within the Poughkeepsie Innovation District, the Applicant shall pay a one-time Fee In-Lieu to the Planning Department according to a fee schedule established in Table 3.37-5 below.

ii. Prior to the granting of a parking waiver, the Planning Board may require the submission of studies and plans by the Applicant demonstrating that practical considerations preclude the provision of such parking spaces on site.

<table>
<thead>
<tr>
<th>Table 3.37-5. Parking Fee Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Parking Spaces Waived</td>
</tr>
<tr>
<td>1 to 6</td>
</tr>
<tr>
<td>7 to 10</td>
</tr>
<tr>
<td>11-20</td>
</tr>
<tr>
<td>&gt; 20</td>
</tr>
</tbody>
</table>

*This fee per space shall be applied to the total number of spaces waived for a particular project. For example, if 22 spaces are to be waived at $5,000/space, the fee in lieu of parking would be $110,000

(f) Shared Parking. In any PID subdistrict, the Planning Board may, in its sole discretion, approve the joint use of a parking facility and a reduction in the parking requirement by up to 40% for two or more principal uses or buildings either on the same lot or within 600 feet of each other, where it is clearly demonstrated that the reduction in spaces and shared use of the parking facility will substantially meet the intent of the requirements due to variation in the time of peak demand and the lack of reserved parking limiting effective shared use. The Planning Board is under no obligation to approve shared parking unless it finds that the shared parking scheme is in the best interest and welfare of the City and its residents. In such cases, off-street parking requirements of a given use may be met with off-site, shared off-street parking or on-site parking shared by more than one tenant. Such joint parking facilities are governed by the following:

i. Single and Two-family Residential. All parking shall be provided on-site.

ii. All Other Uses. Off-street parking spaces shall be located on the same lot as the main building or within 600 feet of the use, as measured along the nearest pedestrian accessway.

iii. Shared Parking Study. Applicants shall submit a shared parking analysis to the Planning Board that clearly demonstrates the feasibility of shared parking. Such study shall address, at a minimum, the spatial relationship between the sites and/or tenants, the size and type of proposed development and resulting parking demand...
including peak demand periods, the combined parking demand of uses that will be sharing the parking area, and the anticipated peak parking and traffic loads for all uses sharing the parking spaces. Based on the study, the Planning Board may approve or disallow the proposed shared parking plan.

iv. **Shared Parking Agreement.** A shared parking plan will be enforced through written agreement among all owners of record. The agreement shall incorporate covenants and/or a lease for a minimum term of 2 years. The owner of the shared parking area shall also enter into a written developer’s agreement with the City, specifying use of spaces and enforcement of shared parking plan. If a use subject to a shared parking agreement is enlarged or changed, the Planning Board shall have the discretion to require full compliance for each separate use upon finding that conditions justifying joint use no longer exist.

(g) **Parking Area Landscaping.**

i. **Applicability.** Surface parking facilities are discouraged within the PID. However, if provided, interior parking lot landscaping is required for all off-street parking areas, regardless of size. The requirements herein apply to all development, except two-family homes and townhouses.

ii. **Requirements.**

1. **Placement and Screening.** All parking spaces shall be set back at least 40 feet from the front property line and screened from view of the street by landscaping at least 3 feet in height, opaque fencing with the finished side facing the street, or other means as approved by the Planning Board. This planting and screening requirement may be waived along property lines abutting other off-street parking lots.

2. **Terminal Ends of Free-Standing Rows.** Landscape islands shall be installed at the terminal ends of any free-standing rows or bays of parking. Freestanding rows or bays of parking are those that are not abutting the parking lot perimeter, and can have a single or double row of parking.

3. **Landscape Islands.** A landscape island shall be provided every ninth parking space for rows of parking that are more than eight (8) spaces in length. There shall be no more than eight (8) continuous parking spaces in a row without a landscape island. In all parking areas with more than 12 spaces, landscaped areas totaling 10% of the paved parking lot area shall be provided via islands wholly contained within the paved area.

4. **Trees in Landscaped Islands.** Each parking island shall be a minimum of 9 x 18 feet in size and shall be planted with at least one shade tree with a minimum mature height of at least 60 feet selected from a list of preferred tree species as approved by the Shade Tree Commission pursuant to §17-1/2: Trees of the City code. The use of a single tree species throughout the parking area is not encouraged.

5. **Soil.** Trees planted in paved areas / landscaped islands shall be provided with adequate soil volume to permit proper watering. Adequate soil volume can vary in size, according to selected tree species; but in no instance shall the surface area be less than 25 square feet. An additional 5 linear feet, at a depth
of 3 feet, of Structural Soil, which prevents soil compaction, shall be used underneath pavement that surrounds said landscape islands.

6. **Lighting.** Off-street parking areas shall be adequately illuminated for convenience and safety.

7. **Curbs.** A variety of curb types may be utilized for interior parking lot landscaped areas. Permitted types include ribbon, mountable, and slotted curbs.

8. **Snow Accommodation in Parking Areas.**
   a. Parking lots should provide open lawn areas to accommodate snow storage. Any landscaping located in snow storage areas should be selected to withstand harsh snow storage conditions.
   b. All parking lot landscaping shall be salt tolerant.

(h) **Required Bicycle Parking.**
   i. Bicycle parking shall comply with the following standards as depicted in Table 3.37-6.

<table>
<thead>
<tr>
<th>Table 3.37-6. Bicycle Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Long-term Bicycle Parking Requirements</strong></td>
</tr>
<tr>
<td>All Residential Uses</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td>Office and non-retail commercial</td>
</tr>
<tr>
<td>Other uses</td>
</tr>
</tbody>
</table>

ii. Bicycle parking shall be located and clearly designated in a safe and convenient location, at least as convenient as the majority of auto spaces provided.

iii. Facilities shall be designed to accommodate U-shaped locking devices and shall support bicycles in a stable position without damage to wheels, frame or other components and shall be securely anchored and of sufficient strength to resist vandalism and theft.

(14) **Development Review Procedures.**
   (a) In order to effectuate an expedited review of site plans meeting the purposes and intent of the Poughkeepsie Innovation District, this section contains a streamlined site plan review procedure for any proposed renovations or adaptive reuse of existing buildings of 10,000 square feet or less in footprint. The full site plan review procedures of § 19-6.1 of the City Zoning Ordinance will apply for proposed new construction and building projects of more than
10,000 square feet in footprint or if the Planning Department has determined that sufficient doubt exists as to whether the application complies with this § 19-3.37.

(b) For projects over 10,000 square feet in ground floor area, the Applicant shall follow the procedures in § 19-6.1 of the Poughkeepsie City Code. Such applications shall comply with those sections to the extent that such sections do not contain standards that conflict with this Article. In case of a conflict, this Article shall control.

(c) The following procedures apply to any proposed renovations or adaptive reuse of existing buildings of 10,000 square feet or less in footprint:

i. Once an application is deemed complete by the Planning Department all application materials will be circulated to relevant city departments and involved agencies.

ii. Following the 30 day circulation period, the Planning Department will notify the Applicant of any comments or requested alterations issued by relevant city departments and involved agencies.

iii. Once comments and requests have been satisfactorily address by the Applicant, the Planning Department shall issue an approval, approval with modifications, or denial of the application, stating the reasons for any modifications or denial, within 15 days.

iv. The approval of a site plan by the Planning Department shall be valid for a period of one year from the date thereof for purposes of obtaining a zoning and building permit. Failure to obtain such a permit within the time period shall cause the approval to become null and void. Upon application, for good cause shown, the Planning Department may extend the validity of the approval, one time, for a period not to exceed one year from the date the original approval expires

(d) For any proposed change to an approved site plan, the Applicant shall meet with the Planning Department who shall make a determination as to whether or not the proposed change is significant. If the Planning Department determines that the change is significant, the application shall be referred to the Planning Board for an amendment to the Site Plan. Alterations deemed not significant are subject to Planning Department approval.

(e) After completion of construction of new buildings, the Applicant shall submit as-built plans to the Planning Department showing the exact location of all site alterations and construction.

(15) **Definition of Terms.** The following definitions apply to §19-3.37 of the Poughkeepsie City Code. Terms not defined in this subsection shall be defined as provided in §19-2.2:

**Accessory Dwelling Unit:** a secondary house or apartment with its own kitchen, living area and separate entrance that shares the building lot of a larger, primary house. The ADU may be attached to an existing house or garage, or it may be built as a stand-alone unit

**Affordable Housing:** Housing for income-eligible residents as determined by Section 19-3.37(9)(a)i herein and/or grant, subsidy or financing sources for a housing project.

**Agriculture, Urban:** Urban agriculture includes production (beyond that which is strictly for home consumption or educational purposes), distribution and marketing of food and other products within areas not dominated by other agricultural activities. Examples include community, school, backyard, and rooftop gardens, innovative food-production methods that maximize production in a small area,
community supported agriculture based in urban areas, and family farms located in metropolitan greenbelts.

Artisan Food and Beverage: Small-scale production or preparation of food made on site with limited to no automated processes involved and may include direct sales to or consumption by consumers. This definition includes uses such as small-batch bakeries, micro-breweries (manufacturing 15,000 barrels per year or less) as regulated by the State of Indiana, artisan distilleries (manufacturing 10,000 barrels per year or less) as regulated by the State of Indiana, small-batch candy shops, and local cheese makers. This use may or may not have outdoor seating or patio as an accessory use depending on the zoning district in which it is located.

Artisan Manufacturing: Application, teaching, making, or fabrication of crafts or products by an artist, artisan or craftsperson either by hand or with minimal automation and may include direct sales to consumers. This definition includes uses that employ activities and processes such as small-scale fabrication, welding, and coating, that are typically not permitted in non-industrial zoning districts. This definition shall not include Artisan Food and Beverage preparation or sales. Artisan manufacturing excludes heavy industrial processing or distribution of sand, gravel, clay, turf, soil, rock, stone, metals, petroleum and petroleum products and similar raw materials.

Auto-Related: Auto-related uses include automobile sales, repair, service, wrecking, and wash facilities. Such as automobile repair (major or minor), automobile sales, automobile service or gasoline station, automobile wrecking, junkyard, or auto wash.

Base Height, Building: A building’s base height is defined as two times the width of the public right-of-way on which the building fronts.

Café or Coffee Shop:

Community Facility:

Frontage Occupancy: Frontage occupancy is the percentage of the lot width that must be occupied by either a front building façade or structures that screen parking, located within the area between the minimum and maximum front setback.

Front Building Line: The plane of a building that borders the public right-of-way, parallel to or coterminous with the front property line.

Front Property Line: The boundary separating the lot from the public right-of-way.

Green Roof: A vegetated roof design that is explicitly designed to absorb rainfall or snowmelt, typically to manage stormwater, mitigate the heat island effect, provide habitat for urban wildlife, or offer leisure and recreational space for building occupants.
Home Occupation: An occupation or business activity which results in a product or service for financial gain and is conducted in whole or part in the dwelling unit or accessory building and is clearly an accessory or incidental use and subordinate to the residential use of the dwelling unit.

Live/Work Space: Dwelling units that include space for both commercial and residential functions. The commercial function may be anywhere in the unit and is intended to be occupied by a business operator who lives in the same structure that contains the commercial activity or industry.

Nightclub: An establishment operated as a place of entertainment, characterized by any or all of the following as a principal use: 1) live, recorded, or televised entertainment, including but not limited to performance by magicians, musicians or comedians; 2) dancing, and/or 3) the dispensing of alcoholic beverages for consumption on the premises.

Park, Pocket: A small park less than 2,500 square feet in area and accessible to the general public, that is located in close proximity to a public sidewalk, and provides green space, landscaping, benches and other pedestrian amenities and which may include art.

Public Right-of-way: The public right-of-way includes the entire street width, as measured from front property line to front property line, inclusive of sidewalks.

Security Grill: Solid metal or open grated metal grills designed to be pulled down, folded over, or attached in front of or behind the entrance door or doors, vestibule, window display, storefront, or any other openings that face the public streets and sidewalks to prevent entry to the premises. A solid metal grill shall not be defined to include solid metal garage doors that face public streets and sidewalks and act as a primary entrance to a building rather than a security device.

Shared Parking: a land use development strategy that optimizes parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses.

Sidewalk Cafe:

Streetwall: One of the long side boundaries of a street, formed by front building facades, hedges, etc. The streetwall is typically parallel to or coterminous with the front property line. The streetwall is instrumental in defining the district’s public space.

Student Housing: A building associated with a college, university, or educational facility containing living quarters for students.

Theater: A building or space, or portion thereof, used for cultural education and experiences, motion pictures, live productions, or other entertainment, including, but not limited to, museums, art galleries, aquariums, amphitheatres, theaters, cultural entertainment facilities and performance halls.

Usable Open Space: An unenclosed portion of the ground of a lot which is not devoted to driveways or parking spaces.