

SECTION II
INVENTORY AND ANALYSIS

A. INTRODUCTION

The City of Newburgh is located sixty miles north of New York City on the western side of the Hudson River in Orange County. The City, a small densely-settled community in a 3.9 square mile area is bounded by the Town of Newburgh on the west and north, the Hudson River on the east and the Town of New Windsor on the south.

The City averages 265 feet above mean sea level. Newburgh is situated south and east of the Catskill Mountains, west of the Hudson River and Mt. Beacon (1,540 feet msl), and north of Storm King and Bear Mountains.

In the past, Newburgh's economic history was tied to transportation. Initially, it was a place for sailing vessels bound for New York to wait while held up by tide and wind shifts through the West Point-Peekskill section of the Hudson River. With water depths in excess of 20 feet at its shoreline, it was natural that wharf facilities soon were established in the City. In 1743, ferry service was established between Newburgh and Beacon, the first such crossing of the Hudson River north of Peekskill. The extension of the railroads up the Hudson River and the rail connection between Newburgh and the New England states via the ferry brought industry to the city. As within most traditional manufacturing communities industry in Newburgh was subject to major relocation shifts. Following World War II, as the interstate highway system was built outside the city limits, and as the dependence upon riverboat, railroad, and ferry transportation diminished, so did the economic dominance of the City of Newburgh, and in particular its waterfront.

Like many old manufacturing towns throughout the northeast the City of Newburgh is experiencing decline. Eighty-five percent of all residential structures were built before 1940. It is suffering from many conditions characteristic of an impoverished urban area: a diminishing industrial base accompanied by a loss of jobs and revenue, a growing low income and minority population, a declining school enrollment, and substandard housing.

In 1990, the population in Newburgh was 26,454 persons, an increase of 3,016 persons (or 13 percent) from the 1980 population. Approximately 58 percent of the City's population is classified as minority.

Although the City of Newburgh had experienced physical and economic decline in recent years, as made apparent by the facts provided above, there has been an increased interest in new development, especially in the waterfront area. New multi-family housing developments such as Ferry Crossing, Hudson Point, Liberty Square, and Montgomery Views, an approved subdivision consisting of 12 single-family homes, are representative of the development activities taking place in the City and within the LWRP area. The Key Bank and Maple Buildings include 137,000 square feet of modern office space

constructed on former urban renewal land overlooking the Hudson River within the waterfront area.

As new development continues to take place in Newburgh, the city will improve both its physical appearance and its economic base. These in turn will aid in the revival of the entire city, specifically the waterfront.

B. EXISTING CONDITIONS

1. Existing Land Use and Development Patterns

The Local Waterfront Revitalization Program (LWRP) area in the City of Newburgh can be divided into three general land use areas: the land area on the east side of the Erie and West Shore Railroad Line along the Hudson River; the inland areas A and B west of the railroad line and/or Water Street; and the southern land use area, overlooking Quassaick Creek. An understanding of the existing land use patterns within the waterfront area is critical because these uses will, to a large degree, influence the future use and development of the waterfront. The waterfront area is characterized by large areas of residential usage, industrial usage and open space, interspersed with public and semi-public uses, and a limited amount of commercial and public recreational space. There is a substantial amount of vacant, underutilized and deteriorating parcels throughout the area, much of which is the product of urban renewal.

For purposes of clarity, existing land use patterns are discussed by the three general land use areas. The land use areas are illustrated on **Map 2**. The following provides a generalized description of existing conditions for each.

a. Southern/Quassaick Creek Area

Beginning in the western portion of this area at Walsh's Road and proceeding eastward to Mill Street, the land usage is mixed industrial and commercial. Continuing east past Mill Street is a block of mixed residential and commercial usage, a light industrial use and a site with a combination Jr. High School and playing field usage. These uses extend to Monument Street where a concentration of one- and two-family residences in good to fair condition occurs. The entire area, bound by Bay View Terrace on the south and east, Overlook Place on the north, and Monument Street on the west is currently in residential usage. As apparent by the street names in this area, the residences sit atop a ridge surrounded by steep slopes and thus possess scenic views of the Hudson River and the surrounding Highlands. For the most part, however, the residential area is not visible from South Water Street on account of the

steep slopes and dense vegetation surrounding it. Conrail's Newburgh branch services this area.

b. Inland Area

Beginning at Overlook Place in the southern portion of the inland area and heading north toward Lafayette Street there is an area of mixed residential, commercial and industrial uses with numerous vacant parcels scattered throughout. The majority of the residential and almost all of the commercial uses are located along Liberty Street, while the area between Johns Street and South Water Street comprises mainly industrial and vacant parcels. Many of the industrial buildings are either vacant or underutilized. Because most of the structures are of brick construction and in fair to good condition there is a potential in this area for rehabilitation and adaptive reuse. The partially completed residential renovation of the former foundry on Lafayette Street, known as Foundry at Washington Park, is an example of one type of adaptive reuse.

North of Lafayette Street is Washington's Headquarters, a National Historic Landmark property and museum. The site is bound by Lafayette Street on the South, Colden Street on the east, Liberty Street on the west and Washington Street on the north.

To the north of Washington's Headquarters is an area of mixed commercial, residential, municipal uses and vacant parcels. The Newburgh Public Safety Building housing the police and fire departments City Hall is located on the west side of Grand Street at Broadway. Commercial uses are concentrated around Broadway and Liberty Street, while the existing residential uses are located closer to Washington Street between Liberty and Grand. Twenty townhouse residential units are located east of the Public Safety Building fronting Colden Street. Across Colden Street heading toward South Water Street is an area of vacant urban renewal land.

Proceeding north past Broadway is a mixed use area consisting of commercial, residential and semi-public uses. Along Broadway around Liberty and Grand Streets, the land usage is commercial, followed by a church west of Grand Street. Multi-family residential uses are located between the church and First Street. The Key Bank and Maple Office buildings encompass approximately 5 acres and extend from the Broadway north to First Street.

The land area between First Street and Broad Street is, for the most part, residential with public and semi-public uses and isolated vacant parcels. Historic renovation and restoration activities have been completed on a number of structures in the area. The area between First and Broad Streets is an area undergoing housing rehabilitation and public improvements with the use of community development funds.

Between Montgomery Street, Water Street, and South Street is low-rise multi-family public housing and to the north of South Street at Water Street is a high-rise public housing development, both of which are in need of rehabilitation.

Mount Saint Mary's College is located to the west in the Historic District. It is bound by Gidney Street on the south, Liberty Street on the east, Powell Avenue on the west and a multi-family apartment development on the north. To the east of Liberty Street and north of Broad Street is a one- and two-family residential area. The neighborhood is generally in good condition. Finally, north of Broad Street along Water Street is Ferry Crossing, a new condominium development with excellent views of the Hudson River.

c. Waterfront Area

Beginning at the southernmost portion of the waterfront area which is the city's boundary with the Town of New Windsor, there is an underutilized marine industrial use, the Steel Style Shipyard. North of Steel Style spanning both sides of Renwick Street is the City of Newburgh Wastewater Treatment Plant, an unused City incinerator and Ward Brothers Memorial Rowing Park. The Conrail tracks run north-south and parallel the waterfront creating a barrier between the central business district and the waterfront. East-west streets tunnel under the track, but pedestrian access is less than adequate at the southern end of the waterfront area due to the former industrial nature of this area.

North of the City property is a former salvage/scrap metal yard closed by a New York State Department of Environmental Conservation consent order which extends northward to Washington Street. On the north side of Washington Street is a public boat launch area which was recently reconstructed, followed by a large restaurant, Gull Harbor Marina and a boat sales and storage facility.

Between First and Second Streets there is an area containing a number of commercial and industrial buildings two to five stories in height and

mostly of masonry construction, a rehabilitated residential building and some vacant land. To the north of this area is Newburgh Landing and waterfront park. Urban renewal parcels north and south of Newburgh Landing are being redeveloped for commercial use, including several restaurants and office/retail space. These developments also propose the construction of marinas to the north and south of Newburgh Landing. The water side marina developments are currently being reviewed by federal, state and local permitting agencies. A river walkway is under construction. The landing and bathroom facilities at Newburgh Landing will be renovated under a State grant awarded in 2000.

Between South and Clinton Streets the waterfront area is vacant and underutilized. Most of the land has been graded and covered with gravel. Only small outcroppings of vegetation and occasional weed growth exist at the water's edge. In the past, one of the underutilized parcels was occupied by a marine parts retailer and the second parcel by a sand and gravel distributor. The City was recently awarded a grant to reconstruct a portion of the South Street right-of-way into a landscaped park.

At the base of the Clinton Street right-of-way is the Regal Bag Company, an underutilized industrial/warehousing facility. Proposals for the adaptive reuse of the structures are being investigated.

Between Nicholl Street and Park Place is the Newburgh Yacht Club, a restaurant and a small marine supply store. Just north of the Yacht Club heading toward the Newburgh-Beacon Bridge is an area annexed from the Town of Newburgh. This parcel is the northernmost property in the waterfront area and is the site of a luxury condominium development, Pier Loun.

C. WATER-DEPENDENT AND WATER-ENHANCED USES

Water-dependent uses within the waterfront area include: the City of Newburgh wastewater treatment plant; the Washington Street boat launch; Newburgh Landing waterfront park; and, Gull Harbor marina and the Newburgh Yacht Club. Boat slips are available and accessory to the Pier Loun residential development. Land has recently been made available to the Newburgh Rowing Club for a boat house and launch site at the Ward Brothers Memorial Park.

New water-dependent uses are planned, including a marina associated with Front Street on Hudson, and boat slips associated with the Joscocs development.

A water-enhanced use is defined by the Department of State as a use that has no critical dependence on the waterfront, but the profitability of the use and/or the enjoyment level of the users is increased significantly because the use is adjacent to or has visual access to the waterfront. Based upon this definition there are a number of water-enhanced uses within the waterfront area. Because of Newburgh's topography, many of the residences in both the southernmost portion and the northernmost portion of the LWRP area have excellent views of the Hudson River and the surrounding Hudson Highlands. Land uses at the base of Broadway also have river views. The various waterfront restaurants and the waterfront parks are also uses enhanced by their waterfront location.

D. UNDERUTILIZED, ABANDONED OR DETERIORATED SITES

1. Southern/Quassaick Creek Area

Underutilized former industrial land is located at the base of the "Heights" area adjoining Quassaick Creek. In addition, the steep slopes rising up to the Heights neighborhood is vacant. It is the City's intent for these slopes to remain as open space, and where possible, to create a nature preserve and public hiking trail between the Quassaick Creek and the top of the bluff bounded by Bay View Terrace, preserving as much as possible the forest habitats, trail opportunities, and creek shoreline now used heavily by fish and birds, especially by Marine Drive and Mill Street. Fishing and wildlife viewing are water-dependent uses which currently take place in this area. Scattered vacant and underutilized heavy commercial and industrial buildings are found in the vicinity of South Robinson Avenue, Mill Street and Commercial Place.

2. Inland Area

Beginning in the southern portion of the inland area at Renwick Street there are a number of vacant and underutilized parcels and abandoned, deteriorating and underutilized residential and industrial buildings. Although these structures are in deteriorating condition there is the potential for restoration and reuse. The area's close proximity to the historic Washington's Headquarters makes revitalization activities extremely important.

Along Colden Street and South Water Street between Washington Street, Broadway, and Second Street there is a large area of vacant urban renewal land generally bound by Broadway, Grand Street, South Street and Water Street. Various proposals have been made and two projects have been completed which reduce the amount of land available. The Key Bank and Maple Office buildings and a 20-unit townhouse project are both located west of Colden Street at Broadway. The townhome development is currently deteriorating and should be studied in regard to the possible feasibility of its redevelopment.

Between South Street and Nicholl Street there is a large amount of vacant land along Water Street. Topographic constraints account for a portion of the vacancy and the public housing projects which are in need of general maintenance and in some instances extensive rehabilitation may also account for some of the vacancy. The New York State Department of Transportation has reconstructed Water Street (Marine Drive) and has made improvements to the Newburgh-Beacon Bridge. The completion of these projects makes the area along Water Street more accessible. However, a study of providing on-street parking on Water Street is required as well as additional traffic control in order to make this area viable for redevelopment for commercial or other uses.

Throughout the inland area there are a number of isolated vacant parcels which would be suitable for infill development in conjunction with the existing commercial and neighborhood redevelopment and revitalization activities.

3. Waterfront Area

Several parcels along the water's edge in Newburgh are either vacant, underutilized, deteriorating or abandoned. Steel Style, the City Incinerator site, the former salvage yards and the Regal Bag property represent underutilized uses of land. The former Newburgh Train Station is vacant. All of these areas have the potential for more intensive water-enhanced and/or water dependent uses.

E. PUBLIC ACCESS AND RECREATIONAL FACILITIES

The Washington Street Boat Launch area, Newburgh Landing Park, and the recently created Ward Brother Memorial Rowing Park provide direct public access to the river.

Newburgh Landing Park lacks public support facilities such as recreation equipment, furniture, restrooms etc. There is potential for additional facilities to be located around the dock area. Structural repair, site improvements, facility improvements landscaping and general maintenance are needed. The City retained ownership to a 20-foot strip of riverfront property extending from Carpenter Street to South Street and adjoining the new commercial development under construction. Construction of the public walkway will commence in 2000. The 12-foot walkway will be designed with period lighting, street trees, benches, and waste receptacles.

The proposed public walkway through the Landing and the adjacent urban renewal parcels will greatly enhance access to the Hudson River shoreline. A new public parking area on the west side of Front Street is also under construction.

The City Council has recently dedicated 100 feet of land at the south end of the wastewater treatment plant parcel as a park for public access to the Hudson River as Ward Brothers Memorial Rowing Park and has entered into an agreement with the Newburgh Rowing Club to improve the property.

The Newburgh Yacht Club, another recreational facility, is not easily accessible. Public access by way of Park Place requires traveling a narrow roadway and entry through a single lane railroad underpass. Inaccessibility limits this area's availability. These facilities are not open for use by the general public.

Lastly, there is limited direct public access to the Quassaick Creek area of the waterfront. The City is supporting the development of a Quassaick Creek Estuary Preserve and Trail which would establish a nature preserve for fishing and wildlife viewing and a Greenway Trail linking land currently owned by Orange County in the adjoining Town of New Windsor (the former Diamond Candle property) with lands owned by the City and ultimately, if possible, linking Marine Drive on the east and Mill Street on the west. The existing sewer right-of-way and the railroad right-of-way between Quassaick Creek and Bayview Terrace offer opportunities for multiple uses such as hiking trails. Plans are underway to seek to restore the historic twin-arched bridge spanning the creek to create a link in the Greenway Trail connecting the Newburgh portion of the Estuary Preserve Trail with the New Windsor side of the creek. Initially, city-owned parcels (also former Diamond Candle property) will be included in the Estuary Preserve and Trail, with other lands in this area to be added where possible.

F. ZONING

There are two existing zoning districts along the shoreline of the Hudson River and Quassaick Creek: the Waterfront 1 (W1) and the Waterfront 2 (W2) districts. The districts are illustrated on Map 3. The zoning districts permit and encourage a range of water dependent and water enhanced uses along the Hudson River. The regulations governing uses in the two waterfront districts are described in Section IV of the LWRP.

A locally designated Historic District protects the historic resources located within a portion of the LWRP area (refer to Map 4). The local historic district coincides to a large degree with the boundaries of the East End Historic District as illustrated on Map 5.

In addition to the waterfront and historic district designations, a View Preservation District overlay coinciding with the LWRP boundary regulates activities that may impact important vistas within the LWRP area. The regulations governing activities within the Viewshed Protection overlay district are contained in Appendix A. Map 6 illustrates the location of the protected viewplanes.

G. HISTORIC STRUCTURES, SITES AND DISTRICTS

According to the City Historian, the Waroaneck tribe inhabited the Newburgh area. The Waroaneck tribe was a tribe of the Algonquin nation. The territory embraced by the City of Newburgh was land purchased from the tribe by Governor Dongan in 1684, and subsequently conveyed by patent to Captain John Evans in 1694. After the annulment of this patent, the entire district was conveyed in a number of smaller patents, among them, Patent No. 1, the German Patent, issued December 18, 1719. This patent covers the present-day City of Newburgh. These settlements were composed of immigrants from the Palatinate of the Rhine.

A number of historic structures and sites are located within the LWRP area. Washington's Headquarters (Jonathan Hasbrouck House) on Liberty and Washington Streets, is a National Historic Landmark property and museum operated by the Palisades Interstate Park Commission. A large portion of the City and the waterfront area is contained within the East End National Register Historic District. As mentioned previously, this area has also been designated a City Historic District, and activities involving the alteration and demolition of properties within the district are regulated.

Other structures, sites and districts listed on the National Register of Historic Places, include the following:

- 1) David Crawford House - 189 Montgomery Street
- 2) Dutch Reformed Church - Grand and 3rd Streets, NE Corner
- 3) Newburgh (New York State) Armory - Broadway
- 4) United States Post Office - Newburgh

On July 16, 1973, an area in the vicinity of Montgomery/Grand/Liberty Streets was listed on the National Register of Historic Places. On September 12, 1985, the district was expanded and placed on the National Register - it is now identified as the East End Historic District. A number historic structures located outside of the historic district were demolished in the early 1970's as part of urban renewal efforts. The City adopted its local Historic Overlay District in 1977 to protect remaining historic structures. Map 4 illustrates the location of the district. Most recently, the Old Town Cemetery and Palatine Church site received State Register listing on May 3, 2000.

H. SCENIC RESOURCES AND IMPORTANT VISTAS

The Hudson River at Newburgh has historically been known for its setting of spectacular panoramic views and substantial vistas which include the river in the foreground and the hills, mountains and highlands which surround it forming the background. Vistas were

so spectacular and unique that the Hudson River School, a school for landscape painting, was formed in the 19th century. As the Hudson River School of Painting translated the splendor and power of the river's scenery onto huge canvases, so the architects placed their best works on large estates where they could enjoy the spectacular views and in turn improve their surroundings.”¹

Although no upland area in the City has been designated a Scenic Area of Statewide Significance (SASS), the Hudson Highlands SASS extends from the southern boundary of the City to a point opposite the northern end of Dennings Point. The SASS is located on the east side of the Hudson River, south of the City of Beacon, and includes the Hudson River from the mean high tide line on the western shore, thereby including river waters within the City of Newburgh. It is included within the HH-27 Dutchess Junction Subunit. The scenic quality of this subunit is summarized in Appendix B.

This subunit is comprised of the flat and gently sloping shorelands of the Hudson River which give way to the gently rolling hillside below the steep mountains of the Scofield and Breakneck Ridges in the Hudson Highlands State Park subunit. It includes a largely undisturbed bank of the Hudson River, separated from the upland by the railroad. Whether within or outside a designated SASS, all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action would affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Many of the sites within the waterfront area have substantial vistas and/or panoramic views of the water and surrounding landscape. Because the topography in Newburgh steps up to form plateaus at varying elevations, structures as far west as Liberty Street have visual access to the river in some locations. Developments along the foot of Broadway and on the east side of Montgomery Street have virtually unobstructed views of the river and its surrounding environs. New developments within the waterfront area, proposed, under construction and recently completed, are taking full advantage of Newburgh's visual assets.

To protect, preserve and enhance these scenic public views, the City adopted a local law to establish a View Preservation District (see Appendix A). The following view planes within this district have been identified for protection:

- Grand and Washington Streets
- Washington's Headquarters
- Broadway and Colden Street
- Grand and Second Streets

¹ *Barry Benepe and Arthur Channing Downs, Jr., Newburgh Revealed (Newburgh New York, 1983).*

- Public Library
- First and Grand Streets
- Montgomery Street and Leroy Place
- Montgomery Street
- Leroy Place and Park Place

The location of the view planes are illustrated on Map 6.

I. TOPOGRAPHY

Topography in Newburgh's waterfront area is characterized by relatively flat areas between the Hudson River and the West Shore Railroad tracks and moderate to excessive slopes further inland. Map 7 illustrates the City's topographic pattern.

1. Southern/Quassaick Creek Area

In the Southern/Quassaick Creek area, steep slopes are prevalent between the railroad line and Bay View Terrace. The terrain rises from river level to an elevation of approximately 140 feet msl at the edge of a plateau where Bay View Terrace is situated. Bay View Terrace is located at the plateau's edge and there is no level terrain along the street's eastern or southern edge to situate structures. As a result, homes that front on the western and northern side of the road, and pedestrians walking along its sidewalks have excellent, uninterrupted views of Newburgh's shoreline, the Hudson River and surrounding highlands.

2. Waterfront Area

Topography in the waterfront area, between the river and the railroad lines/Water Street is flat with slight increases in topography occurring just north of Second Street. At First Street, the railroad tracks are elevated and at-grade crossing is not possible. Underpasses for vehicular and pedestrian access to the immediate shoreline occur at Carpenter Street, Second Street, Third Street and Fourth Street. The underpasses at First Street and Fifth Street are being reopened for pedestrian access only. The West Shore railroad line is elevated at the middle and northern end of the waterfront area. The stone abutment upon which the line travels creates an attractive retaining wall with cut stone facing Front Street and Water Street.

3. Inland Area

As mentioned previously, the inland portion of the LWRP area steps up from the river line to a broad plateau, the edge of which is readily identifiable at the eastern end of Broadway. Many properties and buildings with river views are

notably in better condition than properties without river views. This trend would indicate that river view properties are desirable locations in the City worth the investment which may be necessary to rehabilitate and reuse some of the older buildings in this area.

Much of the remaining undeveloped land in the waterfront area consists of urban renewal parcels constrained to some extent by steep topography. Although these topographical characteristics require special consideration during site preparation and development, these properties also provide opportunities to developers to take full advantage of the waterfront views.

J. SOIL AND BEDROCK FORMATIONS

According to the Development Consideration's Map provided by the Department of State for the Coastal Management Program², the majority of land within the LWRP area has a high water table and shallow soils with the exception of the following two areas: 1) the land area in the vicinity of the Newburgh Yacht Club and 2) the land area bounded by Water Street on the east, Nicholl Street on the north, Montgomery Street on the west, and South Street on the south. The latter area is partially vacant urban renewal land in the southwest corner; the site of high-rise public housing in the southeast corner; and urban renewal land along Water Street.

K. FLOOD HAZARD AREAS

The National Flood Insurance Program allows property owners to purchase subsidized, federally-backed flood insurance with communities that participate in the program. In return for this insurance protection, participating communities implement floodplain management procedures to reduce flood risks to new development. Through this mechanism, the Federal Emergency Management Agency (FEMA) and participating communities are able to reduce future flood losses.

A Flood Insurance Rate Map (FIRM) is prepared by FEMA for each municipality which illustrates the Special Flood Hazard Areas, i.e., areas subject to inundation by a flood having a one percent (1%) or greater probability of being equaled or exceeded during any given year. This flood is referred to as the 100-year flood or base flood, and the area of inundation as the 100-year floodplain. During any 30-year period, the change is approximately 26 percent that one or more floods will equal or exceed the 100-year flood level.

² All references to the New York State Coastal Management Program (NYSCMP) refer to the State of New York Coastal Management Program and Final Impact Statement prepared by the U.S. Department of Commerce, Office of Coastal Zone Management and New York Department of State, August 1982.

The Flood Hazard Boundary Map for the City of Newburgh, dated March 15, 1974 and revised June 5, 1985, designates those areas prone to flooding at the 100-year flood level. For the most part, the flood hazard area extends just a few hundred feet in from the mean high tide level. The 10-foot contour level is generally used to determine the 100-year flood boundary.

In the Southern/Quassaick Creek area, the zone borders Quassaick Creek remaining between the Erie Railroad line and the creek until the railroad crosses Walsh's Road. At Walsh's Road, the flood zone shifts toward the northwest bordering both sides of the creek and completely surrounds Muchattoes Lake.

The flood hazard area which extends along the Hudson River generally remains close to the water's edge. All of the docks of the Steel Style Shipyard are within the flood hazard area as well as most of the filled and bulkheaded areas along the shoreline.

L. FRESHWATER WETLANDS

The USF Fish and Wildlife Service (USFWS) prepares National Wetland Inventory (NWI) maps identifying potential locations for wetlands within a community (Appendix C). According to data contained on the NWI map for Newburgh, two small isolated wetlands are located on the Steel Style site and adjoining the West Shore rail right-of-way. These small wetland pockets have been formed in depressions or excavated areas where water seasonally floods or collects. Permanent riverine tidal wetlands are also be found at locations along Quassaick Creek (see Map 7).

M. WATER QUALITY

The water quality classifications for waters within the City of Newburgh are as follows:

<u>Location</u>	<u>Water Quality</u>
Quassaick Creek	C
Hudson River	A

Both water quality classifications found in Newburgh are fresh surface water classifications. Class "A" waters are suitable for drinking, culinary or food processing purposes, and primary contact recreation which includes, but is not limited to, such uses as swimming, diving, boating, waterskiing and fishing. The best uses of Class "C" waters are for fishing and fish propagation.

N. SIGNIFICANT FISH AND WILDLIFE AREAS

There are no state-designated Significant Coastal Fish and Wildlife Habitats in Newburgh. However, according to the New York State Department of Environmental Conservation's Hudson River Estuary Program, the Quassaick Creek corridor provides important habitat for fish and wildlife worthy of conservation. East of Marine Drive, the trees along the shoreline of the creek are heavily used by blackbirds and other wildlife and provide important shading for the fish habitats of the tidal creek. West of Marine Drive and extending as far as Mill Street, a forested glen occupies the Quassaick Creek corridor from the creek shoreline to the top of the bluff (Bay View Terrace) – this area is known to provide roosting habitat for bald eagle and also supports black-crowned night herons, wild turkey and cooper's hawk as well as numerous mammals, reptiles and amphibians. The creek itself is thought to have historically provided passage for migratory fish as far west as the falls that were dammed to form Muchattoes Lake. Today, the creek is an increasingly important spawning habitat for blueback herring and other species up to the extent of the tide. Thirty-five species have been documented in the creek. The following list includes fish that either reside in or migrate through the Hudson River at Newburgh.

"Anadromous fishes: (Species that migrate from ocean to estuary for spawning) alewife, american shad, american smelt, blueback herring, atlantic sturgeon, shortnose sturgeon, striped bass, tomcod.

Catadromous fishes: (species that migrate from freshwater to ocean to spawn) american eel.

Freshwater Resident fishes: White crappie, yellow perch, chain pickerel, largemouth bass, smallmouth bass, northern pike, white sucker, fallfish, walleye, pumpkinseed, bluegill, rock bass, red breast sunfish, black crappie.

Traditional Fishes: (This group includes anadromous fishes which may have resident subpopulations, and freshwater fishes which may be found in saline waters of the lower river as well as in freshwater). Atlantic sturgeon, shortnose sturgeon, striped bass, goldfish, carp, white sucker, brown bullhead, white catfish, white perch.

Commercially important species: Alewife, blueback herring, american shad, striped bass, atlantic sturgeon, tomcod, eel, carp, white catfish."³

³ *Final Environmental Impact Statement, Newburgh-Beacon Bridge Expansion Interstate Route 84, Department of Transportation, 8/1975.*

The Lower Hudson Basin Tributary Study prepared by The Heritage Task Force for the Hudson River Valley (December 1990) recommended a demonstration project be implemented for Quassaick Creek to restore habitat and develop public recreation.

Initial studies by the staff of the U.S. Fish and Wildlife Service and the Hudson River Foundation suggest that historic spawning range for river herring might be restored on Quassaick Creek through removal or breaching of one or more man-made barriers to fish passage which exist below Muchattoes Lake. A coalition of citizen organizations and the City of Newburgh are examining the possibility of creating an Estuary Preserve in the area west of Marine Drive from the creek to the top of the bluff on Bay View Terrace, going west as far as Mill Street. The preserve would serve to protect the habitats described above and provide a nature trail for compatible recreation.

O. WATER AND SEWER SERVICE

The entire waterfront area is serviced by public water and sewer lines. In some areas storm sewers and sanitary sewers are combined. Because of the size and age of many of the lines, existing pipes may need to be replaced to achieve a larger capacity and more efficient system as new development occurs. It is the City's policy that any newly installed systems must have separate storm and sanitary sewer lines.

The City of Newburgh Wastewater Treatment Plant is located at the foot of Renwick Street, between South Water Street and the Hudson River. The city's incinerator is located on this site as well, but at the present time it is inoperative.

In the early 1970's the City installed a sewage interceptor system which regulates the flow of storm water and sanitary waste from discharge points throughout the LWRP area. The system has eleven discharge flow regulators and two major interceptor lines, the South Interceptor, which was completed in 1970, and the North Interceptor which was completed in 1972. The benefit of this system is that excess stormwater runoff and sewage is regulated and treated in an effective and efficient manner.

P. TRANSPORTATION

The City of Newburgh is well situated and served by a regional transportation network. U.S. Interstate 84 is located just north of the City and may be accessed via interchanges with the town road extensions of Robinson Avenue and DuBois Avenue. The New York State Thruway is located west of the City and is accessed traveling west along Broadway which turns into Route 17K in the adjoining Town of Newburgh. NYS Route 9W is a major north-south arterial within the City, linking the City with the Towns of New Windsor and Cornwall to the south, and the Town of Newburgh to the north.

The New York State Department of Transportation completed three projects which impact Newburgh: 1) the Newburgh-Beacon Bridge Expansion; 2) the Route 9W/I-84 interchange improvements; and 3) the Water Street/Marine Drive Reconstruction. According to NYSDOT, the purpose of these projects was to provide relief for existing traffic congestion, increase road and highway capacity for future traffic growth, and reduce accident potential. The reconstruction of Water Street eliminated on-street parking. This should be re-studied in order to improve the availability of parking for new commercial and residential development.

Rail transportation in Newburgh is limited to freight service only on the West Shore line. At one time, passenger service was available, and trains stopped at the Newburgh Train Station located on the east side Water Street between 1st and Carpenter Streets. This architecturally attractive building is now vacant and in deteriorating condition. Passenger service is presently available via rail stations located in Beacon and at Salisbury Mills/Cornwall. Limited bus service is available in the city.

The West Shore Line is now being operated by CSX. CSX is actively promoting rail to truck container shipping.

Water transportation is limited to small water craft and an occasional barge. Small water craft can either be docked at the Newburgh Yacht Club or launched from the reconstructed boat launch at Washington Street. Transient boats may dock temporarily at Newburgh Landing or at the Yacht Club. In the summer, Newburgh Landing is used by tour operators providing boat cruises on the Hudson River.

Q. PLANNING ISSUES

The planning factors that influence activities within the LWRP area are summarized on Map 8. After a review of these factors, a number of issues pertaining to the LWRP area became evident. Planning issues within the LWRP area include the following items.

1. Southern/Quassaick Creek Area

- Limited public access is available along Quassaick Creek.
- Habitat restoration will be necessary to promote reuse of the creek
- Habitat conservation will be important in order to promote fishing, wildlife viewing and natural resource conservation along the corridor of the Quassaick Creek and adjoining forested steep slopes.

2. Inland Area

- There are a number of vacant, deteriorated and underutilized parcels scattered throughout the inland area.
- There are a number of structures in the vicinity of Washington's Headquarters that are vacant, underutilized and/or in deteriorating physical condition. Improvements in this area to enhance its historic qualities are important.
- Continued façade and streetscape improvements are needed along the Lower Broadway corridor.
- The Lower Broadway corridor needs to be connected with the waterfront area.
- Substandard housing should be rehabilitated within the LWRP area.
- Existing historic structures within the City's Historic district should be revitalized and reused.

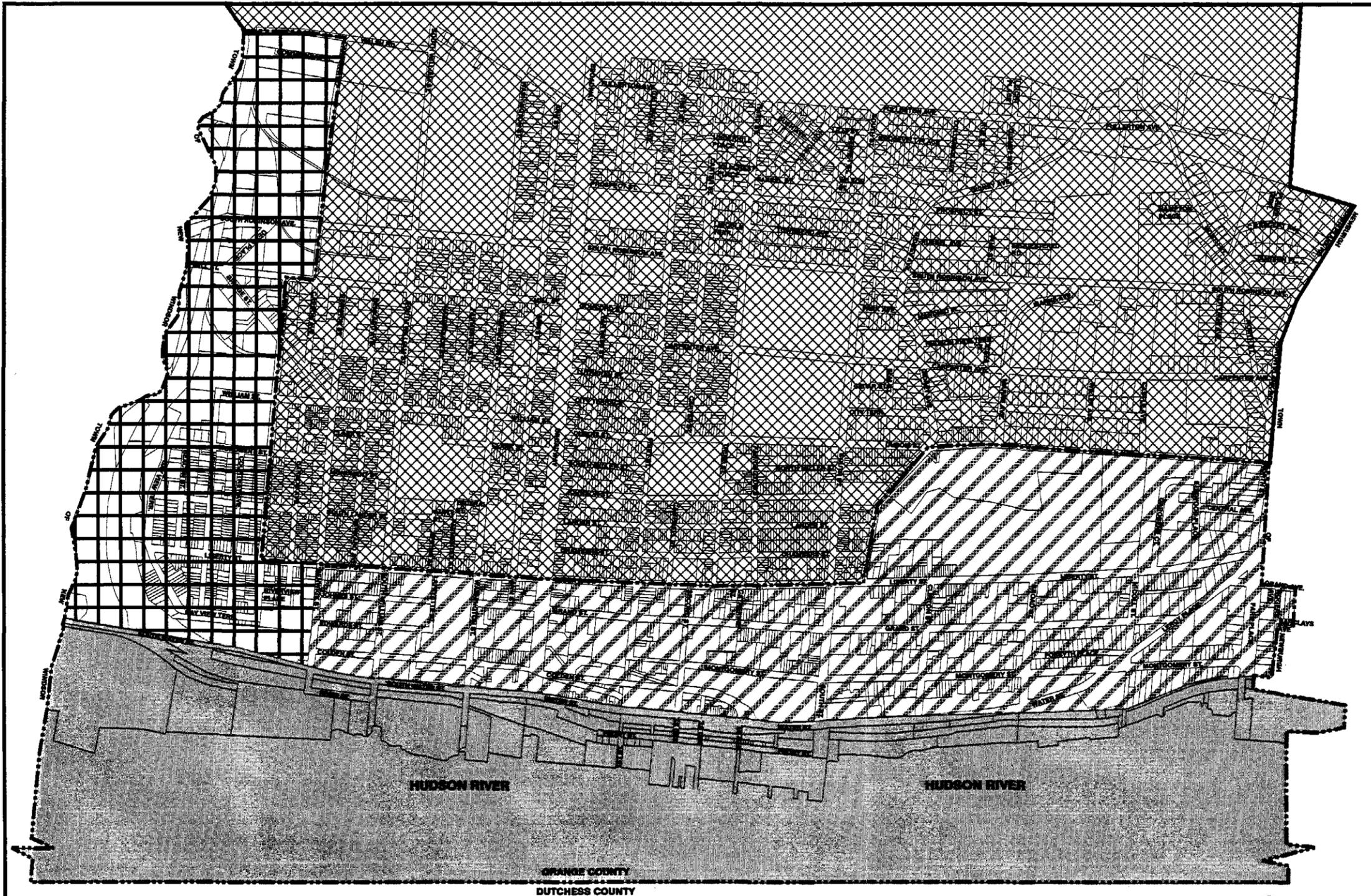
3. Waterfront Area

- There are a number of deteriorated and underutilized parcels along the Hudson River, especially the former scrap metal salvage yard, Regal Bag Building, the City Incinerator site and the underutilized Steel Style Shipyard which should be studied for reuse.
- A number of former industrial and utility sites, including the former scrap metal salvage yard and the City Incinerator site, may require environmental remediation prior to reuse for their intended land uses and public access.
- Existing public access to the shore needs to be improved. New public access should be integrated into redevelopment projects.
- River views need to be protected in accordance with local regulations.
- Existing public access at Newburgh Landing Park is in need of physical improvements and general maintenance.
- The Ward Brothers Memorial Rowing Park should be developed to improve public access.

- There are a limited number of boat pump out stations along the Hudson River. The feasibility of placing a facility at the Newburgh Wastewater Treatment Plant should be explored.
- A shortage of parking may be experienced as use of the waterfront increases. Parking demand should be monitored on a regular basis to ensure an adequate supply of parking facilities.

4. Entire Waterfront Revitalization Area

- Water-related and water-enhanced developments should be promoted that are consistent with uses permitted in the waterfront zoning districts.
- Natural features within the LWRP area are important and need to be protected.
- The City's existing views and vistas, which give Newburgh its unique visual character, should be protected and enhanced.
- The impacts associated with anticipated increases in boating activity should be assessed.
- Determine types of improvements that are needed along the waterfront. For example: structural repairs (ie: seawall, bulkheads), landscaping, parking improvements, park furniture.
- Review and approve architectural design district guidelines for the waterfront area to ensure attractive development and redevelopment of property and structures within the LWRP area.
- Water supply, sanitary and stormwater sewer facilities, telecommunication and other infrastructure improvements should be upgraded as redevelopment occurs within the waterfront.
- New waterfront development will require costly infrastructure improvements. The City should continue to actively pursue a variety of funding sources to encourage development and revitalization. Leverage funding through public and private partnerships.
- Signage is required to link inland portions of the LWRP area with the waterfront area.



-  **WATERFRONT AREA**
-  **INLAND AREA**
-  **SOUTHERN/ QUASSAICK CREEK AREA**
-  **AREA OUTSIDE LWRP**

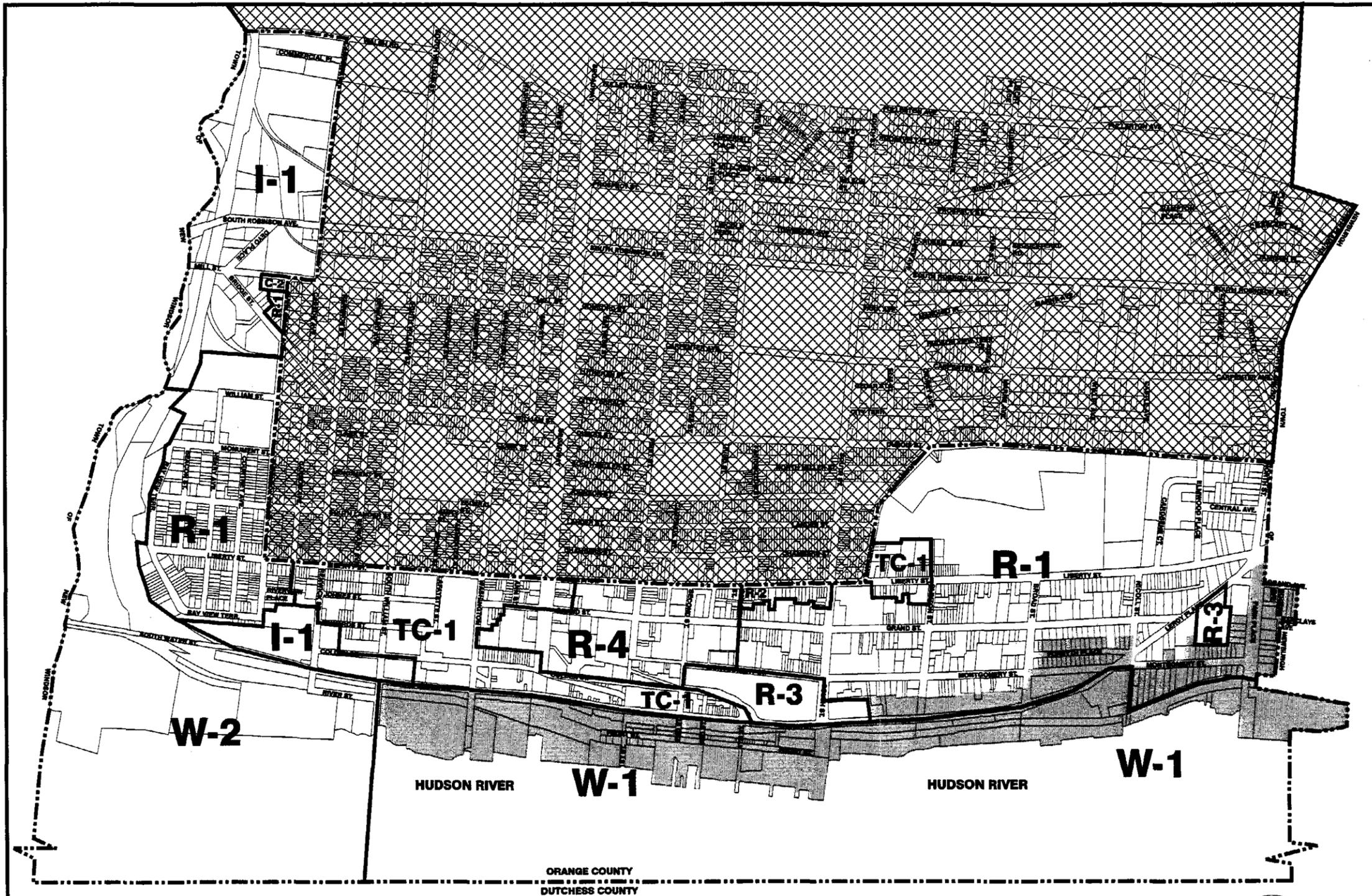
 **LWRP Boundary**

**Map 2:
PLANNING AREAS**

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 BASE MAP: ORANGE COUNTY WATER AUTHORITY



LOCAL WATERFRONT REVITALIZATION PROGRAM
 CITY OF NEWBURGH, NEW YORK



AREA OUTSIDE LWRP

DISTRICT DESIGNATIONS

- R-1** ONE FAMILY RESIDENTIAL
- R-2** TWO FAMILY RESIDENTIAL
- R-3** THREE AND FOUR FAMILY FAMILY RESIDENTIAL
- R-4** PROFESSIONAL AND BUSINESS OFFICE
- TC-1** TOURIST COMMERCIAL
- C-2** GENERAL BUSINESS
- I-1** LIGHT INDUSTRIAL
- W-1** WATERFRONT RESIDENTIAL/ RECREATIONAL/ COMMERCIAL
- W-2** WATERFRONT INDUSTRIAL

HUDSON WATERFRONT ARCHITECTURAL DESIGN DISTRICT

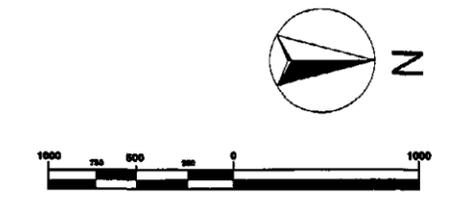
VIEW PRESERVATION OVERLAY (VPO)
 (NOTE: The VPO District coincides with the LWRP Boundary - See Map 6)

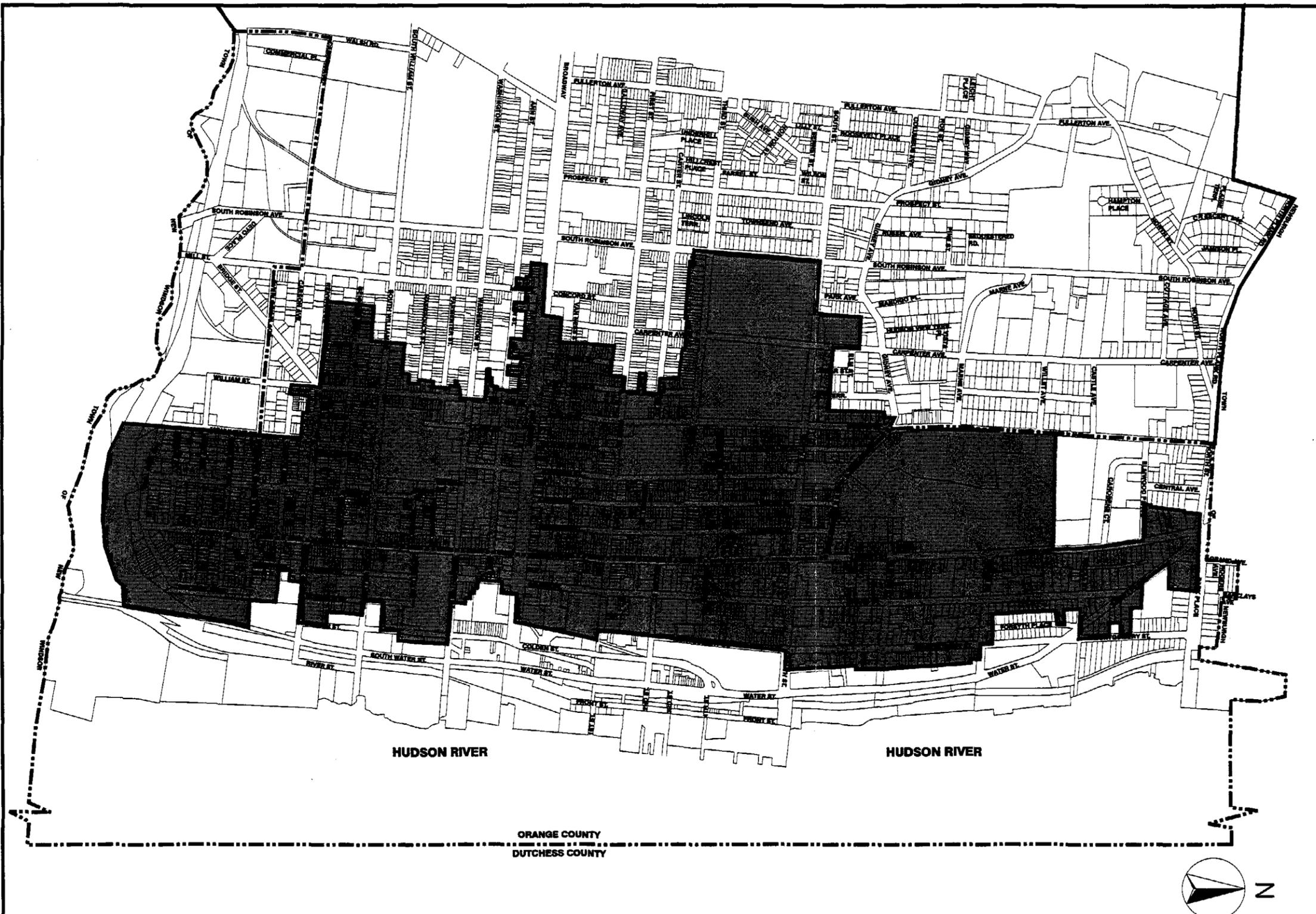
LWRP Boundary

Map 3:
ZONING DISTRICTS

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LOCAL WATERFRONT REVITALIZATION PROGRAM
CITY OF NEWBURGH, NEW YORK

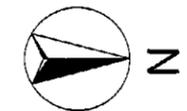




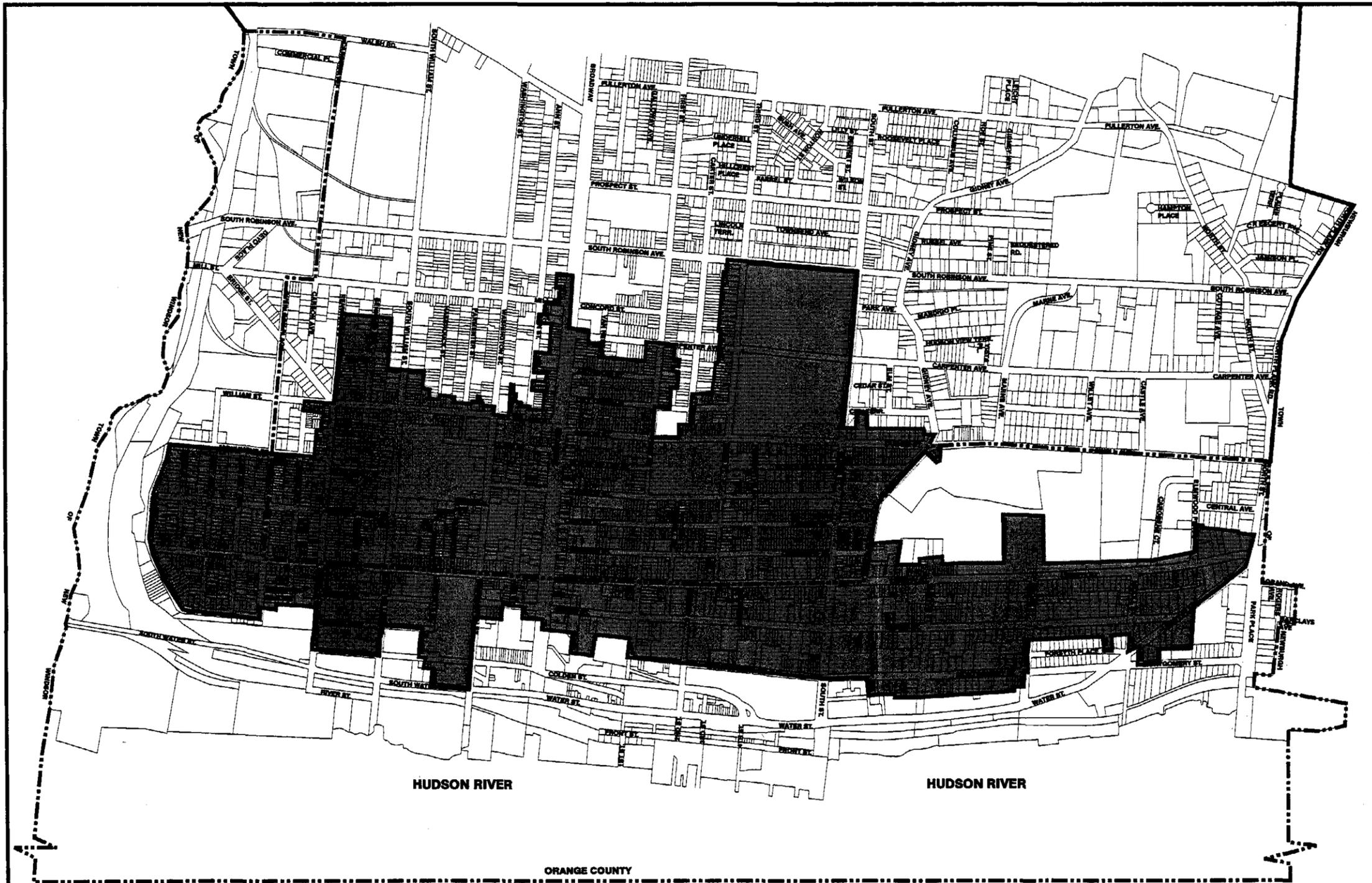
HISTORIC OVERLAY DISTRICT

LWRP Boundary

**Map 4:
HISTORIC OVERLAY DISTRICT**
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LOCAL WATERFRONT REVITALIZATION PROGRAM
 CITY OF NEWBURGH, NEW YORK

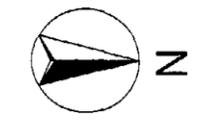


EAST END HISTORIC DISTRICT

LWRP Boundary

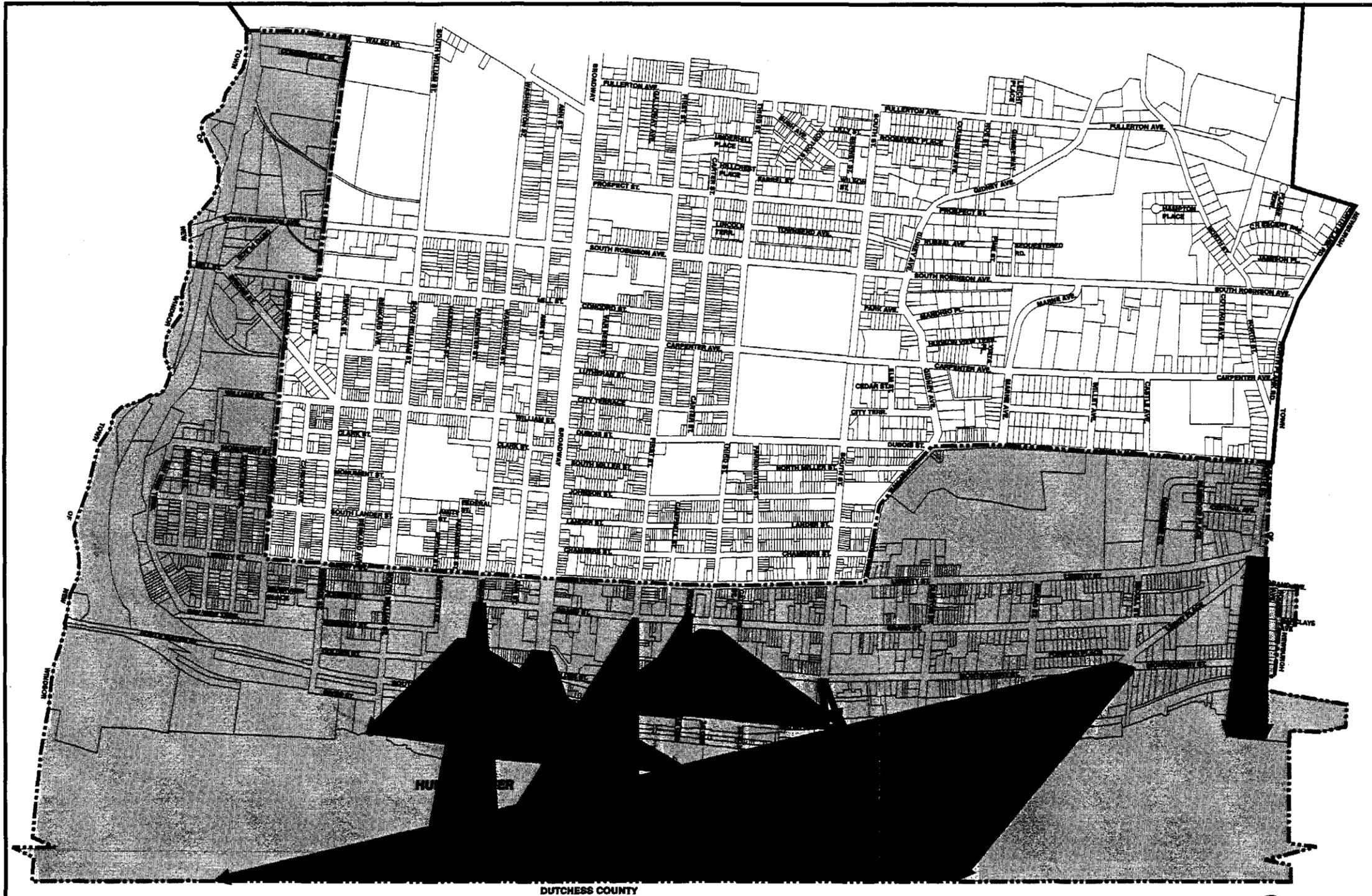
Map 5:
NATIONAL REGISTER
HISTORIC DISTRICT
 Stuart Turner & Associates

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LOCAL WATERFRONT REVITALIZATION PROGRAM
 CITY OF NEWBURGH, NEW YORK

ORANGE COUNTY
 DUTCHESS COUNTY



 **VIEW PRESERVATION DISTRICT (OVERLAY)**

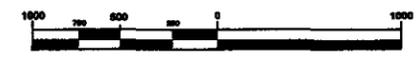
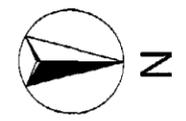
 **PROTECTED VIEW PLANES**

1. GRAND ST. AND WASHINGTON ST.
2. WASHINGTON'S HEADQUARTERS
3. BROADWAY AND COLDEN ST.
4. GRAND ST. AND SECOND ST.
5. PUBLIC LIBRARY
6. FIRST ST. AND GRAND ST.
7. MONTGOMERY ST. AND LEROY PL.
8. MONTGOMERY ST.
9. LEROY PL. AND PARK PL.

 LWRP Boundary

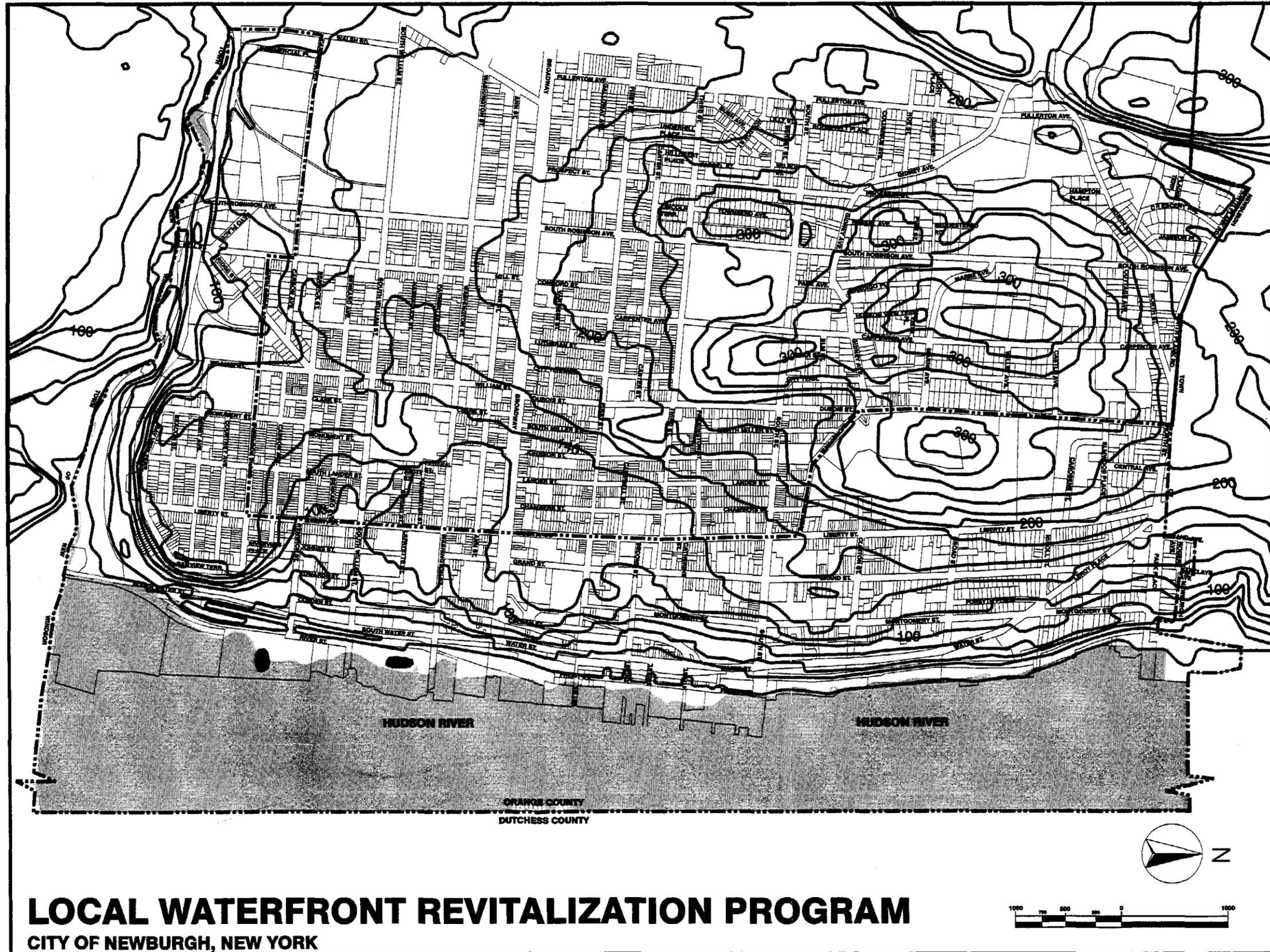
Map 6:
VIEW PRESERVATION DISTRICT

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 BASE MAP: ORANGE COUNTY WATER AUTHORITY



LOCAL WATERFRONT REVITALIZATION PROGRAM
 CITY OF NEWBURGH, NEW YORK

DUTCHESS COUNTY

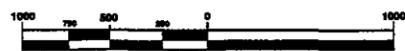
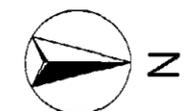


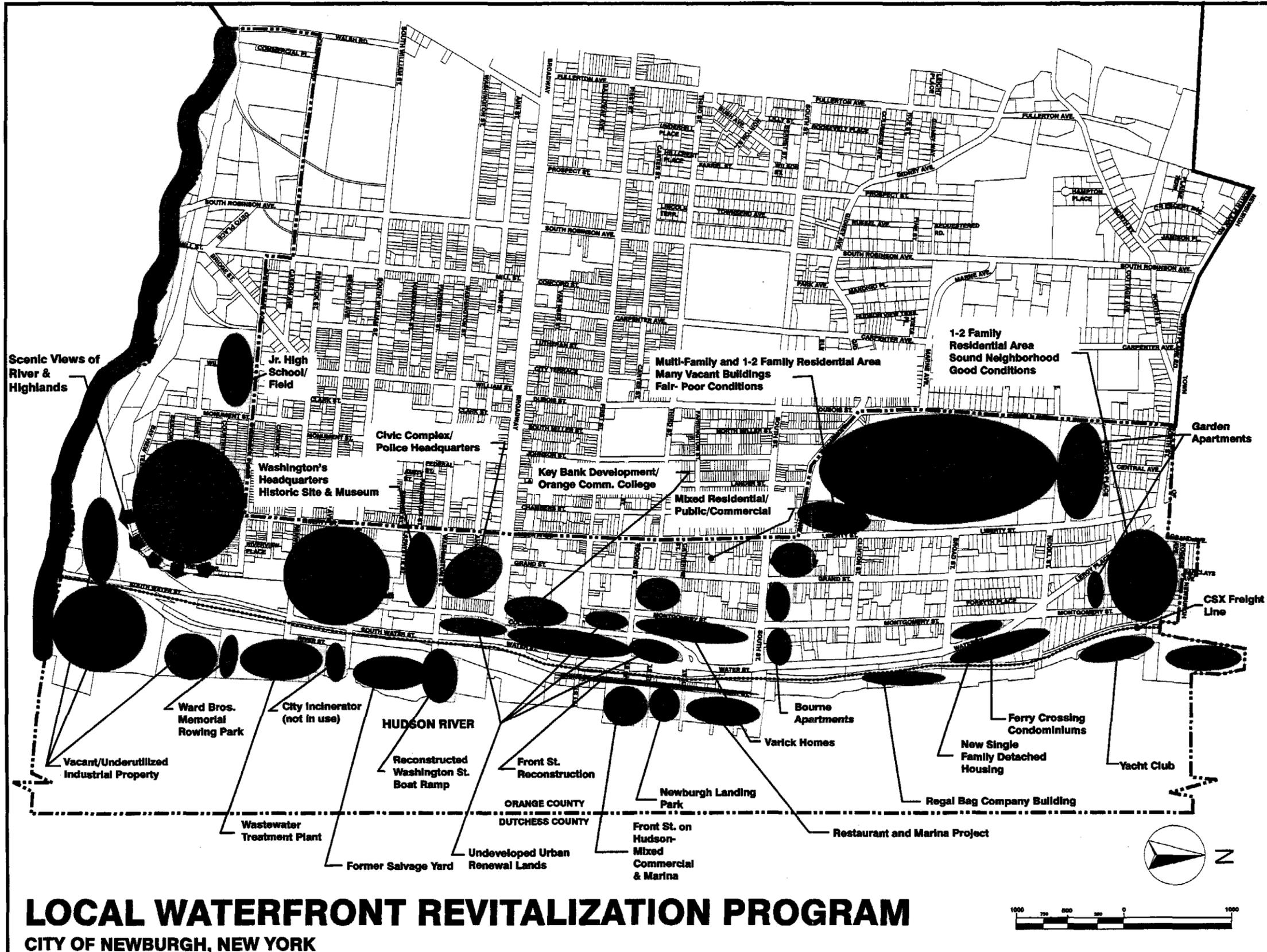
- NWI Wetland
- FEMA 100-yr Flood Plain

LWRP Boundary

Map 7:
ENVIRONMENTAL
FEATURES
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LOCAL WATERFRONT REVITALIZATION PROGRAM
CITY OF NEWBURGH, NEW YORK





LOCAL WATERFRONT REVITALIZATION PROGRAM
CITY OF NEWBURGH, NEW YORK

--- LWRP Boundary

Map 8:
PLANNING FACTORS

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