

**SECTION IV**

**PROPOSED LAND AND WATER USES**



A. **Land Use**

The land use plan for the part of the City of Peekskill within the coastal zone is based upon the policies of the LWRP. The LWRP is comprised of the City's 1967 Land Use Plan, the supplement adopted by the Planning Commission in 1981, and the supplement pertaining to the Waterfront District, which was adopted in 1990. (See Appendix - A-7)

**1. Southern Planning Area**

Within the Southern Planning Area, proposed uses for the Charles Point area include light industrial and commercial uses. Mixed-use development of light industrial and commercial uses with water related recreational uses are proposed for water-abutting parcels in this area. For the Lower South Street area, heavier general manufacturing uses are proposed within the guidelines established in the Waterfront District Plan for the Lower South Street Area. (See Appendix - A-7) A conceptual plan for Lower South Street was prepared as part of the Conceptual Plan for the Lower South Street Area, and is shown on Figure 7. As shown on the conceptual plan, the alignment of Lower South Street would be modified slightly.

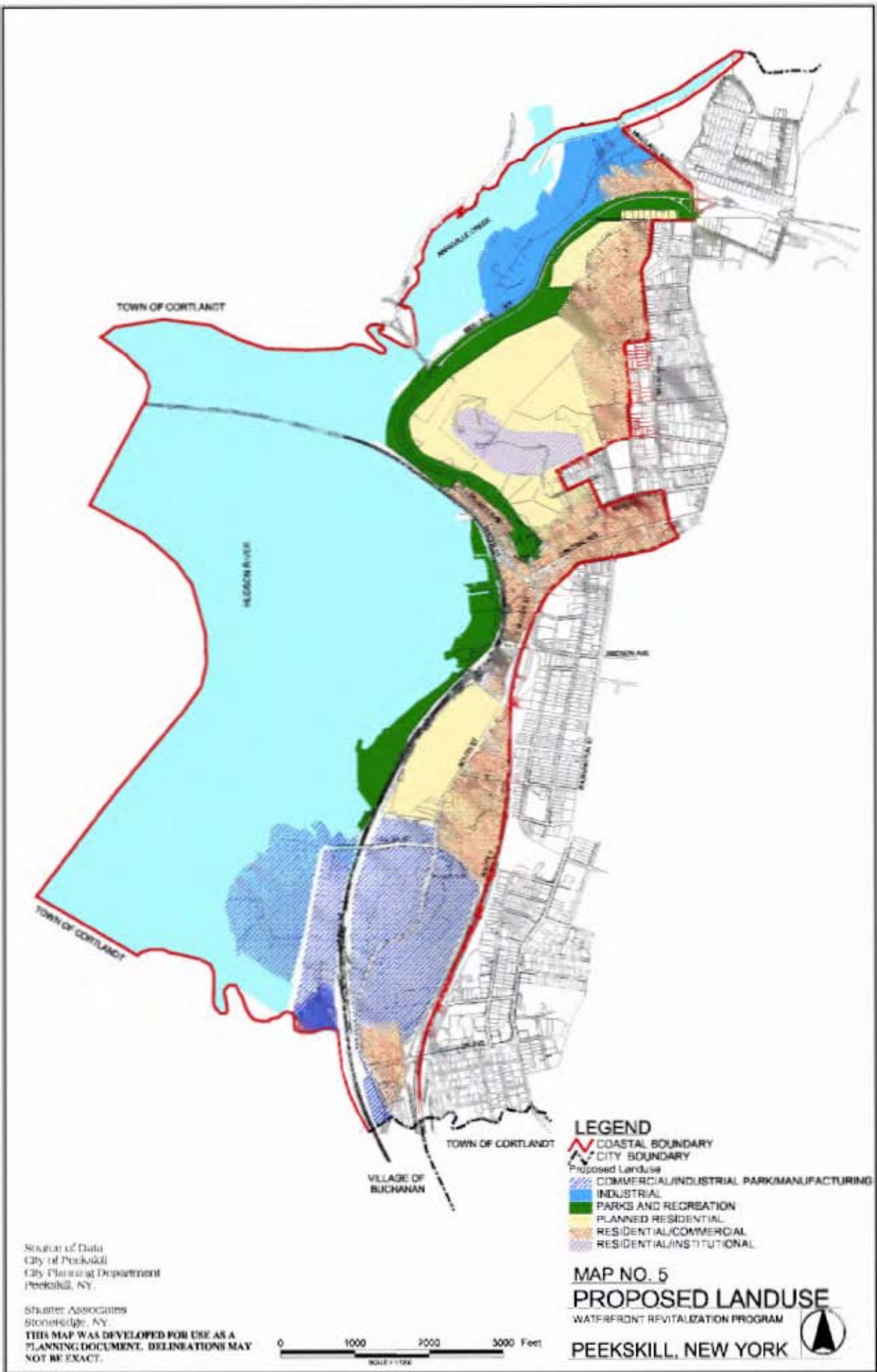
The area around Welcher Avenue is at the southern end of the Southern Planning Area and this Waterfront Area will continue as a small hamlet that includes a diner, a gas station, a small pocket of low-density residential homes and a small neighborhood shopping center.

There are significant areas of vacant and underutilized land on parcels fronting on South Street between Louisa Street and Welcher Avenue. This portion of South Street is the secondary access to the Charles Point Industrial area. The property along South Street is affected by development on Charles Point because much of the traffic to and from the industrial park utilizes South Street. To the first time visitor, part of the initial impression of Peekskill and Charles Point is and will be formed by the appearance of and development along South Street. For this reason, the City enacted an M-2A Zoning District for this area which includes extensive design guidelines.

The land along Louisa Street west of Lower South Street is a direct extension of Charles Point. The City of Peekskill controls the two parcels north of Louisa Street. These parcels, classified as Planned Commercial Development, will be included in the marketing, promotion and planning for subsequent phases of the Charles Point Industrial Park.

## **2. Central Planning Area**

This area currently consists of a major institutional use (St. Joseph's); a mix of commercial uses along Central Avenue; Riverfront Green on the waterside of the railroad tracks; and industrial uses in the northern portion of the area in the vicinity of Water Street.



Map 5 Proposed Land Use



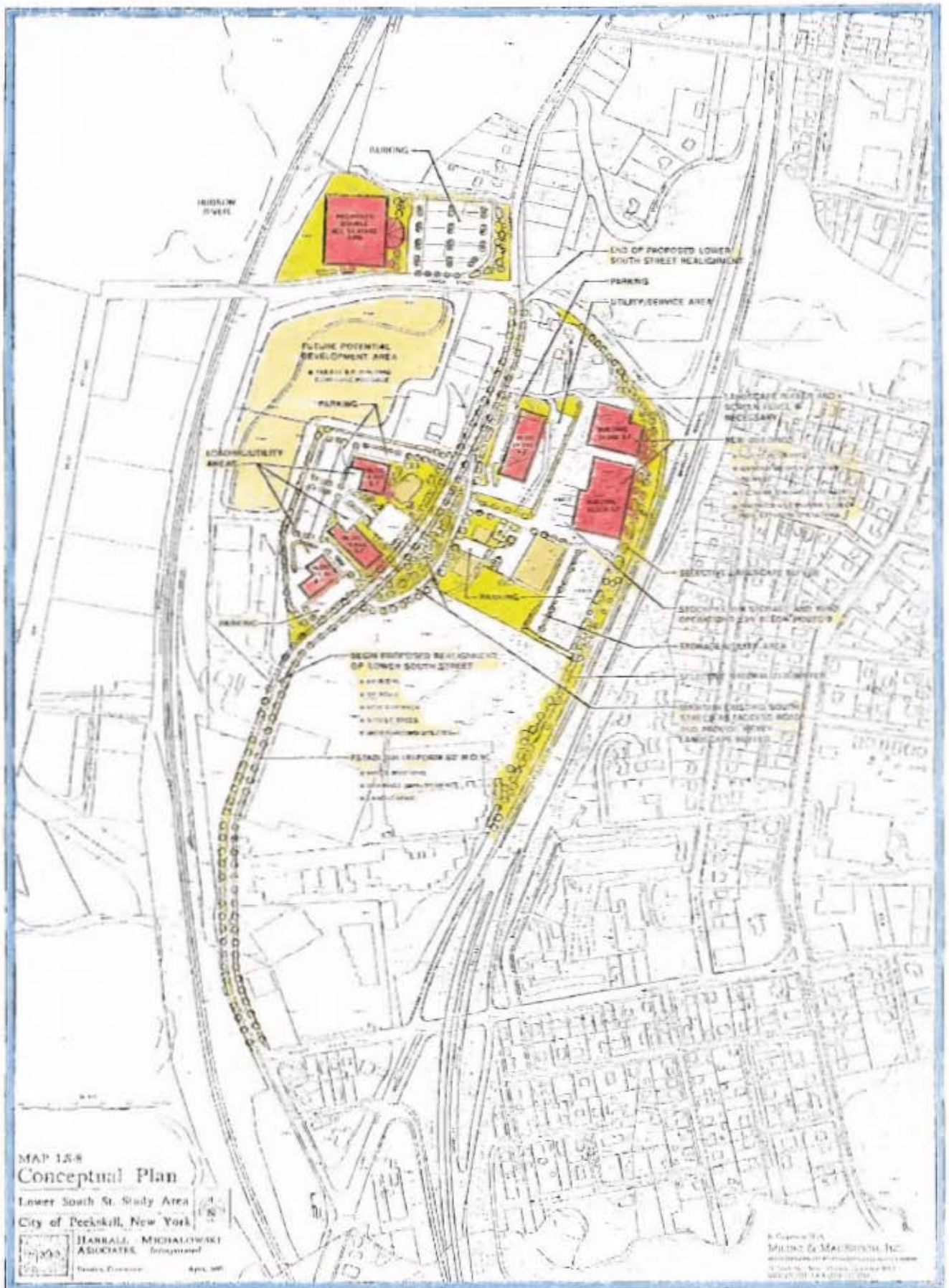


Figure 1 South Street Study





In 1987, the City initiated long-term planning for waterfront redevelopment in this area. In 1988, the City obtained the services of Sasaki Associates, Inc. who performed the necessary land-use analysis prerequisite to preparing a comprehensive land-use plan for the waterfront district. In April 1990, the City adopted the recommended zoning ordinance amendments to implement the plan. Many of the existing public access parcels such as the Peekskill Yacht Club and the Riverfront Green are a direct result of the implementation of the plan.

The proposed uses include Planned Residential Development of the St. Joseph's property and the Public Use designation at Riverfront Green. The land on the waterside of the railroad tracks north of Riverfront Green includes the Peekskill Landing Project described in Section B below.

The existing mixed use area which extends north from the St. Joseph's property to include North and South Water Street and east to include Central Avenue shall be promoted for commercial, residential and public interest uses or as a waterfront mixed use area. These uses should serve to connect the central business district / downtown business improvement district (CBD) (BID) with the waterfront, enhance the area's existing physical conditions, and promote revitalization in the entire LWRP area.

### **3. Northern Planning Area**

The parcels along Main Street at its intersection with US Route 9 will remain as general commercial uses. These parcels are the sites of Peekskill Motor Inn and Lindroos Apartments both of which are considered highway commercial establishments. The Sisters of St. Mary's property could be utilized for Planned Residential Development in addition to its current institutional uses.

The 20-acre vacant area to the west of the Sisters of St. Mary's site and US Route 9 is not developed. The current owner, the Developer and the City are working with a not-for-profit land trust to preserve the 20-acre vacant site as open space or passive recreation.

### **4. Annsville Creek Planning Area**

As stated in the Inventory and Analysis, the Annsville Creek Planning Area has two distinct sub-areas. The eastern portion, which includes the Westchester County Sewage Disposal Plant and some light industrial uses, shall remain zoned for these uses. However, conservation

easements shall be required for the portions of parcels that touch Annsville Creek. Where feasible and practicable, any planning actions to occur within this development will be required to provide public access, possibly in the form of a linear trail running parallel to the creek. In addition, a permanent easement from Old Pemart Street to the public lands at Annsville Creek will be pursued as will access rights from Westchester County at the sewage treatment plant.

The western portion of the Annsville Creek Planning Area will remain as publicly owned open space. A trail or roadway to facilitate public access to the Creek is planned for this area.

**B. Proposed Public and Private Projects**

**1. Southern Planning Area -**

Implementation of the improvement program set forth in the Concept Plan for the Lower South Street Area (See Map LS-8) will be pursued as funding permits. The pier at Charles Point will be upgraded to serve excursion vessels, if feasible.

**2. Central Planning Area -**

**a. Physical Improvements to Riverfront Green**

Physical improvements to Riverfront Green would include the provision of improved parking facilities; improvement to the existing boat launching facility (completed); the clean up and continual maintenance of the water's edge and shore; the provision of necessary park-related fixtures such as benches, tables and trash receptacles; landscaping improvements; and the expansion, restoration or replacement of existing recreational facilities and/or the provision of new recreational facilities needed for both active and passive water-related and/or water-enhanced recreation.

**b. Improvements to the St. Joseph's Land Parcels**

Portions of the St. Joseph's property are presently vacant and underutilized. These parcels are suitable for residential and mixed-use development. In the case of parcels abutting the shoreline, appropriate site development proposals will provide for public access where practicable and feasible.

**c. Flood Control along Central Avenue and Riverfront Green**

Some flood control improvements were completed by the City for the upper portion of Central Avenue in 1996. However, a further engineering study may be needed to examine the problems related to flooding along the lower portion of Central Avenue that occurred during Hurricane Floyd. This study will determine potential flood control methods and to develop a plan to reduce, if not eliminate, the problems related to flooding and excessive storm water run off.

**d. Restore Pond House (Lent House)**

The Pond House (also known as the Lent House) is one of Peekskill's earliest structures. At the present time, the Pond House is located on a vacant, privately owned industrial property in an M-2 Industrial District. The building will require either restoration efforts at its present location or, alternatively, an innovative plan to relocate the structure without damaging the structure. After a great deal of analysis, the City has decided to move The Pond House to another waterfront location since the house is currently located on private property and the owner of the property has given the Pond House (Lent House) to the City with the stipulation that it be moved. The City has consulted with a number of historic preservation & restoration experts who assure the City that relocating and refurbishing The Pond House at another site is feasible.

**e. Improve Public Access to the Water**

The City will seek to improve public access to Riverfront Green and the Peekskill Yacht Club. As part of the overall redevelopment plan, vehicular access will be developed and/or improved. Public access to the waterfront area will be achieved by improving parking on the east side of the railroad tracks by facilitating the construction of a parking structure on Railroad Avenue to replace surface parking lots, and though the investigation of the use of pedestrian bridges in the district. As previously discussed in the LWRP, a long-term City goal has been to provide, as a minimum, pedestrian access to the waterfront through the St. Josephs' site and across the railroad tracks.

**f. Conduct a Harbor Management Plan**

Peekskill Bay and the City of Peekskill Waterfront are integral parts of the City's past and future, identifying the City, physically, aesthetically, and economically. The issues associated with the City of Peekskill's Waterfront are diverse and complex. As part of the LWRP, the City will conduct a Harbor Management Plan in order to assess water uses, public access, identify issues and problems and the methods to resolve these issues and problems.

**g. Implement Peekskill Waterfront Redevelopment Plan Objectives**

The City of Peekskill Common Council formally adopted the Peekskill Waterfront Redevelopment Plan in 1990 after SEQRA review. Two major elements of this plan are the following:

Peekskill Landing: The proposed Peekskill Landing project proposes a Maritime Center and Outdoor Education Center on Peekskill's Hudson Riverfront that will build upon the historic site at the mouth of McGregory Brook. This property (both upland areas and lands under water) was acquired by Scenic Hudson at a cost of \$2.1 million. After its environmental cleanup and other site improvements, to be funded by grants received by the City, it will be sold to the City of Peekskill in 2013 for one (\$1) dollar. This property will be protected for public uses by a conservation easement.

McGregory Brook was the watercourse around which the original Village of Peekskill developed during the time of the American Revolution. The mills along its banks, among other things, prompted the British to burn the village twice during 1777. The waterfront contiguous to the site evolved as the hub for the various shipbuilding, maritime and industrial activities that were the basis of the local economy until the early twentieth century.

The other key component along the brook is the historic Peekskill Freight Station that was the site of President Lincoln's only "whistle stop" in Westchester County on his way to his first inauguration. That stop was no accident, as Peekskill in 1861 was a hotbed of "radical Republicanism" that enthusiastically supported the President. This building when renovated would serve as a multi-functional visitor's center and a location for maps interpreting the City's history.

About a quarter mile south of the mouth of the brook is the only active dock remaining on the riverfront that has served the historic vessel, "Commander," a Peekskill Ferry that has operated on special occasions and occasional visiting tour boats. The improvement of the dock is a strategic asset in any future development of the waterfront. Among other reasons, it is the City's inter-modal link with the Peekskill Railroad Station. The dock's ability to accept vessels is seriously degraded by a narrow and shallow access channel from the river.

In keeping with the history of boat building on the Peekskill waterfront, Peekskill Landing would be a site for the construction of historic ships. The boat building activity would be housed within a museum building that would also contain the National Maritime Historical Society, along with a related maritime museum and industrial, environmental and historical maps. These maps will highlight the newly discovered significance of Peekskill in the Revolutionary War.

Travis Point: Although plans have not been developed to the same level of detail as those for Peekskill Landing, Travis Point is appropriate for a mixture of public access and mixed use, water-related commercial and residential development.

The Waterfront Redevelopment plan also calls for the "consolidation of transportation services," through the provision of a central parking facility. Such facility will enable existing surface parking lots, which currently are a blighting influence, to be freed for the development of uses which are intended to attract a mixture of water dependent, water enhanced, commercial and appropriate residential uses, as well as tourists to the Peekskill waterfront. An integral component to the fulfillment of this plan is the construction of a public parking facility on Railroad Avenue.

### **3. Northern Planning Area -**

#### **a. Investigate potential and make appropriate physical improvements to the vacant area west of the St. Mary's Property.**

The City received a Greenway grant for design services for a segment of the City's waterfront trail system for this area. The City has also applied for a grant to construct a fishing pier on Annsville Creek.

**b. Improve Public Access to the Water**

An increase in public access to the water will be made relative to the intensity of the development of the vacant land area along Annsville Creek. The Peekskill Waterfront Redevelopment Plan recommends that a road be constructed in this area with a signal allowing two-way traffic in one lane, leading to a picnic area and dock for launching model boats or other water-dependent recreational uses. Feasible vehicular and pedestrian access and/or waterborne access will be developed in accordance with the Peekskill Waterfront Redevelopment Plan and LWRP.

**4. Annsville Creek Planning Area -**

**a. Expand treatment capacity at the Sewage Plant as necessary/ Provide Public Access**

Currently there are plans to expand both the physical plant and the capacity of the Westchester County Sewage Treatment Plant. The City will suggest that a condition for any improvements and/or expansions to this facility include the provision of shoreline public access to Annsville Creek and adequate buffering of the site with appropriate landscaping.

**b. Water Quality Improvements**

This activity will become necessary if the public recreational usage of the vacant City-owned open space along Annsville Creek is intensified through the development of water-related recreational usage, such as a fishing pier.

**C. Waterfront Trail Development**

A report detailing the current status of the Waterfront Trail is provided in Appendix A-6. The City of Peekskill has adopted a goal of providing an interconnected shoreline trail from the southernmost section of the City of Peekskill at Lent's Cove by Charles Point along the entire shoreline within the City's boundaries on the Hudson River and Annsville Creek. This shoreline trail would provide full public access to all sections of the City's waterfront lands, making them available for pedestrian enjoyment and potentially for bicycle use. Spurs from this trail system will connect into the Village of Buchanan at the southernmost end and into the Town of Cortlandt to access future Camp Smith recreational opportunities via a trail connecting to and over the Jan Peek (Annsville Creek) Bridge. The City's waterfront trail will

also provide spurs connecting into downtown Peekskill along Central Avenue and via Highland Avenue and Pemart Avenue to connect into Fort Hill Park. Public access to the waterfront via a trail across the railroad tracks and onto the St. Joseph's property envisioned in the "Waterfront Redevelopment Plan" prepared by Sasaki Associates.

The rail station, located almost at the center point of this trail system, will be a featured component with an information kiosk detailing tours and trails on the shoreline and events in the downtown area. This will provide a starting point for people coming from New York City and from other points via the Metro-North railway and other means of public transportation. The interconnected trail system will take advantage of points of interest that provide for future features such as a permanently moored historic ship at Charles Point Pier, a potential floating restaurant at the former Tallix center dock and a boat building facility. There will also be a linkage to the Historic Lincoln Train Station that will provide additional parking spaces for area visitors.

The trail is being developed in segments. The segmented approach was used because of different funding sources and to take advantage of other planned improvements to facilitate the trail as those improvements could be coordinated with other entities. In the future, trail markers, signage particular to the trails where they connect with City streets, and the development of brochures would be part of this overall project. It is the City's goal to have the trail system completed in segments as funding becomes available and to work with organizations such as Scenic Hudson and the Greenway Conservancy, as well as County officials, to publicize the trail system as the last portion of the physical improvements is completed.

#### **D. Zoning Actions**

While the Waterfront District (WF) promotes water-related activities, other existing districts do not promote water-related activities. New zoning districts that enhance those areas within the Coastal Boundary but outside of the Waterfront Zoning Districts need to be established. A new zoning district designation in the Charles Point portion of the Southern Planning area, which reflects the unique opportunity for light manufacturing and commercial uses in harmony with recreational uses, also needs to be developed. In addition, the zoning language for the manufacturing districts in the Annsville Creek Planning Area needs to incorporate the provisions and standards for public access and passive water-related recreation in this area. Specific revisions are described in more detail in Section V herein.

