

SECTION VIII
LOCAL COMMITMENT

Purpose

The City of Peekskill began drafting its Local Waterfront Revitalization Plan (LWRP) in 1985.⁸ This document represents the City's long-term commitment to its waterfront heritage and the maximum use of its water resources for the benefit of all. As part of the City's commitment to public participation, a Public Hearing on the Draft LWRP was opened on June 25, 2001 and adjourned until September 24, 2001 in order to afford the public a reasonable time to review and comment on the Draft LWRP and the Draft GEIS.

Many of the projects and policies originally identified in the 1986 draft have been implemented and new programs and projects have been added to the plan. Throughout the process, many public and private organizations have participated in developing portions of the plan. The earliest citizens' advisory group was composed of members of other public organizations: The 701 Waterfront and Uplands Study; CAC, the Conservation Advisory Committee, and the Park, Recreation and Open Space Committee.

The City of Peekskill's commitment to implementing the LWRP is best demonstrated by its financial commitment over the past six years to implementing various elements of the plan. A brief listing of both private and public funding of LWRP projects follows.

Southern Planning Area (see map in Section IV)

Charles Point Industrial Park

The City has secured several forms of public financial assistance in excess of \$5.7 million to support the development of private businesses at the Charles Point Industrial Park. These sources are listed on the following page in Table VIII-1. The financial assistance secured by the City has been matched by over \$10 million from private sources.

A City multi-purpose (ball) field is currently proposed and under design by Ward Associates for a site next to Fleischmann's Pier that will be visible from Riverfront Green.

⁸ The City of Peekskill acknowledges the assistance of several State and Federal Agencies, namely the New York State Department of Environmental Conservation Region 3 Field Office, the United States Department of Commerce national Oceanic and Atmospheric Administration and the United States Department of the Interior Office of the Secretary in providing updated environmental information.

**Table VIII-1
Sources of Completed Economic Development Incentives**

UDAG	Urban Development Action Grant	\$515,000.	Poritzky/Wenco
IRB's	Industrial Revenue Bonds	3,050,000.	Wenco Bertoline
EDL	Economic Development Loan	150,000.	RAE Office Park Crystal Bay
JDA	Job Development Authority Loan (Direct loan)	677,475.	Poritzky Meats
SBA	Small Business Administration (Direct loan)	913,125.	Poritzky Yorktown Paper
SBA	Small Business Administration (Loan guarantee)	465,000.	Crystal Bay
	Total	<u>\$5,770,600.</u>	

In addition, nearly \$400,000 was invested in the creation and upgrade of the Charles Point Pier Park. Other funding sources include grants from the New York State Environmental Quality Bond Act (NYSEQBA), the Hudson River Improvement Funds and Environmental Protection Funds, which were used to supplement City funds.

EQBA	NYS Environmental Quality Bond Act	\$163,000.
HRIF	Hudson River Improvement Fund	15,000.
EPF	Environmental Protection Fund	98,000.
City	City Funds	110,000.

Lower South Street

The City has facilitated public financial assistance for projects in this area. A \$367,000 UDAG Loan was secured for Karta Recycling, Inc. and a \$2.8 million Industrial Revenue bond, guaranteed by the NYS Job Development Authority was issued. Mearl Inc. (now The Engelhard Corporation) also located in that area, has invested approximately \$5 million in capital improvements to its property. Morano Asphalt spent \$2 million in site development.

Louisa Street/Route 9 Interchange

This project was funded entirely by the New York State Department of Transportation (NYSDOT) and cost approximately \$10 million.

Central Planning Area

Waterfront Redevelopment Land Use Plan

In 1989, the City hired the Planning Consulting Firm of Sasaki, Inc. to develop the Peekskill Waterfront Redevelopment Plan. The plan cost approximately \$90,000 to develop and continues to be implemented in phases.

Pending Capital Improvements

- Commuter Parking: Improvements to the parking lots in the Central Planning Area have been designed and will cost an estimated \$2 million to construct.
- Central Avenue Flooding Project: Flood control structures for this area cost approximately \$2 million (Second phase scheduled for 2003).
- Railroad Station Parking: This project is in the earliest stages of planning. No funding source has been designated.
- Railroad Station Plaza and adjacent streetscapes/sidewalks: Over \$500,000 in improvements have been made, largely with federal CDBG funds and a City match of in-kind services.
- Waterfront Park Development Plan: The implementation of this plan calls for the expansion along the Riverfront Green, re-landscaping of the Green, creation of a trail expansion along the Riverfront and linking the waterfront trail system with Fort Hill Park and other City parks.
- The City is also seeking various grants that will be used to acquire the Historic Lincoln Train Station and restore it. Governor George E. Pataki has given the City a grant of \$750,000 for the interior restoration of the Lincoln Train Station.

The City will be working the working in close cooperation with the Westchester County Department on its RiverWalk Project. The RiverWalk Project may allow additional segments of the City's trail system to be built.

The public space and public access at the Riverfront will be expanded further north on the site owned jointly by The Scenic Hudson Land Trust, Inc. (SHLT) and City (Peekskill Landing site).

The Lincoln Train Station will be refurbished and restored and improved with a vest pocket park.

The following projects have been completed to date:

Additional lands dedicated to Riverfront Green Park:

- 3 acre parcel at southern end of Riverfront Green Park
- 28 acre Annsville Creek Preserve (north end of the park)
- Acquisition of an 8.1-acre parcel under joint ownership by the SHLT and City at the northern end of Riverfront Green Park (acquired in 2001 – Peekskill Landing site).

Phase I Improvements:

Pedestrian pathways, and a pedestrian plaza, were constructed including landscaping and lighting. The shoreline was stabilized, landscaping, lighting: \$570,000. An EQBA Grant of \$570,000 was used to fund the construction project.

Phase II Improvements:

An upgrade of the Boat Launch (completed): Funded in the amount of \$332,000 (Funding comes from the NYS DEC Grant and, in part, from budget allotments for City in-kind services).

In addition, the City's land-use review boards have incorporated the goals and policies of the LWRP into day-to-day development decisions. The Common Council, the Industrial Development Agency (IDA), the Planning Commission, the former Architectural Review Board, and the Riverfront Green Committee have all worked toward providing for the coordinated development of the waterfront. The types of applications ranged from special permits, site plans and subdivisions, to City-initiated rezoning.

Charles Point Industrial Park required subdivision and final site plan approvals. The Charles Point Pier Park was improved to allow public access and a dock for "Tall Ships".

Waterfront Design District Zone changes, implemented by the City in 1990, came about as a result of the Sasaki Waterfront Redevelopment Plan.

The National Maritime Museum at Charles Point was an accessory use contained within the Charles Point Plan. When funding is secured, the Museum will be moved to the Peekskill Landing site and include a boat building facility.

Peekskill Yacht Club that provides 28 public boat slips, access to public moorings, and improved public access to the waterfront, was approved to further the Central Planning Area policies.

Extension of Riverfront Green Park to include "Tallix Property" - Shoreline stabilization and a pedestrian bridge and vehicle bridge have received grants from New York Department of State. These projects are anticipated to be completed in 2000.