

SECTION IV
PROPOSED LAND AND WATER USES
AND
PROPOSED PROJECTS

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A. LOCAL WATERFRONT REVITALIZATION PROGRAM

1. PROPOSED LAND USES

The proposed land uses recommended for the City of Newburgh's LWRP area are illustrated on Figure 29. They reflect and implement the policies contained in Section III, translating them into a cohesive land use plan for the City's LWRP area. The Land Use Plan is not intended to describe the proposed land use pattern on a parcel-by-parcel basis; rather, it is a broad expression of the range of uses intended for the LWRP area. Ultimately, the Land Use Plan constitutes the regulatory framework upon which the City's zoning regulations are drafted, amended and adopted.

The Land Use Plan is based on the overall goal of accommodating future development, as well as fostering the conversion of current uses to those that will promote a desirable and balanced land use pattern that meets the long-term needs of City residents. The Land Use Plan will also promote economic stability through targeted and well-planned land use. Specific goals¹ for the LWRP area include the following:

- Provide convenient and attractive public access to the waterfront including improved access to Quassaick Creek.
- Revitalize underutilized and deteriorated buildings and redevelop vacant land.
- Embody "smart-growth" principles such as creating a range of housing opportunities and choices, creating walkable neighborhoods, providing a mix of land uses, and preserving open space.
- Encourage new water-dependent and water-enhanced development.
- Improve public infrastructure and utilities to adequately support new development and redevelopment in the area.
- Promote façade and streetscape improvements that reflect Newburgh's urban scale and historic character.
- Preserve and enhance existing public views of the Hudson River.
- Promote sustainable planning practices and green building design.
- Promote re-use and redevelopment of deteriorated and vacant buildings, rather than tearing down such structures. Such development promotes the conserving of resources.

Anticipated future uses within the LWRP area are described below under six general land use categories.

¹ Please note that these goals are not listed in order of priority of importance.

Insert Figure 29: Land Use Plan

The LWRP supports the proposed designation of thematic corridors from the Hudson riverfront up into the City. In this thematic approach, Washington Street will be cultivated and developed for its historic destinations, Broadway for its commercial destinations, Second Street for its cultural destinations, South Street for its residential neighborhood destinations, Williams Street for its connection to commercial and industrial destinations and Quassaick Creek for its environmental and scenic destinations.

a. Open Space/Public Access

As Figure 29 illustrates, the Land Use Plan recommends that public access and open space be provided along the Hudson River waterfront as well as along the Quassaick Creek. The provision of new quality waterfront public access and the enhancement of existing public access is a key goal of the LWRP. Future public access proposals include the creation of improved open spaces and amenities, linked by a continuous walkway along the riverfront. Existing important waterfront public access includes Newburgh Landing Park, the existing pedestrian walkway, the Ward Brothers Memorial Rowing Park and the Washington Street Boat Launch area. Future proposed improvements and additions include an upgrade to Newburgh Landing Park, expansion of the public walkway, the greening of the eastern most block of Broadway from Grand Street to Colden Street, and the proposed fishing pier at the foot of First Street.

b. Mixed Use

As Figure 29 illustrates, the Land Use Plan recommends a mix of land uses for the majority of the LWRP area. Within this mixed use area, a variety of open space and recreational, residential, commercial and office, and cultural and institutional uses are proposed. The intent of this mixed-use area is to promote traditional urban/city neighborhoods that have a mix of uses, are pedestrian oriented and provide for a diverse public to live, learn, work and play. Further, by promoting mixed-use development in this area, the City intends to reestablish a physical and walkable connection between the waterfront and the Broadway corridor. Proposed uses within this mixed-use area are described below:

i) Open Space and Recreation

Waterfront Open Space and Recreation - Future land use proposals within the waterfront area (Area C) include the creation of improved open spaces and amenities, linked by a continuous walkway along the riverfront. Existing important open space and recreation uses include Newburgh Landing Park, the pedestrian walkway, the Ward Brothers Memorial Rowing Park and the Washington Street Boat Launch area. Future proposed improvements and additions include an upgrade to Newburgh Landing Park, expansion of the public walkway, the fishing pier at the foot of First Street, renovation of riverfront bulkheads and the development of additional public and private recreation areas and other amenities. Specific proposals are described below under Proposed Projects.

Upland Open Space - Broadway Park, also known as Downing Vaux Park, is located at the terminus of Broadway and presents a major visual connection to the Hudson River. As noted in Section II, a historic/cultural landscape report is being carried out with the goal of restoring the park as a unique public open space. This park can also be an important tourist attraction, as its designers, Calvert Vaux and Frederick Law Olmsted, also designed New York City's Central Park and other well-known parks throughout the U.S. Other important future amenities within the LWRP area include the passive estuary preserve and recreation trail along Quassaick Creek, creating opportunities to establish a pedestrian link in the Greenway Trail System connecting Newburgh with the Town of Windsor, and the Snake Hill Trail being developed by Scenic Hudson.

ii) **Residential**

Proposed residential uses focus on the redevelopment of a number of vacant parcels by Leyland Alliance, the City's selected developer for the Newburgh Waterfront Redevelopment project, as described in more detail in the Proposed Projects section. These parcels are located within an area bordered by Broad Street to the north, South William Street to the south, Montgomery Street to the west and the riverfront to the east (see Figures 30 and 31). Approximately 1,200 new units are proposed for these redevelopment parcels, involving a mix of townhouses, rowhouses and apartments. The proposed housing is mixed with ground-floor commercial uses in approximately three of the redevelopment parcels.

The residential in-fill proposed by Leyland is designed to be sensitive to the architectural and historic character of neighborhoods, especially within the East End Historic District. Yard sizes, building size and housing design are planned to enhance, and not detract from, the architectural integrity of residential neighborhoods, particularly in that portion of the residential area located east of Liberty Street and north of South Street.

There are several higher-density residential areas within the LWRP area. These areas consist of a concentration of multifamily uses in older structures, multifamily units, garden apartment complexes and senior housing buildings. Currently, two multifamily housing complexes are located in the immediate waterfront area: Ferry Crossing and Pier-Loun Point. It is anticipated that the current use of these properties will continue. In addition, the Lake Street Apartments, a large, privately owned multifamily rental complex built in the 1970s, is expected to remain in the area around Lake Muchattoes. The mix of existing higher-density housing within the LWRP area, combined with new apartment construction proposed by Leyland, will help ensure that the waterfront area becomes an active, mixed-use neighborhood with residents in easy walking distance of retail, open space, entertainment and cultural facilities.

Insert Figure 30: Leyland Alliance Redevelopment Sites

Insert Figure 31: Leyland Alliance: Illustrative Plan

There are a number of public and private low- and moderate-income housing facilities within the LWRP area. This LWRP, and the City's Sustainable Master Plan, support the preservation of affordable housing within the City of Newburgh, via an affordable housing ordinance to establish a mechanism for creating and supporting permanently affordable housing opportunities. The Master Plan outlines a goal for approximately 10% of the City's housing stock to contain provisions to ensure permanent affordability by 2015.

Additional housing includes several residential/commercial mixed-use areas in the LWRP. The primary mixed-use area is to the east of Liberty Street, between Carson and Broadway, including properties fronting the north side of Broadway. Land use in this area consists of ground-floor retail, office and service commercial uses with residential uses in the upper stories of existing buildings. The Land Use Plan encourages the continued conversion of vacant ground floor space to a mix of retail, office and service commercial uses. To promote visitor activity, restaurants, boutiques, artisan shops, antique shops and art galleries should be encouraged. Retail, personal and business services and office uses are also allowed.

The recent conversion of the Yellow Bird Building on Front Street at Carpenter Street includes gallery and theater facilities, retail space and eight condominium units on the upper floors. In addition, the Regal Bag Company Building has the potential to support mixed-use development such as commercial [e.g., retail and offices] on lower levels, conference center and residential uses on the upper floors of the structure.

iii) Upland Mixed Land Uses

The central portion of the LWRP area – approximately eight blocks bounded by Liberty Street to the west, South Street to the north, Washington Street to the south and Colden Street to the east – includes a broad mix of uses that incorporate governmental, institutional, office and residential use. Mixed in among residential uses, governmental and administrative services serving the City, as well as many administrative offices serving eastern Orange County, are concentrated in this location. City Hall, the police and fire departments, the City Courthouse, a U.S. Post Office, the City Library, the former YMCA building and other facilities are found here. In addition, various social service agencies are located in the Civic Center, many of them housed in historic, formerly residential buildings. Orange County Community College plans to expand by at least 80,000 square feet at its current location at the Key Bank Building site on Broadway and Colden Street. In addition to the central portion of the LWRP, a potential future mixed-use area is Lake Street Plaza, an office/retail center in the area just east of Muchattoes Lake. This center contains a number of vacant storefronts and is in need of redevelopment.

The Land Use Plan recommends a continuation of community facilities, social services, transportation systems, general professional offices and existing residential uses within this key area. Representative uses anticipated in this land use area include health services, legal services, educational and social services, benevolent membership organizations, financial, insurance and real estate services, professional offices, urban public spaces and public administration. The adaptive reuse of historic residential buildings, the infill of vacant and underutilized parcels for mixed/residential uses and the rehabilitation of substandard housing for these types of uses is encouraged as a means of preserving the structure, as well as conserving building materials and other natural resources. Mixed-use residential development is also encouraged in this area.

iv) Waterfront Mixed Use

The waterfront mixed-use area generally includes property east of Colden Street and Rev. Dr. Martin Luther King Jr. Boulevard and extending to the Hudson River. This area is intended to be developed for a combination of water-dependent and water-enhanced uses. Such uses include retail, entertainment, dining, lodging, waterfront-related recreational uses, conference space and housing.

Construction of water-dependent marine and publicly accessible riverfront recreational uses is integral to the development of the waterfront commercial land use area. Water-dependent marine and recreational uses include, but are not limited to: marinas; piers; boat docks; boatyards for repair, storage, and sale of marine vessels; yacht clubs; and similar facilities, as well as a riverfront walkway paralleling the Hudson River.

Vacant City-owned parcels within this area include sites to be developed by Leyland Alliance, as indicated in Figure 31.

c. Residential

Residential uses are encouraged throughout the entire mixed-use land use area; however, the areas shown in yellow on Figure 30 are designated as predominantly single-use residential land use areas. The northern residential area is currently comprised of single-family residential uses, with a small area of multi-family development located in the northeastern portion of the area. The residential area located west of Muchattoes Lake consists of the Lake Street Apartments, a large, privately owned multifamily complex built in the early 1970s. The land use plan recommends the continuation of existing residential uses in the area and encourages in-fill development of vacant or under-utilized residential parcels and rehabilitation of sub-standard housing in these areas.

d. Cultural/Institutional

As illustrated on Figure 30, two areas are designated as a single-use cultural/institutional land use area (blue); however, cultural/institutional uses are encouraged throughout the entire mixed-use land use area. These areas include Mount Saint Mary's College and Washington's Headquarters, a National Historic Landmark, as well as other sites listed on the National Register. These properties are key cultural/institutional anchors within the LWRP Area and provide opportunities for linkages between other important cultural/institutional uses within the LWRP area such as, Orange County Community College, East End Historic District, and the Liberty/Grand Street Heritage Corridor.

e. Water-Dependent Industrial/Future Mixed-Use/Open Space

The southern portion of the waterfront area is developed with existing or former water-dependant uses, including the City of Newburgh wastewater treatment plant, Steel Style Shipyard, and the City incinerator site. It is anticipated that the City may expand the wastewater treatment plant into the City incinerator site. While this area has traditionally been used for water-dependent industrial uses, mixed-use redevelopment of vacant and under-utilized parcels in this area is encouraged in the future. Opportunities for increased open space and public access are also encouraged.

f. Light Industrial/Heavy Commercial

The Light Industrial/Heavy Commercial land use area is primarily found in an area generally bounded by Walsh Road and Mill and Bridge Streets. Uses envisioned for this location include the manufacturing of electronic equipment, textiles, finishing of wood products, printing and publishing, plastic products, fabricated metal products, distribution facilities, wholesale and warehouse establishments, building material sales and storage yards, contractor equipment storage, truck terminals and similar uses. This area encompasses existing industrial and heavy commercial uses in the City.

2. PROPOSED WATER-DEPENDENT AND WATER-ENHANCED USES

Proposed water-dependent and water-enhanced uses incorporate a number of recommendations prepared as part of the City's Newburgh Waterfront Redevelopment project, as proposed by Leyland Alliance. These include the expansion of the riverfront bikeway and walkway; an amphitheater lawn at the foot of Broadway below Downing Vaux Park (Broadway Park); additional parks, river viewing and picnic areas linked to the bikeway and walkway; preliminary proposals for a fishing dock and market; and possible relocated rowing club facilities. The proposed fishing pier at the foot of First Street will complement other water uses that already exist within the LWRP area, such as the ferry dock, the Washington Street Boat Launch, the Newburgh Yacht Club and several marina and boat slip areas.

Figure 32 illustrates the key water-dependent and water-enhanced uses in the LWRP area.

3. PROPOSED PROJECTS

The following section describes a set of site-specific and programmatic projects which will be or are being implemented to improve the City's LWRP area. All projects are intended to be consistent with the Sustainable Master Plan and to embody "smart growth" principles.

a. Broadway – Waterfront Link

Broadway not only provides spectacular views to the Hudson River, it serves as the main east-west link from the inland areas to the waterfront. The City seeks to emphasize the importance of Broadway as a potential transit route, providing opportunities for bus rapid transit connections between Stewart International Airport and the Newburgh-Beacon ferry service. This role as a key connection to the waterfront is reflected in a series of proposals developed during a public charrette process led by Duany Plater-Zyberk & Company in 2007. The proposals developed during the charrette process seek to enhance Broadway's visual and physical link to the river. Specific proposals include:

- Development of a series of landscaped open spaces including the "greening" of Broadway between Grand and Colden Streets, reconfiguring of Broadway Park (Downing Vaux Park) and construction of a sloping park to the waterfront.
- Incorporation of uniform signage and markers, street signs and street amenities along lower Broadway, and the creation of safe and attractive walkways between Broadway and the waterfront, to tie together the areas east and west of the railroad tracks.
- Reduction of vehicular traveling speeds on Rev. Dr. Martin Luther King Jr. Boulevard
- Provision of sidewalks along Renwick Street, Washington Street, First Street and Third Street between Rev. Dr. Martin Luther King Jr. Boulevard and the waterfront.
- Provision of lights in the tunnels under the railroad tracks.

b. Newburgh Waterfront Redevelopment Project - Leyland Alliance Proposal

The proposals for the City-owned parcels presented by Leyland Alliance, known as the Newburgh Waterfront Redevelopment Project, covers an area of 30+ acres in the LWRP area as indicated in Figures 30 through 33.

Insert Figure 32: Proposed Water-Dependent and Water-Enhanced Uses

Insert Figure 33: Leyland Alliance: Development Program

Leyland Alliance proposes a variety of housing, new retail uses, hotel development and office space. Parking provisions include structured and surface parking as well as space for boat trailers. Proposed public space includes reconfiguring Broadway Park, also known as Downing Vaux Park, at the base of Broadway and extending the riverfront walkway. Proposed piers, a fishing dock and a fisherman's market are also included to take advantage of the waterfront location.

Specific proposals for the Leyland Alliance parcels are indicated in Figure 35. They include approximately 1,200 units of residential housing (including a commitment to provide 10 percent of residential housing units for work-force housing), approximately 140,000 square feet of retail use, approximately 100,000 square feet of office use, a hotel/conference center, approximately 4.5 acres of new public open space and structured parking sufficient to accommodate approximately 2,200 vehicle spaces. It is important to note that this development program is preliminary and subject to change as the project moves through the City's approvals process.

Figures 34 and 35 illustrate the Leyland Alliance proposal in more detail. Figure 34 shows proposed development and open space proposals for waterfront areas extending from South William Street northward to Second Street. Figure 35 includes views of the proposed public park at the foot of Broadway and development along the walk and bike path at the riverfront.

In order to implement its redevelopment proposal, Leyland is requesting that the City amend its Zoning Code to accommodate the project. Specifically, Leyland's requested zoning amendment proposes to establish a new overlay district titled "New Urbanist Overlay District (NUOD)." The general purpose of the proposed NUOD is to provide for the redevelopment and adaptive reuse of the City's waterfront as well as those neighborhoods proximate thereto. Leyland intends for the NUOD to provide design flexibility incentives to induce property to develop in accordance with its provisions. By providing such inducement, it is hoped that the entire NUOD area is ultimately redeveloped in accord with traditional neighborhood and New Urbanist planning principles. The NUOD is proposed to function as an opt-in overlay district, allowing property owners to continue to develop their properties pursuant to the existing, underlying zoning, or they may choose to opt into the NUOD. The geographic area encompassed by the NUOD includes the City's entire waterfront and the lands and neighborhoods upland of Rev. Dr. Martin Luther King Jr. Boulevard, generally bounded by Nicoll Street to the north, Rev. Dr. Martin Luther King Jr. Boulevard to the east, Renwick Street to the south and Liberty Street to the west. The proposed NUOD is shown in Figure 36.

Figure 34: Leyland Alliance: Plan Details

Figure 35: Leyland Alliance: Views of Proposed Development

Insert Figure 36: Proposed Newburgh New Urbanist Overlay District

The proposed NUOD is intended to serve the following purposes:

- Encourage innovative, New Urbanist development by allowing a concentration of mixed uses within a New Urban Design Plan.
- Create pedestrian-oriented neighborhoods for a diverse public to live, work, learn and play.
- Strengthen Newburgh's economic base.
- Facilitate and enhance public access to the waterfront.
- Promote the creation of public open spaces, including spaces within individual neighborhoods.
- Encourage incorporation of historic and civic elements into neighborhood design and build on Newburgh's historical and architectural heritage.
- Foster the provision or upgrade of infrastructure (sewer, water, drainage and parking) needed to promote development and improve the environment.

c. Newburgh Landing Park

Continued development of the Newburgh Landing Park will occur with repair and redesign of the bulkhead; new landscape treatment of the park is also proposed. Improvements to commercial and recreational docking facilities, including extension of the public pier to accommodate more and larger vessels at the Landing, are also being considered.

d. Front Street Improvement

Front Street now provides direct access to recently developed businesses. At this time, Front Street extends only from South Street to just south of First Street. In the long term, the City hopes to extend Front Street to provide additional vehicular and pedestrian access to waterfront parcels to the south, toward River Street. As properties are redeveloped in this area, project plans should include provisions for the extension of Front Street. The City also intends to make necessary improvements to relieve traffic congestion and parking problems in this area.

e. Hudson River Walkway

Currently, there is a walkway extending southward from the South Street terminus to 26 Front Street. Conceptual plans propose to extend the walkway northward to the Regal Bag Company and southward past the City water treatment plant. Such a walkway will increase the public's access to a larger portion of the riverfront, as well as promote greater pedestrian movement to more shops and restaurants.

f. Shoreline Stabilization

The City recently completed the construction of approximately 1,700 linear feet of bulkhead along Newburgh Landing and the two adjacent City-owned parcels, except for the area abutting Newburgh Landing Park. This stabilization will protect

the City's investment in the river walkway. The City will continue to pursue private/public investment to protect the land area immediately adjacent to the river from erosion.

g. Fishing and Observation Pier

The City has completed designs for a new fishing pier to be constructed at the foot of First Street. The pier provides an opportunity to increase the amount and type of recreational facilities on the waterfront. A fishing pier would provide a safe alternative to the sunken barges from which people now fish and even swim. The pier would also provide a view of the City from the water, a perspective now available only to boaters.

h. The Foundry at Washington Park and Surrounding Area

The renovation of the Foundry building for residential development will result in the construction of approximately 100 new housing units. A total of 62 units were completed in the initial phases of renovation; an additional 59 units are expected to be completed during later phases. With these residential units, the Foundry will help to stabilize the neighborhood and provide a local market for new businesses. Likewise, the stabilization of this portion of Liberty Street will help connect the Washington Heights neighborhood with the lower portion of Liberty Street.

i. Quassaick Creek Trail

The City will work to restore the ecological habitat along the Quassaick Creek. Such activities could be linked to scientific/educational research. The Quassaick Creek Trail and its restoration will serve as a tool to teach students and the community about the unique ecological habitat of the area. Institutions such as the Hudson River Interpretive Center in Beacon, NY, SUNY New Paltz and the Newburgh Enlarged School District will all be invited to participate in the learning opportunity. The City's goal is to create a passive waterfront trail along the Creek for nature watching and trail walking, which will extend to Snake Hill. The trail will ultimately connect to the Hudson River walkway.

j. Ward Brothers Memorial Rowing Park

A parcel of land has been designated as the "Ward Brothers Memorial Rowing Park" for use by The Newburgh Rowing Club. The City will pursue opportunities to continue to improve the park for public access, including linking it to the Hudson River walkway. The City is currently reviewing a possible relocation of the Rowing Club, as suggested in the Leyland Alliance Waterfront Plan, and this area is being considered for a large open public park.

k. Regal Bag Company

The Regal Bag Building is situated on a large 5.75-acre waterfront property with direct frontage along the Hudson River. As viewed from the river, the tallest portions of the main building are six stories high. The primary buildings were constructed in 1844 by the Newburgh Steam Mills, a cotton cloth mill. In the late 19th century, the building was converted by Caldwell Lawnmower Company to a lawnmower production factory.

The City's goal is to employ adaptive reuse to restore this underutilized building, which could include a mix of conference, cultural/educational, office, retail and/or residential uses.

Upper stories might include office and residential uses. Lower stories might include conference accommodations and retail shops. Outbuildings might be used for accessory recreational uses, e.g., a clubhouse, for the residential uses. Alternatively, these uses could also be used for conference activities, educational/cultural uses, office and/or retail uses. The river walkway would be extended to this property.

l. Railroad Station

Unless adequate parking is provided, future use of the railroad station for passenger service would be precluded. The station is a significant building in the waterfront area, and should be preserved through adaptive reuse in order to maintain its character. Adaptive reuse of the building as a visitors' center and public transit hub/link has been proposed, and at least one cultural agency has offered to partner with the City and/or a developer to create such a center. If commercial uses that generate traffic are proposed, the provision of parking, perhaps on-street or off-site, must be addressed.

m. Incinerator

The City currently owns property which houses a former incinerator. To improve the visual environment along the waterfront, the City hopes to remove the existing smokestack associated with the incinerator in the near future and remove the entire defunct incinerator thereafter. In addition, the LWRP anticipates the continuation of the Hudson River walkway through this property.

n. Steel Style (Port of Newburgh)

This is a former privately owned industrial property which is vacant and underutilized. The property is located to the east of the Washington Heights neighborhood, west of the Hudson River and north of Quassaick Creek. Views of the property are largely unobstructed along Bay View Terrace. The City intends to explore opportunities to have this property redeveloped for a water-dependent or water-enhanced use that would not result in adverse environmental impacts to the

Washington Heights neighborhood. Because of the former industrial nature of the project site, it is possible that some level of contamination may exist on-site. The City would encourage Brownfields redevelopment, as the site's large size, existing piers and adjacency to the river make it a potential candidate for redevelopment. The Hudson River walkway would continue along this property, and the Quassaick Creek Trail would begin on this property at the Hudson River shoreline. Clearing and removing junk and debris starting with hazardous and unsafe materials from the lands adjacent to the future Quassaick Trail is expected in the near future.

o. Potential Pump-Out Station - Newburgh Municipal Wastewater Treatment Plant

The City is exploring the option of constructing a vessel waste pump-out station at the wastewater treatment plant site. The feasibility of this project will depend on the amount of reconstruction the bulkhead will require; the cost to man the pump-out station and security considerations. In addition, the feasibility of extending the river walkway through this property will be examined. (See Policy 7A).

p. Removal of Sunken Vessels

Abandoned barges and other debris that litter Newburgh's shorefront are a navigational hazard and visual blight. Children as well as adults use them as a fishing pier and diving platform, another hazardous situation. The debris should be removed from the water by the property owners unless determined to have historic significance. The determination whether or not to remove sunken vessels will be coordinated with the interagency Ad Hoc Committee for Submerged Cultural Resources.

q. Signs and Logo

Newburgh has many resources to attract visitors: the extensive East End Historic District, spectacular views of the Hudson River, a scenic drive, Washington's Headquarters and an extensive waterfront with a boat launch and docks. There is need for an information program to direct visitors to these sights. Informational brochures, kiosks, signs and a waterfront logo could also be used to remind residents of Newburgh's assets and to foster a sense of pride in the community. The City will work with Orange County and regional tourism promotion groups to ensure that Newburgh's resources are advertised.

A wayfinding signage program should be developed as one means of linking the tourism destinations along Broadway and Liberty Street and other inland locations to the waterfront. In addition, to provide additional historic and cultural interest along the waterfront walkway, the City proposes to develop interpretive signage.

Permitting, size, placement and design guidelines should be developed for all business advertising signs within the LWRP area.

r. Educational Program

Awareness of Newburgh's historic, scenic and marine resources should begin with residents of the City and surrounding communities. Existing educational programs should be supported and new educational programs should be developed and incorporated into the City's recreational programs and offered to the schools. These should concentrate on activities that will bring children to the waterfront and adjacent historic district. Educational and cultural institutions, including the Newburgh Enlarged School District, Mount Saint Mary's College, Orange County Community College, the Sloop Clearwater, Scenic Hudson, Riverkeeper, NYSDEC, the Coast Guard, Washington's Headquarters, the Hudson River Interpretive Center and the Historical Society will be contacted concerning cooperative programs.

s. Waterfront Design Standards

Waterfront design standards are needed to ensure that public access facilities on public and private waterfront property are compatible, both physically and visually, with the historic fabric of the City's existing buildings. Such design standards will be developed in conjunction with the proposed waterfront developments. Any proposed new construction or rehabilitation of structures will have to be consistent with the design guidelines implemented as part of the creation of a Newburgh Waterfront Architectural Design District (NWADD). This district is proposed as part of the new urban overlay distinct and citywide comprehensive zoning amendments.

t. Newburgh Boat Launch

The Newburgh Boat Launch, located at the foot of Washington Street, is a safe public docking area for residents to launch their boats, canoes, and kayaks. Launching is allowed from 6 a.m. to 6 p.m. There is also an area to sit and relax and observe the boating action on the Hudson River. The City intends to make improvements to better accommodate non-motorized watercraft (i.e. kayaks, canoes, etc.).

B. HARBOR MANAGEMENT PLAN

This statement of the City of Newburgh's harbor management projects, opportunities and recommendations is established as a distinct element of the LWRP. These initiatives, along with the City's harbor management goals, objectives and policies set forth in Part III of the LWRP, constitute the Newburgh Harbor Management Plan (HMP) of the LWRP.

The projects and recommendations are intended to enhance public use and enjoyment of the Newburgh Harbor Management Area (NHMA) and the City's Hudson River waterfront, maintain and enhance the environmental quality associated with the NHMA and waterfront, and strengthen the City's ability to manage the NHMA and waterfront in the public interest. The projects and recommendations are also established to advance the City's "Harbor Vision" embodied in the HMP's goals and objectives.

Described in Part II of the LWRP, the Hudson River and waterfront were vital to the settlement and historical development of Newburgh. The river has always been a dominant influence on the quality of life in the City and remains its "River of Opportunity." In addition to providing irreplaceable natural and cultural values, the river provides opportunities for water and waterfront recreation, water-dependent businesses, economic growth and Downtown revitalization.

To continue to provide for the beneficial use and conservation of the Hudson River and the river's Quassaick Creek tributary in the NHMA, all City officials and agencies, including the City Council, Mayor, City Manager, Waterfront Advisory Committee (WAC), and Planning Board, will pursue achievement of the Harbor Vision. The Vision is based on the City's goals for enhanced use of the NHMA for water-dependent activities, reconnection of the Downtown with the Hudson River, protection of coastal resources and environmental quality and other goals for safe and beneficial public use and community enhancement associated with the NHMA and waterfront.

The vision is also based on the concept of environmental stewardship, whereby all residents, officials, agencies and organizations with an interest or authority pertaining to the NHMA would consider themselves as stewards responsible for care of the NHMA. That care would be for the purpose of ensuring that the environmental, cultural and economic values of the NHMA are sustained for the benefit of future generations of the City's residents.

The Harbor Vision provides a guiding theme for implementing the HMP's harbor management projects and recommendations. The HMP establishes a menu of potential projects for consideration; it also identifies project opportunity areas. All of the identified projects are intended to enhance public use and enjoyment of the NHMA and/or advance the public interest for protection of the NHMA's natural coastal resources. Potential projects are organized in the HMP with respect to five categories: **1) environmental enhancement projects; 2) education and outreach projects; 3) water use and access projects; 4) maintenance and infrastructure projects and 5) harbor administration projects.**

Basic elements of the Harbor Vision are summarized below.

- A commitment to environmental stewardship by all residents, agencies and officials concerned with the Newburgh Harbor Management Area (NHMA).

- A diversity of water-dependent uses that individually and collectively enhance the NHMA, the local and regional economy and the City's quality of life.
- Safe and enjoyable access from Downtown Newburgh and other areas of the City to the Hudson River and Quassaick Creek.
- Expansion and enhancement of public waterfront areas and facilities to increase opportunities for public use and enjoyment of the NHMA.
- An attractive, well-maintained and interconnected system of public waterfront areas and facilities for walking, picnicking, fishing, bicycling, boating and quiet enjoyment of Hudson River views and the natural environment.
- Continued water quality improvements, including substantial reduction of point and non-point source pollution.
- A vitally active waterfront that serves as a focal point of community activities for people of all ages and interests throughout the year.
- Public and commercial boating facilities, including launching, docking and mooring facilities for a variety of vessel types and sizes, making the City a pre-eminent center of recreational boating on the Hudson River.
- An interconnected system of water and waterfront trails, including courses for rowing shells and other hand-powered vessels.
- River-related field studies by primary and secondary schools, universities and conservation and natural history groups.
- Increased public awareness of the City's river-related history.
- Special waterfront events and Hudson River activities attracting visitors to the City and region, including events that emphasize river-related art and culture.
- Safe and efficient navigation on the Hudson River by all recreational and commercial vessels, including hand-, sail- and motor-powered vessels.
- Ongoing coordination with other river towns to address issues of common interest.
- Passenger boat linkage with Beacon and other Hudson River locations to advance regional transportation and tourism goals.
- Downtown revitalization and economic growth linked to the Hudson River.

The potential harbor management projects set forth in the HMP may also be considered in terms of: 1) **public projects** conducted by the City, including but not limited to projects involving development of public facilities on City-owned waterfront land and on the public trust waters and underwater lands of the Hudson River and Quassaick Creek; and 2) **private projects** conducted by private landowners and organizations, including but not limited to projects providing public amenities and other benefits on privately owned waterfront properties that may be redeveloped in accordance with City land-use plans and zoning regulations.

The HMP's potential projects may also be considered with regard to the time period that may be required for their implementation, including projects that may be pursued immediately or otherwise implemented in a relatively short period of time (considered as **short-term implementation** projects) and projects that are expected to require relatively long periods of time for implementation (considered as **long-term implementation** projects). Implementation of certain projects, for example, including projects on City-owned properties, may begin in a relatively short period of time pending the availability of funds. Other public projects on City-owned properties will require longer periods of time to implement because they are expected to require stimulation from private redevelopment projects that may be pursued on nearby

properties. Planning for all of the public projects, however, can be initiated in the short-term and potential sources of implementation funds identified and pursued. Other projects for long-term implementation include private projects on privately owned properties that will require redevelopment of those properties in order to be achieved.

For the purpose of identifying opportunity areas for project development, the HMP establishes seven harbor management planning units within the NHMA (See Figure 38 at end of Section IV). The HMP identifies project opportunities and recommendations with respect to each of these planning units. (See Figures 39-43 at end of Section IV.)

The City's efforts to achieve the Harbor Vision will be pursued as part of an ongoing, evolving process. As a result, additional beneficial projects, including projects that may be suggested by interested agencies, organizations and residents, will be added to the HMP through future amendments when appropriate. Future amendments also will reflect progress toward completing the projects herein set forth.

1. ENVIRONMENTAL ENHANCEMENT PROJECTS

The natural environment of the Hudson River and Quassaick Creek provides vital ecological functions and values as well as the opportunity for water and waterfront uses that provide significant economic and cultural benefits. The natural environment, however, may be adversely affected by the same uses it supports. As a result, the HMP calls for an appropriate balance to be maintained between use and conservation of the NHMA, and identifies the following types of projects to enhance and sustain the coastal resources and environmental quality of the NHMA.

a. Projects to improve water quality

Projects for the continued improvement of water quality in the NHMA may involve the application of measures to reduce point and non-point sources of pollution and include:

- i) Capital projects for continued separation of stormwater and sanitary sewers and upgrading wastewater collection and treatment systems in accordance with best available technology (see Maintenance and Infrastructure Projects);
- ii) Provision of vessel-waste pump-out facilities, available to the public, to receive and contain sewage from marine sanitation devices on recreational and commercial vessels and then properly dispose of that sewage into the City's wastewater collection and treatment system;
- iii) Expansion of water quality testing programs, using volunteers as appropriate to collect samples, to help determine and document the correlation between precipitation and any increased levels of bacteria in

the NHMA and to provide information for planning the application of appropriate technology, facilities and other measures to reduce non-point source (NPS) pollution;

- iv) Public education and outreach programs to increase awareness of water quality issues and opportunities for addressing those issues (see Education and Outreach Projects);
- v) Establishment of sustainable, nonstructural approaches ("green" approaches) for managing and reducing, where feasible, stormwater runoff, including but not limited to establishment of buffer zones of natural vegetation to naturally filter runoff entering the NHMA; and
- vi) Establishment of appropriate stormwater treatment systems and technology, including but not limited to catch-basin filters and swirl-type grit chambers to remove pollutants from stormwater.

b. Projects to enhance and/or restore ecosystem values

Projects of this type may include initiatives to enhance and/or restore the estuarine and riparian resources and values associated with the NHMA, including resources and values related to fish and wildlife habitat, water quality, flood protection, and scenic quality. Projects supported by the Plan include projects that are implemented and monitored in accordance with detailed plans based on best available scientific information, formulated with input from potentially affected parties, and consistent with city, state, and federal requirements for coastal resource protection.

c. Waterfront beautification projects

Waterfront beautification projects may include volunteer-based initiatives, community service projects and other organized as well as individual efforts to clean up public areas as needed, add interesting and attractive visual elements to public areas and otherwise enhance the visual quality of waterfront areas and facilities while increasing civic pride and responsibility regarding the NHMA and waterfront.

d. Removal and proper disposal of abandoned and derelict structures and vessels

Projects of this type may be conducted in the NHMA, in accordance with all required city, state, and federal authorizations, for the purpose of maintaining public safety and protecting and enhancing environmental quality, including scenic quality.

e. Environmental assessment and cleanup of contaminated waterfront properties

Environmental assessment and cleanup projects may include projects to address the extent to which properties potentially available for redevelopment, including redevelopment providing amenities for public access to the NHMA, may be affected by any contamination that would affect redevelopment; projects to identify appropriate remediation measures required for redevelopment and to avoid adverse impacts on the environmental quality of the NHMA; and projects to implement those measures.

2. EDUCATION AND OUTREACH PROJECTS

Projects to develop and provide educational materials to the public are a cornerstone of city efforts to advance the Harbor Vision and otherwise implement the HMP. The City will continue to develop and encourage education and outreach projects to provide information on a variety of topics to City residents as well as visitors to the NHMA and waterfront, including, but not limited to, information concerning: coastal resources and values in the NHMA; public recreation facilities and opportunities; applicable laws and regulations for use of the NHMA and waterfront; and opportunities for public involvement in matters pertaining to the NHMA and implementation of the HMP, including opportunities for individual stewardship actions. The HMP identifies three basic types of education and outreach projects.

a. Preparation and distribution of informational materials

Informational materials may be prepared for the purpose of educating and informing the public on a wide range of topics concerning use and conservation of the NHMA and waterfront. Materials for widespread public distribution may include maps, brochures, guidebooks and other printed materials as well as information provided on the City's web site and information distributed through newspapers, local and regional publications and other media.

b. Design and placement of interpretive signs and displays

Such signs and displays may be used to direct the public to waterfront activity areas as well as to provide information of local and regional interest, including information concerning the City's maritime history and Hudson River topics through graphic and narrative presentations. Signage projects may utilize a consistent theme or visual image designed to represent the NHMA and waterfront and increase public awareness of the linkages between waterfront sites and other areas of the City. Projects may include the design and placement of fiberglass embedded signs placed in public areas and displaying maps and other information concerning the NHMA and waterfront.

c. Organization of special water and waterfront events

Special water and waterfront events that attract City residents and visitors to the NHMA and waterfront, including but not limited to events celebrating the City's maritime history, arts and culture, may be planned and conducted utilizing waterfront public spaces with facilities intended for that purpose. Special event sites may be provided and enhanced (see the following section on Water Use and Access Projects) to encourage and support educational programs and beneficial community activities that attract City residents and visitors to the NHMA and waterfront.

3. WATER USE AND ACCESS PROJECTS

The NHMA and waterfront provide an invaluable setting for many active and passive recreational uses that contribute significantly to the City's quality of life. The HMP encourages and supports the provision of both physical and visual access to the NHMA that will be available to all members of the public and not limited to any particular groups or individuals. The HMP identifies a number of potential facilities, listed below, that may be considered for development in appropriate locations for the purpose of enhancing public recreational use and enjoyment of the NHMA.

a. Waterfront parks and open space

New park and open space areas designed to enhance public access to the NHMA may be established on privately owned properties in coordination with redevelopment of those properties according to comprehensive development plans. Park and open space projects may also include projects to enhance existing City-owned waterfront properties to provide safe and enjoyable recreational experiences for all citizens of the City, including projects to enhance the utility of those spaces to accommodate special events.

b. Waterfront trails

Projects to establish waterfront trails may include, but not be limited to, projects to extend paths, paved walkways, and boardwalks for walking, bicycling and jogging along the city's entire Hudson River and Quassaick Creek shoreline, to the extent such projects can be implemented in a safe and environmentally sound manner. Projects to establish waterfront trails may be implemented in coordination with waterfront redevelopment to provide safe and enjoyable connections between waterfront activity areas and other parts of the city, including Downtown Newburgh.

c. Water trails

Water trails projects may include the identification of a water trail system for hand-powered vessels such as kayaks and canoes that may be developed in

coordination with other Hudson River towns. Water trails projects may be linked with and complement existing and future elements of the city's waterfront trails network. Projects may include the design and construction of interpretive displays at waterfront locations providing access to the NHMA for hand-powered vessels (see g below) and waterproof brochures/trail maps including historical and environmental information and descriptions of points of interest on the City's waterfront and along the water trails.

d. Scenic overlook structures

Projects to enhance the enjoyment of scenic views from the City's waterfront may include elevated observation structures in appropriate locations as well as viewing areas extending waterward over shore protection structures to offer unobstructed views of the NHMA, Hudson River and Hudson Highlands.

e. Fishing piers and areas

Handicapped-accessible projects to provide safe and enjoyable access to the NHMA for recreational fishing may include pile-supported piers with timber decks and code-compliant railings in appropriate locations where public fishing activities will not conflict with other beneficial water activities.

f. Facilities for trailered vessels

Projects to provide opportunities for launching trailered vessels in the NHMA may include projects to enhance existing launching facilities for recreational and emergency services purposes as well as projects to provide new facilities, including new ramp and parking areas designed to accommodate anticipated boat and trailer lengths and with floating docks aligned perpendicular to the shoreline to support boat launching and retrieval.

g. Facilities for hand-carried vessels

Projects to support the launching and landing of hand-carried and hand-powered vessels may include the development of handicapped-accessible areas and structures engineered to safely accommodate the needs associated with stepping into and sitting in open vessels such as canoes, and decked vessels such as kayaks, without the substantial infrastructure investments in docks, floats, and piers required to accommodate larger vessels.

h. Facilities for rowing programs

Projects to support rowing programs in the NHMA may include, in addition to provision of upland storage facilities, the construction of low-profile launching and landing floats anchored by subsurface moorings (to reduce the interference that may be caused by anchor piles during the launching and transporting of rowing

shells), and the designation and appropriate marking of training and competitive rowing courses in the NHMA.

i. Community boating programs

Community boating programs may include the development of programs and facilities to provide access to the NHMA for a variety of boating activities that may be safely enjoyed by City residents and others, and may include instructional programs for children and others who otherwise might not be able to experience and enjoy the NHMA.

j. On-land boat storage facilities

Projects to provide boat storage may include storage facilities for winter storage of vessels as well as in-season storage for hand-powered vessels such as canoes, kayaks and rowing shells and vessels used in community sailing programs.

k. Short-term docking facilities

Projects may include public and private projects to provide boat slips or docking space available on a short-term basis with an appropriate fee schedule for hourly and overnight use for recreational boaters who wish to visit waterfront attractions in the City. Projects may include the provision of water, electric and pump-out service and other amenities for visiting boaters.

l. Marina and boatyard facilities

Marina projects providing seasonal rentals of boat slips and related services as well as short-term docking opportunities may include private projects to enhance existing marina facilities, including reconfiguration of existing in-water structures, as well as public and private projects to provide new facilities designed, engineered and constructed in accordance with all regulatory requirements, including requirements for the provision of parking spaces and other upland infrastructure. Boatyard projects may include facilities for the maintenance, repair and/or storage of boats to the extent such facilities may be operated in a safe and environmentally sound manner that does not conflict with other beneficial uses of the NHMA and waterfront. Marina and boatyard projects may include the provision of water, electric, and pump-out service and other amenities for facility patrons.

m. Excursion boat facilities

Projects to accommodate excursion boats may include public and private piers, docks and floats of suitable design to accommodate a variety of sizes and types of vessels providing regularly scheduled and chartered tours of the Hudson River, thereby increasing public use and enjoyment of the NHMA and waterfront and attracting visitors to the City. Excursion boat projects may be implemented in

coordination with projects to provide new and/or enhanced facilities to accommodate vessels participating in special water and waterfront events. (See n below.) Projects supported by the HMP include projects with well-designed linkages to upland sites and amenities, including restaurants, historic sites and other city attractions.

n. Special events facilities

Projects to enhance special water and waterfront events may include public and private piers, docks and floats of suitable design to accommodate a variety of types and sizes of vessels that may serve as attractions for those events. Projects may include permanent and temporary improvements to increase the capacity of existing docks, including the capacity to accommodate larger vessels than have previously been able to use those docks, and projects to construct new facilities. Projects to accommodate vessels participating in special events may be implemented in coordination with projects to provide new and/or enhanced facilities to accommodate excursion vessels. (See m above.)

o. Passenger ferry terminals

Projects may include docks and piers and necessary upland infrastructure, including parking, waiting areas and administrative facilities, needed to provide safe and efficient loading and unloading of passengers to advance local and regional transportation goals. Projects to enhance passenger ferry terminals may include enhancing existing facilities as well as providing new facilities in other locations adjoining the NHMA.

p. Beach recreation areas

Projects to provide opportunities for public access to the NHMA may include establishment of beach recreation areas in appropriate locations suitable for nourishment with sand of selected quality and characteristics and stabilized with properly engineered timber or stone groin structures. Such projects may include appropriate upland facilities and amenities to support beach recreation activities, including swimming.

q. Swimming facilities

Projects to provide opportunities for swimming in the NHMA may include, in addition to the establishment of beach recreation areas, projects to create artificial pools or other types of enclosed water areas to provide beneficial swimming experiences in or adjoining the NHMA.

r. Deep-water mooring locations

Projects to provide opportunities for boat mooring in the NHMA by recreational and commercial vessels using waterfront facilities in the city may include the

placement of appropriate mooring tackle in suitable, designated locations, to the extent such mooring locations may be used in a safe and environmentally sound manner in compliance with all applicable regulatory requirements. Such projects may include the establishment of suitable waterfront facilities to accommodate access to and from any designated mooring locations.

4. MAINTENANCE AND INFRASTRUCTURE PROJECTS

Achievement of the Harbor Vision will require maintenance and enhancement of the waterfront infrastructure needed to support beneficial use of the NHMA and to protect the environmental quality associated with the NHMA. The HMP identifies the following types of public and private projects to enhance and maintain in-water and waterfront infrastructure.

a. Projects to maintain, repair or replace shore protection measures

The HMP supports properly engineered projects to maintain, repair and replace shore protection measures in accordance with all applicable regulatory requirements and in the most timely manner needed to maintain public safety, support water-dependent uses, avoid adverse impacts on navigation and maintain environmental quality in the NHMA. Projects for comprehensive repair or replacement of shore protection measures may be implemented in coordination with redevelopment projects. Projects may address structural shore protection measures needed to protect existing waterfront development, including, but not limited to, vertical timber or steel bulkheads with anticipated functional life of 15 to 20 years and riprap revetments with anticipated functional life of 25 to 50 years. The HMP also supports projects to establish vegetated slope stabilization measures and other "bio-engineered" measures for shore protection as alternatives to hardened structures, recognizing that bio-engineered measures may initially require a higher level of maintenance attention.

b. Projects to maintain, repair or replace water access structures

The HMP supports properly engineered projects to maintain, repair and replace docks, floats, piers and other in-water structures supporting public access to the NHMA, including boating access, in accordance with all applicable regulatory requirements and in the most timely manner needed to maintain public safety, support public access, avoid adverse impacts on navigation and maintain environmental quality in the NHMA. Projects may address the necessary replacement and proper disposal of foundation and anchor piles (with anticipated functional life of 15 to 20 years), floating docks (with anticipated functional life of 10 to 15 years), and other in-water structures.

c. Stormwater management projects

Stormwater management projects may include projects to apply suitable best management practices to manage, reduce where feasible or otherwise control stormwater runoff into the NHMA, including run-off from water-dependent facilities and redevelopment project areas. Projects may include sustainable, nonstructural approaches ("green" approaches) utilizing buffer zones of natural vegetation to filter polluted runoff and other measures. Projects may also include establishment of appropriate structural measures such as stormwater treatment systems and technology, including but not limited to catch-basin filters and swirl-type grit chambers to remove pollutants from stormwater, and projects to separate stormwater and sanitary sewers.

d. Wastewater collection and treatment projects

The HMP supports projects to maintain and upgrade the City's wastewater collection and treatment systems and facilities, including the Water Pollution Control Plant, in accordance with City needs and best available technology. Projects may include, but not be limited to, projects to separate stormwater and sanitary sewers and provide for any necessary expansion of plant facilities.

5. HARBOR ADMINISTRATION PROJECTS

City management of the NHMA through implementation of the HMP is an ongoing process that will continue to develop in response to changing conditions and circumstances. The HMP will be amended as necessary to respond to new harbor management issues as they may arise and as the City's response to sometimes complicated issues continues to evolve. In this regard, the City will continue to pursue harbor administration projects to enhance and strengthen its ability to manage the NHMA in the public interest. The HMP identifies the following three administration projects for implementation based on demonstrated need and additional evaluation.

a. Adoption of a local ordinance concerning regulation of the speed and operation of vessels

This project may investigate the future need and feasibility for city adoption and enforcement, pursuant to Section 46-a of the Navigation Law, of a local ordinance to regulate the speed and operation of vessels in the NHMA, including, but not limited to, the mooring and anchoring of vessels, the use of vessels as sleeping quarters and the disposal of waste from vessels, to a distance of 1,500 feet from shore, provided that such ordinances may not affect the speed and operation of vessels operating in the Hudson River federal navigation project. The City's area of authority within the NHMA for adoption and enforcement of such local ordinance is identified as the Harbor Management Regulation Zone shown in Figure 38.

b. Adoption of a local ordinance concerning the regulation of docks, piers and similar structures in the NHMA

This project may investigate the future need and feasibility for City adoption and enforcement, pursuant to Article 42 of the Executive Law, of a local ordinance to regulate the construction, size, and location of wharves, docks, moorings, piers, jetties, platforms, breakwaters or other structures, temporary or permanent, to a distance of 1,500 feet from the shore and to impose fees for reasonable expenses incurred by the City in carrying out this regulatory authority. The City's area of authority within the NHMA for adoption and enforcement of such a local ordinance is identified as the Harbor Management Regulation Zone shown in Figure 38.

c. Establishment of the municipal position of City harbor manager or harbor master

This project may investigate the future need and feasibility for the City to establish a new office of the City, or assign responsibility to an existing office or official, to oversee activities on, in and contiguous to the NHMA including, but not limited to, scheduling and coordination for the use of City lands and facilities; assistance to other agencies and officials of the City as needed for implementing the HMP; and generally advancing the safe and efficient operation of the NHMA.

6. OPPORTUNITIES AND RECOMMENDATIONS FOR HARBOR MANAGEMENT PLANNING UNITS

For the purpose of identifying project opportunity areas and setting forth site-specific recommendations, the HMP establishes seven harbor management planning units that cover the NHMA and the city's 3.5-mile waterfront along the Hudson River and Quassaick Creek. (See Figure 37 at end of Section IV.) Opportunities and recommendations for each area are described below, beginning with the northernmost planning unit and moving south over the NHMA and waterfront.

a. North Waterfront Planning Unit

This planning unit is bounded on the north by the north boundary of the City and extends south to the waterfront property known as the Regal Bag property. The entire shoreline of approximately linear 2,000 feet is privately owned. The principal waterfront uses are the water-dependent Newburgh Yacht Club providing marina and boat service facilities for its members, and the Pier-Loun residential condominium development with boat slips for its residents. (See photo 1 in Figure 43.) These waterfront uses are identified in the Plan as opportunity areas for private projects to enhance the NHMA, including projects to improve water quality through stormwater management initiatives. Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 38.)

- i) **Pier-Loun Condominium:** Existing bulkhead and boating access structures should be maintained, repaired and replaced in the most timely manner needed to support existing boating facilities, avoid any adverse impacts on navigation, and maintain environmental quality in the NHMA. Continued safe and unobstructed boating access to and from the NHMA and Hudson River by residents should be maintained.

Best management practices for property maintenance, including landscape maintenance with reduced amounts of nutrients, should be encouraged and supported to reduce the potential for nonpoint source pollution to enter the NHMA from the property.

- ii) **Newburgh Yacht Club:** Continued beneficial operation and enhancement of water-dependent facilities, including but not limited to boat berthing, storage and maintenance facilities, should be encouraged and supported. Continued safe and unobstructed boating access to and from the NHMA and Hudson River should be maintained.

Existing breakwater and shore protection structures and marina facilities should be maintained, repaired and replaced in the most timely manner needed to support water-dependent uses, avoid any adverse impacts on navigation, and maintain environmental quality in the NHMA.

Establishment, implementation and updating as necessary of a marina plan for stormwater pollution prevention should be encouraged and supported to manage, reduce, or otherwise control stormwater runoff into the NHMA. The stormwater plan should include, but not be limited to, the identification of potential pollution sources, procedures for stormwater monitoring and measures and controls for reducing the potential for stormwater pollution, such as measures and controls to capture any pollutants associated with boat storage and maintenance operations and other site operations.

b. **South Street Planning Unit**

The South Street Planning Unit extends south from the Newburgh Yacht Club for approximately 2,800 linear feet to and including the City's South Street right-of-way which extends into the NHMA. With the exception of the right-of-way, all waterfront land in this planning unit is privately owned. The right-of-way is identified in the HMP as a project opportunity area for enhanced public access to the NHMA. The planning unit also includes the waterfront property known as the Regal Bag property and the waterfront land between the Regal Bag property and the right-of-way. (See photos 2 and 3 in Figures 43 and 44.) These properties are identified in the HMP as opportunity areas for waterfront redevelopment. Future

decisions affecting the planning unit should be consistent with the following harbor management recommendations. (See Figure 39.)

- i) **Regal Bag property:** This property should be considered as an opportunity area for waterfront redevelopment with facilities and amenities for public access to the NHMA. Any future redevelopment should be in accordance with a comprehensive development plan and include a substantial water-dependent component utilizing the property's historically available and readily available access to navigable water. Redevelopment should follow the highest site planning and architectural design standards to protect and enhance the scenic quality associated with the NHMA and waterfront.

Development of facilities for public access to the NHMA in coordination with future redevelopment of the site should be encouraged and supported. Opportunities for public access to be considered should include, but not be limited to, opportunities for: a) construction of an extension of the City's riverfront walkway; b) construction of boating facilities to serve as attractions or destinations for visitors to the City, including such boating facilities as a public marina, excursion/cruise ship dock, docks for short-term use by visiting recreational boaters and facilities to provide access to and from any nearby mooring locations that may be established in the NHMA; and c) provision of scenic overlook structures and other amenities to enhance the enjoyment of river views.

- ii) **Hudson River shoreline (Regal Bag to South St. right-of-way):** This property should be considered as an opportunity area for waterfront redevelopment with facilities and amenities for public access to the NHMA. Any future redevelopment should be in accordance with a comprehensive development plan and include a substantial water-dependent component utilizing the property's historically available and readily available access to navigable water. Redevelopment should follow the highest site planning and architectural design standards to protect and enhance the scenic quality associated with the NHMA and waterfront.

Development of facilities for public access to the NHMA in coordination with future redevelopment of the site should be encouraged and supported. Opportunities for public access to be considered should include, but not be limited to, opportunities for: a) construction of an extension of the City's riverfront walkway; b) establishment of launching and landing facilities for hand-carried vessels such as canoes and kayaks; and c) provision of scenic overlook structures and other amenities for enjoyment of river views.

- iii) **South Street right-of-way:** The right-of-way should be utilized to its full potential as a neighborhood-oriented, waterfront park of the City providing opportunities for visual and physical access to the NHMA,

utilizing the property's natural shoreline. Opportunities for public enjoyment of unobstructed scenic views and pedestrian access to the shoreline should be enhanced through appropriate public facilities and structures. Those facilities and structures should be provided in accordance with a waterfront park plan prepared and implemented by the City to guide park use, maintenance and enhancement. Consideration may be given to establishment and maintenance of a nourished and appropriately stabilized beach area in the extension of the right-of-way to enhance public enjoyment of the shoreline. Upon implementation of the waterfront park plan, the extension of the City right-of-way into the NHMA should be maintained free of any encroachments, including private docks and other structures associated with properties adjoining the right-of-way.

- iv) **Railroad embankment:** The feasibility of restoring the previously existing tunnel through the railroad embankment to provide a safe and efficient pedestrian connection between South Street neighborhoods and the South Street waterfront park should be evaluated. Restoration of the tunnel should be encouraged and supported to the extent such restoration would enhance public use and enjoyment of the park and is consistent with requirements for public safety and railroad operation.

c. **Front Street Planning Unit**

This planning unit encompasses the NHMA and waterfront between the South Street right-of-way on the north and Carpenter Street on the south, a distance of about 1,300 feet. Included are several opportunity areas identified in the HMP for public projects to enhance public use and enjoyment of the NHMA. The City's existing riverfront walkway is located within this planning unit and supports active pedestrian use of the waterfront. Other prominent facilities include the City's Newburgh Landing park which provides a focal point and central facility for community activities on the waterfront; two of the three commercial marinas utilizing the NHMA (Torches on the Hudson and Front Street marinas); waterfront restaurants along Front Street; and docks for Hudson River excursion vessels. (See photos 3, 4 and 5, in Figures 44 and 45.) Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 41.)

- i) **Riverfront walkway:** The riverfront walkway should be recognized as an essential element of the City's public waterfront, providing a safe and enjoyable pedestrian connection between waterfront activity areas and between the waterfront and other parts of the City, including Downtown Newburgh. The walkway should be maintained, repaired and enhanced in the most timely manner needed to provide continued opportunities for safe and enjoyable public use, including opportunities for scenic views of the NHMA and pedestrian access to waterfront activity areas.

All available opportunities should be evaluated and pursued, to the extent feasible, for the purpose of: a) extending the walkway to the north of the South Street right-of-way to and along the Regal Bag property in coordination with any future redevelopment of affected properties; b) extending the walkway to the south of Carpenter Street to Washington Street in coordination with any future redevelopment of affected properties; and c) enhancing connections between the walkway and other parts of the City, including Downtown Newburgh.

- ii) **Newburgh Landing:** Newburgh Landing should be utilized to its full potential as a waterfront park of the City providing opportunities for water-dependent recreational use, including visual and physical access to the NHMA and special events that increase public use and enjoyment of the NHMA and enhance the City's culture and quality of life. Safe and efficient pedestrian linkages among the park, and public waterfront areas, and other areas of the city, including Downtown Newburgh, should be provided and maintained.

The level of City resources allocated for park planning and maintenance should be commensurate with the park's status as a focal point and central facility for public access to the NHMA. All available opportunities for enhancing the public water-access facilities and services available at the park should be evaluated and, to the extent feasible, pursued. Use, maintenance and enhancement of the park should be in accordance with a waterfront park plan prepared and implemented by the City.

- iii) **Newburgh Landing dock:** The Newburgh Landing dock should be maintained, repaired and enhanced in the most timely manner needed to provide continued opportunities for safe and enjoyable public use, avoid any adverse impacts on navigation and maintain environmental quality in the NHMA. The dock should be managed and maintained as a public landing of the City for: boarding and landing of passengers from Hudson River excursion vessels; docking of vessels serving as attractions during special public events and other beneficial public purposes.

Temporary improvements to increase the capacity of the dock to accommodate larger vessels than are currently able to use the facility should be pursued to the extent such measures do not unreasonably conflict with navigation and other beneficial uses of the NHMA and are consistent with all applicable regulatory requirements. Opportunities for permanent improvements to provide an extended berthing face to serve more and larger vessels than currently use the dock should be properly evaluated and pursued to the extent feasible, consistent with the riparian rights of the owners of adjoining properties. Use of the dock by excursion vessels and all other craft, including vessels participating in special events, should be in accordance with all necessary advance approvals by the City

to reduce potential conflicts for use of the dock and to otherwise ensure continued beneficial use of the facility.

- iv) **Commercial marina facilities:** The continued beneficial operation and enhancement of the existing recreational boating facilities, including marina facilities providing short-term and seasonal services for resident and visiting boaters and dock facilities for Hudson River excursion vessels, should be encouraged and supported. Existing shore protection structures and marina facilities should be maintained, repaired and replaced in the most timely manner needed to support water-dependent uses, avoid any adverse impacts on navigation, and maintain environmental quality in the NHMA. Continued safe and unobstructed boating access to and from the NHMA and Hudson River should be maintained.

Any future development projects that may affect established boating facilities should not result in significant reduction of currently available recreational boating services. Any plans for reconfiguration or expansion of existing docks, floats, piers and other marina structures should be carefully planned and reviewed to avoid adverse impacts on coastal resources and conflicts with navigation and other beneficial uses of the NHMA.

d. **Washington Street Planning Unit**

The Washington Street Planning Unit includes that portion of the NHMA and waterfront between Carpenter Street and Washington Street and covers a distance of about 1,800 linear feet along the waterfront. This planning unit supports recreational and commercial water-dependent uses and includes several opportunity areas identified in the HMP for public and private projects to enhance the NHMA and waterfront, including projects for waterfront redevelopment. Prominent features include the City's First Street right-of-way; the Newburgh-Beacon passenger ferry terminal; the property known as the Gull Harbour - American Dock property including the Gull Harbour Marina; and the Newburgh boat launching ramp. (See photos 4, 5, 6 and 7, in Figures 44 through 46.) Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 41.)

- i) **Riverfront walkway:** Extension of the riverfront walkway southward from Carpenter Street to Washington Street in coordination with any future redevelopment of affected properties and in a manner that avoids potential conflicts between pedestrian use of the waterfront and appropriate commercial water-dependent uses is encouraged and supported.
- ii) **First Street right-of-way:** The right-of-way should be utilized to its full potential for providing public access to the NHMA, including access for

fishing and unobstructed views of the Hudson River. A public fishing pier should be constructed and maintained in the extension of the right-of way into the NHMA which should be maintained free of any encroachments at all times. Unobstructed pedestrian access to the pier from Front Street should be maintained at all times. Opportunities for enhancement of public fishing facilities should be properly evaluated and may be pursued to the extent feasible, including appropriate waterward extension of those facilities in accordance with all applicable regulatory requirements.

iii) **Newburgh-Beacon ferry terminal:** The continued operation and maintenance of the Metro-North passenger ferry service between the cities of Newburgh and Beacon should be encouraged and supported to enhance the local and regional transportation infrastructure and to advance the tourism goals of the City. All available opportunities for enhancement of the ferry terminal should be properly evaluated and may be pursued to the extent feasible, including but not limited to opportunities for relocation of the terminal to another site adjoining the NHMA in coordination with future waterfront redevelopment. Any proposals for enhancement and/or relocation of the ferry terminal should be carefully designed and reviewed to avoid or minimize any significant adverse impacts on navigation, coastal resources, and upland areas adjoining the NHMA. A suitable navigation fairway for ferry operations should be maintained free of obstructions at all times between the ferry terminal and the federal navigation channel.

iv) **Gull Harbour - American Dock Property:** The continued beneficial operation and enhancement of the existing water-dependent uses, including marina facilities providing short-term and seasonal services for resident and visiting boaters and commercial marine facilities, should be encouraged and supported. Any future development projects that may affect established boating facilities should not result in significant reduction of currently available recreational boating services.

Existing shore protection structures and marina facilities should be maintained, repaired and replaced in the most timely manner needed to support water-dependent uses, avoid any adverse impacts on navigation and maintain environmental quality in the NHMA. Continued safe and unobstructed navigation access to and from the NHMA and Hudson River should be maintained.

Any plans for reconfiguration or expansion of existing docks, floats, piers and other marina structures should be carefully planned and reviewed to avoid adverse impacts on coastal resources and conflicts with navigation and other beneficial uses of the NHMA.

Establishment, implementation and updating as necessary of a marina plan for stormwater pollution prevention should be encouraged and supported to manage, reduce or otherwise control stormwater runoff into the NHMA. The stormwater plan should include, but not be limited to, the identification of potential pollution sources, procedures for stormwater monitoring and measures and controls for reducing the potential for stormwater pollution, such as measures and controls to capture any pollutants associated with boat storage and maintenance operations and other site operations.

This property should be considered as an opportunity area for waterfront redevelopment with facilities and amenities for public access to the NHMA. Any future redevelopment should be in accordance with a comprehensive development plan and include a substantial water-dependent component utilizing the property's historically available and readily available access to navigable water. Redevelopment should follow the highest site planning and architectural design standards to protect and enhance the scenic quality associated with the NHMA and waterfront.

Development of facilities for public access to the NHMA in coordination with any future redevelopment of the site should be encouraged and supported to the extent such facilities do not unduly conflict with appropriate commercial water-dependent uses. Opportunities for public access to be considered should include, but not be limited to, opportunities for: a) construction of an extension of the City's riverfront walkway; b) construction of boating facilities to serve as attractions or destinations for visitors to the City, including such facilities as a public marina, excursion/cruise ship dock, docks for short-term use by visiting recreational boaters and facilities to provide access to and from any nearby mooring locations that may be established in the NHMA; and c) provision of scenic overlook structures and other amenities to enhance the enjoyment of river views.

- v) **Newburgh boat launching area:** The Newburgh boat launching area should be utilized to its full potential as a public water access area of the City providing opportunities for visual and physical access to the NHMA, including access for recreational boating as well as law enforcement and emergency response purposes. The level of City resources allocated for facility planning and maintenance should be commensurate with the area's status as a focal point and central facility for public boating access to the NHMA.

Operation, maintenance and enhancement of the boat launching area should be in accordance with a waterfront facilities plan prepared and implemented by the city that provides for safe and efficient pedestrian linkages among the site, other public waterfront areas, and other areas of the City, including the Washington's Headquarters historic site. Continued

safe and unobstructed navigation access to and from the NHMA and Hudson River should be maintained.

All available opportunities for enhancing the public water-access facilities and services available at the boat launching area should be properly evaluated and may be pursued to the extent feasible, including but not limited to opportunities for: a) relocation of trailered boat launching facilities to another site adjoining the NHMA in coordination with future waterfront redevelopment; and b) development of a waterfront park to complement redevelopment of the Consolidated Iron and Metal redevelopment area, including park facilities for rowing access, launching and landing of other hand-carried vessels and enhanced pedestrian connection to the Washington's Headquarters historic site. Any relocation of trailered boat launching facilities to another site adjoining the NHMA should not result in any significant reduction of currently available boat launching opportunities.

e. **South Water Street Planning Unit**

The South Water Street Planning Unit includes the water and waterfront areas south of Washington Street, including the Consolidated Iron and Metal redevelopment area, the City-owned incinerator and water pollution control plant sites, the Ward Brothers Memorial Rowing Park and undeveloped privately owned waterfront property south of and adjoining the park. (See photos 7, 8 and 9, in Figures 46 and 47.) The total length of the shoreline is about 2,600 linear feet. This planning unit includes several opportunity areas identified in the HMP for public and private projects to enhance the NHMA and waterfront, including projects for waterfront redevelopment and projects to enhance public use and enjoyment of the NHMA. Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 41.)

- i) **Riverfront walkway:** Extension of the riverfront walkway southward from Washington Street to the rowing park in coordination with any future reuse and redevelopment of affected properties and in a manner that avoids potential conflicts between pedestrian use of the waterfront and other appropriate water-dependent uses and public utility uses should be encouraged and supported.
- ii) **Consolidated Iron and Metal redevelopment area:** This property should be considered as an opportunity area for waterfront redevelopment with facilities and amenities for public access to the NHMA. Any future redevelopment should be in accordance with a comprehensive development plan and include a substantial water-dependent component. Redevelopment should follow the highest site planning and architectural

design standards to protect and enhance the scenic quality associated with the NHMA and waterfront.

Any future redevelopment should include amenities for public access to the NHMA, including but not limited to construction of an extension of the City's riverfront walkway and provision of areas and facilities for: a) enjoyment of unobstructed scenic views; b) access for hand-carried vessels including rowing shells and kayaks; c) shore-based fishing; and d) special waterfront events. Construction of appropriate shore protection structures and treatments necessary to support public water-dependent uses should be encouraged and supported, including but not limited to vegetated slope stabilization measures.

- iii) **Incinerator site:** The City's incinerator site should be considered an opportunity area for development of a waterfront park of the City providing opportunities for water-dependent recreational use, including visual and physical access to the NHMA and special events that increase public use and enjoyment of the NHMA and enhance the City's culture and quality of life. All available opportunities for reuse of the site to accommodate public access to the NHMA should be properly evaluated and may be pursued to the extent feasible, including but not limited to opportunities for: a) extension of the riverfront walkway; b) establishment of launching facilities for trailered boats; c) establishment of facilities for launching and landing of hand-carried vessels; and d) provision of scenic overlook structures and other amenities for enjoyment of river views. Safe and efficient pedestrian linkages between any public water-access facilities that may be established on this site and other public waterfront areas and areas of the City should be provided. Operation, maintenance and enhancement of any public facilities for water access that may be established on this site should be in accordance with a waterfront park plan prepared and implemented by the City.
- iv) **Water Pollution Control Plant:** The Water Pollution Control Plant should be operated, maintained and upgraded as necessary in accordance with best available technology and management practices to meet the wastewater treatment needs of the city and to protect and enhance the quality of surface waters in the NHMA.

Consistent with requirements for plant operation, maintenance and expansion, opportunities for water-dependent use of the plant's shoreline should be evaluated and pursued to the extent feasible, including but not limited to opportunities for: a) extension of the City's riverfront walkway; b) establishment of a vessel-waste pump-out station available for public use; c) provision of scenic overlook structures and other amenities for enjoyment of river views; and d) docking facilities for special purposes approved by the City and consistent with all other provisions of the HMP, including but not limited to docking for aquaculture operations.

- v) **Ward Brothers Memorial Rowing Park:** The rowing park should be utilized to its full potential as a public water access area of the City providing opportunities for visual and physical access to the NHMA and utilizing the property's natural shoreline. The level of City resources allocated for facility planning and maintenance should be commensurate with the area's status as a focal point and central facility for public access to the NHMA.

Operation, maintenance and enhancement of the rowing park site should be in accordance with a waterfront facilities plan prepared and implemented by the City that provides for safe and efficient pedestrian and vehicle linkages among the site, other public waterfront areas and other areas of the City.

All available opportunities for enhancing the public water-access facilities and services available at the rowing park should be properly evaluated and may be pursued to the extent feasible, including but not limited to opportunities for: a) enhancement of existing rowing facilities; b) relocation of rowing facilities to another suitable site adjoining the NHMA in coordination with future waterfront redevelopment; c) establishment of a riverfront beach recreation area with supporting facilities and amenities, including a nourished and appropriately stabilized beach area for swimming and other beach recreation activities; and d) provision of scenic overlook structures and other amenities for enjoyment of river views.

Any relocation of trailered boat launching facilities to another site adjoining the NHMA should not result in any significant reduction of currently available boat launching opportunities.

f. **South Waterfront Planning Unit**

This planning unit encompasses the last remaining section of the City's industrial waterfront and extends for a distance of about 1,750 linear feet along the shoreline from the South Water Street Planning Unit to the mouth of Quassaick Creek. Included is the privately owned property known as the Steel-Style Shipyard property identified in the HMP as an opportunity area for waterfront redevelopment. (See photo 10 in Figure 47.) Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 42.)

- i) **Steel-Style Shipyard property:** Existing piers and shore protection structures should be maintained, repaired and replaced in the most timely manner needed to support water-dependent uses, avoid any adverse impacts on navigation, and maintain environmental quality in the NHMA. Continued safe and unobstructed navigation access to and from the

NHMA and Hudson River should be maintained. The establishment, to the extent feasible, of appropriate buffers of vegetation to screen industrial uses and facilities from public recreation areas should be encouraged and supported.

Any plans for reconfiguration or expansion of existing water access structures should be carefully planned and reviewed to avoid adverse impacts on coastal resources and conflicts with navigation and other beneficial uses of the NHMA.

Establishment, implementation, and updating as necessary of a site plan for stormwater pollution prevention should be encouraged and supported to manage, reduce, or otherwise control stormwater runoff into the NHMA. The stormwater plan should include, but not be limited to, the identification of potential pollution sources; procedures for stormwater monitoring; and measures and controls for reducing the potential for stormwater pollution, such as measures and controls to capture any pollutants associated with site operations.

This property should be considered as an opportunity area for waterfront redevelopment with facilities and amenities for public access to the NHMA. Any future redevelopment should be in accordance with a comprehensive development plan and include a substantial water-dependent component utilizing the property's historically and readily available access to navigable water. Redevelopment should follow the highest site planning and architectural design standards to protect and enhance the scenic quality associated with the NHMA and waterfront.

Development of facilities for public access to the NHMA in coordination with any future redevelopment of the site should be encouraged and supported to the extent such facilities do not unduly conflict with appropriate commercial water-dependent uses. Opportunities for public access to be considered should include, but not be limited to, opportunities for: a) construction of an extension of the City's riverfront walkway; b) construction of boating facilities to serve as attractions or destinations for visitors to the City, including such facilities as a public marina, excursion/cruise ship dock, docks for short-term use by visiting recreational boaters and facilities to provide access to and from any nearby mooring locations that may be established in the NHMA; and c) provision of scenic overlook structures and other amenities to enhance the enjoyment of river views.

g. Quassaick Creek Planning Unit

This is the southernmost planning unit in the NHMA and consists of Quassaick Creek and its watershed within the bounds of the City's Waterfront Area. The creek

flows over a distance of about 6,600 feet within the Waterfront Area. (See photo 10 in Figure 47.) The creek and its watershed are identified in the HMP as opportunity areas for public and private projects to enhance the environmental quality of the NHMA and provide public access to the NHMA. Future decisions affecting this planning unit should be consistent with the following harbor management recommendations. (See Figure 42.)

- i) **Quassaick Creek and watershed:** It should be recognized that activities in the Quassaick Creek watershed, including activities that generate pollutants that drain into the creek, can affect the quality of surface waters in the creek and NHMA. A watershed management plan including goals and initiatives to protect and restore the natural resources and water quality of the creek and provide appropriate recreational use of the creek and watershed should be prepared and implemented in coordination with the Town of New Windsor, concerned organizations and private landowners.

Consistent with the watershed management plan, efforts to restore and enhance the creek's riparian ecosystem, including ecosystem water quality, fish and wildlife habitat and scenic quality, should be encouraged and supported. Opportunities for ecosystem enhancement to be evaluated and pursued to the extent feasible, include but are not limited to: a) removal of accumulated debris; b) selective removal of vegetation to enhance visual access to the creek and river; c) restoration of natural riparian vegetation; d) dredging to improve stream flow and enhance fisheries habitat; and e) application of nonstructural measures to reduce runoff and non-point source pollution into the creek.

Recreational use of the creek and watershed consistent with natural resource conditions and values should be encouraged and supported, including fishing, hiking and nature observation. Establishment of a nature trail providing recreational and educational benefits and linked with public waterfront areas and other areas of the city should be encouraged and supported.

Insert Figure 37: Newburgh Harbor Management Planning Units

Insert Figure 38: North Waterfront Planning Unit Project Opportunities and Recommendations

Insert Figure 39: South Street Planning Unit Project Opportunities and Recommendations

Insert Figure 40: Front & Washington Streets Planning Units Project Opportunities and Recommendations

Insert Figure 41: South Water Street Planning Unit Project Opportunities and Recommendations

Insert Figure 42: South Waterfront & Quassaick Creek Planning Units Project Opportunities and Recommendations

Insert Figure 43: NHMA Projects Photos 1-2

Insert Figure 44: NHMA Projects Photos 3-4

Insert Figure 45: NHMA Projects 5-6

Insert Figure 46: NHMA Projects 7-8

Insert 47: NHMA Projects Photos 9-10