



Inventory and Analysis

DOS Task 11 (Task 1.5)

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Project: Poughkeepsie Waterfront – Main Street Corridor Action Plan

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Table of Contents

I. Description of the Study Area

i. Subareas

ii. Maps

II. Summary of Land Uses

i. Description of Subareas

ii. Ownership

iii. Percent of Land Area by Land Use

iv. Detailed Land Use Chart

III. Existing Zoning and Laws

IV. Key Buildings and Destinations

V. Historic and Archeological Significant Areas

VI. Transportation

i. Rail Service

ii. Pedestrian and Bicycle Pathways

iii. Water Transportation

iv. Linkages

VII. Roads and Parking

VIII. Natural features

i. Shoreline Existing Features and Map

ii. Upland Existing Features

IX. Needs and Opportunities

i. Shoreline

ii. Lower Main St. Corridor

iii. Waryas Park

iv. Kaal Rock Point

v. Kaal Rock Park

X. Appendix

i. Exhibit B: OCC Shoreline Images 1-25



I. Description of the Study Area

This detailed inventory and analysis describes the study area's geography, demography, history, land use, infrastructure, shoreline, linkages, community connections and key buildings. The focus of this study is the linkage of the Waterfront to Main Street and to Downtown Poughkeepsie, and the linkage of Waryas Park to Kaal Rock Park. The study area is generally located between the Walkway Over the Hudson to the North and Kaal Rock Park below the Mid-Hudson Bridge to the South ending at the Shadows waterfront walkway, and the Hudson River to the West and Union St. and Lower Main neighborhoods to the East. The study area incorporates a diverse mix of park land, historic buildings, housing, transportation infrastructure, waterfront access and a great deal of opportunity.

The study area is divided into four (4) subareas that reflect, generally, the distinct characteristics within the larger study area:

1-Lower Main Street Corridor: The Lower Main Street Corridor begins at Waryas Park and runs uphill to the intersection with Market Street and the Civic Center Plaza. Included in the Lower Main Street Corridor are the following destinations along Main Street: Dooley Square; Water Street; the Rip Van Winkle (RVW) multi-family building service entrance, the Metro North Railroad (MNR) station and parking area, Rinaldi Boulevard, Route 9 underpass, the sculpture Park at South Bridge Street, the commercial block between South Clove Street and Perry Street, the Arterial Crossing and the Civic Center and Market street.

2-Waryas Park: Waryas Park is the City's developed waterfront park, which includes the Ice House concession building, the playground with Pavilion for events, the access to the park from the Metro North station; the skatepark, boat launch with cruise landing and terrace, picnic and barbeque areas, the natural amphitheater and slope to Water Street, and the Pier at the south end of Waryas Park. The northern extent of Waryas Park is bordered by the Mid Hudson Children's Museum and Pavilion and the waterfront promenade with fishing stations at the MHCM.

The Upper Landing is an historic property north of the Fallkill Creek; it is important for our study because connects the Waterfront and Main Street to a possible future elevator to the Walkway over the Hudson. The Upper Landing area includes the Reynolds House and the Hoffman House. A pedestrian bridge is planned to connect the Upper Landing with the Children's Museum.

3-Kaal Rock Point: This rocky prominence is immediately west of the Rip Van Winkle Housing area. Included in the area are the Kaal Rock Point overlook 60 feet above the River, a flat lawn area between the Rock and the residential units along Long Street, wooded areas surrounding the overlook.

4-Kaal Rock Park: This deteriorated parkland consists of: walkways and paved areas in the northern part, a pedestrian water access, a restroom building; lawn areas, access from Hendricks Street, parking, and an unimproved area near the water's edge.

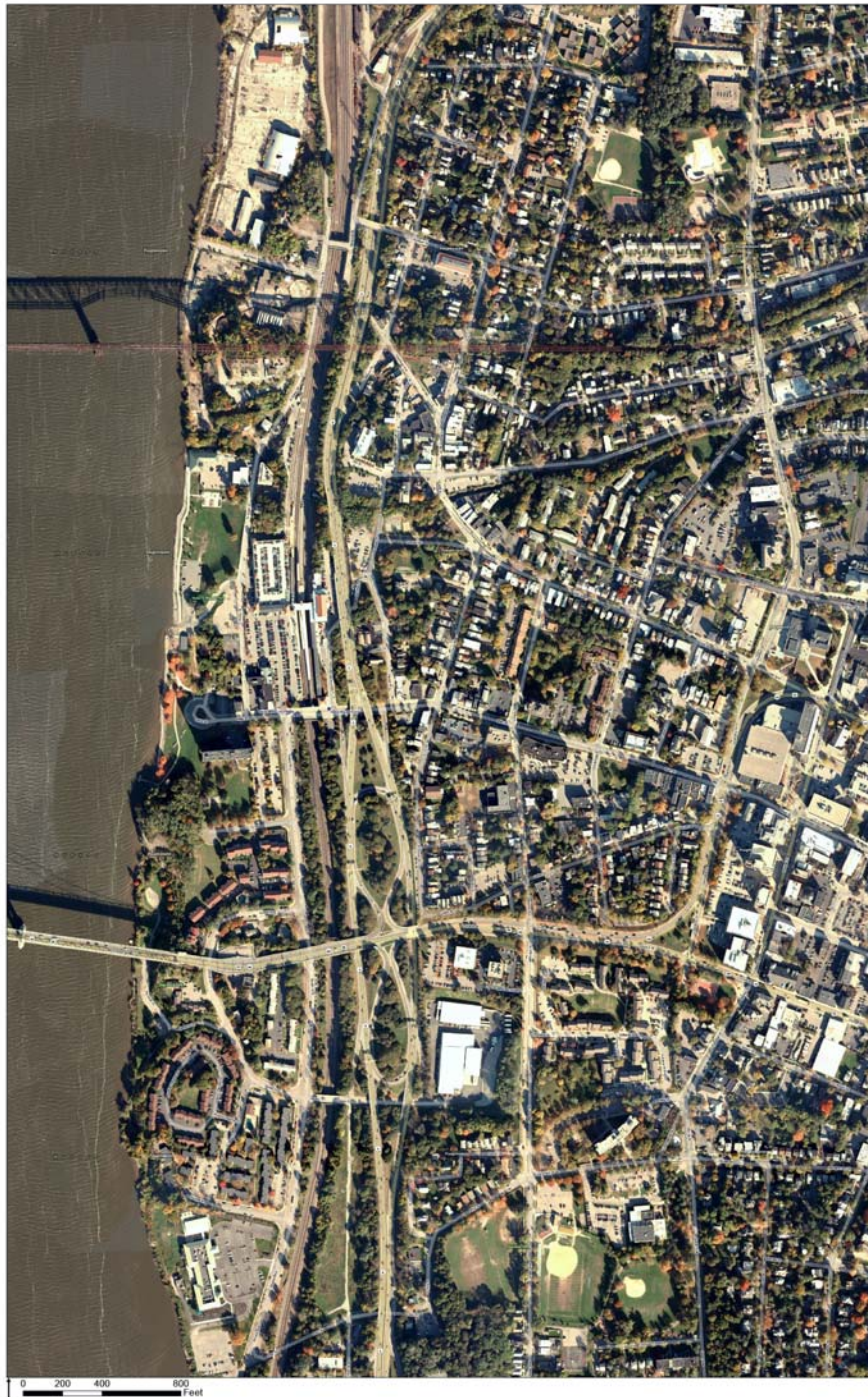


Fig. 1: Aerial Photo

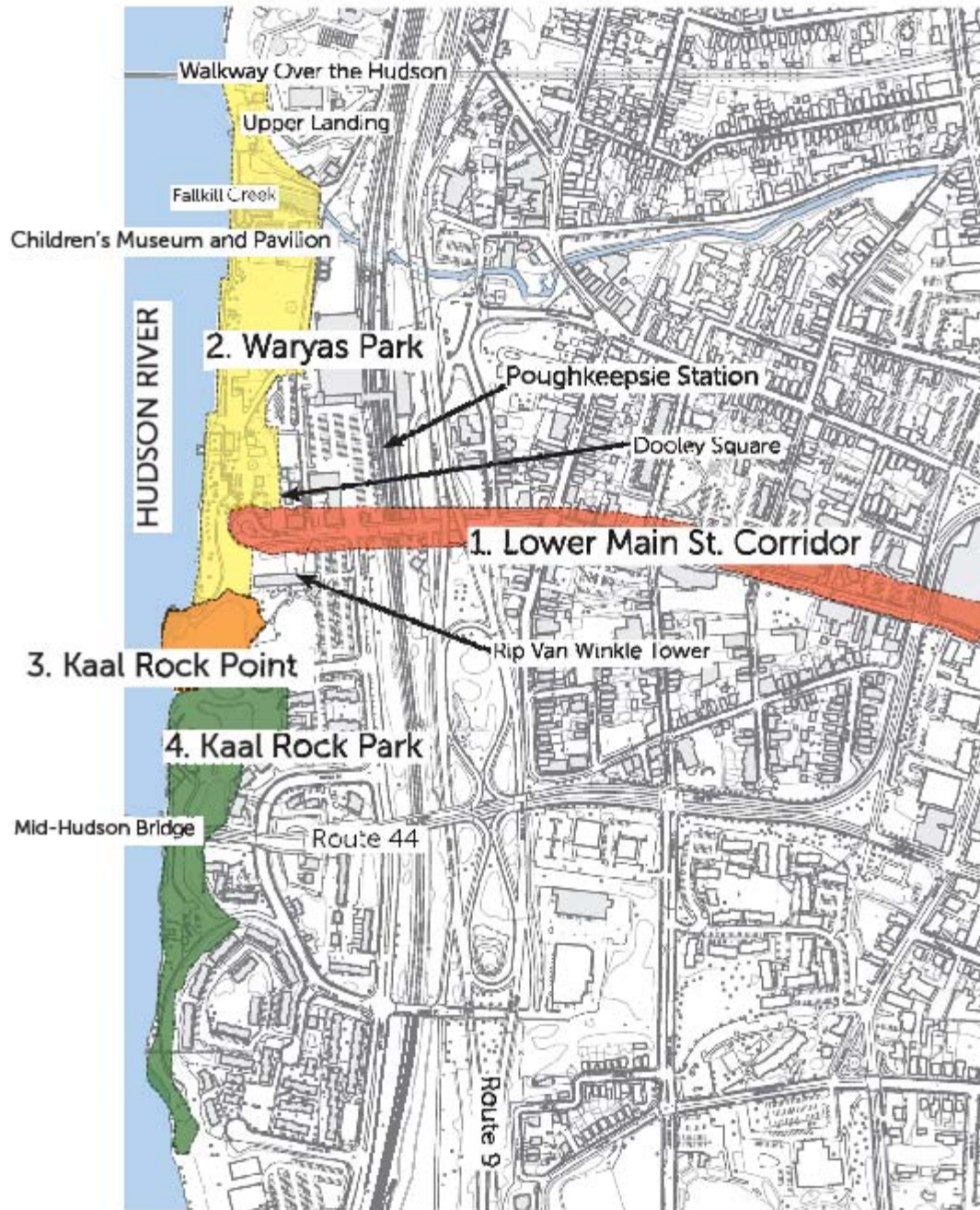


Fig. 2: Study area and subareas

II. Summary of Land Use

Included in the study area are single and multi-family housing units, industrial areas, a major parking facility, office space, retail, restaurants and designated city parks. The existing city parks along the river, Waryas Park, Kaal Rock Point Park and Kaal Rock Park as well as the Walkway provide points of interest and a variety of views of the Hudson River.

From across the Hudson (on the western shore) the most prominent structures are the 17-story Rip Van Winkle multi-family building, the Metro-North Railroad (MNR) station complex and Dooley Square; the topography of Kaal Rock Point along the Hudson River shoreline also stands out.

The residential structures in the study area vary from the aforementioned Rip Van Winkle tower, to a series of condo developments along the waterfront to the South as well as the more historic mixture of single and multi-family units in the Lower Main and Union Street neighborhoods. There are several retail clusters along lower Main St. near Clover St. and Columbus Dr as well as a mixed-use development, Dooley Square, near the MNR station.



Left: Rip Van Winkle House; Right: Waryas Park (MNR parking facility in background)¹

Description of Lower Main Street Corridor

The Lower Main Street Corridor runs from the western end of Main Street at Waryas Park and continues east and uphill to Columbus Drive, which is also known as Route 44-55 or the “Arterial” (westbound). It is the approximately .5 mile length of Main St. from the City of Poughkeepsie’s Hudson River shoreline that passes by the railroad station and under NYS Route 9 on its way up through mixed use business and neighborhood areas to its intersection with the Arterial and the west end of the “uptown” area. A detailed block-by-block description is provided below running from the waterfront parks area east to the upper neighborhoods.

The Lower Main street corridor begins at the western cul-de-sac of Main Street at Waryas Park. It consists of a circular turnaround with a landscaped island with a flagpole. A City parking area (17 spaces) is located to the north of the turnaround and there are additional spaces on the outer ring of the circle. Sidewalks encircle the turnaround and continue on both sides of the street. Main Street proceeds uphill

¹ Image sources, unless cited, are from PPS, MA or OCC

and east from the waterfront, with the Rip Van Winkle multi-family building and lawn on the south side of the street. The RVW housing tower looms over the end of Main Street. The high-rise building's service entrance and dumpster area face the beginning of Main Street with the parking area just uphill from the service area.

The north side of Main near the waterfront includes a stand-alone restaurant (River Station) with parking adjacent to Waryas Park and an open-air deck looking over the park. Its entrance on the corner of Water Street is opposite the 5-story rear façade of multi-unit building known as Dooley Square with the entrances of several businesses onto Water Street. Looking uphill from this standpoint, the pedestrian view of Main Street is of buildings, street trees and the Route 9 underpass. On the south side of Main, the RVW property provides greenery (trees, hedges and lawn) screening its parking lot.

Further up the hill from the waterfront, the doorways of the multi-business building (Dooley Square) open onto the entry drive to the train station parking lot. This three-story structure, which looks across 4 rows of parking to the Metro North Railroad (MNR) concourse to Main Street, includes businesses on the ground floor with offices above. The Dooley Square development and the MNR concourse add architectural interest to the north side of Main Street given the expanse of parking between them.

Main Street and its concrete sidewalks pass by tree-lined Rinaldi Boulevard and over 4 sets of tracks, the station stairway and the concourse on the north side and an office building to the south. The office building is located on the southbound ramp to NYS Route 9 from Main Street. The tracks are bordered by steep rock slopes and cement walls with a strip of deciduous trees to the south. Then Main Street goes under the bulky cement structure, which is the support deck for Route 9, a divided, limited access highway with 2 lanes going north and south. The pedestrian view is of approximately 15-foot columns with steel beams across. Yet the view to the north and south along Rte 9 is buffered by trees.

Coming out from the shadow of the Rte 9 underpass, Main Street meets the northbound exit ramp from Rte 9 to the south and then Davies Place, a neighborhood road to the north. A few deciduous trees border lawns to the north and south at this juncture. A mixture of uses from Rte 9 to Clover Street, the next street to the east, includes a church, restaurants and offices. Most of these 1- to 3-story buildings are flush with the sidewalk and the street and surrounded by asphalt parking areas.

In the block from Clover to Perry Street, there is also a mixture of uses, with more multi-family residences, ground-floor businesses; restaurants; and a 4-story office-building. The 2- to 4-story buildings along this section of Main Street are flush with the sidewalk and the street and surrounded by asphalt parking areas. A 2-level parking structure is located on the south side of Main at Clover Street. A number of street trees and parking areas surrounded by low hedges are found on either side of the street. There are older structures on the north side of Main Street, which are located in the Mill Street/North Clover Street Historic District. While most of the buildings in this block are 2- to 3-story buildings, the offices found on the corner of Main and South Perry Streets occupy a 4-story building.

Continuing east and up Main Street, the block from Perry to Bridge Street is framed by newer, multi-story structures with a 12-story apartment building and 2-story walk up dwellings to the north. Small expanses of landscaping and trees face the north side of Main with benches in front of the 12-story structure. Across Main is a 5-story nursing home building with a lesser setback from the sidewalk and street and a narrow strip of lawn and landscaped area. All of the structures on this section of Main are flanked by asphalt parking areas.

A lawn with 10 sculptures occupies the open land south of Main on the corner with South Bridge Street. This park displays modern art that is intriguing yet in need of restoration. The mixed uses on the south side of this block include retail, offices and a warehouse/shop with apartments housed in 2- to 3-story buildings. The buildings on the south side of this block are generally flush with the sidewalk and the street. The view from the vicinity of the sculpture park looking uphill (east) on Main Street is primarily of sparse street trees and office buildings.

In the block from Bridge to Columbus Drive/Arterial, the blend of uses include 2- to 4-story office building; and parking to the north side of Main; and a half acre of open land; several apartment houses and a few mixed use structures on the south side of Main Street. Several street trees, small lawn areas and landscaping buffer the north side of Main Street from the 2- to 3-story office buildings and parking areas. An older structure, located on the north side of Main Street and the corner with Vassar Street, is part of the Mill Street/North Clover Street Historic District.

Main Street begins to be more level and intersects with Columbus Drive, which is the 4-lane westbound half of the Arterial. All 4 lanes are part of combined NYS Routes 44 and 55, which encircles the City's uptown core. The arterial represents a transition for drivers and walkers venturing east towards the middle and upper portions of the Main Street corridor.

The neighborhood character of lower Main Street gives way to a more urban streetscape between Columbus and Market Street with offices and the Civic Center to the north of Main and Dutchess County office buildings on the south side. The Dutchess County offices are housed in the historic Poughkeepsie Trust structures and Old City Hall. Although there are a few street trees on both sides of Main and a plaza at the corner with Market Street on the north side, the streetscape on this section of Main is dominated by buildings flush with the sidewalk and the street.

The physical landscape of Main Street for a pedestrian or driver heading west from Market Street and the Arterial towards the Hudson River is somewhat different as the land drops away from the viewer. The view from the more level standpoint of Market Street is of buildings, sparse trees and arterial traffic with Main Street leading downhill. Illinois Mountain, located on the west shore of the Hudson, in the Town of Lloyd, is in the distant background. Continuing down the block from Columbus (Arterial) to Bridge Street, buildings and parking areas dominate the streetscape with sparse trees, however, there are colorful murals on a wall along a parking area on the north side of Main.

The view from Bridge Street to Perry Street includes more trees with Illinois Mountain taking up a little more of the view in the background. A glance down South or North Bridge Street is of residences on tree-lined ways. Moving down a block, the bend in Main Street at Clover Street prevents any view of Rte 9 or further west. So the view from Perry Street and along the block to Clover is predominantly of building façades; sparse trees; a traffic light and the bend in Main Street. Perry Street looking north or south of Main is a tree-lined residential neighborhood.

The Rte 9 underpass dominates the view from Clover Street flanked by buildings close to the street with few trees. Illinois Mountain is visible above and the Hudson River can be seen below the highway structure. Walkers and drivers can also make out a portion of the Mid-Hudson Bridge in the view from the Perry to Clover Street block.

Walking under the Rte 9 underpass is an austere transition to the end of Main Street with cement columns and embankments meeting cement sidewalks. The spaces between the columns are like vacant vaults. Several steps away, the platform area at the end of the MNR concourse is cement slab with no seating or other features. Downhill from the Rte 9 underpass pedestrians and drivers enjoy a broad view of the Hudson River; the City's Waterfront Parks; and the western shore in the Town of Lloyd.

Although many properties along the Lower Main Street corridor incorporate some trees and landscaping, at several points from Columbus Drive down to Rte 9 there are dying trees; unmaintained landscaping and planters in disrepair. The view at the lower end of Main Street after emerging from the Rte 9 underpass, while flanked by structures, including a high-rise building, is softened by trees and landscaping.

Waryas Park

The existing facilities at Waryas Park consist of water-dependent uses such as boating, fishing, and cruises. The Poughkeepsie Municipal Launch Ramp offers Hudson River access for fishing and boating for the general public who must provide their own boats and equipment. There are also 2 docks for access by non-profit educational and commercial cruise boats, which provide opportunities for transportation on the River. The Hudson River shoreline remains the primary motive for residents and visitors using this extensive linear green space. There are facilities specifically installed for fishing and innumerable "spots" where people fishing can take a place on the shore. Recreational facilities and amenities provide opportunities for active and passive enjoyment of the Hudson. Enjoying views of the water and the opposite shore; watching boats and barges; observing wildlife and humanity by the banks of the Hudson all constitute water-enhanced uses attributed to parkland.

In addition to benches, a playground, parking lots, lawns and pathways, Waryas Park also has popular skate park. The Children's Museum located on the north end of Waryas Park directly adjacent to the skate park, along the Fallkill Creek and the Hudson River, includes programs and facilities that are water-enhanced activities including exhibits about the Hudson and a banquet/meeting room with views of the River.

Kaal Rock Point

Kaal Rock Point rises approximately 60 feet above the Hudson River. Its prominent rock faces and steep topography on three sides present challenges to visitors, as the existing network of informal paths are steep and precarious. Although much of the Point itself is heavily forested, the highpoint is roughly cleared. The meadow near the Long Street cul-de-sac, also located in the Kaal Rock Point subarea, is another cleared area. From Long St. approach to the Point is mostly level or gently rolling topography. Although evidence of travel exists, there is no designated path to the point from Long St. Forested areas with no or little paths isolate the high point itself from public access.

Kaal Rock Park

Kaal Rock Park provides limited visual and physical access to the Hudson. The view of the River and access to short lengths of beach are often obstructed by vegetation and there are not defined or improved trails. Pathways that are evident because of repeated usage are often steep; run along precarious rock faces; and are worn on uneven, rock-strewn surfaces that would not be safe for residents and visitors in regular street shoes. However, the prospect of traversing the face of Kaal Rock and strolling along flatter areas in Kaal Rock Park are activities that are enhanced by the presence of the River.

All of the housing developments uphill from the 3 waterside parks are considered to be water-enhanced uses as their attractiveness to residents is due in part to proximity to and views of the Hudson. The convenient location of the train station and major roadways are other key factors. Living near water runs deep in Poughkeepsie's history related to industry, trade and shipping. Nearness to the River is still important, yet for different reasons.

South of Kaal Rock Park are a number of parcels of land owned by the City and the City's IDA that have been developed for commercial uses, related waterfront marina facilities; or are vacant as part of ongoing planning. The marina and the related commercial entertainment facility are water-dependent and water-enhanced uses, respectively. The linear property and an existing improved pedestrian way south of Kaal Rock Park provide continued water-enhanced access for persons walking and biking along the shoreline. The creation of public fishing, boating or possibly educational facilities along this part of the shore would add water-dependent uses along the Waterfront.

Land Use, Ownership and Development

Public service uses (transportation) and vacant land make up over sixty percent (64%) of the City of Poughkeepsie Waterfront and Lower Main study area. Much of the vacant land consists of the City's urban renewal land and parks. Residential and commercial dwellings (rentals and apartments) occupy over thirteen percent (13.4%) of the study area. Mixed use properties (1.2%) add more dwellings to the area with business spaces typically at street level. Commercial and industrial uses (13.1%) hold an approximately equal presence in the study area. Community services fill in the remaining lands in the Waterfront and Lower Main area (8.3%) including a church; a low-income nursing home; government offices, recreational facilities and parking lots.

Nearly seventy percent (69.7%) of the study area consists of privately owned properties, while a little less than a third (30.3%) of the area is public land. Three quarters (75.8%) of the land in the Waterfront and Lower Main area is developed. The remaining land (24.2%) is vacant and, as noted above, consists primarily of the City's urban renewal land and parks.

Refer to Figure 3 and Table 1, below, which provides detailed information about the properties that make up the Waterfront and Lower Main Street area.



Fig. 3: Map with parcel numbers labeled



**Table 1: City of Poughkeepsie Waterfront Main Street Corridor Study Area
Land Use and Ownership**

Area in acres	Real Property Land Use Class		Owner- ship (public or private)	Devel- oped or Vacant	Parcel Location and Comments	Parcel ID (6-digit)
	Num ber	Description				
Lower Main Street Corridor						
Lower Main: Water Street to Route 9						
4.9	411	Commercial: living accommodations: apartments	Priv: Rip Van Winkle House	Devel.	10 Rinaldi Blvd.; Rip Van Winkle Multi-family housing building, parking lot and grounds	749131
2.12	350	Vacant: Urban renewal	Pub: PURA	Vacant	Rinaldi Boulevard; vacant strip	789065
.32	421	Commercial: Dining establishment, restaurants	Priv: One Water St. LLC	Devel.	N. 1 Water St.; River Station Café and parking lot	744166
.57	482	Commercial: Multiple Use or Multipurpose: Downtown Row Type (detached)	Priv: Prefer'd Group of Manhatt.	Devel.	35 Main St.; Dooley Square mixed-use commercial development; no dwellings	763174
39.21	843	Public service: transportation	Priv: Conrail	Devel.	Main Street; Metro North Rail (MNR) Station and Parking lots	794956
.53	330	Vacant commercial	Priv: MNR Commuter Rail	Vacant	Main Street; access and parking	795184
.38	464	Commercial: Office Building	Priv: Paggi & Martin	Devel.	56 Main St.; Office building	805140
Subtotal:			Priv: 39.21	Devel.: 45.38		
48.03			Public: 2.12	Vac: 2.65		
Lower Main: Route 9 to Clover Street						
.53	620	Community Services: Religious	Priv: Holy Comforter Ch.	Devel.	11 Davies Pl.; Holy Comforter Church	820178
.14	425	Commercial: Dining Establishments: bar	Priv: La Vacca	Devel.	85 Main St.	832171
.19	464	Commercial: Office Building	Priv: RPC Main St. Corp.	Devel.	89 Main St.	839173
.12	484	Commercial: Multiple Use or Multipurpose: one story small structure	Priv: Leonard	Devel.	97 Main St.	846171



.11	438	Commercial: parking lot	Priv: Bettina	Vacant	86 Main St.; parking lot	831155
.16	438	Commercial: parking lot	Priv: Bettina	Devel.	90 Main St.; parking lot	837157
.07	425	Commercial: Dining Establishments: bar	Priv: Bettina	Devel.	96 Main St.	844158
Subtotal:			Priv: 1.32	Devel.: 1.21		
1.32			Public: 0	Vac: .11		
Lower Main: Clover to Perry Street						
.03	438	Commercial: parking lot	Priv: Rhinehook Properties	Devel.	99 Main St.	857169
.06	483	Converted Residential	Priv:	Devel.	101 Main St.; business and dwellings	860171
.09	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: Mora & Milanese	Devel.	103 Main St.; business and apartments	862170
.09	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: Guerriero	Devel.	105 Main St.; business and apartments	865172
.14	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: Milanese	Devel.	107 Main St.; business and apartments	868171
.07	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv.: Milanese	Devel.	111 Main St.; business and apartments	871168
.57	421	Commercial: Restaurant	Priv: Milanese	Devel.	115 Main St.	840167
1.51	464	Commercial: Office Building	Public: City	Devel.	110 Main St.; large parking lot and office building	870147
Subtotal:			Priv: 1.05	Devel.: 2.56		
2.56			Public: 1.51	Vac: 0		
Lower Main: Perry to Bridge Street						
2.20	411	Commercial: living accommodations: apartments	Priv: Admiral Halsey Apts Inc.	Devel.	135 Main St.	911183
.51	411	Commercial: living accommodations: apartments	Priv: Joachim Kiefert	Devel.	N 2-6 Bridge St.	925155
1.58	633	Commercial: Welfare home, aged	Priv: River Valley Realty	Devel.	140 Main St.; nursing home	906135



Subtotal:			Priv: 4.29	Devel.: 4.29		
4.29			Public: 0	Vac: 0		
Lower Main: Bridge Street to Columbus Drive/Route 44-55 (Arterial)						
.68	464	Commercial: bank, office	Priv: CMRC	Devel.	191 Main St.	941153
.59	464	Commercial: bank, office	Priv: Civic Pro- perties	Devel.	9 Vassar St.	972149
.56	438	Commercial: parking	Public: City	Devel.	197 Main St.	986137
.46	330	Vacant: commercial	Public: PURA	Vacant	178 Main St.; sculpture park	942131
.04	330	Vacant: commercial	Public: PURA	Vacant	182 Main St.; sculpture park	945130
.29	411	Commercial: living accommodations: apartments	Priv: Wil- low Ct. Apts	Devel.	194 Main St; apartments	957122
.08	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: Get- hers & Henry	Devel.	196 Main St.; business and apartments	961122
.06	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: James	Devel.	198 Main St.; business and apartments	963122
.08	483	Converted residence	Priv: James	Devel.	200 Main St.; business and apartments	965121
.13	482	Commercial: Multiple Use or Multipurpose: Downtown Row Type (detached)	Priv: Behrends	Devel.	202-204 Main St.; business and apartments	968120
.07	481	Commercial: Multiple Use or Multipurpose: Downtown Row Type (with common wall)	Priv: Behrends	Devel.	206 Main St.; business and apartments	970120
.26	411	Commercial: living accommodations: apartments	Priv: Wil- low Ct. Apts	Devel.	210 Main St.; apartments	976119
.13	482	Commercial: Multiple Use or Multipurpose: Downtown Row Type (detached)	Priv: One Main St. Assoc.	Devel.	214 Main St.; office and apartments	981118
.13	482	Commercial: Multiple Use or Multipurpose: Downtown Row Type (detached)	Priv: Poughke epsie Prop. LLC	Devel.	218 Main St.; office and apartments	985118
.05	482	Commercial: Multiple Use or Multipurpose: Downtown Row Type (detached)	Priv: Poughk. Prop. LLC	Devel.	220 Main St.; office and apartments	989119
Subtotal:			Priv: 2.55	Devel.: 3.11		
3.61			Public: 1.06	Vac: .50		



Subtotal Lower Main:			Priv: 55.12	Devel.: 56.55		
59.81			Public: 4.69	Vac: 3.26		
Waryas Park and Upper Landing						
1.43	330	Vacant land located in commercial areas; public park	Public: City	Vacant	Waterfront area south of Main St.; Waryas Park including area north of Kaal Rock Point, Pier and lawns south of Main St. cul-de-sac and west of RVW housing	718136
3.10	330	Vacant land located in commercial areas; public park	Public: City	Vacant	N. 53 Water St.; Waryas Park area including skatepark south of Children's Museum	737260
.34	330	Vacant land located in commercial areas; public park	Priv: One Water St. Realty	Vacant	N. Water St.;	746192
1.01	653	Community services: Government parking lots	Public: City	Vacant	1 Main St.; Cul-de-sac and park land immediately west of Main St. along the waterfront	717169
2.10	682	Community Services: Cultural and recreational: recreational facilities	Public: City	Devel.	N. 29 Water St.; Waryas Park including pavilion and seasonal building	724185
2.70	330	Vacant land located in commercial areas; public park	Public: City	Vacant	N. Water St.; Waryas Park boat launch and parking lots	732217
.14	220	Two-family residence	Priv: Between Pough.	Devel.	N 9 Water St.	747176
.03	312	Vacant land: Residential: Residential land including small improvement (not used for living accommodations)	Priv: Between the Poughkeepsie	Vacant	N. Water St.; parcel	748172
7.18	741	Industrial: Industrial Product Pipelines Gas	Priv: CHG&E Corp.	Devel.	N. 85 Water St.; parcels to the north and south of the Poughkeepsie Bridge	753348
2.72	652	Community Services: Government: Office Building	Public: City	Devel.	N. 83 Water St.; parcel north of Fall Kill Creek and west of N. Water St.	756311
Subtotal:			Priv: 7.69	Devel.: 12.14		
20.75			Public: 13.06	Vac: 8.61		



Kaal Rock Point Park							
4.70	350	Urban Renewal or Slum Clearance		Public: City	Vacant	21 Long St.; Meadow south of Long St. cul-de-sac; forested slopes and rocky outcroppings	720091
Subtotal:				Priv: 0	Devel.: 0		
4.70				Public: 4.7	Vac: 4.7		
Kaal Rock Park							
6.6	350	Urban Renewal or Slum Clearance		Public: City	Vacant	Gerald Dr.; Kaal Rock Park	705060
3.9	411	Commercial: living accommodations: apartments		Priv: Lakr Kaal Rock LLC	Devel.	50 Rinaldi Blvd.; residences	759084
Subtotal:				Priv: 3.9	Devel.: 3.9		
10.5				Public: 6.6	Vac: 6.6		
Summary For Waterfront Main Street Corridor Study Area							
0.14	200	Residential	0.1%	Priv.:	66.71	69.7%	
22.05	300	Vacant	23.0%	Public:	29.05	30.3%	
5.31	400	Commercial: business	5.6%	Devel.:	72.59	75.8%	
12.75	400	Commercial: dwellings	13.3%	Vacant:	23.17	24.2%	
1.18	400	Commercial: business/dwellings	1.2%				
7.94	600	Community service	8.3%				
7.18	700	Industrial	7.5%				
39.21	800	Public service	41.0%				
TOTAL:							
95.76							

III. Existing Zoning

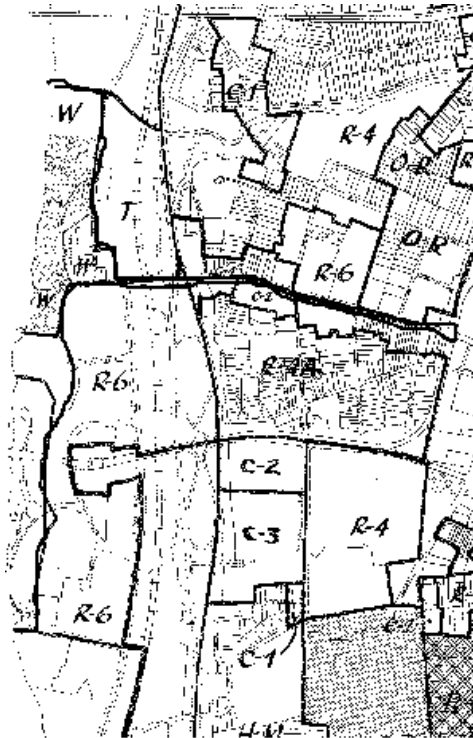


Fig. 4: Zoning Map Prepared by the City of Poughkeepsie Planning Department, edited section covers study area and adjacent neighborhoods

The existing zoning in the study area includes the following districts:

- R-4A (Low Density Residence);
- R-6(Urban Density Residence);
- O-R (Office-Residential);
- C-1 (Neighborhood Commercial);
- C-2 (Central Commercial);
- W (Waterfront).

The Waterfront /Lower Main Corridor area includes the City's 4 mixed-use zoning districts (O-R; C-1; C-2; and W).

Other relevant local laws

The existing Charter and Codes of the City of Poughkeepsie include Chapter 18 Waterfront Consistency, which governs the review of certain actions occurring in the City in accordance with the Local

Waterfront Revitalization Plan (LWRP). Any “Action”, such as funding and permitting actions, including applications for site plans; zone changes; subdivisions; and public works projects, proposed within the Local Waterfront Area is subject to review for consistency with the LWRP and its policies. Since the focus of an LWRP is coastal and waterfront resources, activities in the Waterfront and lower Main Street area are likely to be subject to consistency review.

The site plan regulations are contained within the City’s zoning (Chapter 19). Chapter 16 Subdivision governs the division of land parcels into lots for use or development. Additional laws may pertain to use or development of site in the Waterfront area including:

- Chapter 12 Housing;
- Chapter 14 ½ Sewers;
- Chapter 15 Streets, Sidewalks and Public Spaces; and
- Chapter 17 ½ Trees.

Other City Codes address events that might occur in the Waterfront

- Chapter 3 Amusements;
- Chapter 5 Auctions;
- Chapter 7 ¾ Community Events; and
- Chapter 10 Hawkers, Peddlers and Transient Retail Business.



IV. Key Area Buildings and Destinations

- Poughkeepsie Station – The MNR station is a major destination for commuters getting to New York City and surrounding areas. The station itself is one of Poughkeepsie’s most notable historic structures. Although it is cut-off from Main St. (since the 1960s), the station is a central component in the vitality of the city and one of the first points of entrance for many visitors.
- Dooley Square - Office space in the Study area is concentrated in the 50,000 square foot mixed-use development called Dooley Square, a development including retail, several restaurants and upper floor offices space.
- Historic Neighborhoods – Much of the area adjacent to the study area is residential. To the south and west between Route 9 and the river are several varieties of multi-family units, including condominiums and one high-rise. The neighborhoods of Mill St./N. Clover St., Union St. and Mt. Carmel were designated historic districts before the mechanisms of Urban Renewal destroyed swaths of areas along Main St. and whole blocks in other areas throughout the City. These designated historic neighborhoods consist of sidewalked, tree-lined streets and mixture of architectural styles.
- Rip Van Winkle House - major tower prominently featured in views from across the river and in close proximity to Main St. and Poughkeepsie Station.
- Riverside Condominium Development located south of Long St.
- Lower Main Street Businesses –Anchor businesses include restaurants and established/historic businesses.
- Waterfront Businesses – River Station Restaurant and Dooley square as well as several other event spaces and restaurants capitalize on Hudson River access and views.
- Riverfront City Parks: Waryas Park, Kaal Rock Point and Kaal Rock –Amenities include existing greenway for pedestrians and bicyclists, skatepark, simple ramp boat launch and well as lawns and pathways.
- Empire Cruise Lines – Sightseeing and dinner cruises, docks near Kaal Rock Point
- Walkway Over the Hudson
- Mid-Hudson Children’s Museum
- Hudson River Sloop Clearwater – educational outreach
- Cunneen-Hackett Arts Center
- Mid-Hudson Heritage Center
- Bardavon Opera House
- Schools and Daycare
- Poughkeepsie Station Parking Garage – 1,000+ spaces

V. Historic Sites and Districts

The City of Poughkeepsie Planning Department created a map of historic sites, historic districts and parks (see below). Many of these historic features are located within the Waterfront- Main Street Corridor area. Three different classified sites or districts are located at within the study area, or at least partially located within the determined study area boundary.

- Poughkeepsie Train Station: The MNR and Amtrak facility is at the center of the Waterfront and it is the main access point/commuter amenity for the entire Poughkeepsie region. The original historic building (opened 1918) is preserved; the addition of a pedestrian overpass and major parking facility updated the facility in the 1990s.
- Union St. Historic District: The Union Street Historic district encompasses the neighborhood immediately south of Main Street between route 9 and Columbus Drive. Mostly residential area is composed quiet neighborhood blocks and tree-lined streets.
- Mill St./North Glover St. Historic District: The neighborhood immediately north of Main in the same vicinity makes up the Mill Street/North Clover Street Historic District.

Worth mentioning are several other important sites and districts located on the periphery of the study area.

- Innis Dye Works: Located along North Water Street, adjacent to the Fallkill Creek, closest to the Hudson River shoreline, the historic industrial building dates back to the 1880s. In 1982 the well-preserved building was added to the National Register of Historic Places.
- Hoffman House: Historic residence located on N. Water Street not far from Innis Dye works and Upper Landing area.
- Poughkeepsie Bridge/Walkway Over the Hudson: The former railroad bridge is now a New York State Park.
- Our Lady of Mt. Carmel Church and Neighborhood: This Roman Catholic parish was incorporated in 1908. The mostly residential neighborhood of the same name was historical populated by many of Poughkeepsie's new immigrant populations throughout its history. It is commonly referred to as the "Little Italy" part of Poughkeepsie.
- Pelton Mill: This historic industrial structure located on FallKill Creek, held several uses since its construction in the mid -19th century. In 1982 the well-preserved building was added to the National Register of Historic Places.

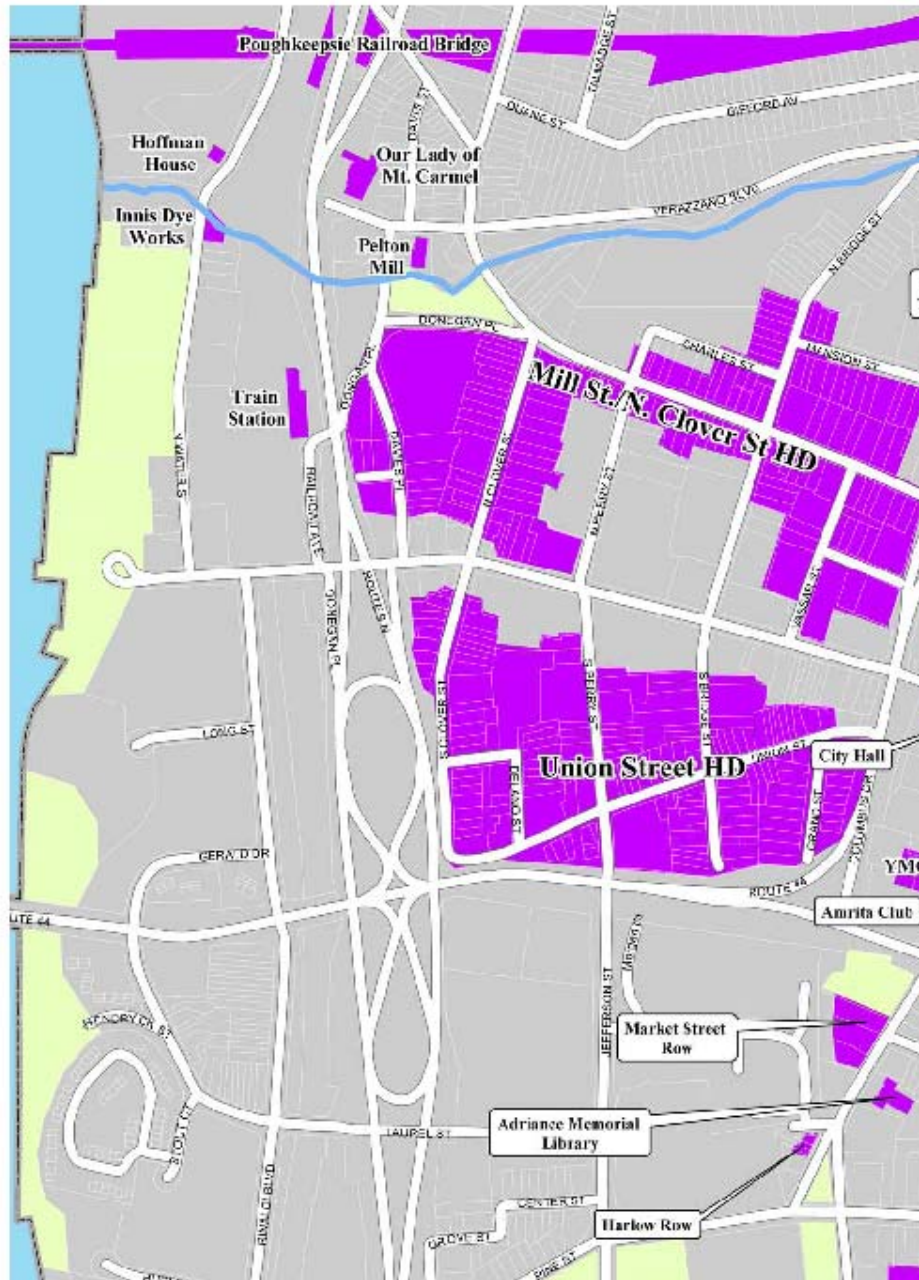


Fig. 4: Historical Sites and Districts Map prepared by the City of Poughkeepsie Planning Department, below edited portion of original map encompasses the Waterfront/Lower Main St. Corridor Area and adjacent neighborhoods.

VI. Transportation Systems and Linkages

Rail Service

The City of Poughkeepsie Waterfront and Main Street corridor area encircles the Poughkeepsie Metro-North Railroad (MNR) station located at 41 Main Street (lower Main) with drop-off access via Donegan Place. The Poughkeepsie Metro-North Station is the northern terminus of the Hudson Line of the Metro-North Railroad and also serves five different Amtrak lines, connecting Poughkeepsie not only to New York City but to the entire Northeast. Daily commuter figures total more than 1,500 many of whom use the more than 1,000 parking spaces.² Although most commuters travel approximately 75 miles to New York City's (NYC's) Grand Central Station, Amtrak train service is also available from the Poughkeepsie station providing intercity rail service to Albany and other northern destinations. Amtrak also provides travelers convenient trips to NYC's Pennsylvania, or Penn Central, Station and connection trains to points in New Jersey, Pennsylvania and other points in the northeast.

Bus and other Public Transit

Poughkeepsie residents and visitors have access to three bus services for local, county-wide and inter-county trips. The City of Poughkeepsie Transit system provides four main bus routes 7 days a week including: Northside; Southside; Main Street; and Poughkeepsie Galleria. Two additional routes, operated on weekdays only, transport shoppers to Arlington and via a connecting route around the city to other bus routes.

The Dutchess County LOOP bus system, operating 5 to 6 days a week, allows riders to reach destinations throughout the county on 5 routes. The routes begin and end at the intersection of Main and Market Streets only 7 blocks up from where Main Street end at Waryas Park by the River. Routes A and B includes the Galleria and extend to Fishkill and Beacon. Route C brings travelers to Hyde Park, Rhinebeck and Tivoli. Route D covers eastern areas from Pleasant Valley to Dover. Route E heads southeast through LaGrange and out to Pawling. And Beacon, Fishkill and Hopewell Junction are accessible using Route F.

Regional bus services are available through the Mulligan, Leprechaun and Trailways companies to places in Ulster, Orange and Westchester Counties.

Pedestrian and Bicycle Pathways

The Walkway Over the Hudson is the centerpiece of the pedestrian and bicycle amenities available to residents and visitors to the City of Poughkeepsie Waterfront and Main Street corridor. Originally made possible by the organization known as Walkway Over the Hudson in collaboration with Scenic Hudson, the City of Poughkeepsie, Town of Lloyd, NYS Bridge Authority, the Walkway is now a New York State Historic Park. The Walkway is accessible to residents and visitors at Parker Avenue where there is parking and by a stairway on Washington Avenue near Pulaski Park.

A loop trail followed from the Poughkeepsie MNR station follows local streets through city neighborhoods including Donegan Place and Verazzano Boulevard to the Walkway. A paved rail trail continues on the Ulster County side of the Walkway into Highland, NY. Walkers and bikers may also

² *The New York Times* Commuter Tables, 2006

<http://www.nytimes.com/packages/html/nyregion/commutemetro-north.html>

follow Haviland Road back to the sidewalk on the Mid-Hudson Bridge, which connects to Rinaldi Boulevard in Poughkeepsie back to Main Street. A short trip to the bottom of Main Street lands residents in Waryas Park on Poughkeepsie's waterfront with nearby restaurants.

A walkway running through Waryas Park heads north along the shoreline to the Mid-Hudson Children's Museum and the Fallkill Creek. A continuation of this trail across the Fallkill Creek and an elevator are planned to allow walkers on the waterfront to ride up to the Walkway Over the Hudson.

The Poughkeepsie Center Historic Trail provides pedestrians a loop from Main to South Hamilton and Franklin Streets, with notable historic structures and sites, which winds back on Market Street towards Main Street or the Walkway. Numerous parks, historic sites, shops, restaurants and other amenities are located in the area between Main Street, the station and the Walkway.

There are lanes for bicyclists running along Mansion Street and Davies Place toward the MNR station. A New York State Department of Transportation (NYSDOT) bike trail, State Bicycle Route 9, is available for experienced cyclists as an on-road pathway. It runs through Poughkeepsie as part of a route from Rouse's Point, at the Canadian border, to New York City. Though not connected directly to the Waterfront, the Dutchess County Rail Trail will connect riders from Morgan Lake Trailhead in Poughkeepsie to East FishKill once complete.

Water Transportation

The Hudson River Sloop Clearwater, a regional environmental organization, provides educational sailing trips to the public and runs summer programs for children and youth. The Clearwater and its sister ship the Mystic Whaler both land at the southern dock at Waryas Park.

A private company provides sightseeing tours and cruises with lunch or dinner from a dock located to the north of Main Street at Waryas Park. Additional tour companies may be using the dock in the future. The Poughkeepsie Municipal Launch Ramp allows public access for boaters to launch their private watercrafts at Waryas Park at the end of Main Street. There is no water ferry service from Poughkeepsie. There is a private marina to the south of the Waterfront area.

Linkages

The clearest established linkage for the general public is the pathway from existing roads by vehicle or on foot to the waterfront areas amenities including Waryas Park, local businesses and the train station. Local residents, that is those within a block or two may be inclined to walk to these amenities. There is also an established flow of residents and visitors coming by car to the Walkway Over the Hudson and other cultural places and businesses in the City of Poughkeepsie. Residents from several blocks away (6 blocks or more) may walk but may also opt to drive depending on the age and size of the group and whether they plan to bring food and equipment for a day long outing.

A number of the City of Poughkeepsie Transit System routes include stops at the MNR station and the Walkway at Washington Street. However, some of the routes do not include these as stops so passengers would have to change buses depending on what route they use first from their original location. The use of the Loop Bus routes by residents and visitors from other parts of Dutchess County to the Waterfront area is unknown. However, the City of Poughkeepsie terminus at Main and Market Streets is fairly convenient for walking to Waryas Park (7 blocks). Use of the Loop to bring visitors to the Waterfront/Main Street Corridor may be enhanced by the creation of shuttle service from and to upper

Main Street areas. Similarly, the number of visitors arriving at the MNR station whose destination is the Waterfront/Main Street Corridor is unknown. It is only a block from the station so a fairly strong linkage is possible. The linkage from the station to the Walkway is not as strong. Pedestrians would have to walk 7 blocks to Main and Market Streets to get a City bus or 10 blocks or the equivalent distance to get to the stairway at Washington Street. The linkage between the station and the Walkway would therefore be enhanced by maps for walking and biking and a shuttle.



Left: Poughkeepsie Station and Walkway (background) Right: Mid-Hudson Bridge from Kaal Rock Park

VII. Roads and Parking

The primary highways and streets in the Waterfront/Main Street Corridor include:

- New York State (NYS) Route 9 running north-south and shared Route 44-55 (aka the “arterial”) running east-west;
- Main Street, running east-west from the Hudson shoreline to the uptown area, intersects with Rinaldi Boulevard, which runs north-south along the lower Waterfront area near Kaal Rock and Kaal Rock Park;
- North Water Street, on the west side of the train station parking garage, runs north-south under the Walkway and also intersects with Main Street;
- Columbus Street connects with the arterial at the upper part of the Waterfront area continuing onto Washington Street; and
- Donegan Place originates near the train station and leads to Mill Street and Verazzano Boulevard.

Except for the NYS Routes, all of these streets have sidewalks. There are numerous interconnected neighborhood roads.

A number of parking options are available in the Waterfront area, particularly near the west end of Main Street. There are 1,123 spaces at the train station including surface parking and spaces in the parking garage. Waryas Park has 65 spaces. Kaal Rock park also has parking space for 10-20 vehicles. Much of the waterfront parking within Waryas and Kaal Rock Park could be better utilized. There is on-street parking throughout the Waterfront/Main Street Corridor area and near the Walkway on Brookside, Taylor and Washington Streets. Rip Van Winkle House also has a large, oftentimes underused, parking lot located to the east of the tower.

Although located in the upper Waterfront area, there are also parking garages at City Hall on Mill Street and at the Mid-Hudson Civic Center on Market Street.



Left: Kaal Rock Park parking lot; Right: Waryas Park parking lot and boat trailer parking

VIII. Natural Features (including physical description)

Shoreline: Existing Conditions

The shorelines of three (3) parks were within the scope of an investigation conducted by Ocean and Coastal Consultants (OCC) in August 2011. The shoreline investigation included Kaal Rock Park, Kaal Rock Point and the southern end of Waryas Park. The survey covered approximately 2,675 linear feet of shoreline.

Waryas Park

The shoreline at the south end of Waryas Park consists of riprap revetment which extends from the cruise boat dock to the timber pier, approximately 580 linear feet (photographs 1 and 2). A riprap revetment is an engineer "hard" shoreline stabilization type which consists of placed stone, typically larger diameter armor stone, on top of a bedding layer consisting of smaller diameter crushed stone. The armor stone layer dissipates wave energy and prevents erosion of the soft soil upland, while crushed stone bedding layer provided a base for armor stone and drainage for the shoreline. Although this revetment appears to be engineered, this determination cannot be made definitively without additional investigation, which is beyond the current scope of work.

Located south of the riprap revetment is a concrete seawall (photographs 2 and 4) which extends south approximately 50 linear feet. A seawall is a "hard" shoreline stabilization structure which retains earth fill and provides erosion protection.

Extending west west from the concrete seawall is a timber pier (photograph 3). This pier extends approximately 70 feet into the Hudson River.

Just south of the concrete seawall, the shoreline transitions into an undeveloped shoreline for approximately 50 linear feet (photograph 4). It is notable that the length of this reach of shoreline was estimated based on visual observations; Exhibit A does not specifically show this reach, which is located between the concrete seawall at Waryas Park, and the rocky bluff at Kaal Rock Point Park. The termination of this reach is at the boundary of Waryas Park and Kaal Rock Point Park. This reach is considered a "soft" shoreline, since it is an undeveloped shoreline consisting of naturally occurring gravel and finer grained soil, with no engineered shoreline protection structure. An undeveloped shoreline could be eroded by wave action and vessel wakes.

Kaal Rock Point Park

The reach extending from the boundary of Waryas Park and Kaal Rock Point Park is approximately 300 linear feet. The shoreline of this reach is characterized as a "hard" shoreline due to the rocky bluff which extends into the Hudson River (Photograph 5). A rocky bluff is a natural rock outcropping with a steep upland slope.

Kaal Rock Park

The shoreline at the boundary of Kaal Rock Point Park and Kaal Rock Park consists of riprap which extends south approximately 600 linear feet (Photographs 6 and 7). Sections of this reach are composed of riprap which appears to be non-engineered, as the riprap armor stone is sparsely distributed. Therefore the shoreline can be classified as a "soft" shoreline due to the fact that small stones and fine

soils make up the majority of the shoreline. Also along this reach are existing coastal structures, consisting of the following:

- One (1) structure referred to, in Exhibit A (see map below), as "Timber piles at former platform," consists of derelict timber piles configured in a rectangle, extending into the Hudson River (Photograph 8).
- One (1) structure referred to, in Exhibit A, as "Concrete slab on riprap," consists of a collapsed concrete slab, overlying large armor stones, extending approximately 75 linear feet along the shoreline (Photograph 9). Deteriorated timber piles flank both sides of the collapsed slab and appear to be remains of a deteriorated timber bulkhead.

One (1) structure referred to, in Exhibit A, as "Pile supported concrete platform," consists of a concrete platform supported by timber piles, extending into the Hudson River (Photograph 10).

Although this reach incorporates manmade "hard" shoreline structures, the majority of the shoreline can be considered a "soft" shoreline type.

Extending south from the riprap shoreline is a 350 linear foot reach identified as "Concrete seawall with derelict timber structures." This shoreline is composed of an existing concrete seawall which appears to be supported by timber piles. A section of this seawall has failed completely at the northern extent of this reach (Photograph 11). Sections of the seawall to the south have remained intact (Photograph 12), however some sections are actively overturning (Photograph 13). Because of the amount of development that has occurred along this reach, it is considered to be a "hard" shoreline with few natural features.

Continuing south along this reach is an existing timber groin structure (Photograph 14), as well as an apparent pedestrian access location (Photograph 15), consisting of a cobble stone ramp, flanked by riprap to the north and south (Photograph 16).

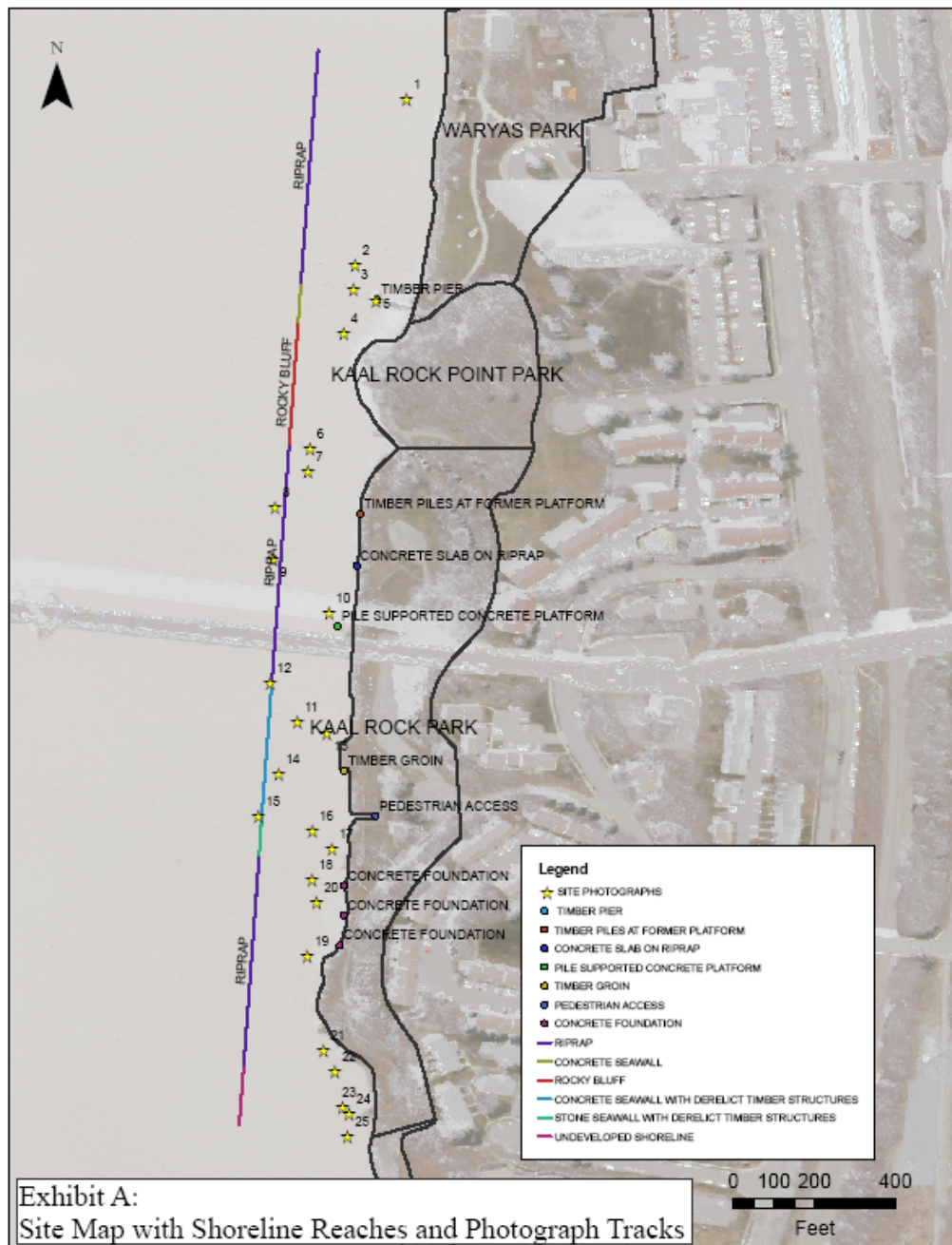
Continuing south of the "Concrete seawall with derelict timber structures" reach is a 75 linear foot reach identified as "Stone seawall with concrete cap and derelict timber structures" (Photograph 17). This reach has a jointed stone wall with a concrete cap. In front of this wall is a variety of derelict timber piles. This reach is categorized as a "hard" shoreline due to the solid construction of the coastal structure.

South of the "stone seawall with concrete cap and derelict timber structures" reach, is a reach consisting of riprap which extends approximately 530 linear feet. This reach consists of large armor stone, approximately three (3) feet in diameter, and concrete debris (Photographs 18 and 19). Along this shoreline are three (3) concrete foundations, all of similar construction (Photograph 20). These foundations may have been used in the past for mooring purposes. Because parts of the shoreline consist of manmade materials and placed riprap armor stone, it is considered a "hard" shoreline.

At the southern extent of Kaal Rock Park, there is a transition between the riprap shoreline and an undeveloped shoreline (Photograph 21). The undeveloped shoreline extends south approximately 140 linear feet. This reach consists of cobble-sized stones and finer soils (Photograph 22). This shoreline is characterized as a "soft" shoreline due to the existence of natural sediments and rocks. This reach terminates at the boundary between Kaal Rock Park and the former sewage treatment plant (STP). The boundary of Kaal Rock Park and the former STP consists of a chainlink fence and debris, such as concrete and derelict timber piles, atop an undeveloped shoreline (Photographs 23 and 24).

The former STP site has been developed by the City of Poughkeepsie. From the boundary of Kaal Rock Park and the former STP site, continuing south, is an engineered riprap revetment (Photograph 25) with a pedestrian walkway on the adjacent upland.

Overall, the shoreline along Kaal Rock Park has signs of erosion but appears to be stable in most locations. The large amount of riprap armor stone in place at some locations along the shoreline can prevent the loss of fine soils due to wave action and vessel wakes. The manmade coastal structures have apparently provided adequate shoreline protection in the past, but are currently either failed or actively failing. At areas of undeveloped shoreline, the upland soil had notable scour and other types of active erosion occurring, which is common for a shoreline of this type.



Upland: Existing Conditions

The City of Poughkeepsie Waterfront and its Main Street consist of varied topography. It is defined by ledges and gentle slopes including rocky areas, rock ledges and bedrock outcrops. The steeper areas range from 15 to 30 percent. The flatter areas, including Waryas Park, have slopes ranging 0 to 8 percent. . The community's river shoreline is punctuated by a rocky promontory under the Walkway Over the Hudson to the north and Kaal Rock and Kaal Rock Park to the south.

There are wooded areas with trees and understory vegetation covering Kaal Rock/Kaal Rock Park. There are lawns and landscape plantings near the waterfront, especially at Waryas Park and Kaal Rock Park. There are many a number of tree-lined streets, landscaped front yards and home gardens in the area adding greenery to the Waterfront area's nearby residential neighborhoods. However, much of the land in the Main Street area is developed land with buildings, streets, sidewalks and parking areas. The soils in this area include some rocky and well-drained soils and urban land area reflecting developed areas.

IX. Needs and Opportunities

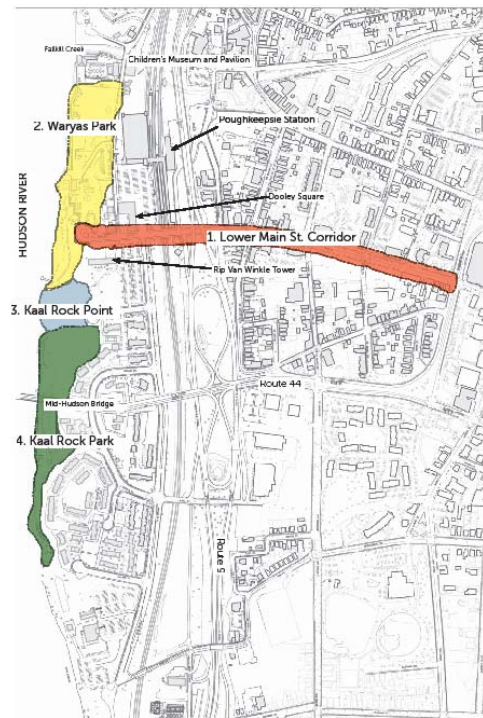


Fig 5: Subareas

Lower Main Street Corridor

Many years after the reopening to through traffic at the Main Mall, Main Street is still affected by the 28 year closing of the street to traffic. There is a lack of commercial and general uses, and during our interviews with the residents and officials in town we found out that people feel there are barriers along Main Street, at the route 9 underpass and the Arterial crossing (at Columbus Street). The abundance of parking lots flanking the street, buildings recessed from the street with no street presence, makes this section of Main Street an unexciting and underutilized part of town. There are several destinations along the lower part of Main street: the River Station Building on Water Street, Dooley Square Commercial complex, the Metro North Station, the old building and the addition opening onto Water Street and the Riverfront, the Mid-Hudson Civic Center, Cunneen-Hackett Arts Center, the Bardavon 1869 Opera House, located near Main and Market Streets, as well as a recent increase in restaurants openings and businesses.

Main Street is also the only straight connection to the Waterfront; there are other streets leading from the City of Poughkeepsie to the River, but are not as direct and linear. The other connections are at Davies Place by the Metro North Train Station, at Dutchess Avenue and Hoffman Street, and at Laurel Drive/Hendryck Street on the south end of the project area. Main Street is sloping toward the River at a 5.5% inclination that makes walking uphill a little strenuous, but other towns such as Cold Springs have a sloped Main Street, that is quite used and active.

Main Street access to the Waterfront: In the lower portion of the street, east of Water Street, Main street ends in a suburban looking cul de sac, bound by a private parking lot on the north side and service area/lawn for the Rip Van Winkle housing on the south side. There is no sense of arrival, and no signage at this location, for either welcoming to the Waterfront, scheduled events, connections to important features as the Walkway and the Fall Kill Creek Urban Corridor walk and the Children`s museum. There is no clearly marked drop off points for picnics or events. The pedestrian pathways leading to the water and to Waryas Park north and south of the Pier are not well connected.



View of Main Street cul-de-Sac from the waterfront

Rip Van Winkle multi-family building service entrance: A 17-story multi-family building, owned by Rip Van Winkle House, LLC, provides housing for low income families. The main entrance to the housing complex on Rinaldi Boulevard is not visible from Main Street. The service entrance and lawn are located on the south side of Main Street across from the River Station Restaurant. A sloped lawn with large trees and a very utilitarian service area for the large housing complex connects with a driveway to Main Street, and the garbage containers are visible from Main Street. The sidewalk is in good conditions, but there are no benches or furniture along the south side of the street.



View of Main St. cul-de-sac and Rip Van Winkle house, photo courtesy of Google Maps

Water Street and Dooley Square: The buildings on Water Street have a historic feel and are low scale - below 5 stories. They house the only commercial and retail venues for a long stretch of Main Street, including the destination restaurant 'Mahoney's', popular with locals and commuters. The restaurants and Delis facing the station surface parking lot could provide a service for the Metro North riders but to get to this restaurant and shopping area it is necessary to cross a large parking lot with no marked pedestrian route.

Metro North Station: Vehicular circulation is encouraged; there is a good signage system to drive to the station and to park and pay. Pedestrian access from Main Street is not marked, pedestrians could walk along the raised sidewalk at Dooley Square, but the safe route is not continuing to the station entrance. Better pedestrian route to the station exist but are not very visible or marked sufficiently and are: entrance to the train platform through a stair from Main Street and access to the old Metro North Station building walking along Davies Place either on a covered raised platform or on the sidewalk at Davies Place, new and in good conditions. The gazebo/covered pavilion along Main Street at the platform to the station is temporary closed, but has no signage or information regarding activities at the waterfront and the station, and could be a crucial point of information and for potentially a commercial venue.



Route 9 Underpass: Main Street passes under Route 9, a State Highway. The underpass is perceived by residents as one of the “barriers” that divides the Waterfront from the rest of Main Street. It is relatively clean and airy, and there is a wide sidewalk on both sides. The horizontal ‘ribbons’ of the Route 9 roadway block the view of the water from higher up along Main street. Where the taxi is located in the picture below is Davies Place, leading to the Metro North Station drop off, but there is no sign to direct.



View of Rt. 9 underpass looking east on Main St.

Between underpass and Columbus Drive/East-West Arterial crossing: The Arterial is perceived by residents as one of the “barriers” that makes difficult walking along Main Street. It is a very wide four lanes- one way roadway with fast moving traffic. There is a signalized pedestrian crossing at Main Street with traffic light. In the three blocks between Route 9 and the Arterial there are small retail/businesses, but they are located alternately on the north or south side of the street. Between Clover Street and Perry Street there is a group of successful businesses and restaurants on the north side of Main Street , and across the street on the south side, there is a raised parking lot (the side of the street shows the parking lot supporting structure) and a residential building with no ground floor openings or commercial; in the block between Perry and Bridge Street there are mostly residential tall buildings on the south side and the Dutchess County Council of the Arts on the north side, housed in a beautiful

historic building, but with no street presence; in the block between Bridge and the Arterial there is a sculpture park with art displays, but only two benches outside of the park. The interrupted presence of retail makes it difficult for the Lower main Street to become a destination. There are many parking lots along Main Street and several housing complex recessed from the Street. There is no street furniture, and sporadic street trees.

The Mid-Hudson Civic Center is the area's premier venue for live shows, concerts, trade shows and expositions. It is conveniently located at the crossroad of Main Street and the Arterial, but the main entrance is hidden in a corner and not visible from Main Street. The building has no relation with the surroundings, and even though there could be a plaza for welcoming visitors, it is dedicated to vehicular traffic with a large drop off and parking. The building is presenting a solid façade without openings or entrances to the traffic coming from the Waterfront on Main Street.



Between Clover Street and Perry Street



Between Perry and Bridge Street



The arterial looking north, on the right is the blank wall of the Mid-Hudson Convention Center and the Mid-Hudson Civic Center loop/drop-off

Waryas Park

Victor C. Waryas Park is comprised of 6 parcels, and Main Street right of way. The total approximate size of the park is 14.25 acres. The total length of the shoreline from the skateboard park parcel to the southern parcel is 1,746 linear feet (lf) and is mostly rip rap without the possibility for people to get close to the water. The rip rap gets interrupted in few areas: for a boat ramp (30 lf); a short length of pebble beach (50 lf) next to the boat ramp; and a brick terrace (90 lf) with attached mooring.

The atmosphere of Waryas Park is tranquil waterfront parkland, with a focus on water related and family oriented activities; there is plenty of seating, picnic tables and barbeques, a playground and setting for events. Very busy during summer week-ends, also this park hosts several events during the year. The main access to the park is from Main Street but, as mentioned before, is not clearly marked. The park is located very close to the train station, but the new wing entrance to station and parking lot does not have a direct route into Waryas Park and the closest route leads to the parking lots along the water. There is signage indicating the way to the waterfront. Other public transportation such as bus and ferry are not reaching the park. The closest bus stop is at the Metro North Railroad Station. The closest pier is located at the Ice House but provides no public ferry service.

Path along the Hudson River: A 10' wide concrete pedestrian walkway links Main Street access to the waterfront to the Fall Kill Creek. Points of interest connected by the walk include: a water edge terrace at the Ice House, a Boat launch and the Children's museum pavilion along the Creek.

The Ice House concession building is located close to the water and has a nice looking terrace overlooking the River. The mooring is used by a private cruise company, however, the boat launch, landing and terrace are public.



View of the water edge at Waryas Park: Rip rap, boat ramp, beach and brick terrace with mooring

Surface Parking: There is a lot of surface parking in Waryas Park. In the boat launch parcel, 50% of park land is covered with asphalt for surface parking, separating the park in two. Also the parking is located very close to the water.

Picnic Areas, Gazebo, Mid-Hudson Children’s Museum and Skatepark: The skatepark is a very popular destination, however, there is some trespassing mostly because of the limited hours that the park is open. The large lawn area between the Children’s Museum and the boating launch has picnic tables and benches spread throughout. Some are in good shape and these amenities are very popular, conveniently located close to the river, train station and parking. A sloped embankment between the lawn area and Water Street is acting as a barrier and not used because of the steep grade; pedestrian access along North Water street is happening only in the middle section of the Park, where the access to the boat ramp and the boat trailer parking is and along the Fall Kill Creek.

The Children Museum, the Upper Landing historic area and Water Street are important historic and cultural destinations for Poughkeepsie. Though not located within the defined study area, we included these parcels and historic buildings in our report because of their historic significance and because of the importance of linking the waterfront to the Walkway over the Hudson. It is one of the most important regional destinations in Poughkeepsie, and an elevator is planned north of the upper landing linking the Upper Landing to the Walkway via a pathway and future proposed pedestrian bridge; the Upper Landing is a compact historic group of houses, located in between the Children Museum, the Fallkill Creek and the Walkway. Buildings in this area include the Innis Dye Works and form a nice grouping of buildings in proximity to the starting point for the Fall Kill Creek walk.



Skatepark (left image by: Creative Commonst, right image by PPS)

The Mid Hudson Children’s Museum and Pavilion: The museum mission from the website is: "enlighten minds through a fun and creative learning environment where hands-on experiences spark curiosity, discovery and the joy of exploration". The museum includes a Hudson River tides water table and models of Leonardo da Vinci's machine. Along the water the Children’s museum owns a wide shed, with possibility of protection from elements with curtains, used for birthday parties, school visits and several fishing stations along the Fallkill Creek.



Children’s Museum and fishing in the Fallkill Creek

Kaal Rock Point

The rock formation of Kaal Rock Point is the highest point on the Poughkeepsie waterfront. The highpoint affords a sweeping view of the Hudson River and the two bridges. The parcel including the Point is approximately 1.5 acres, and is located at the end of Long Street, immediately west of the Rip Van Winkle Housing and just south of Waryas Park. The access to the Point from Long Street is unmarked and heavily wooded. The Kaal Rock point natural overlook is reached through a short walk in a wooded area. The Kaal Rock Point parcel has three areas with different character: the rock outcrop and River overlook, along the River, a wooded area, and a flat lawn at elevation 55’/60’ located between the rock and the existing residential units of the Riverview Condominiums. The site could have been used in the history as an outlook, and in most recent years was a site for a brewery and later a

restaurant. On the plateau at the Rock, there are remnants of older structures and the presence of garden landscape plants, as lilacs and periwinkle show remnants of gardens.



Kaal Rock Point from Mid-Hudson Bridge

There are several existing rugged paths in the wooded areas surrounding the point. These paths connect to Waryas and Kaal Rock Park and the water more than 60 feet below the top of the Rock. The existing paths are steep and challenging even to the sure of foot.

Kaal Rock Park

The park is approximately 6 acres, and is located along the Hudson River between the DeLaval property to the south and Kaal Rock to the north. It is comprised of one parcel: the area north of the Mid-Hudson Bridges is wider (approximately 2.3 acres, the shoreline is 445 lf and max depth of the parcel 250 lf) and is shaped as a natural amphitheater, with the river and the Mid-Hudson bridge as a backdrop.



View of the north parcel of Kaal Rock Park from the "natural Amphitheater"

The area south of the bridge is longer and narrow (approx. 1215 long and 180 average width) and most of the parcel consists of a huge rock outcrop, the Poughkeepsie mélangé, a formation of sedimentary rock (graywacke, shale, argillite, and siltstone) running in a generally northeast-southwest direction. The actual usable park land is a narrow strip of level land pinched between the River and the Rock outcrop. There is an existing asphalt pathway and several attractive access points to the water edge, with overgrown vegetation.



View toward the south parcel of Kaal Rock Park with the rock outcrop on the left of the picture

Difficult Access: This Park is difficult to locate, coming from Main Street or from Waryas Park. The access is from a residential neighborhood of mostly two to three story single family row houses with little traffic. The vehicular access is unmarked, via Fredrick Street, which is a very steep road, where biking or walking down to enter the park is challenging. There is a continuous pedestrian walkway along the water, extending for the whole length of the Kaal Rock Park, linking the south access into the park, from the DeLaval walkway and the Shadows Marina, to the bottom of the Kaal Rock. At this point the even walkway disappears and splits in several unmarked pathways that should be used only for expert climbers, up to 50' to the top of the Rock.



View of the Park Entrance from Gerald Drive



View of the continuous pedestrian walkway



View of the north end of the pedestrian walkway

The Park is an isolated place: Because of the difficulty of access, it is an overall isolated place, especially on the south end of the Park. There are residential units all along the property line, but they are built above at a higher elevation, and rock outcrops divide the residential units from the park below.

Naturalistic importance: The Park offers great views of the river and of the beautiful structure of the mid-Hudson Bridge, spanning over the Park 90 feet above. It is a protected area, nested behind the large Kaal Rock and the other outcrops, and the tree covered slopes framing the Park. This layout gives the park its intimate feel which should be preserved.

Elements of the park: There are asphalt walkways and paved areas in the northern part of the park. The parking facilities consist of areas for cars and boat trailers. There is no easy or pleasant pedestrian water access; although it was once present, it is now closed off and in disrepair. The public restroom building is also not used and is boarded up. In the lawn areas and unimproved area near the water's edge, the few benches serve only a fraction of the space; are located only at the northern extent of the park; and are in poor condition.

IX. Appendix

Exhibit B: Ocean and Coastal Consultants (OCC) Shoreline Images 1-25

Placemaking in Poughkeepsie

Vision and Action Plan



DOS Task 12 (Task 1.6)

Project: Poughkeepsie Waterfront - Main Street Corridor

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Prepared by:

January 30, 2012



DRAFT

INTRODUCTION

About PPS
What Makes a Great Place?

OVERALL VISION

THEMES

PLACEMAKING OPPORTUNITIES AT KEY DESTINATIONS

1 Lower Main Street Corridor

- 1.1 Main Street Gateway to the Waterfront
- 1.2 Dooley Square and the Metro North Station
- 1.3 Main Street commercial core
- 1.4 Cunneen-Hackett Arts Center and Sculpture Park
- 1.5 Gateway to Main Street of the Civic Center

2 Waryas Park

- 2.1 Promenade
- 2.2 Ice House and Community uses
- 2.3 Flexible lawn, youth area, adventure play
- 2.4 Kaal Rock Point Pier and Lawn

3 Kaal Rock Point

- 3.1 Gateway to the Point and Point overlook
- 3.2 Neighborhood Lawn and natural wooded area and pathways

4 Kaal Rock Park

- 4.1 Family Beach and gateway to the Park
- 4.2 Boat and kayak launch, environmental and education
- 4.3 Poughkeepsie Waterfront Key Destinations Plan

WINTER USES

LIGHTER, QUICKER, CHEAPER

ACTION PLAN CHART



This report summarizes the community outreach and site study for the Poughkeepsie Lower Main Street Corridor and the Waterfront Parks along the Hudson River.

PPS believes in the importance of reaching out to and involving the broader community – both initially and as the Main Street and parks are developed – in order to create a high caliber public space that is actively used by the surrounding communities. PPS goal is to help initiate this involvement and develop preliminary ideas that would help define the program of the park.

During the Summer 2011, Project for Public Spaces facilitated a Placemaking Workshops, held interviews with local stakeholders and conducted several site visits with mapping activities, to look at the strengths and weaknesses of Poughkeepsie Lower Main Street Corridor and Waterfront Parks.

Together with Morris Associates, PPS developed this draft vision for the Poughkeepsie Waterfront and supporting recommendations based upon the local knowledge of the residents and PPS's 30 years of experience in what makes a great place.

There are many existing assets in the Poughkeepsie Waterfront and Main Street Corridor area or vicinity: the Walkway over the Hudson, the Mid-Hudson Children Museum, the Metro-North Station, the Cunneen-Hackett Arts Center, the Mid-Hudson Civic Center, the Mill Street Loft and Middle Main Revitalization among others. These are important community anchors that could serve as the building blocks for future changes in the Lower Main Street Corridor and the Waterfront Parks and for the current projects planned for the area: the renovation and expansion of the Mid-Hudson Children Museum, the Fall Creek Urban Corridor, Transit Oriented Development at the Metro-North Station area, the proposed elevator connection to the Walkway among others.

At the heart of these complex efforts is Main Street and the Waterfront site. This area can be the hub which connects all the disparate development pieces into a greater destination – a district with multiple things to do, serving a diverse population.

ABOUT PPS

Project for Public Spaces is a non-profit organization that has worked in thousands of communities in the United States and abroad to improve public spaces so they are more active, usable, and attractive destinations.

PPS has become widely known for its innovative approach to community revitalization that focuses on the behavior, expressed needs and collaborative visioning of community members. In our 30 years of experience, the same theme has come up repeatedly:

More and more people are feeling a loss of community and a lack of control over, and connection to, the changes taking place in their public environments. PPS is working actively to engage communities in the planning process in order to bring a sense of community and a sense of place back to our cities and towns.

WHAT MAKES A GREAT PLACE?

A great public space is like a magnet for people. People go there not only because they must pass through on business, but because it is just pleasant to be there. They are drawn by – what? What makes an otherwise ordinary plaza, street or downtown into a magnet for people?

In its 30 years studying what makes a good public place, whether a park or a downtown, Project for Public Spaces has found four key attributes:

The first of these is **Comfort and Image** – users describe the place as “safe,” “clean,” “green,” “charming,” “attractive” and “historic.” There is comfortable seating; the space feels sheltering and comfortably scaled; walking into and through the space is appealing.

The second feature of a good public space is a variety of **Uses and Activities** that meet the community's needs and make the space interesting. Users describe the space as “fun,” “special,” “vital” and “real.” Food vending and other retail activities may go on in the space; celebrations occur; children play there.

A third attribute is **Access and Linkage** – the retail and services is well-connected to the surrounding community, to transit facilities, to streets, to parking. There are no dead ends; the downtown function and connections can be understood at a glance, and its streets are walkable.

And last, a good public space has **Sociability** – the elderly sit and gossip; chess or other board games are ongoing activities; people meet acquaintances and stop to visit; the entire community gathers there. There is a sense of ownership and pride in the place.

Public spaces that have these four key attributes do not occur by accident. Despite the apparent intangibility of these features, good places can be planned and created with predictable results.

Overall Vision

The Lower Main Street Corridor and the Parks along the Waterfront could be a major destination in Poughkeepsie, a gathering place for residents in the region, that combines Riverfront parks, cultural events, and commercial uses in a unique multi-use, active and inclusive Waterfront District. We believe this is the single highest potential waterfront site in the mid-Hudson Valley and can be an enormous generator of economic development and opportunity.

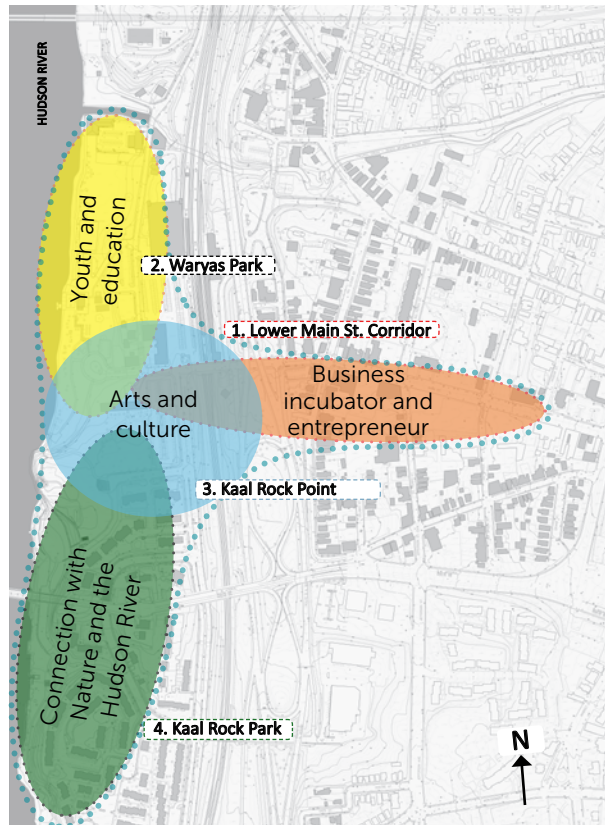
The Placemaking process produced a great number of specific recommendations that are described in the body of this report. More than that, though, a consensus emerged around improving the quality of experience in the Lower Main Street Corridor of Poughkeepsie so that it becomes a vibrant community destination and economically viable business district. The Waterfront Parks will become an identifier and anchor for the Poughkeepsie community, bringing positive activity to the neighborhood.

The Vision for the Waterfront District will include:

- A well-defined and vibrant waterfront, commercial and cultural district that is a destination for all people (residents, workers, tourists, men, women, children, elderly, disabled), and one that can grow with the community to become the center of a vibrant and evolving environmental arts and cultural district
- Key destinations within the Lower Main Street Corridor and Waterfront Parks that will be lively, well-programmed places
- Good connections among the destinations, and a linkage among the three major waterfront Parks creates an environment that promotes health – walking, recreating, being outdoors, social gathering & interaction
- A rich natural ecosystem of flora and fauna that connects to the Hudson River and the larger greenbelt system

- A quality environment, in terms of materials, management, maintenance, programming
- A learning environment that connect children to nature
- New development to strengthen the Station, Main street and the Waterfront that offers a wide range of opportunities, from small-scale vendors and entrepreneurs to larger investors.





Overarching themes for Main Street and the Waterfront Parks are: **Arts and culture, Business incubator and Entrepreneur, Youth and education and connection with Nature and the River.**

Arts and Culture are significant assets in the community with a presence on Main Street. The city has a huge opportunity to use this energy to define new attractions on Main in a variety of key locations. Meanwhile, there is a growing community of small-scale merchants who make up a very interesting mix that could be enhanced, accented, and incubated further by working in a positive relationship with the local arts community. These inter-relating efforts can help define a new Main Street, repurposing vacant stores and parking lots and moving toward a new anchor on Main at the waterfront.

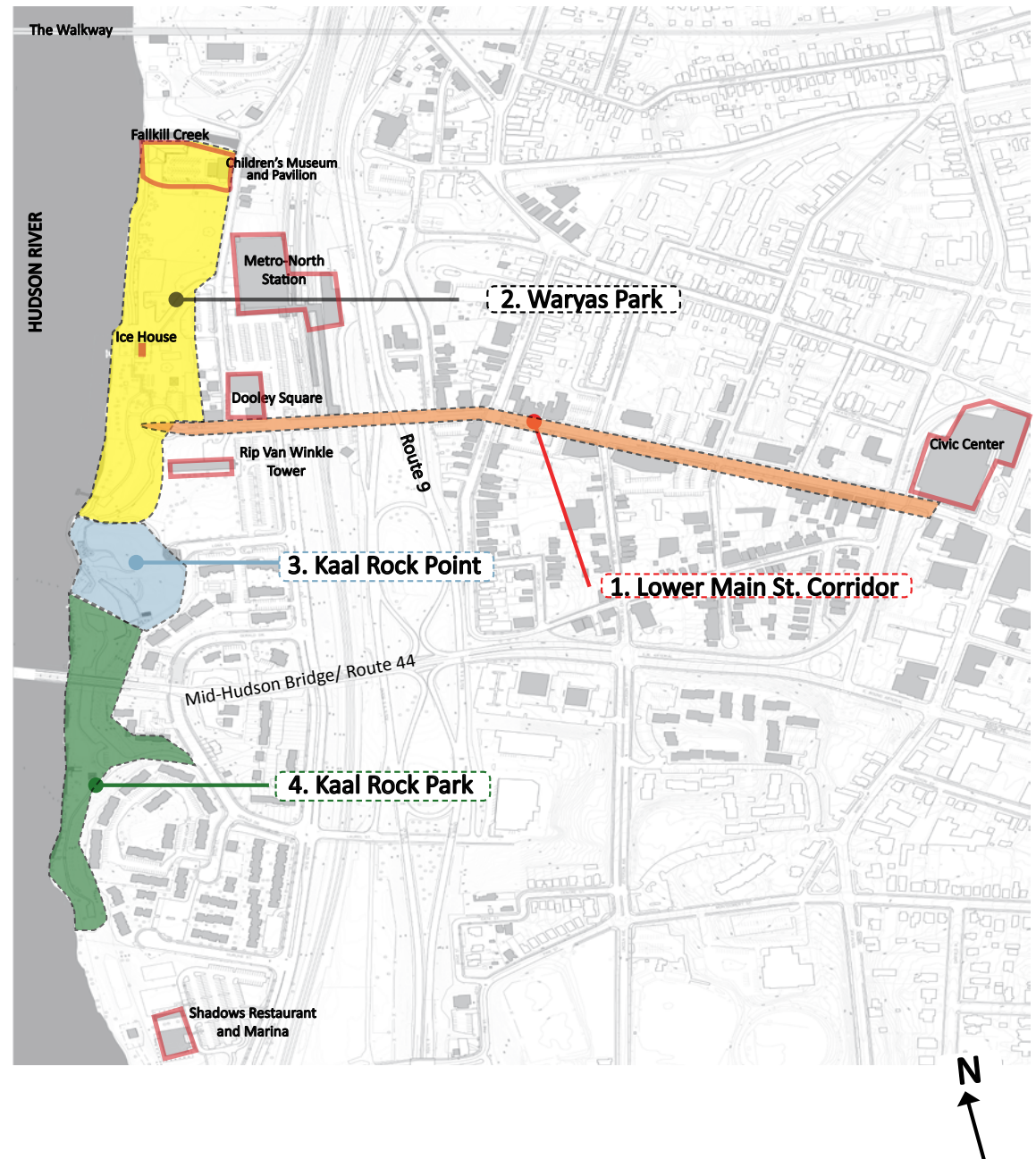
The Hudson River's natural environment, together with a focus on Youth and Education, make up the remaining two major themes, which are similarly interconnected. Kaal Rock Park's natural features can become real nature-based attractions complemented by education programs and adventure sports experiences. The education and youth theme is even stronger in Waryas Park, where adventure and marine activities combined with the rich program from the Children's Museum should be incorporated into the park itself.



Placemaking Opportunities at Key Destinations

Placemaking in communities is not about defining just one or two anchors or destinations; it is about creating a number of great places or destinations that connect to and complement each other. Placemaking is based on the recognition that great places are more than the sum of their parts. For example, the Poughkeepsie Waterfront should have a number of great destinations – ten would be ideal – so that residents and tourists alike could find enough things to do to spend an entire day in the Waterfront District. And each of these great places should have a variety of things to do. A public space could have a fountain, but a fountain next to a playground and a food vendor is better. If there is a bike trail, a bus stop and an ice cream parlor near the fountain, most people would consider this a great place.

Stakeholders and workshop participants identified a number of great destinations in the Poughkeepsie Waterfront and Main Street Corridor, as well as potential ones. Some are public spaces, such as Ice House and terrace overlooking the Hudson, that could simply be improved through physical changes and more programming. Others need to be more defined in order to become a place, however, with the right mix of commercial uses, consistent building renovations and street enhancements, these areas could become really attractive and visually coherent places that, when seen as a whole, function and feel like a commercial district.



Main Street Corridor and Waterfront Park - Proposed Key Destinations



Poughkeepsie Waterfront Key Destination Plan

Lower Main Street Corridor

- 1.1 Main Street Gateway to the Waterfront
- 1.2 Dooley Square and the Metro North Station
- 1.3 Main Street commercial core
- 1.4 Sculpture Park and Cunneen-Hackett Arts Center
- 1.5 Lower Main Street Gateway at the Civic Center

Waryas Park

- 2.1 Promenade
- 2.2 Ice House and Community uses
- 2.3 Flexible lawn, youth area, adventure play
- 2.4 Kaal Rock Point Pier and Lawn

Kaal Rock Point

- 3.1 Gateway to the Point and Point overlook
- 3.2 Neighborhood Lawn and Natural forest area and pathways

Kaal Rock Park

- 4.1 Family Beach and gateway to the Park
- 4.2 Boat and kayak launch, environmental and nature education
- 4.3 Nature walk/Path

1.1 Lower Main Street: Main Street Gateway to the Waterfront

Existing Conditions:

Currently the end of Main Street at the Waterfront is a vehicular drop off, bound by a private parking lot on the north east side, Waryas park lawns on the north and south sides and the Rip Van Winkle housing lawn on the south side.

Issues:

- No sense of arrival
- Lack of wayfinding signage to key destinations as the Walkway, Fall Kill Creek Urban Corridor walk, the Mid-Hudson Children Museum, or the natural park areas
- No clearly marked drop off points for picnics or events. Lack of advertising for scheduled events
- No pathways leading to the water and south of Main Street. The Pier and Kaal Rock point are not connected.
- The Rip Van Winkle housing towers over the park

RIP VAN WINKLE HOUSING DOMINATES THE LANDSCAPE AT THE END OF MAIN STREET



LACK OF COMMERCIAL VISIBILITY



VEHICULAR ORIENTED DROP OFF AT THE END OF MAIN STREET



MAIN STREET LACKS SENSE OF ARRIVAL TO THE WATERFRONT



THERE IS NO SIGNAGE MARKING MAIN STREET AND THE DOWNTOWN DESTINATIONS



1.1 Lower Main Street: Main St. Gateway Square to the Waterfront

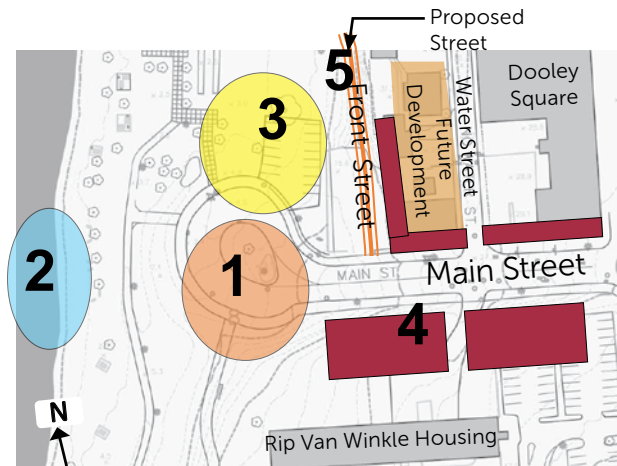
Gateway Square Vision:

1. Establish a "Gateway Square", with meeting point, information kiosk, wayfinding. The Square should become the symbol of the waterfront and Poughkeepsie.
2. Highly visible marine focal point at the end of Main Street.
3. Flexible event space: between the 'Square' and the existing gazebo/shed could be used for events, and performances.
4. Commercial activities along the edges of the square and the last two blocks of Main St.. will help lower the scale of the towering RVW building and provide commercial presence. The existing Riverwalk Cafe' should have a more prominent street presence on Water Street and the proposed Front street.
5. A new street parallel to Water street could provide infrastructure for future waterfront development. This street should have parallel parking and bring

additional connectivity to the water edge Parks. Originally proposed in the 1999 Dutchess County Traffic Study, Front Street will improve the drop off and vehicular circulation at the end of Main Street and also provide winter vehicular access close to the water.

Activities:

- Drop-off and pickup, orientation / Information
- Photo opportunity
- Staging area for the Park (restrooms, food vendors)
- Buy or rent Park and beach-related equipment
- Sit and cool off in shade, winter protection from winds
- Cluster seating, bike rental, trolley stop
- Have a snack or drink
- Attend performances in the square and in the flexible space next to it
- Winter activities to take place in the Square: ice skating, ice sculpture, Christmas tree and Christmas Market, specialty markets
- Restaurant, music or teaching barge moored at the end of Main Street



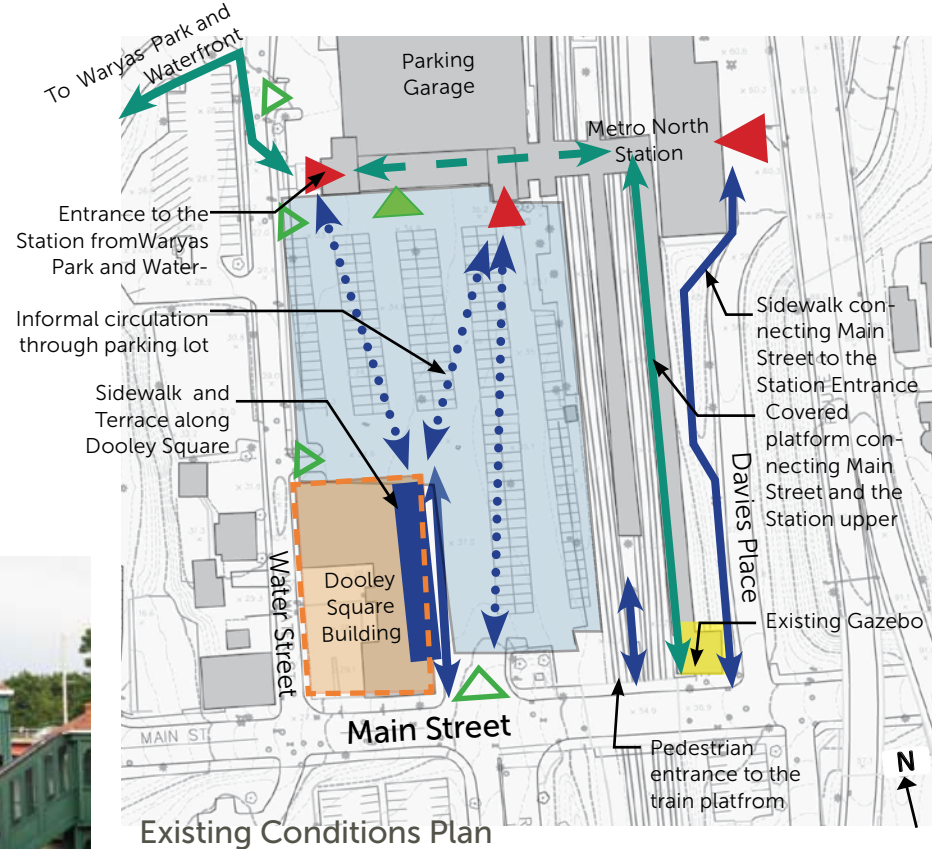
1.2 Lower Main Street: Dooley Square and the Metro North Station

Existing Conditions:

Dooley Square, is the only commercial and retail venue on Main Street between Route 9 and the Hudson River. It includes a destination restaurant 'Mahoney's', popular with locals and commuters, offices and deli. The existing Metro-North Station, is visible and accessible from Main Street even though the main entrances are from Davies Place and Water Street.

Issues:

- Dooley's Square retail is difficult to reach from the Station (need to cross a large surface parking lot), and not visible from the parks. The raised terrace on the east side of the building with umbrellas, tables and chairs is a very nice spot, but overlooking a parking lot.
- Pedestrian entrances to the station are not immediately visible from Main Street. There are several routes to enter the station from Main Street, and few are clearly marked.
- Gazebo/covered pavilion along Main Street at Davis Place and Main Street has no wayfinding and directional signs.



Existing Conditions Plan

Key:

- Existing pedestrian entrance to the Station, or to the train platform
- Existing Pedestrian circulation from Main street
- Existing Pedestrian circulation from the Park to the station and Main Street
- Existing surface parking lot
- Vehicular access to surface parking
- Vehicular entrance to the Parking Garage

DOOLEY SQUARE BUSINESSES ARE NOT VISIBLE FROM MAIN ST. AND STATION



GAZEBO ALONG MAIN STREET



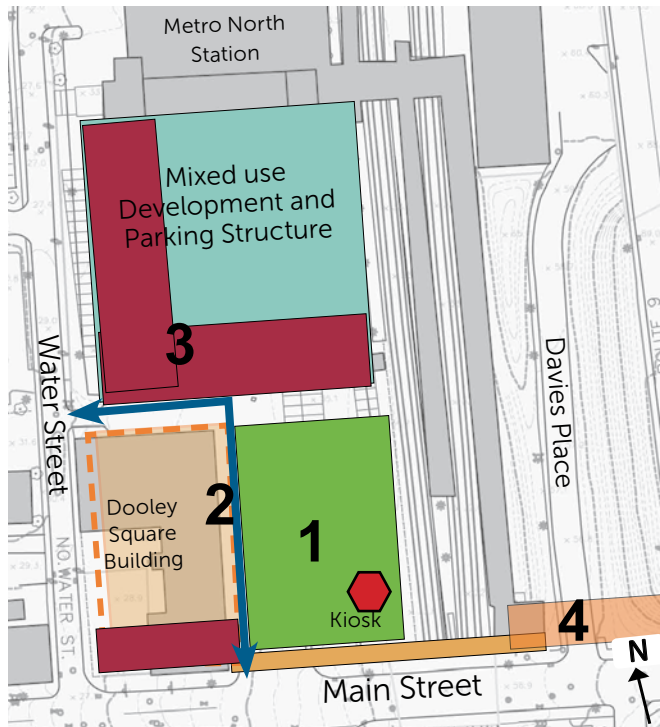
COVERED PLATFORM TO THE STATION UPPER LEVEL



MN STATION ENTRANCE ON WATER STREET IS NOT VISIBLE OR WELL CONNECTED TO THE WATERFRONT



1.2 Lower Main Street: Dooley Square and the Metro North Station



Key:
 Proposed Retail/Commercial
 Future Development
 Vehicular Access



Vision:

This area is part of the TOD Study commissioned by the City in 2011. Future Economic Development recommendations will be done by the Firm conducting this study. The suggestions below should be evaluated in conjunction with the TOD proposal.

- 1- A Station Square should be developed that draws people from Main Street and the station, with commercial activities along the edges, and a seating/plaza in the center.
- 2- Expand Dooley Square building and outdoor uses, connect the existing retail/restaurants with Main Street and the Station. Add services for commuters, as dry cleaner or convenience store.
- 3- Wrap the parking garage with retail to face the new Station Square
- 4- Location for major gateway art installation

Activities:

- Transit activities, as pick-up and drop-off
- Kiosks for commuters with electronic departure/arrival information for bus and trolley in the area, flyers about events, shade or weather protection, seating, maps with bus routes, convenience stores.
- Meeting point with informal seating (where you meet for tours, meet a friend for a concert or for other uses)
- Food trucks and carts
- A train set attraction for children
- Art Displays, horticultural displays
- Movable seating and umbrellas
- Lunch concerts, new shops and services



1.3 Lower Main Street: Main Street commercial core

Existing Conditions:

Several successful businesses with storefronts and restaurants are located on the north side of Main Street between Clover and Perry Street.

Issues:

- Parking garage across the street from the retail has no ground floor commercial activities
- There are many surface parking lots along Main Street and several housing complexes recessed from the Street.
- There is no street furniture, and sporadic street trees
- The discontinuity of the retail makes it difficult for Lower Main Street to become a destination.

Vision:

Building on the existing successful business, this block will act as the incubator for future successful business expansion:

- 1- Improve sidewalks in front of the commercial block, providing seating, shade, trees, flower pots, awnings, lighting and store signs
- 2- Expand commercial uses across the street hiding the side of the parking structure. This could be accomplished using market tents or adapted shipment containers; this commercial uses could grow into a future retail building on the side of the garage. Uses of shipment containers provides a connection with Poughkeepsie shipping history.
- 3- Art displays and directional signage
- 4- Use Parking lots for week-end markets (flea market, book market, etc)

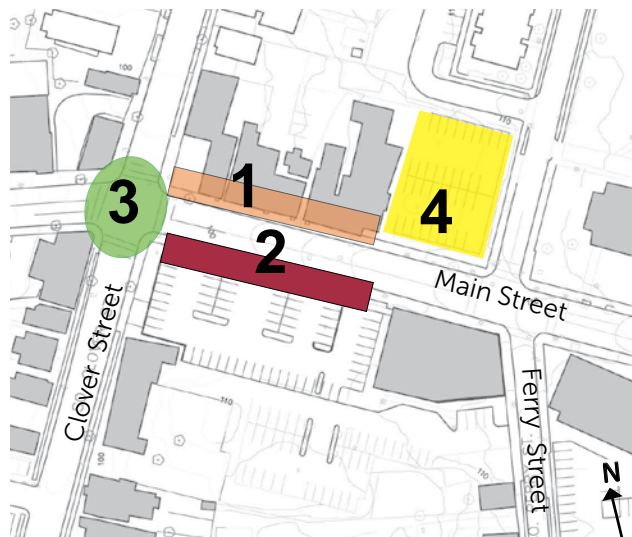
Activities:

- Shopping
- Restaurants with presence on the street
- Encourage small businesses and artisans to occupy empty storefronts

BUILD ON EXISTING SUCCESS BUSINESSES



PARKING GARAGE



1.4 Lower Main Street: Cunneen-Hackett Arts Center and Sculpture Park

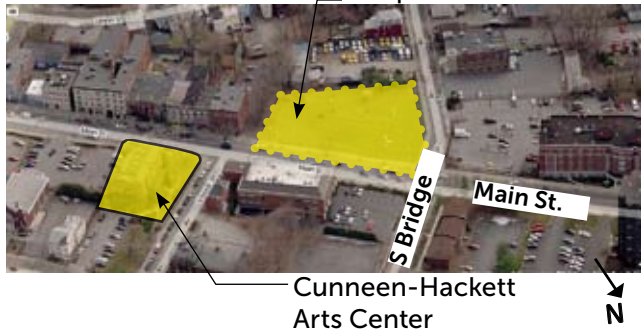
Existing Conditions:

On the north side of the street between the Arterial and Bridge Street there are mostly surface parkings, a residential building and the Dutchess County Council of the Arts. Along the south side a sculpture park with art displays, and a low scale group of houses with few businesses .

Issues:

- Interrupted presence of retail makes difficult for the Lower main Street to become a destination
- Only two benches at the Sculpture Park
- No Street furniture, and sporadic street trees
- Cunneen-Hackett Arts Center has no presence on Main Street
- Sculpture park is on a very sloped area

AERIAL VIEW OF MAIN STREET AT THE SCULPTURE PARK
Sculpture Park



CUNNEEN-HACKETT ARTS CENTER IS NOT VISIBLE FROM MAIN STREET



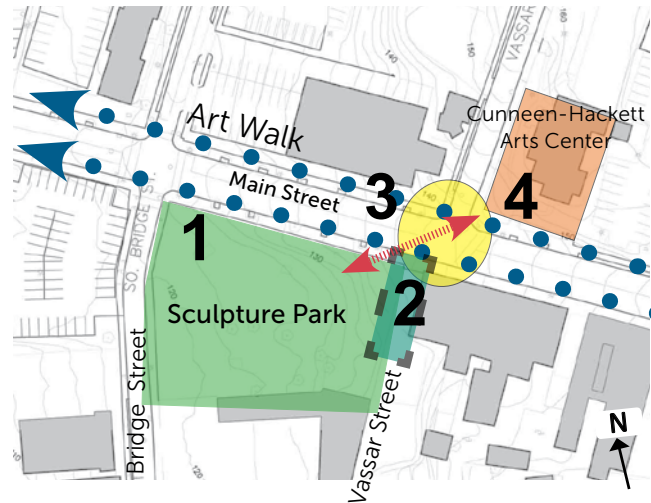
Vision:

Emphasize Cunneen-Hackett as an anchor for Main Street businesses through a diverse arts and culture treating to the entire intersection and beyond.

- 1- Neighborhood park with gazebo for concerts, interactive art for children playing, a small playground, seating and shade
- 2- Seating area at the upper level will provide a vantage point
- 3- Visual relation with the sculpture park, using art to mark the location of the Cunneen-Hackett Arts Center, incorporating into the crosswalks, seating and gardens outside the beautiful historic building
- 4- Make the Cunneen-Hackett Arts Center and the Dutchess County Arts Center more visible from Main Street, a beacon on Main Street, the beginning of the Art walk

Activities:

- Art exhibits, open air gallery
- Children Playing
- Lunch
- Small Concerts



Key:
Create a visual connection and improve the pedestrian crossing between Sculpture Park and Arts Center



1.5 Lower Main Street: Gateway to Main Street at the Civic Center

Existing Conditions:

The Mid-Hudson Civic Center is the area's premier venue for live shows, concerts, trade shows and expositions, prominently located at the crossroad of Main Street and the Arterial.

Issues:

- The Arterial is a 4 lane road with fast traffic; there is a pedestrian traffic signal at Main street, but pedestrians feel unsafe crossing the Arterial
- The Civic Center has no visibility from Main Street; the building has no relation with surroundings
- The service road along the east wall of the Civic Center adds the "feel" of an additional road; no pedestrians walk along the service road and the Civic Center solid wall along the

SOLID WALL ALONG THE ARTERIAL AT MAIN STREET



EAST SIDE MAIN ENTRANCE IS DEDICATED TO DROP-OFF AND NOT WELCOMING



Vision:

The Civic Center should become an anchor for Main Street, adding visibility to the activities, and also becoming a partner in planning events and performances.

1- Traffic calming along the Arterial:

- Provide active edges along the Arterial and Main Street, add an entrance to the Civic Center from the intersection of Main and Arterial (long term); add banners on the building advertising events; add art displays, projections, murals on the Civic Center building facade;
- Add curb extensions at the intersection of Main and the Arterial
- Parallel parking and other traffic calming measures to slow traffic down

2- Gateway to Lower Main Street: traffic calming, informative and welcoming signs. Main Street Art Walk could start from here and connect Main Street destinations to the Park

3- Parking lot to be used week-ends for special events, concerts, art markets related to the Cunneen-Hackett Arts Center, or pop-up retail location.

Activities:

- Orientation and welcoming



- Key:
- Proposed ground floor retail/commercial
 - Activate Civic Center Facade
 - ➔ Possible Civic Center New entrance from Main Street and Arterial



Traffic calming along the Arterial



Art displays could help softening the Civic Center facade along the Arterial

Lower Main Street Corridor: Overall Recommendations

MAKE THE LOWER MAIN STREET CORRIDOR PEDESTRIAN-FRIENDLY

An overall goal shared by Poughkeepsie residents at the workshop and interviews, was to improve the pedestrian experience along Main Street. People vocalized that crossing the Arterials is dangerous, and the four lanes, one way highway is considered a barrier. Also the underpass at Route 9 is considered a barrier, making the walk down to the River an unpleasant experience. The high number of curb cuts leading to surface parking lots, and the absence of street presence as storefronts along most of the blocks between the Arterial and Front Street, also contribute to the negative pedestrian experience.

Thus the primary directive was to improve pedestrian space and mobility, and provide amenities that promote walking and bicycling through the downtown, which in turn would help vehicular circulation. Calming traffic, increasing pedestrian crossings, improving sidewalks, and adding signage will create a pedestrian-friendly downtown where one can walk from the Civic Center all the way to the Waterfront and the Station. Encourage active ground floor uses – retail and restaurants – throughout Lower Main Street.

- Create an interesting environment along the sidewalks; ground floor level of buildings and empty lots or parking lots should be active and more attractive. Storefronts should have enticing retail display windows, blank walls should have murals or other art displays, and façades should be improved. Empty storefronts, should have temporary displays, encourage artist to have temporary exhibit of their work in the windows.
- Add new crosswalks and highlight existing ones with bolder and wider striping.
- Highlight pedestrian walkways, alleyways and paths with better and more uniform signs, lighting, and beautification.
- Enhance and increase bus stops and trolley stops, with benches and shelters, which will also serve as amenities for pedestrians.

CREATE MORE USABLE PUBLIC SPACES THAT ARE DYNAMIC SETTINGS FOR VENDORS AND POP-UP BUSINESSES

There are not many places for the community to gather on Main Street or even comfortable places to sit. Providing public spaces that are rich with a variety of uses will encourage people to linger in the downtown, and with better places for outdoor eating and socializing, downtown Poughkeepsie will become a more vibrant place.

- Create more places to sit, congregate, and meet people by clustering seating and “triangulating:” creating a synergy between compatible uses such as seating, food, coffee, flower beds, shade trees, information kiosks or other pedestrian amenities.
- Widen sidewalks in strategic places to create more gathering places.
- Create a gateway plaza and a better performance space for the downtown at the end of Main Street to create a real gateway to the Waterfront.
- Improve and organize the public space at the train station for waiting and other activities.
- Create focal points and meeting places by adding water features or public art to open spaces.
- Increase activity by enhancing the spaces around key destinations such as the Civic Center, the Metro North Station, the Art Center and the Rip van Winkle Housing.

STRENGTHEN PROGRAMMING TO ENHANCE LOWER MAIN AND THE WATERFRONT

The Poughkeepsie Waterfront is active during scheduled events, concerts or festivals. These are days that mark an exciting, inviting downtown as opposed to a downtown that is only visited out of necessity. Building upon the energy of these special- days with more programming of events and activities will increase the vitality and attraction of the Poughkeepsie Waterfront.

- Organize more outdoor concerts, theatre performances, dancing under the stars, and movie nights at the existing Waryas Park gazebo, the natural amphitheater at Waryas Park and Kaal Rock Park for summer concerts.
- Celebrate the visual arts with art shows, craft markets, temporary sculpture gardens and other art installations.
- Increase activities for families and youth with weekly family nights at local restaurants and the Cunneen-Hackett Arts Center, teen nights at the MHCM and skate park or events at the Metro-North Station.
- Arrange game tournaments, such as chess tournaments or basketball nights.

2.1 Waryas Park: the Promenade

Existing Conditions:

There is an existing 10' wide concrete pedestrian walkway along the Hudson River, linking Main Street access to the Fall Kill Creek. Points of interest connected by the walk include: a water edge terrace at the Ice House, a Boat launch and the Children's museum pavilion at the Creek.

Issues:

- The walk is new and in good condition; there are several picnic tables scattered along its length and few trees
- The Promenade is one width, and it is not wide enough for future increase in bike, pedestrian and jogging activities

EXISTING PEDESTRIAN WALKWAY



Vision:

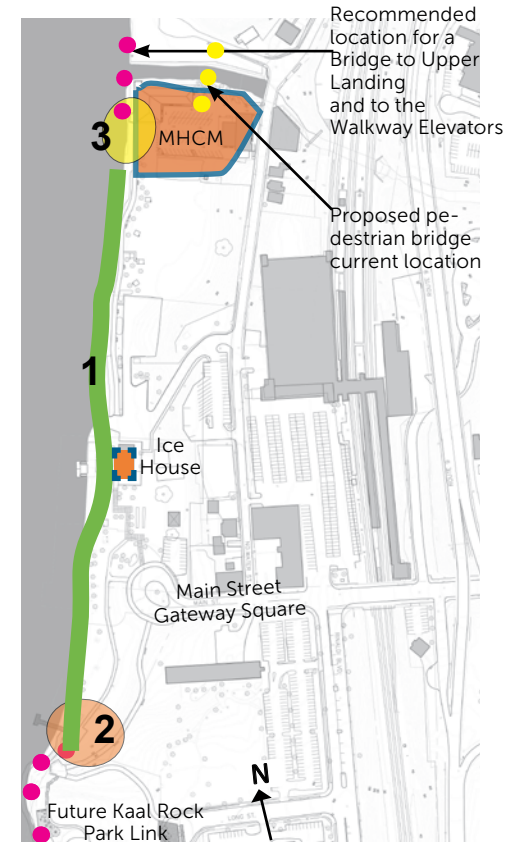
Bring a new level of management and programming to Waryas Park so that it is indisputably the region's great waterfront, with more water related activities as boating, festivals, events, fairs, concerts and use of the existing mooring and piers. Many kind of vessels and excursion/ferries should use this waterfront to add to the water related activities

- 1- Widen the Promenade in few areas to create more destinations for activities
- 2- Boat-based community activity, such as a science or educational barge, a floating restaurant barge, should anchor at the south end of the promenade
- 3- The Promenade should end before or at the MHCM and be marked with an art focal point
- 4 - Increase levels of maintenance, horticulture, and programming in the Park
- 5 - Develop new sources of revenue to help pay for the park, including concessions, restaurants, boat rentals, and other adjacent retail



Activities:

- Walk, jog, meet, people watch
- Bicycle and rollerblade
- Take pictures
- Attend small scale events
- Buy from vendors (food, snacks, drinks, ice cream)
- Art exhibits, open air gallery
- Concerts
- View light show in the water (Fire show, water sprays, fireworks)
- View regattas
- Rent boats



2.2 Waryas Park: Ice House and Community uses

Existing Conditions:

The Ice House is an attractive building located in the central part of the park.

Issues:

- It is closed most of the times
- Planned to have only single use-concession
- Several metal fences make circulation difficult around the building
- Picnic tables are fixed to the ground

ICE HOUSE-EXISTING CONDITIONS



PARKING LOT AT THE ICE HOUSE



PLAY AREA AND PICNIC TABLE CLOSE TO THE ICE HOUSE



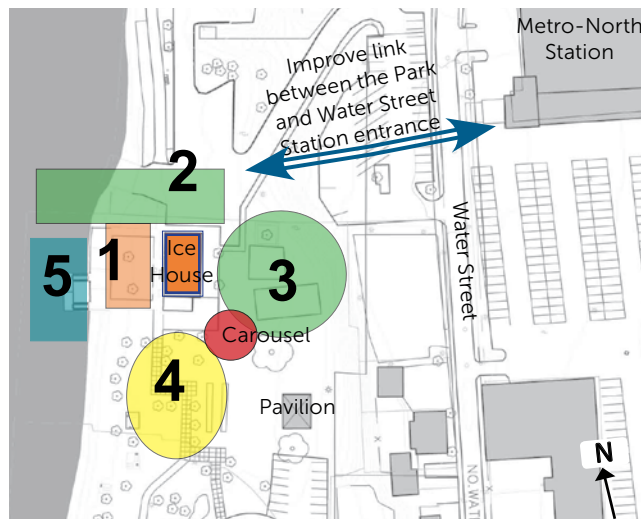
Vision:

The building should be open all the time and serve as continuous presence in the park. In addition to café / concession, public bathrooms, community uses, should serve as storage for games, support for teen and kids activities. If necessary the building should be expanded.

- 1- Café' terrace with movable chairs and umbrellas
- 2- Community boating activities at the existing launch. Move boat trailers parking upland. Partner: Building Bridges, Building Boats organization in Cold Springs (<http://www.buildingboats.org>), sailing and rowing schools for kids
- 3- Community park with playground for small kids (infants and toddlers), café' seating and kiosk, picnic and games
- 4- Picnic area with movable picnic seating-beer garden or other special food events
- 5- Mooring to be public with rotating and visiting vessels

Activities:

- Café' seating
- Boating, building boats with kids, sailing classes for teens
- Playground, picnic, bocce, game tables, minigolf cook-outs with communal grill
- A carousel



Carousel



3



2

2.3 Waryas Park: Flexible lawn/youth play area + Adventure Play

Existing Conditions:

The large lawn area between the Children's Museum and the boat launch has several picnic tables and benches spread throughout. Some are in good conditions. These amenities are very popular, conveniently located close to the river, train station and parking. A sloped embankment between the lawn area and Water Street is acting as a barrier and not used because of the steep grade. Pedestrian access to the park along North Water street is happening only in the middle section of the Park.

The skate park is a very popular destination, very close to MHCM. Little kids love watching, but the two uses do not complement each other.

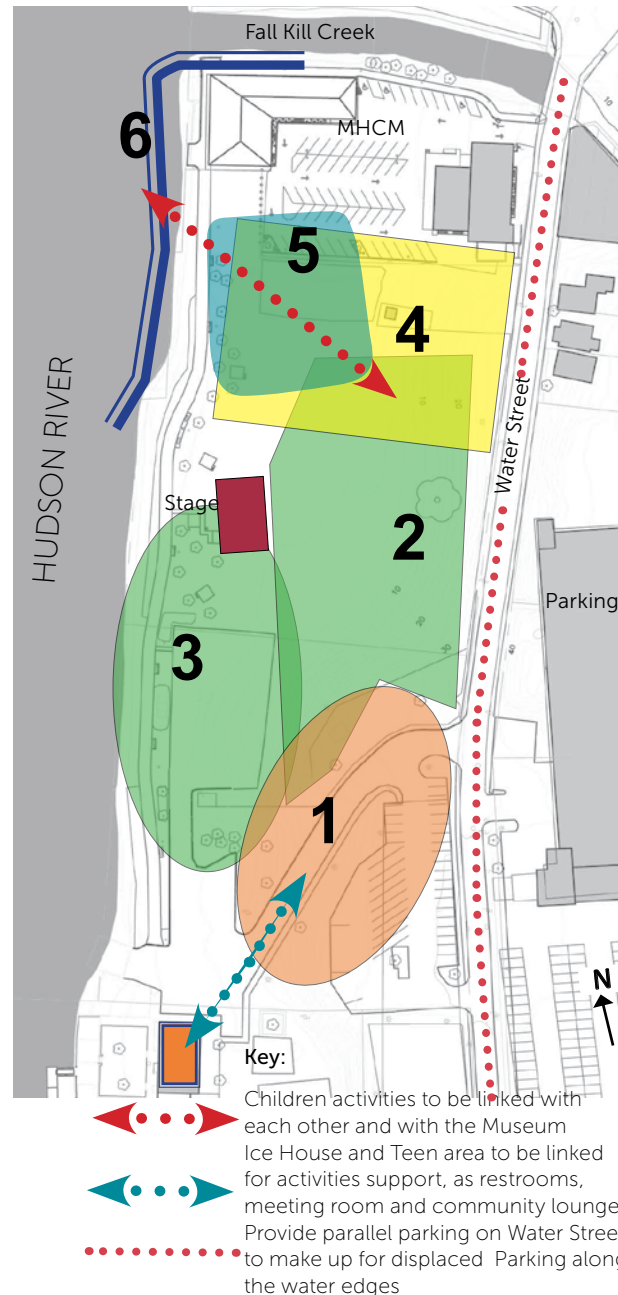
Issues:

- Skate park location and hours of operation
- Surface parking is taking park space
- No MHCM outdoor presence

SKATE PARK IS VERY POPULAR BUT TOO CLOSE TO THE MHCM



THE SLOPE BETWEEN WATER STREET AND THE PARK LEVEL IS ACTING AS A BARRIER



Vision:

A "Children First" strategy should underlie the program and design of the Park, specially for this area in proximity of the MHCM.

1-Teen area: relocate the Skate Park in proximity to the Ice House and future community room, providing organized teen activities, basketball and volleyball, BMX course and graffiti walls. This space could include a natural climbing wall using the existing slope and rock outcrop. Game tables, cluster seating.

2-Natural Amphitheater, with movable stage

3-Flexible field for games and events

4-Destination Playground/Adventure play to be designed in collaboration with the MHCM. The playground should offer areas for different age children, and should include gardens for growing and studying plants

5- Destination Water Playground

6-'Touch the River' activities that will bring the children in direct contact with the river for studying and recreation

Activities:

- Open air games for children and teens
- Pick-up games, soccer, or winter ice hockey



2.3 Waryas Park: Flexible lawn/youth play area + Adventure Play



2.4 Waryas Park: Pier and sloped lawn to Kaal Rock Point Park

Existing conditions:

This side of Waryas Park is close to Kaal Rock Point and the Pier, and it is a very calm and quiet area. A sloping lawn is connecting Waryas Park to Kaal Rock Point. The flat lawn area at the bottom of the slope has several sculptures, and benches for seating. The existing Pier is a clear destination for fishing and boat mooring. Next to the pier there is a protected pebble beach and the beginning of the steep rocky walls of Kaal Rock Point.

RVW HOUSING FROM THE LAWN AREA



SLOPED LAWN



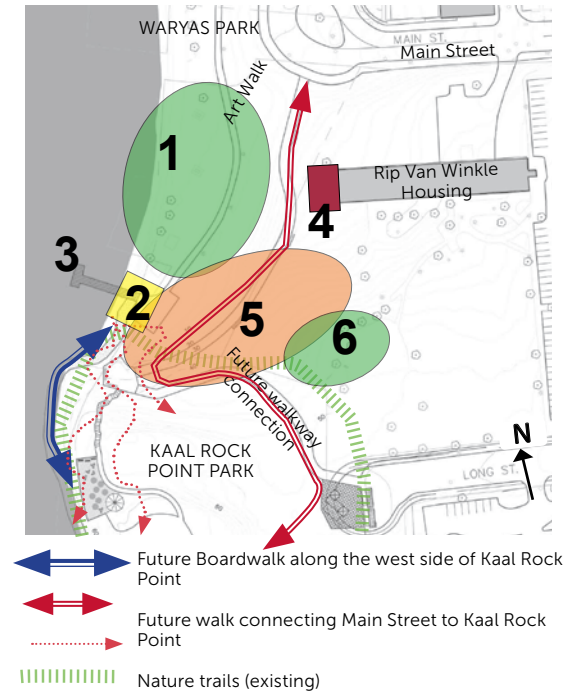
Vision:

An access point to Kaal Rock
 1-Lawn for sunbathing, picnics
 2-Promenade should end in a small paved plaza connected to the existing pebble beach via steps. At this location there should also be orientation for the destinations south of the Kaal Rock, and the boardwalk to Kaal Rock Park and nature walks.
 3-Pier: community related boating uses, schools, science barge, the Clearwater, learn to fish, fishing, and benches for viewing.
 4- RVW scenic vantage point with terrace and cafe' overlooking the Hudson. The RVW housing ground floor could have a commercial use. Activities along that side of the housing, will add "eyes" on the Kaal Rock Point Park.
 5-Gardens and seating, rain gardens, children gardens
 6-RVW community gardens



Activities:

- Sunbathing, picnics, fishing and tour boats/ water taxi
- Connection to nature, walks, playing on grass
- Gardening, community, garden clubs
- Fenced dog run



Pedestrian and bikeway connection between Waryas Park and Kaal Rock Park- Upper and lower connections

THIS PAGE SUMMARIZES POSSIBLE ALTERNATIVES FOR CONNECTING WARYAS PARK TO KAAL ROCK PARK

UPPER CONNECTION:
12' WIDE WALKWAY/BIKE PATH TO BE LESS THAN 5% SLOPE
BENCHES ALONG THE PATH TO REST AND VIEW



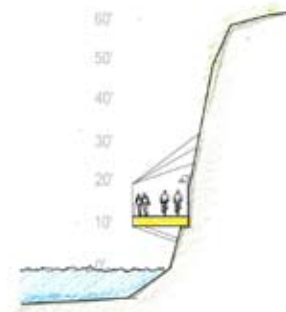
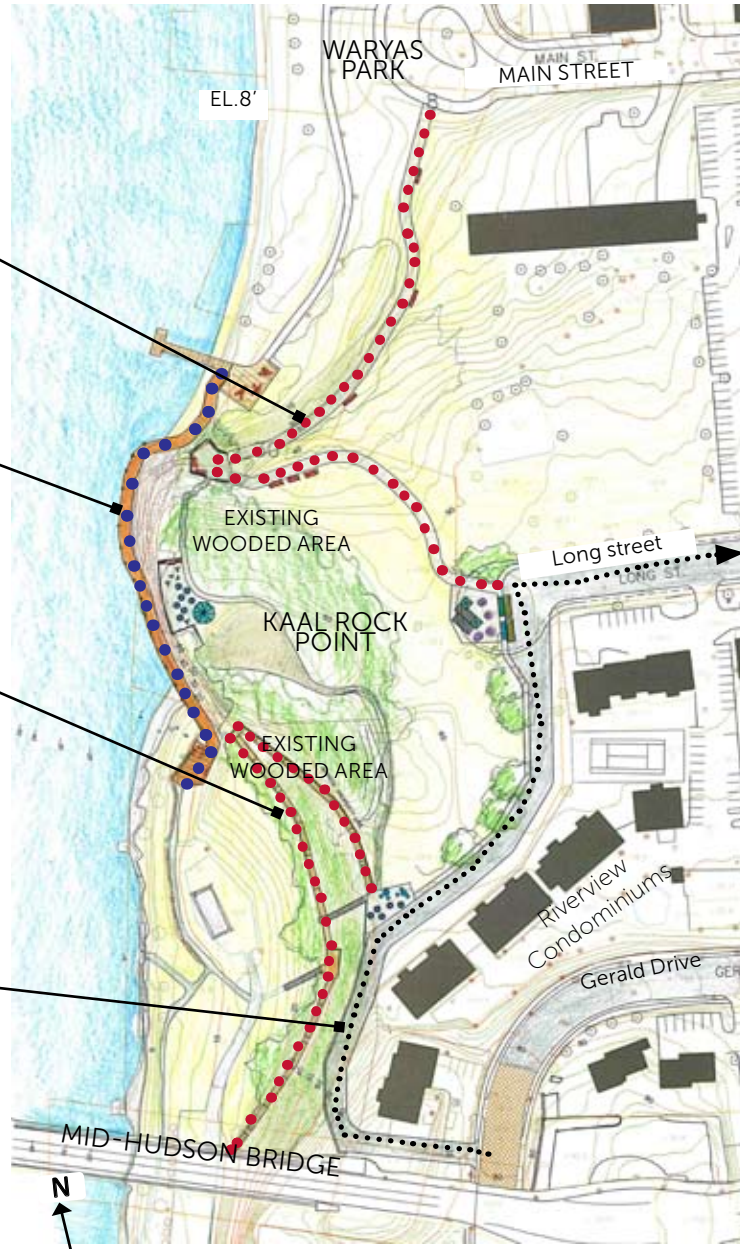
LOWER CONNECTION:
BOARDWALK ALONG THE WEST FACE OF KAAL ROCK POINT SEE CONCEPTUAL SECTIONS



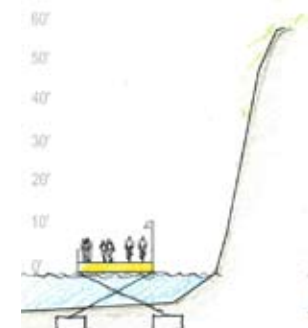
UPPER CONNECTION RAMP AND PATH SET IN THE WOODED SLOPE. WHERE NECESSARY RAMP SHOULD BE ON POSTS NOT TO DISTURB THE EXISTING GRADE AND TREES



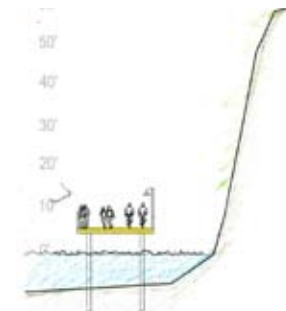
PROPOSED BIKE PATH CONNECTION OR ONE WAY VEHICULAR ROADWAY



SUSPENDED BOARDWALK



FLOATING DOCK



FIXED PIER



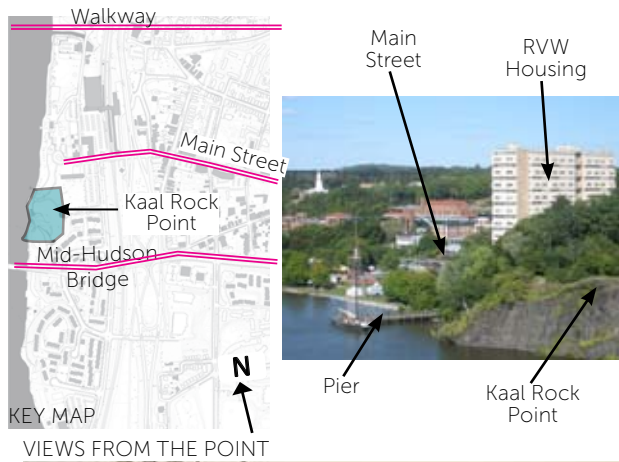
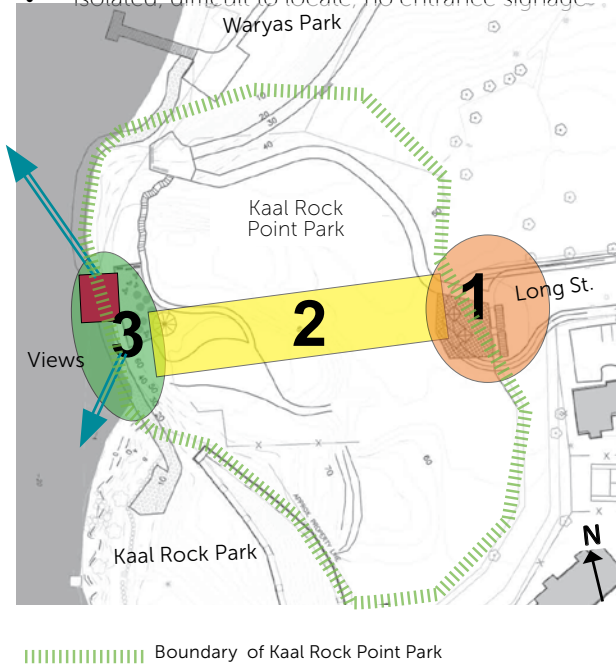
3.1 Kaal Rock Point: Gateway to the Point and Point Overlook

Existing conditions:

The rock formation of Kaal Rock Point is the highest point on the Poughkeepsie waterfront. Kaal Rock Point rises approximately 60 feet above the Hudson River. Although much of the Point itself is heavily forested, the high point is roughly cleared and affords sweeping views of the Hudson River and the two bridges. The high point is also at the same level as Long Street and it is a pleasant stroll to reach it. Although evidence of travel exists, there is no designated path to the point from Long Street. The site could have been used in the history as an outlook, and in most recent years was a site for a brewery and later a restaurant.

Issues:

- The access to the Point from Long Street is unmarked and heavily wooded.
- Close to residential
- Isolated, difficult to locate, no entrance signage.



Vision:

Kaal Rock Point should become one of the iconic places to see along the waterfront.

- 1- Gateway entrance to Kaal Rock Point Park: wayfinding, gathering plaza for drop off and small events, future food truck parking on weekends
- 2-Improved walkway to the Point viewing area. Use the existing flat area for creating an access pathways through the wooded area, providing ADA accessible paving, seating, enhancing the view corridor
- 3- Overlook with seating, kiosk/gazebo, future cafe' concession

Activities:

- Views, Cafe' seating, walking, bird watching, boats watching



3.2 Kaal Rock Point: Neighborhood lawn, natural wooded area and pathways

Existing conditions:

Kaal Rock Point vertical rock faces and steep topography on three sides present challenges to visitors, as the existing network of informal paths are steep and precarious. A system of informal and unmarked path system is connecting the Point to north and south parks and to Long Street entrance.

A flat lawn at elevation 55'/60' is located between the rock and the existing residential units of the Riverview Condominiums near the Long Street cul-de-sac. Dense wooded areas screen the high point from public access.

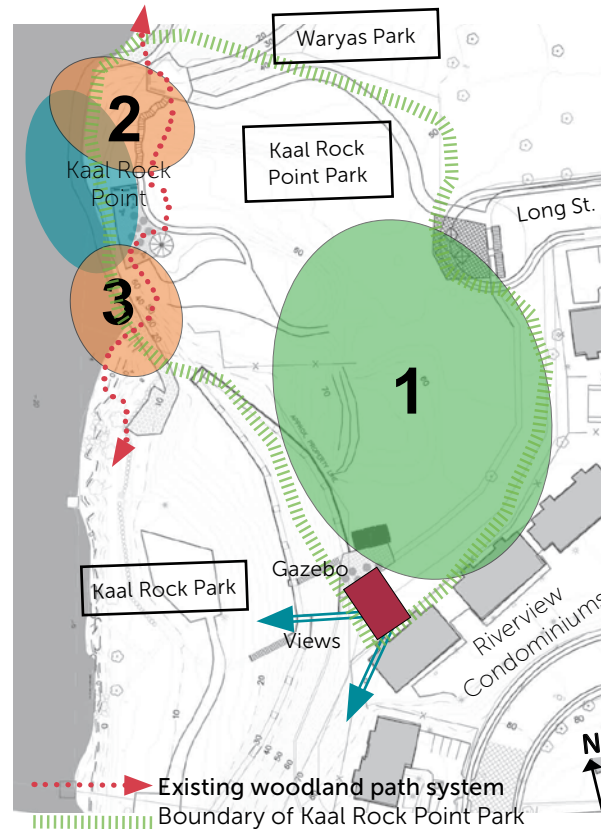
Issues:

- Isolated
- Close to residential

EXISTING WOODLAND WALK



EXISTING ROCK FORMATION WITH CLIMBING PATH



Vision: Preserve and build off the natural feeling, especially of the woodlands, but infuse with more activity and improve its connectivity to make it more usable. The wooded areas could become a natural resource for all the waterfront parks, restoring the Point to native times using native planting and providing a setting for possible camping and adventure for kids. It could be a place where kids learn how to build a teepee, a canoe, and be immerse in a adventure setting. Restoring a natural landscape will likely attract birds and wildlife that will enhance the park as a natural environment.

- 1- Lawn for informal games, family picnics, neighborhood activities, schools
- 2- Challenge course youth program. Nature walk in the existing wooded area, building on the existing path system.
- 3- Climbing and difficult trails in a wooded area

Activities:

- Kids adventures using canoes, teepees and camping
- Connection to nature, walks, playing ball games on lawn
- Gardening, community, garden clubs.
- Nature exploration, through walks in the wooded areas, bridges, climbing on rocks, will be an additional play element that builds the park as a kid-friendly, family destination.



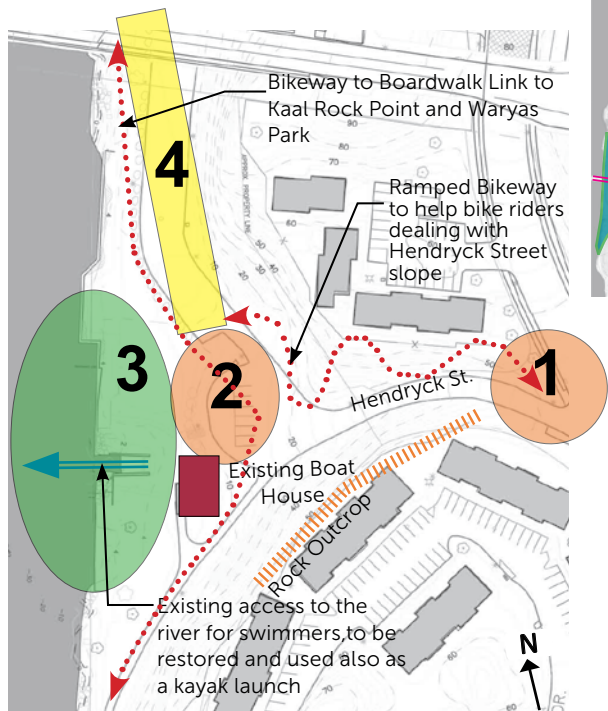
4.1 Kaal Rock Park: Family Beach and gateway to the Park

Existing conditions:

The entrance to Kaal Rock Park located in a residential neighborhood with little traffic, is difficult to find because it is unmarked. The vehicular access via Hendryck Street is very steep and biking or walking is challenging. Because of the difficulty of access, this park is a very isolated place. Everywhere in the park there are great views of the river and of the beautiful structure of the Mid-Hudson Bridge, spanning 90 feet above. It is a protected area, nested between Kaal Rock and another rock outcrop formation called Poughkeepsie Melange. This layout gives the park its intimate feel which should be preserved.

Issues:

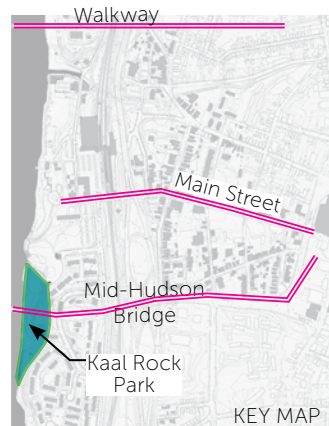
- Isolated
- Difficult access via a steep road (Hendryck St.)
- No marked entrance to the Park



EXISTING PARK BUILDING



HENDRYCK STREET PARK ENTRANCE



PEDESTRIAN RAMP TO THE RIVER



Vision:

Preserve and build off the natural feeling, especially of the woodlands, but infuse with more activity and improve its connectivity to make it more usable. Enhance the intimate feel of the Park.

The Boat house should be open daily, for either information, restrooms and food.

1- Gateway: Make the entrance to the Park more visible and provide a ramp for pedestrian and bike access.

Make it visible from the Walkway 'loop'

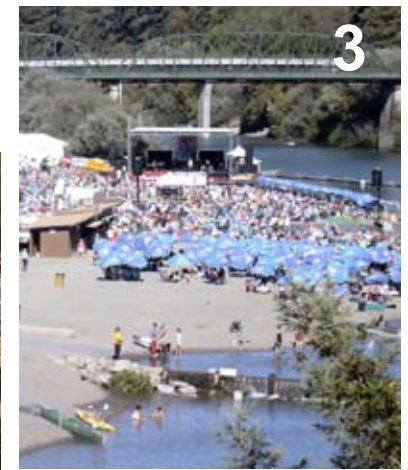
2-Beach terrace: the arrival should not be just a parking lot, but a welcoming area, with focal point/meeting area, cafe' seating during the summer.

3-Family beach: activities for kids, sand pit, umbrellas, access to water, food vendors.

4-Reorganize parking to be more efficient and less visible-use permeable materials and hide with landscaping

Activities:

- Sunbathing, swimming
- Games for children, volleyball, tiki bar



4.2 Kaal Rock Park: Youth environmental education + Boat and kayak launch - North end of Park and Lawn

Existing conditions:

In the North park area there are several asphalt walkways and a wider paved area. Few benches in the wooded area close to the base of Kaal Rock. There is a narrow asphalt road connecting the parking on the south. In the very picturesque setting there is no easy pedestrian water access; although it was once present, it is now closed off and in disrepair.

Issues:

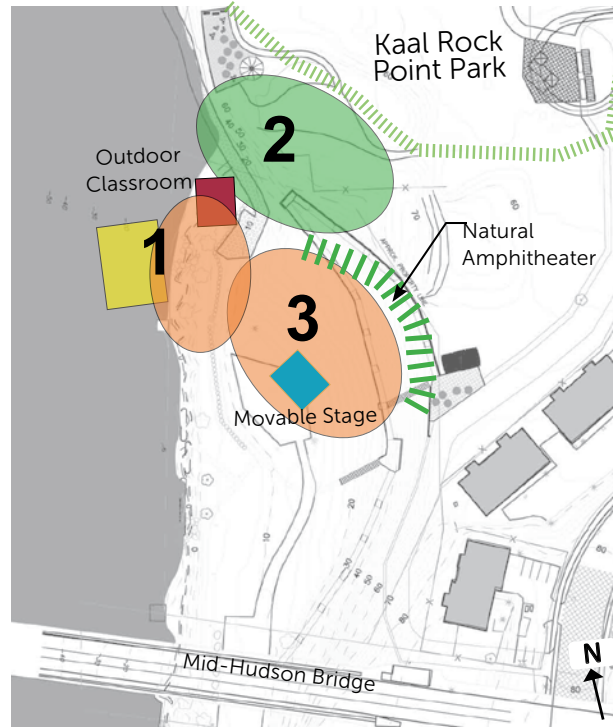
- Isolated
- The existing paths leading to the top of the Rock are not marked and difficult to find
- Nice but secluded benches in the north end of the Park are not used.



Kaal Rock (1920's)



2



Vision:

Create a great place for kids, building off the presence of the MHCM, and bringing in other partners as Outward Bound and Head Start. Providing natural areas for children to explore is emerging as a key opportunity for Kaal Rock Park.

- 1-Kayak pontoon (warm weather uses)
- 2-Exploratorium: adventure and nature walks, climbing, orienteering. An outdoor classroom could support the exploratorium activities.
- 3-Natural Amphitheater with movable stage for large concerts/performances. Because of the slope southern exposure, outdoor performances and activities could be extended into fall and spring.

Activities:

- Kids camping, outdoor adventures, exploration in science, organized by the MHCM or other partners
- Concerts and performances, theater

Kaal Rock Park Link: In order for this section of Kaal Rock Park to be a successful youth destination, it is necessary to accomplish the North South connection to Waryas Park, the connection to the Walkway elevator, and to the loop



2



2

4.3 Kaal Rock Park: Nature and River trail - South end of Park

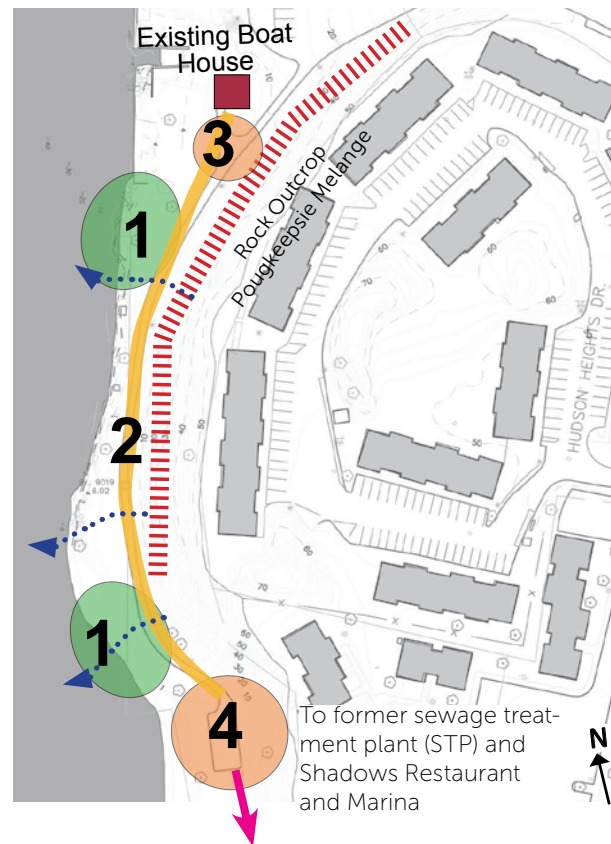
Existing conditions:

The south end of Kaal Rock Park is a narrow unimproved parkland located between the Poughkeepsie Melange rock formation and the river's edge. This shoreline is characterized as a "soft" shoreline due to the existence of natural sediments and rocks. In several areas, overgrown vegetation is hiding the access to the River. A narrow pathway is connecting the existing boathouse to the south boundary of Kaal Rock Park. A new pathway and rip rap starts at the former sewage treatment plant (STP) and connects Shadows Restaurant and Marina, an important destination along the shoreline.

Issues:

- Very isolated
- Asphalt walks in disrepair
- No seating or amenities

SOUTH END OF EXISTING PATHWAY



To former sewage treatment plant (STP) and Shadows Restaurant and Marina

Vision:

- Create opportunities for public access to the River.
- 1-Access to water via beach or wooden boardwalks
 - 2-Restored walkway with benches, permeable pavement, path markers
 - 3-Rock climbing and observation of rock outcrop
 - 4-Node between Shadows waterfront and walkway, with seating and orientation

Activities:

- Walking, Biking
- Rock climbing
- Nature Trail



Recommendations for the Waterfront Parks

THE COMMUNITY CONNECTION

Parks provide a unique opportunity for people who live and work in a diverse community to develop and strengthen relationships in ways that are not possible in other types of public spaces. Throughout their history, parks have had a positive economic impact on the surrounding areas and, in fact, can not only stimulate investment in properties around them but this value can then provide an opportunity to generate income for their maintenance and management in the long term.

A "CHILDREN FIRST" STRATEGY SHOULD UNDERLIE THE PROGRAM AND DESIGN

Designing with children in mind can set a high standard for an environment everyone will enjoy – a destination for children also attracts families and all kinds of other users.

The Waterfront Park Area from Waryas Park to the Kaal Rock Park should be activated by programming developed in conjunction with the MHCM, and other youth organizations, and should be geared towards children and teens.

Possible partners in programming youth activities should include: Outward-bound, Parks and Recreation Department, Public Library, Cunneen-Hackett Arts Center, Barrett Art Center/Dutchess County Art Association, local community and art centers as the Children's Media Project, Mill Street Loft, Cornell Cooperative Extension Dutchess County - Agriculture and Horticulture, Morse Historic Site Garden Volunteer Program among others.

THE CHILD-NATURE CONNECTION

Providing natural areas for children to explore is emerging as a key opportunity for Kaal Rock Point and

Park. Abundant new research indicates that there is an urgent need for this type of play space, as children have suffered significantly over the past two or three decades from an increasing distance from nature – a combination of more time on computers and T.V., the number of families in which both parents are working, and the increasing fear of parents over letting the kids roam unsupervised. Worldwide, children are spending less and less time outdoors, and for the first time the majority of their playtime is inside. The resulting "nature deficit" has been linked to many problems and potential problems:

- Free and unstructured play in natural areas encourages far more creativity and imagination than a structured play environment. This deep immersion into a world of their own creation, which until recently has been a normal part of growing up, enables children to imagine alternative possible worlds and develop a problem-solving capacity that are essential skills for tackling larger problems later in life. Many recent studies show how unstructured free time to play in the outdoors improves school performance, reduces stress and aggression, and promotes happier children.
- Direct childhood experience with nature is strongly associated with the likelihood that a person will take actions to improve or protect the environment as an adult.
- More expansive opportunities to play and be active is essential to keeping kids healthy and reducing the risk of obesity in children, now an international epidemic.

THE PARK SHOULD BE ACTIVE THROUGHOUT THE DAY AND EVENING, WEEK AND YEAR, ATTRACTING DIVERSE USERS

Attractions and destinations need to be created to give area residents many reasons to come to the Parks. This

is particularly important because the current downtown population is so small. Many visitors will travel to the park from other areas of the county, excellent access to parking and transit services is critical. While the Poughkeepsie waterfront is susceptible to high winds and cold winters, design strategies can be incorporated to mitigate these challenges. waterfront programming should take rainy-day and winter activities into account, and amenities should provide protection from inclement weather. It must attract year round users, for it to thrive, it should design and program in a way that makes it as attractive in the winter as it is in the summer.



Winter Uses

As previously mentioned, the future of the waterfront will require 4 season usage. In order to maintain the Lighter, Quicker, Cheaper momentum, it is recommended that programming and amenities are concentrated into two key program periods: a Christmas market beginning in December and a winter carnival around the middle of February.

Specific winter programming recommendations include:

Features:

- Thermal Comfort
- Blankets
- Heat Lanterns
- Fire pit/Bonfires area
- Programmed Warming Hut
- Outdoor hot spring

Recreation & Play:

- Games
- Cross-country Ski Path
- Snow playground
- Sled hill
- Hay Maze
- Ice Maze
- Focal Features
- Biggest Christmas Tree
- Sculptures
- Giant snow globe
- Seasonal lights



Focal Features:

- Biggest Christmas Tree
- Sculptures
- Ice Skating Rink
- Giant snow globe
- Seasonal lights on the Future Elevator and Walkway (LED make them fairly affordable)

Food/Drink:

- Ice-Bar with Mulled Wine
- Hot Chocolate
- Hot Cider
- Food Trucks



Winter Uses

IDEAS :

Food/Drink

- Chili Cook-Off
- Ice Wine Festival
- Market
- Christmas Market
- [Indoor] Farmers Market
- Friday Smore Bar
- Christmas cookie bake-off
- Hot Chocolate festival
- Winter beer festival or beer tent

Recreation, Entertainment

- Polar Bear Dip
- Hockey (flood lawn or on Ice skating rink)
- Monthly Firework Display
- Powder Keg Festival

Family Programs

- Snow Man Contest
- Ice Carving contest
- Snow Fort Contest
- Astrology/Astronomy night
- Holiday Window Display Contest on Main St
- Incorporate Ethnic communities in winter celebrations
- Charitable knitting competition, everyone knits a blanket, all go to charity
- Sleigh Rides
- Host the World's Biggest Snowball Fight



Lighter, Quicker, Cheaper Implementation and Transformation Strategies

LQC projects quickly translate a community's vision into reality and keep momentum moving. Ideas can be efficiently implemented, assessed, then tweaked and customized based upon a community's response. Although a lighter, quicker, cheaper approach is not for every situation, it can be a creative, locally-powered alternative to capital-heavy, top-down planning.

Lighter, quicker, cheaper possible projects:

- Provide an efficient, creative, hyper-local way to leverage a city's assets.
- Transform under used spaces into exciting laboratories that citizens can start using right away and see evidence that change can happen.
- Represent an "action planning process" that builds a shared understanding of a place that goes far beyond the short term changes that are made.
- Leverage local partnerships that have greater involvement by a community and results in more authentic places.
- Encourage an iterative approach and an opportunity to experiment, assess, and evolve a community's vision before launching into major construction and a long term process.
- Employ a place-by-place strategy that, over time, can transform an entire city. With community buy-in, the LQC approach can be implemented across multiple scales to transform under-performing spaces throughout an entire city.
- Create jobs and incubate local entrepreneurs

Potential Lighter, Quicker, Cheaper Action Items moving forward:

1. Create a concentrated winter programming series.
2. Experiment with ice skating rink location
3. Expand upon Ice House Concession, open a café, add a volleyball sand court, water feature and lounge seating.
4. Provide more shelter—both in the form of open air structures and temporary enclosures.
5. Create a first rate "destination" playground inspired by the site's history and the Hudson River.
6. Utilize refurbished and painted shipment containers for educational programs such as arts and crafts or lessons about local ecology.
7. Open the Children's Museum building for key events to build enthusiasm.
8. Re-visit the potential for an urban agriculture demonstration.
9. Create a temporary dog park.
10. Create an activity node that takes advantage of its scale and sense of enclosure.



Action Plan Chart

Site	Short-term LQC (In the next year)	Mid-term Opportunities	Long-term Opportunities
1. Main Street Corridor			
1.1 Main Street Gateway Square to the Waterfront	<ul style="list-style-type: none"> • Provide signs for destinations and attractions close to Main Street Park entrance • Establish bus stop and organize a trolley with the downtown businesses • Plan for Ice Skating Rink, Christmas tree and Holiday market by Winter 2012 • Study feasibility of vehicular road from Main Street Gateway Square to Water Street, connecting the MNR station parking garage and the Waryas park amphitheater. • Moore a barge/historic vessel in axis with Main Street • Speak with property owners regarding plans to create more consistent commercial activity along lower Main Street • Experiment with temporary stalls, i.e. Farmers market tents to bring activity all the way to Main St. 	<ul style="list-style-type: none"> • Hire a design firm to create a comprehensive wayfinding system and a permanent information kiosk and wayfinding sign at the Gateway Square • Make lighting improvements and add decorative banners • Collaborate with local outing, biking, running and walking groups to begin planning for events connecting Main Street with Waryas, Kaal Rock Point and Kaal Rock Parks • Initiate planning and design of Gateway Square • Reach agreement with property owners • Plan and design to reduce the amount of street frontage interruptions (either surface/structure parking, recessed buildings) • Funding and financing 	<ul style="list-style-type: none"> • Encourage existing and future adjacent developments to include main entrances and outdoor space that opens onto the Square • Support and incentivize land uses and urban design that encourage vibrant street life including awnings, open storefronts, and on-street activities • Implement Gateway Square design • Build out street level occupancies so that commercial activity extended all the way along Main St.
1.2 Dooley Square and the Metro North Station	<ul style="list-style-type: none"> • Establish bus and/or trolley stop • Remove part of the existing parking; hold festivals, expand restaurant seating and provide signage and cafe' tables, chairs, and umbrellas • Schedule small concerts, displays and information kiosks at the Pavilion • Work with MNR to add seating, planters and bike racks at the entrance to the train platform on Main Street • Temporary information kiosk and wayfinding signs • Activate existing gazebo with programming; busking; furniture (seating and tables); artist installations and signage 	<ul style="list-style-type: none"> • Station Square Planning and Design • Assess effectiveness of nearby parking areas and parking needs for the Lower Main Street Corridor and Waterfront area and do a parking share study • Permanent information kiosk and wayfinding signs 	<ul style="list-style-type: none"> • Build the Square.

Action Plan Chart

Site	Short-term LQC (In the next year)	Mid-term Opportunities	Long-term Opportunities
1.3 Main Street commercial core	<ul style="list-style-type: none"> Identify ground floor storefront vacancies, provide temporary art displays and attract temporary commercial activity in empty storefronts Contact interested businesses and groups for finding appropriate uses of existing spaces Develop guidelines for streetscape design elements and expedite application process Improve sidewalks in front of the commercial block, providing seating, trees and awnings Place market tents in front of the existing parking garage to use for temporary sales Activate existing surface parking lots with week-end, flea, book, and holiday markets, and Festivals 	<ul style="list-style-type: none"> City Planning Department and interested groups should collaborate on expedited review of proposed redevelopment for business and residential uses Support and incentivize streetscape design and improvements that encourage vibrant street life including awnings, open storefronts, and on-street activities 	<ul style="list-style-type: none"> Infill development on surface parking lots, keep parking in the development Build storefronts in front of the existing parking garage for permanent uses
1.4 Sculpture Park and Cunneen-Hackett Arts Center	<ul style="list-style-type: none"> Move existing sign to a more visible location, relocate two existing benches and add seating, picnic tables and umbrellas Contact interested groups and individuals for refurbishment of art Contact local arts/cultural organizations, universities, schools, bands, music groups and individual artists to organize a "music in the park" program; schedule and hold performances for evenings and weekends Add art and sculpture "bread crumbs" reaching the surrounding streets. Add benches to the Arts Center gardens, signage, colorful banners, and specially designed kiosk announcing activities 	<ul style="list-style-type: none"> Develop renovation plan including attention to existing sculptures, adding seating, gazebo or band stand, play equipment, trees and other landscaping Add rotating new art installations Continue "music in the park" program. Plan needed improvements to enhance the program. 	<ul style="list-style-type: none"> Implement renovation plan including refurbishment of existing sculptures, installing seating, gazebo or band stand, play equipment, trees and other landscaping and new art installations
1.5 Gateway to Main Street at the Civic Center	<ul style="list-style-type: none"> Temporary information kiosk and wayfinding signs Organize art market and art exhibits in the corner parking lot, to be visible from the Arterial Establish bus and/or trolley stop Place banners, art murals or temporary art/projections and color to the blank wall of the Civic Center facing the Arterial 	<ul style="list-style-type: none"> Permanent information kiosk and wayfinding signs Permanent art exhibits and Art Walk to the Waterfront Civic Center to organize more outdoor events along the gateway to Main Street 	<ul style="list-style-type: none"> Open the main entrance of the Civic Center to the corner of Main Street and the Arterial

Action Plan Chart

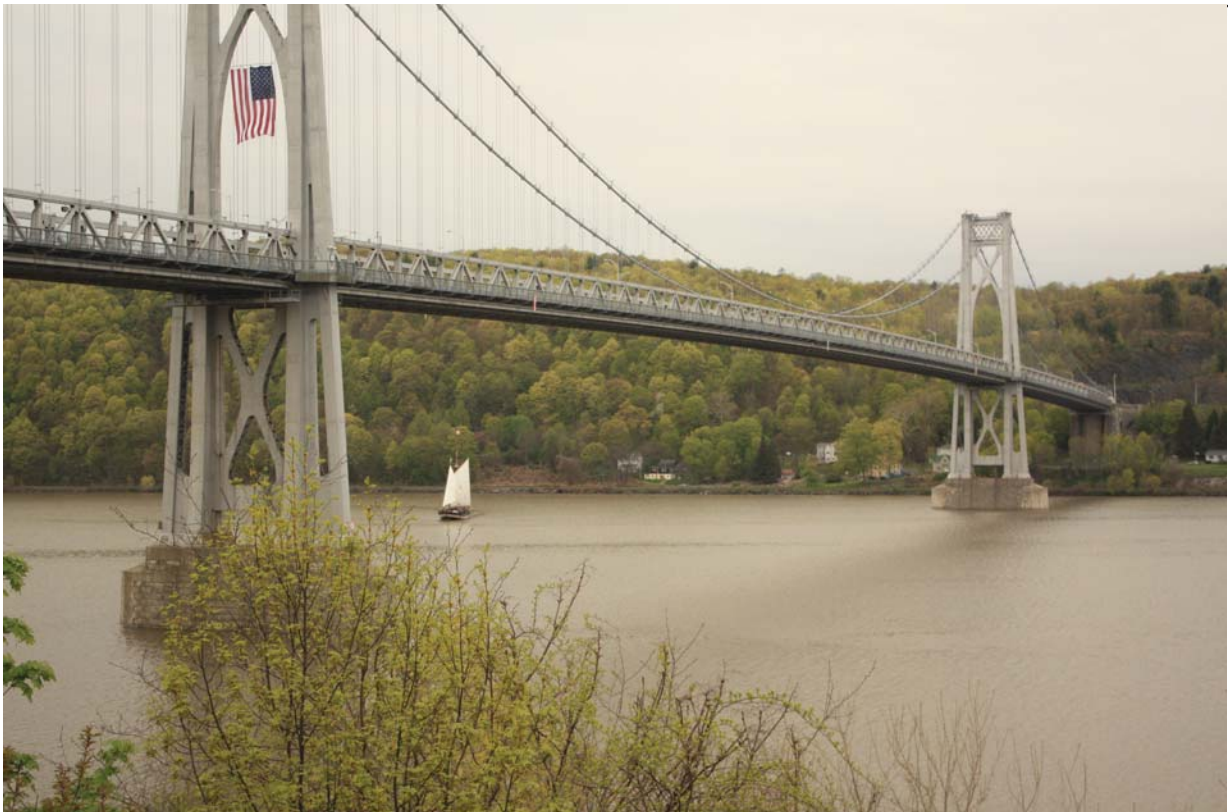
Site	Short-term LQC (In the next year)	Mid-term Opportunities	Long-term Opportunities
2-Waryas Park and Upper Landing			
2.1 Riverfront Promenade	<ul style="list-style-type: none"> Re-design the existing path along the water to become a wider promenade Design shoreline treatments with gaps that invite contact and allow access to the water 	<ul style="list-style-type: none"> Construct the Promenade Construct shoreline treatments with gaps that invite contact and allow access to the water Relocate most of the parking and refurbish surface parking areas 	<ul style="list-style-type: none"> Construct shoreline treatments with gaps that invite contact and allow access to the water Relocate most of the parking and refurbish surface parking areas
2.2 Ice House and Community uses	<ul style="list-style-type: none"> Hire a Park Manager and Event coordinator whose responsibly should include coordination of river related activities , and parks and community activities Planning for non-motorized boating and bicycle rental center Assessment/planning for boat ramp maintenance and upgrade Consider using Ice House building for non-motorized boat rental and information in addition to Cafe' uses Purchase movable seating and umbrellas for the Ice House Terrace Improve public restrooms Planning for food and waterfront activity concession Assessment/planning for boat ramp maintenance and upgrade 	<ul style="list-style-type: none"> Reinstall popular performance events; regular programming will activate the space in addition to more frequent festivals and annual events Establish non-motorized boating activity and rental center Complete boat ramp maintenance and upgrade Relocate Skateboard Park to this area and consult skateboard users about upgrades and community usage. Purchase small kids playground, install bocce and game tables, minigolf 	<ul style="list-style-type: none"> Budget/seek funding for major upgrades and construct/install Purchase Carousel
2.3 Flexible lawn/youth play area + Adventure Play	<ul style="list-style-type: none"> Create annual clean-up events – engage Vassar, Marist, Poughkeepsie public school system, etc Directional signage from MNR station breeze-way to Waterfront Design direct walkway from MNR station parking garage to the Promenade Planning for food and beverage vendors Planning for open air amphitheater and lawn seating area Planning/design for destination playground and water play for younger children with River and Station themes Planning for relocation of Skateboard Park 	<ul style="list-style-type: none"> Construct a direct walkway from MNR station parking garage to the Promenade Incorporate bicycle infrastructure (valet, parking, information, etc.) into the area between MNR station and Waryas Park and Dooley Square area Establish food and beverage vendors Construct first phase of destination playground and water play for younger children with River and station themes Add recreational uses e.g. climbing wall, mini golf Relocate Skateboard Park 	<ul style="list-style-type: none"> Construct second phase of destination playground and water play for younger children; River and station themes Add concessions in this area

Action Plan Chart

Site	Short-term LQC (In the next year)	Mid-term Opportunities	Long-term Opportunities
2.4 Pier and sloped lawn to Kaal Rock Point	<ul style="list-style-type: none"> Existing Pier: add kids fishing area with signage, bench and learn to fish activities Add variety of seating options for passive and social enjoyment of the River Reestablish short length of pebbly beach and add seating and steps Design and plan a boardwalk along the west side of Kaal Rock Point Design and plan a direct trail connection between Rip Van Winkle Upper Lawn and Waryas Park 	<ul style="list-style-type: none"> Install informational kiosk to orient visitors to fishing, walkway and trail opportunities at pier, Kaal Rock Point Create clustered picnic and seating areas with umbrellas or shelter Construct a direct trail connection between RVW Upper Lawn and Waryas Park Construct a boardwalk along the west side of Kaal Rock Point Enlist RVW residents and interested groups in planning and implementing community gardens 	<ul style="list-style-type: none"> Open a Cafe' in the ground floor level facing the lawn
3-Kaal Rock Point			
3.1 Gateway to the Point and Point Overlook	<ul style="list-style-type: none"> Develop preliminary plans for a future walkway connecting the end of Long Street to the top of Kaal Rock Point Improve existing trail from Long Street to the existing viewing area. Provide fencing at the viewing area Complete minimal necessary trimming and clearing to maximize view Install picnic tables, benches and chairs for seating, a gazebo, provide bike racks Install temporary directional signage indicating the access to the Overlook from Long Street and also the proposed connections to Kaal Rock Park and Waryas Park Establish temporary spaces for vendors Engage residents through programming as community and farm gardens for the RVW Housing Refurbish RVW playground and provide benches Improve connection/access to Waryas, Kaal Rock Point and Kaal Rock Park Collaborate with residents and housing authority about the use of their parking facility for events or weekend park users Collaborate with local outing groups to delineate connecting trails from top of Kaal Rock to Waryas and Kaal Rock Park Identify improvements needed for activities and create a layout plan 	<ul style="list-style-type: none"> Construct a future ADA walkway connecting the end of Long Street to the top of Kaal Rock Point. Collaborate with local outing, biking, running and walking groups to begin planning for events connecting Main Street with Waryas, Kaal Rock Point and Kaal Rock Parks Design and construct permanent picnic, seating, shelter, viewing area and a security rail at the Rock viewing area Design the walking and biking trails to Waryas and Kaal Rock Parks. Contact interested groups to develop plans for a permanent pavilion and/or interpretive center Install informational signage and/or exhibits to describe view and specific visible elements, i.e. history of the Mid-Hudson Bridge and Kaal Rock Construct connecting trails from top of Kaal Rock Point Park to Waryas and Kaal Rock Park Install improvements needed for activities 	<ul style="list-style-type: none"> Hold exercise-oriented and other events connecting Main Street with Waryas, Kaal Rock Point and Kaal Rock Parks Construct permanent pavilion and/or interpretive center

Action Plan Chart

Site	Short-term LQC (In the next year)	Mid-term Opportunities	Long-term Opportunities
3.2 Neighborhood Lawn, Natural wooded area and pathways	<ul style="list-style-type: none"> Develop preliminary plans and pursue permitting for the continuation of the riverfront boardwalk from Waryas Park, through Kaal Rock Point to Kaal Rock Park Organize, identify partners in addition to the MHCM for planning the Challenge course youth program Delineate passive lawn area and do necessary clearing, minimal grading and planting to create lawn area 	<ul style="list-style-type: none"> Develop construction plans and pursue permitting for the continuation of the riverfront boardwalk from Waryas Park, through Kaal Rock Point to Kaal Rock Park Start using the Challenge course youth program as part of the school programming, the Clearwater programming and the MHCM Delineate passive lawn area and do necessary clearing, minimal grading and planting to create a flexible lawn area usable for games 	<ul style="list-style-type: none"> Construct continuation of the Greenway trail for the continuation of the Greenway trail from Waryas Park, through Kaal Rock Point to Kaal Rock Park Delineate a program for using the lawn area
4-Kaal Rock Park			
4.1 Family Beach and gateway to the Park	<ul style="list-style-type: none"> Install Park entry sign at Fredrick Street Entrance. Identify bike connections from MNR station and Mid-Hudson Bridge via Gerald Street to Kaal Rock Park entrance and short, medium- and long-term improvements needed for bike access and events Install short-term bike improvements Improve arrival parking to become the park entry terrace, purchase movable chairs, umbrellas Open Boat House providing an information point, small concession, cafe' and restrooms Organize/give permits to food vendors for events and weekends Install new lighting for security and nighttime uses 	<ul style="list-style-type: none"> Install bike safety improvements to access the park. This way the Walkway Loop will extend to Kaal Rock Park Collaborate with local outing, biking, running and walking groups to begin planning for events connecting Main Street with Waryas, Kaal Rock Point and Kaal Rock Parks Plan to restore existing swimming access, bring sand to create a public beach, purchase amenities, chairs, umbrellas Build attractive concession stands Reorganize parking to be more efficient. Begin with striping and reducing amount of pavement Extend Boat House uses and hours, adding Community uses and concession 	<ul style="list-style-type: none"> Hold sport-oriented or exercise events connecting Waryas, Kaal Rock Point and Kaal Rock Parks Build active public beach with public amenities like modern well-maintained restrooms, food kiosks, equipment rentals, seating options Parking: add planting and permeable pavement/bioswales
4.2 Youth environmental education + Boat and kayak launch - North end of Park	<ul style="list-style-type: none"> Assess feasibility of creating access points to the water Provide inflatable or movable stage for amphitheater Floating pontoon for kayak users Signage and wayfinding Low pedestrian lighting 	<ul style="list-style-type: none"> When designing the boardwalk connecting Waryas to Kaal Rock Park, a gateway to Kaal Rock Park should be created at this point, with orientation, seating and wayfinding Outdoor classroom-planning Construct deck with seating for later connection to the Greenway 	<ul style="list-style-type: none"> Outdoor Classroom building, create programming for classrooms, community uses, connect to possible partners
4.3 Nature and River trail - South end of Park	<ul style="list-style-type: none"> Assess feasibility of creating beach or shoreline areas for contact with the River for study and enjoyment purpose Provide low pedestrian lighting Start rock climbing activity at the Poughkeepsie Mélange rock outcrop 	<ul style="list-style-type: none"> Design beach and swimming area for contact with the River Design node plaza to the Shadows walkway and Marina 	<ul style="list-style-type: none"> Construct node plaza to the Shadows walkway and Marina



Scope of work from the City RFP:

“Provide alternative design concepts for Kaal Rock Park, which is improved parkland that has, through benign neglect, significantly deteriorated over the last 15 years.

Provide alternative design concepts for improvements to Kaal Rock Point, which is unimproved parkland. The design of Kaal Rock Point must include design alternatives for extending the existing pedestrian esplanade in Kaal Rock Park through/around Kaal Rock Point and connecting it to the existing pedestrian esplanade at Waryas Park.”

POUGHKEEPSIE WATERFRONT:

TASK 2.1 AND 2.2

KAAL ROCK PARK AND KAAL ROCK POINT

Design Concepts for, Kaal Rock Park, Kall Rock Point,
and for the pedestrian and bikeway connection to Waryas Park and Main Street

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Date	11/30/12	 	
Page Number	02		



Conceptual Design Work Limit Line

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Date	11/29/12
Page Number	03





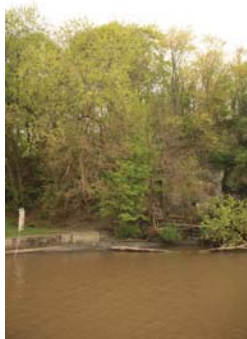
1- SLOPE UP TO KAAL ROCK POINT



2- LOOKING DOWN TO WARYAS PARK



3-NORTH END OF KAAL ROCK



4-EXISTING WOODLAND WALK



Kaal Rock Point-Existing Conditions

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Date	11/30/12	
Page Number	04	

South end of Waryas Park and Main Street

Waryas Park is the active waterfront Park in Poughkeepsie, located at the end of Main Street. In order to connect Kaal Rock Point and Kaal Rock Park to Main Street and Waryas Park, a path should be created from Main street and Waryas Park.

A sloping lawn is connecting Waryas Park to Kaal Rock Point. The more gradual existing slopes in this area are on the adjacent RVW Apartment property. There are few sculptures in the flat lawn area at the bottom of the slope with benches for seating and a Pier used for mooring and fishing. This existing Pier is a major destination in Waryas Park, and yet has no direct pathway to Main street. Next to the pier there is a protected pebble beach and the beginning of the steep rocky walls of Kaal Rock Point.



5-PLATEAU AT ELEVATION +55'

Kaal Rock Point

The rock formation of Kaal Rock Point is the highest point on the Poughkeepsie waterfront. Kaal Rock Point rises approximately 60 feet above the Hudson River. Although much of the Point itself is heavily forested, the high point is roughly cleared and affords sweeping views of the Hudson River and the two bridges. The high point is also at the same level as Long Street and it is a pleasant stroll to reach it. Although evidence of travel exists, there is no designated path to the point from Long Street. The site could have been used in the history as an outlook, and in most recent years was a site for a brewery and later a restaurant.

Kaal Rock Point vertical rock faces and steep topography on three sides present challenges to visitors, and the existing network of informal paths are steep and precarious. A system of informal and unmarked path system is connecting the Point to north and south parks and to Long Street entrance.

A flat lawn at elevation 55'/60' is located between the rock and the existing residential units of the River view Condominiums near the Long Street cul-de-sac. Dense wooded areas screen the high point from public access.

Issues:

- The access to the Point from Long Street is unmarked and heavily wooded;
- Close to residential;
- Isolated, difficult to locate, no sign directing to the scenic point;



6-CUL-DE-SAC AT THE END OF LONG STREET



7- SOUTH END OF KAAL ROCK



8-FLAT AREA ON TOP OF KAAL ROCK POINT



9-VIEW FROM KAAL ROCK POINT



EXISTING ROCK FORMATION WITH CLIMBING PATH

Kaal Rock Point-Existing Conditions

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Date	11/29/12	
Page Number	05	



Kaal Rock Point-Proposed



This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/30/12	 	
Page Number	06		

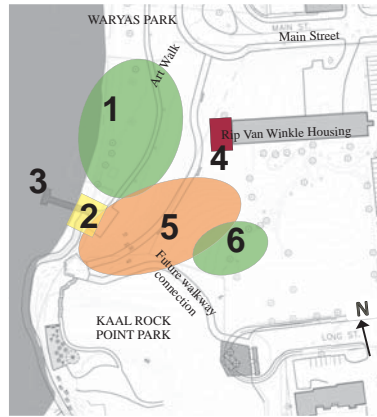
Vision:

Waryas Park: Pier and sloped lawn to Kaal Rock Point Park

An access point to Kaal Rock Point and Park need to be created from Waryas Park.

Destinations and activities suggested for this area:

- 1-Lawn for sunbathing, picnics, free play
- 2-The existing riverfront walk should end in a small paved plaza, and should connect to an existing pebble beach with new steps. At this location there should also be orientation signage for the destinations south of Waryas Park: boardwalk to Kaal Rock Park, pathway to Kaal Rock Point and nature walks.
- 3-Pier: community related boating uses, schools, science barge, the Clearwater, learn to fish, fishing, and benches for viewing, tour boats/water taxi
- 4- RVW scenic vantage point with terrace and cafe' overlooking the Hudson. The RVW housing ground floor could have a commercial use. Activities along that side of the housing, will add "eyes" on the Kaal Rock Point Park.
- 5-Gardens and seating, rain gardens, children gardens community, garden clubs, RVW community gardens
- 6-A fenced dog run



WARYAS PARK CONNECTION-KEY MAP OF ACTIVITIES



Kaal Rock Point: Gateway to the Point and Point Overlook

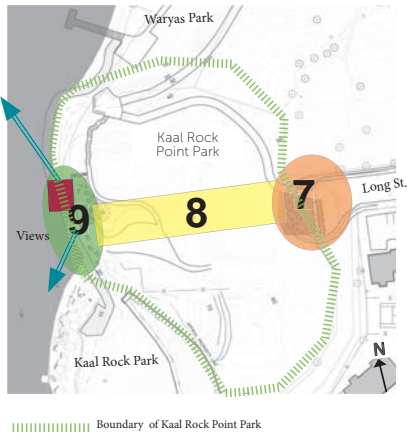
Kaal Rock Point should become one of the iconic destinations, a 'must see' in Poughkeepsie.

Destinations and activities suggested for this area:

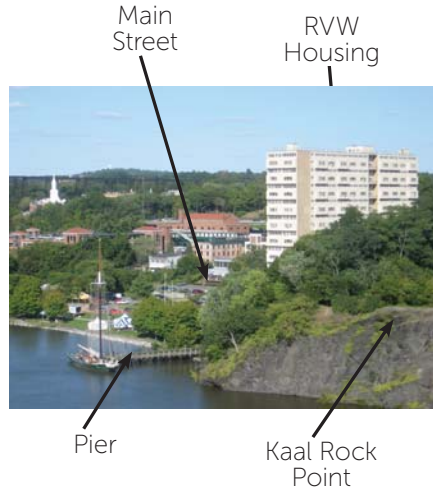
- 7- Gateway entrance to Kaal Rock Point Park: wayfinding, seating, small arrival plaza for drop off and small events, future food truck parking on weekends, off the end of the cul de sac in the lawn area.
- 8-Improved walkway to the Point viewing area. Use the existing flat area for creating an access pathway through the wooded area, providing ADA accessible paving, seating, enhancing the view corridor
- 9- Overlook with seating, kiosk/gazebo, future cafe' concession

Activities:

Views, Cafe' seating, walking, bird watching, boats watching





KAAL ROCK POINT PARK-KEY MAP OF ACTIVITIES



Kaal Rock Point-Vision and Activities by area

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/29/12	 	
Page Number	07		

Kaal Rock Point: Neighborhood lawn, natural wooded area and pathways

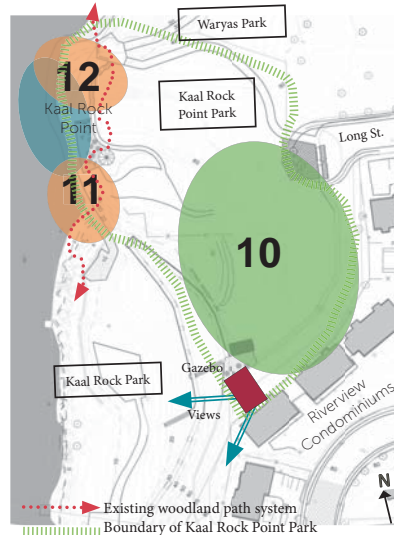
Preserve and build off the existing natural resources, especially of the woodlands; infuse with educational activity and improve its connectivity to make it more usable. The wooded areas should become a natural resource for all the waterfront parks, restoring the Point to native times using native planting and providing a setting for possible camping and adventure for kids. It could be a place where kids learn how to build a teepee, a canoe, and be immerse in a adventure setting. Restoring a natural landscape will likely attract birds and wildlife that will enhance the park as a natural environment.

Destinations and activities suggested for this area:

10- Lawn for informal ball games, family picnics, neighborhood activities, schools

11- Challenge course youth program. Nature walk in the existing wooded area, building on the existing path system. Kids adventures using canoes, teepees and camping , Connection to nature

12- Climbing and difficult trails in a wooded area Nature exploration, through walks in the wooded areas, bridges, climbing on rocks, will be an additional play element that builds the park as a kid-friendly, family destination.



KAAL ROCK POINT PARK-KEY MAP OF ACTIVITIES



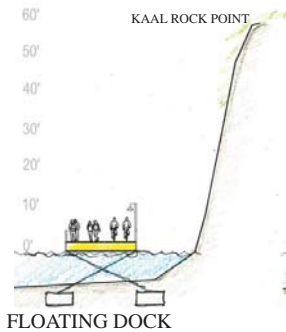
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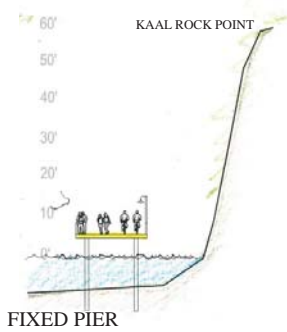
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Pedestrian and bikeway connection between Waryas Park and Kaal Rock Park

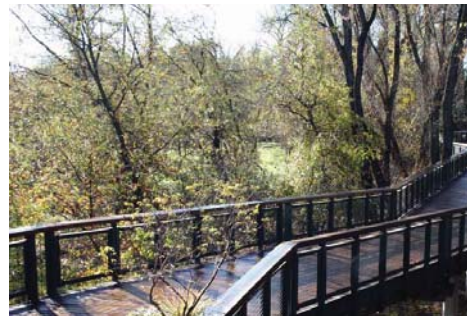
A Boardwalk is proposed along the west face of Kaal rock point see conceptual sections below.



FLOATING DOCK



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FIXED PIER

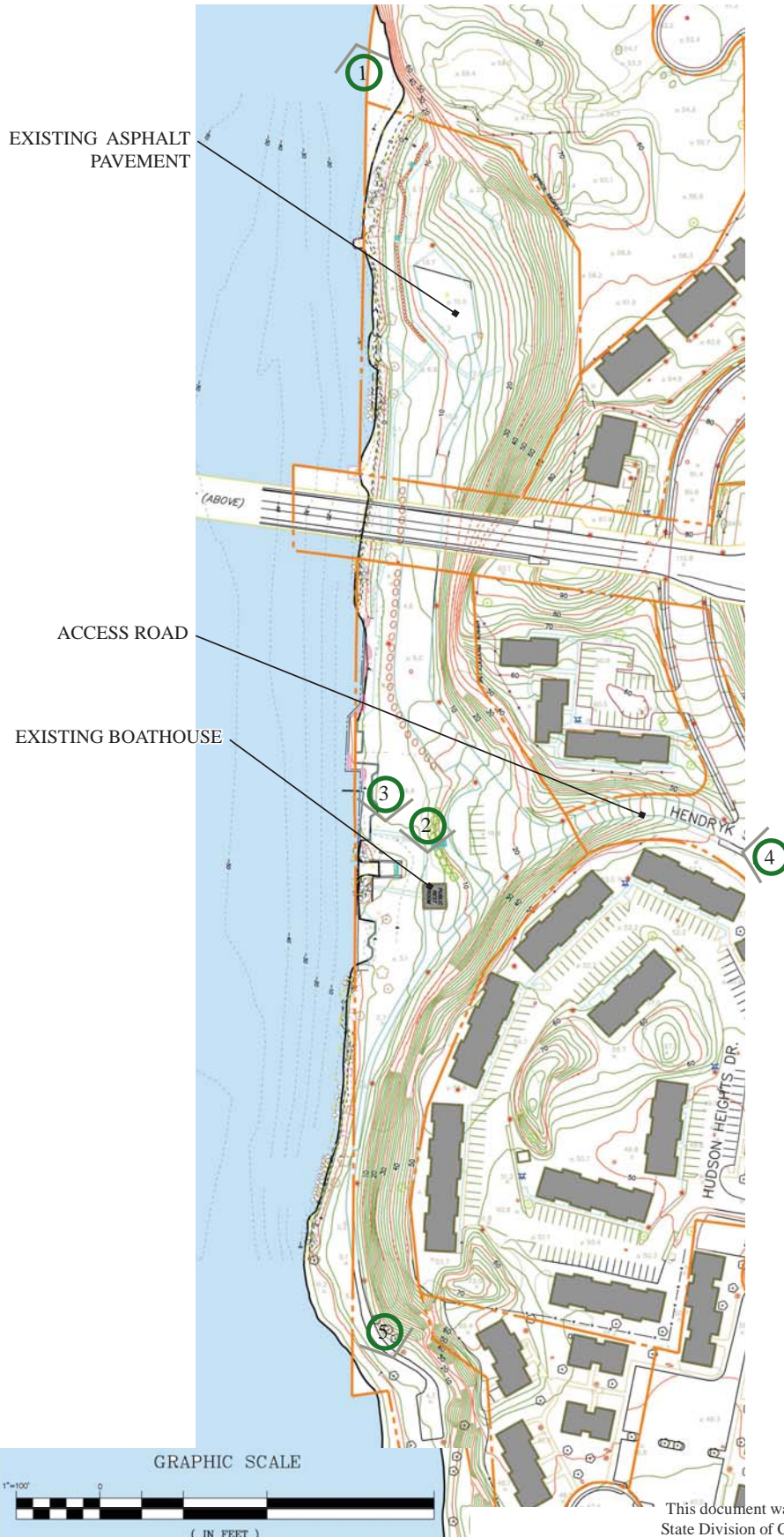


FLOATING DOCK

Kaal Rock Point-Vision and Activities by area

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/30/12	
Page Number	08	



Kaal Rock Park-Existing Conditions

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/29/12
Page Number	09



North end of Kaal Rock Park and Lawn

In the North park area there are several asphalt walkways and a wider paved area. Few benches in the wooded area close to the base of Kaal Rock. There is a narrow asphalt road connecting the parking on the south. In the very picturesque setting there is no easy pedestrian water access; although it was once present, it is now closed off and in disrepair.

Issues:

Isolated

The existing paths leading to the top of the Rock are not marked and difficult to find

Nice but secluded benches in the north end of the Park are not used.



1- SOUTH END OF KAAL ROCK

Central part of Kaal Rock Park around the Boathouse/park building

The entrance to Kaal Rock Park located in a residential neighborhood with little traffic, is difficult to find because it is unmarked. The vehicular access via Hendryck Street is very steep and biking or walking is challenging. Because of the difficulty of access, this park is a very isolated place. Everywhere in the park there are great views of the river and of the beautiful structure of the Mid-Hudson Bridge, spanning 90 feet above. It is a protected area, nestled between Kaal Rock and another rock outcrop formation called Poughkeepsie Melange. This layout gives the park its intimate feel which should be preserved.

Issues:

Isolated

Difficult access via a steep road (Hendryck St.)

No marked entrance to the Park



Kaal Rock (1920's)

South end of Kaal Rock Park and Lawn

The south end of Kaal Rock Park is a narrow unimproved parkland located between the Poughkeepsie Melange rock formation and the river's edge. This shoreline is characterized as a "soft" shoreline due to the existence of natural sediments and rocks. In several areas, overgrown vegetation is hiding the access to the River. A narrow pathway is connecting the existing boathouse to the south boundary of Kaal Rock Park. A new pathway and rip rap starts at the former sewage treatment plant (STP) and connects Shadows Restaurant and Marina, an important destination along the shoreline.

Issues:

Very isolated

Asphalt walks in disrepair

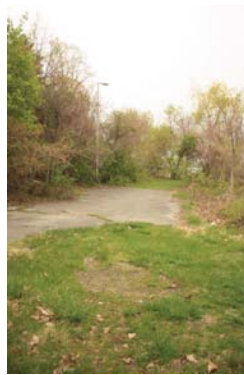
No seating or amenities



2-EXISTING PARK BUILDING



4-HENDRYCK STREET PARK



5- SOUTH END OF EXISTING PATHWAY



3-PEDESTRIAN RAMP TO THE RIVER

Kaal Rock Park-Existing Conditions

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/30/12	
Page Number	010	



Kaal Rock Park-Proposed Vision and Activities by area

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/29/12	 	
Page Number	011		

Vision:

Kaal Rock Park: Youth environmental education + Boat and kayak launch - North end of Park and Lawn

Destinations and activities suggested for this area:

Create a great place for kids, building off the presence of the MHCM, and bringing in other partners as Outward Bound and Head Start. Providing natural areas for children to explore is emerging as a key opportunity for Kaal Rock Park.

- 1-Kayak pontoon (warm weather uses)
- 2-Exploratorium: adventure and nature walks, climbing, orienteering. An outdoor classroom could support the exploratorium activities.
- 3-Natural Amphitheater with movable stage for large concerts/performances. Because of the slope southern exposure, outdoor performances and activities could be extended into fall and spring.

Activities:
 Kids camping, outdoor adventures, exploration in science, organized by the MHCM or other partners
 Concerts and performances, theater

Kaal Rock Park Link: In order for this section of Kaal Rock Park to be a successful youth destination, it is necessary to accomplish the North South connection to Waryas Park, the connection to the Walkway elevator, and to the loop



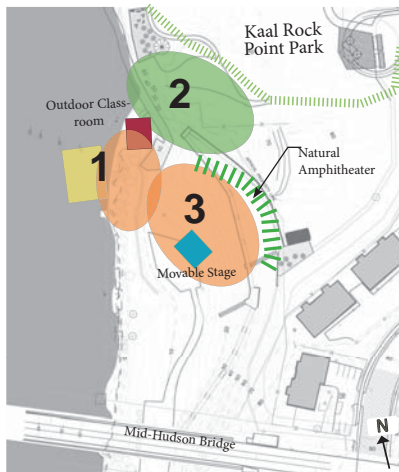
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**KAAL ROCK PARK-NORTH END
 KEY MAP OF ACTIVITIES**

Kaal Rock Park-Vision and Activities by area

This document was prepared for the Department of State Division of Coastal Resources, State of New York with funds provided under Title 11 of the Environmental Protection Fund. DOS #: C006572

Date	11/30/12	 	
Page Number	012		

Kaal Rock Park: Family Beach and gateway to the Park

Destinations and activities suggested for this area:

Preserve and build off the natural feeling, especially of the woodlands, but infuse with more activity and improve its connectivity to make it more usable. Enhance the intimate feel of the Park.

The Boat house should be open daily, for either information, restrooms and food.

4- Gateway: Make the entrance to the Park more visible and provide a sidewalk to improve pedestrian and bike access. Make it visible from the Walkway 'loop'

5- Beach terrace: the arrival should not be just a parking lot, but a welcoming area, with focal point/meeting area, cafe' seating during the summer.

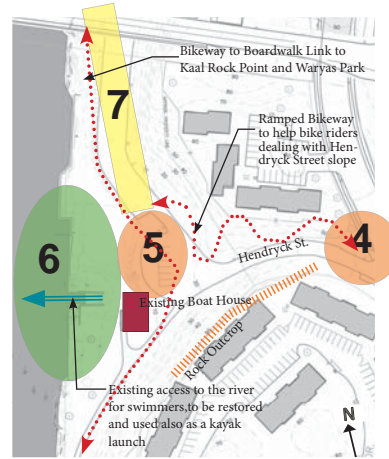
6-Family beach: activities for kids, sand pit, umbrellas, access to water, food vendors.

7-Reorganize parking to be more efficient and less visible-use permeable materials and hide with landscaping

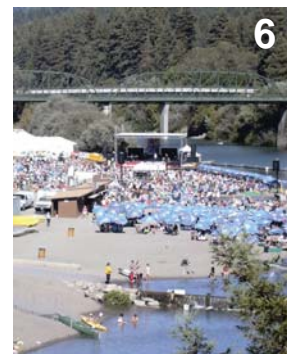
Activities:

Sunbathing, swimming

Games for children, volleyball, tiki bar



**KAAL ROCK PARK-CENTRAL AREA
KEY MAP OF ACTIVITIES**



Kaal Rock Park: Nature and River trail - South end of Park

Destinations and activities suggested for this area:

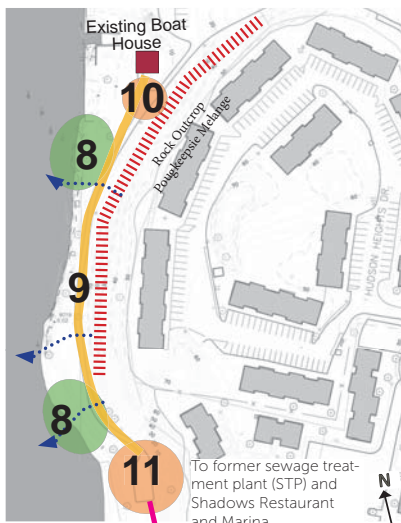
Create opportunities for public access to the River.

8-Access to water via beach or wooden boardwalks

9-Restored walkway with benches, permeable pavement, path markers

10-Rock climbing and observation of rock outcrop

11-Node between Shadows waterfront and walkway, with seating and



**KAAL ROCK PARK-SOUTH END
KEY MAP OF ACTIVITIES**



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