



**T H E
N E W B U R G H
W A T E R F R O N T**

LEYLAND ALLIANCE, LLC
DEVELOPERS

CITY OF NEWBURGH
CITY COUNCIL & OFFICE OF ECONOMIC DEVELOPMENT

DUANY PLATER-ZYBERK & COMPANY
ARCHITECTS AND TOWN PLANNERS

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**CHARRETTE BOOK
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Newburgh Charrette Closing Presentation

February 6, 2007

Nick Valentine, Mayor: Welcome to the closing presentation for the Newburgh downtown development charrette. We have been calling this “the Newburgh waterfront charrette;” however, the project actually focuses on the redevelopment of the City’s downtown.

These plans will propel the development of the entire city of Newburgh, not just the waterfront. Many of the charrette meetings have focused on the connection between the waterfront area and the City. Although the parcel of land offers a water view, and a portion of the site is located directly on the waterfront, the plans really will transform the development of the downtown and the city of Newburgh as a whole.

With that, I have the opportunity to introduce Steve Maun, the President of Leyland Alliance. Steve, thank you so much for all the work you’ve done so far and for the continuing work that we’ll be doing together.

Steve Maun: Thank you very much, Mayor Valentine. It is really a pleasure for me to be here tonight, and to continue this process and, of course, to introduce Andrés Duany and the entire DPZ Team. We’ve had a very interesting week, and this charrette has begun a process which we think will continue to be an interactive one.

When we were first introduced to the city, we offered to keep the development process open, and to design the project in the public realm, in order to incorporate the public’s ideas into the plan. We felt the plan was not simply about buildings. Rather, it involved the building of the entire city. Through the plan, we would be connecting the waterfront, and using the designated site as a bridge to the city proper— connecting the plateau of Broadway and all of the surrounding neighborhoods—to the Hudson River. We think we have gotten off to a very good start in making that a reality.

Throughout the charrette we had many, many meetings with different groups, including lenders, investors and participants interested in the neighborhoods and areas around the subject site. There was a lot of conversation about the shops and stores on Broadway and neighborhoods both to the south and to the north of Broadway that might be adjoining this site. We really want to kindle a spirit of renovation and restoration in these areas to bring

more homeowners into Newburgh to continue the revival. We have had discussions with the Board of Education about locating an additional elementary school in one of the neighborhoods. This is a very, very positive idea. I know it’s been discussed for a while, but it is exactly the sort of thing that is very central to place making and to city building. We just need to knit the pieces of the project together to make Newburgh once again a great place and something that we can all be very, very proud of.

I believe that Newburgh can be the front door to the region. It is definitely more than just a city. Newburgh can relate in many positive ways to the county, of course, and beyond the county to the region as a whole. It has such extraordinary physical assets and an incredible landscape.

I also have to just quote Andrés from one meeting with a group of civic leaders and citizens. He said, “You know, this is one of the brightest, most active and most engaged publics that I have ever worked with.” And, he did not say that lightly. He meant exactly what he said. He felt it very strongly and felt it from the heart that Newburgh should be commended for the quality of the citizenry and the citizenship that we have here in this city. I have worked in many places as well, and I have to echo that comment. I think what is possible is very much related to the leadership and the interaction of the citizens. We feel very good about the leadership that is in place right now in Newburgh. We look forward to a long and close relationship to make things happen in the future. We also look forward to meeting more and more people in the city of Newburgh to get that engagement that we talked about throughout this process.

The Leyland Alliance is really just down the road. We are here. It’s the beginning. We are not going anywhere. Leyland is here to stay. We think this is one of the most exciting projects certainly in the state of New York and beyond. Without further adieu on that, I will introduce Andrés Duany. (applause)

Andrés Duany: Thank you, Steve. Everybody is thanking each other. By the way, I meant what I said about the citizens that I met in this charrette. You are not just smart and civic-minded. You are also nice. That is a very rare quality in American public discourse. People can be very spikey in this country and it takes a great deal of patience to put up with them at times. You have been so wonderful.

By the way, there is not enough praise for the developers who are really excellent. Leyland Alliance is one of these developers. For those of you interested, one of the most beautiful communities built in the last seventy years in the United States is East Beach in Virginia. It’s a Leyland Alliance project and is well worth visiting. At Newburgh, Steve and his crew have been absolutely supportive and have not constrained the design team at all. They’re willing to support whatever density fits...whatever is best. They have enabled the design team to have an almost completely creative experience.

Although DPZ is getting principal credit for the project design, there are four local design firms who have also been involved. Kim Matthews is a marvelous architect from New York and is involved in some of the best and most human-friendly, as well as ecological, park designs in this region. Then there is Alex Gorlin, a New York architect; Alex Latham from Long Island; and Donald Powers from Rhode Island.

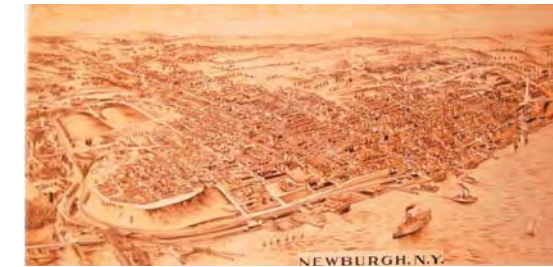
I selected only about half of the drawings that were available for this presentation tonight. Among the ones that I cut were mostly the architectural ones. So, as this project moves forward and a report is published, you will see much more of their work than I can show you tonight.

The first challenge for the design team involved the site. It’s a tight, sloped site and virtually all evidence of prior infrastructure—the streets that were there and so forth—have all been altered. Yet, this was once a very charming place. Old photographs make East Newburgh look like one of the most beautiful places in the northeast—the equivalent of places that have become famous for their wonderful, tight, picturesque streets. The fact that it was demolished some forty years ago is a cultural tragedy. Since I last spoke to you, I read much more of the history of the demolition and how it happened and what it felt like. I must say that I was quite surprised to read about it. I am just amazed that there was virtually no cynicism during this planning process. I, myself, would be much more suspicious of this process than you have been, considering your city’s past history and how roughly it has been treated. So, I thank you for that.

When I first arrived here, I knew very little about you. Now, I know a lot. I could actually amaze you tonight by how much I have learned but that is not my role. You are always the experts on the present. As you have heard me say, I am really the expert on the future. I do not want this to be a test as to how much I understand about the city; I

want to move on from the present of which you know very, very well, and show you a vision of the future, which unlike most of our projects, is in relatively short order. The cycle for permitting and building this project is something like five to seven years, which is amazingly fast for a project in America at the moment. Of these seven years, we are allocating about two years to permitting. This is essentially a waste of time, because the permitting system in the state of New York has grown as a response to bad development. There has been so much bad development that an anti-body has grown, which has been making development virtually impossible. They are going to try very hard to design a process that makes this faster. But, the fact is that we are allocating about two years to this problem. Two of the seven years is going to be essentially wasted. Anyway, that is beyond our control at this point.

This is the third presentation I have done of this kind in which I show you slides. But, we have had over a dozen meetings, which were much more interactive than this. So, for those of you who were not there, you should know that this is not the way it has always been. This is the third meeting of this kind. The others had a lot of give-and-take.



These images were put together quickly. It is a little bit out of order, but a few of them are important to remember. They remind us that once this city was really, as they say today, “hot.” This was a beautiful city. People that had a lot of choice came here...not the least of which were, George Washington, Downing, and Vaux. These are people who could have lived anywhere. And, they chose this place.

We must remember that when this city was built, things were even more difficult. There were no bulldozers. Whatever they did over that hill, it was done by hand. There was no telephone. There were no faxes. There was basically a poorly functioning banking system. This beautiful city was built during two wars and the depression. There were people who lived here without sewers and without water, and yet they built a very beautiful

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city, because they held the built environment to very high standard. We must remember that the context of the beautiful American cities we inherited in the 1920's was built against difficulty greater than we have now. By the way, these were your ancestors with the same genetic material as you. So if they could do it, why not you? Let's remember that this greatness was done against great difficulty.



(Next Slide) You can see that, when Newburgh is at its best, it is as good as any place. It has a wonderful kind of austerity and elegance. As you know, this is now a poor city. These were also poor people. These were immigrants. Virtually all of them started with nothing. So, although this City is still experiencing poverty, it is not unlike the experience of those who built these first buildings. They really made it. There was an ability to do great things. That has always been very American.

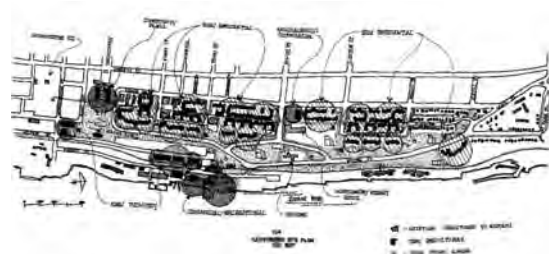


(Next) However, some terrible mistakes were made. Every city molts. Many, many buildings in this city have been demolished and rebuilt. This was not the first building that occurred on that site. There was probably something like a shanty followed by a house and then a small commercial building. All of them were demolished. This looks like it may be the fourth generation of building that occurred on that site. It is not unusual to demolish. The

problem is that the great demolitions that occurred here in Newburgh coincided with a very low point in the history of architecture.



(Next) When that building went, you got this. That is the problem. The problem is that in the 50's and 60's and 70's when it was your turn to molt—to become great—you coincided with a very low period in architecture. All cities that actually were subject to redevelopment in the 1960's and 1970's were harmed quite a bit. Fortunately for architecture, the low period is over, and there are a great number of very good architects and planners of different types who know what they are doing. They do everything they are asked to do relatively well—whether they are traditionalists or modernists or on the vanguard. Architecture is going through a very good period, and Leyland Alliance knows the difference between the various sorts of architecture and planning. These are sophisticated people about architects. I am not going to mention architecture very much here. I am speaking mainly about planning and social issues, but you are likely to get an East End of very high quality. So that is something to look forward to. You will not be getting junk anymore.



(Next) The plan that was supposed to replace the many, many demolished blocks was so horrible that you are very lucky it was not built. Let's think positively about this thing. Every one of the prior developers and prior plans that you did not build, which perhaps made you feel like a failure, was actually a blessing. I have seen them and they were horrible. The very little that was built has generally nothing to do with the history of your city. So the low period in this city was a very good time

to be asleep.



(Next) These are some of the things that were built during the low period. Sometimes they were low-budget, and sometimes they were high-budget. It does not matter. They are both bad. (laughter/applause) By the way, this is quite independent of what goes on in the building. These may be marvelous people and that may be a really marvelous college. By the way, do you know what is happening here? The college is coming to your town. College towns are the way to go. They have a fantastically high reputation, particularly with retired people. Retired people love to go to college towns. It's not just for young people anymore. When the baby-boomers retire, among the things they like to do, is work themselves up to a second career, or perhaps teach, or complete careers they never finished. Having a college where people can take courses and so forth is the Number One asset to them. This rates much higher than golf courses. Even in Florida, we realize that the golf course, which is all that developers ever think about, rates much less highly than a college of this kind. And, you are getting a college downtown. This is wonderful. The new buildings for the campus, by the way, are much better than the existing ones. We have seen their Master Plan.



(Next) Then, there is the blight. We need to discuss this not so much in detail, but how we are going to get past this because obviously the site we were given is all on the waterfront. What happens to the rest of the city to the west? There is obviously going to be a lot of good influ-

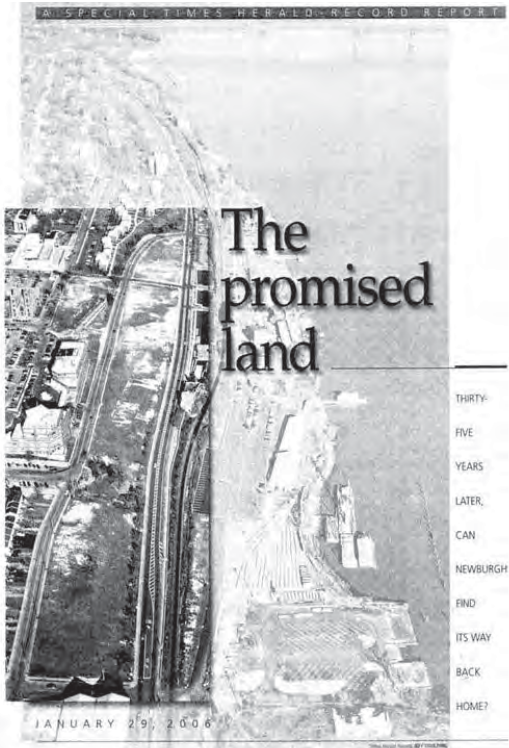
ence physically. The streets connect. The people who live here will go there. The people who live there will go here. There is going to be a great deal of interaction. There is no question that the existing retail is going to get better. But the big change (and I do not like to be so crude) will be financial. I did study the financial situation of this city. There are many ways to explain what is going on in the city financially, but the single-most important fact that you should remember is whether the buildings, as they pay taxes are fiscally-positive or fiscally-negative. As you pay your taxes and as you use city services, are you contributing to the city or draining the city? The average dwelling in this city is rated at \$199,000. To be tax-positive, the dwelling has to be rated at \$341,000. In other words, any dwelling, under \$341,000, is actually eating up tax base. And, only dwellings over \$341,000 are contributing to the tax base. Frankly, one of the things that we want to do in this project is to create a market that is tax-positive. We are trying to build hundreds of units here that will contribute to the tax base. Quite a few of you have brought up the issue of affordable housing and we need to confront that. Of course, there is a need for affordable housing. There is an infinite need for affordable housing. LeylandAlliance is going to build market rate here, and they are going to build affordable housing on other sites here. Affordable housing is absolutely necessary, but it actually drains the tax base. One of the things one can say, and we will say this brutally, "The last thing that this city needs is more affordable housing," because of what it does to the tax base. (applause) I mean, you have done your job. An enormous amount of the affordable housing in this county is in this city. It should be spread out. (applause) Streets like this with houses of great potential needing to be fixed and sidewalks needing to be redeveloped and policemen on the streets and garbage not properly picked up can be resolved with a good tax base. We need to increase that. This play is about increasing the tax base of this city. This city has 28,000 residents. I do not know the number of units exactly. The entire site, not just the Leyland site, accommodates about 1,000 units. Most of those units will be inhabited by two people. By the way, the market consists generally of people so young that they do not have children or they are retired so they consume fewer services. There is nothing more expensive than a child consuming services, because of the education required by that child. So you must imagine that this project, when you see it ten years from now, will constitute about 6% of the population of this city. These 1000 units will be 6% of the population of the city. However, because of the substantial commercial component and the relatively

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costly housing that will be built, it will have a tremendously positive effect. It is going to be one of the main helps to the city.

So, let's get over that sordid economic discussion and get on to describe how this may actually be something that tremendously increases your quality of life. For instance, what kind of places are we making?



By the way, good job, Mr. Newspaper Editor! Did you all read this eight-page inset about the miserable place Newburgh was and how fundamentally hopeless it was? I don't know how you pay for such good advertising. (laughter)



(Next) This is the slide that is going to help me actually describe what taxes will do. This city, I believe, is in the midst of a master planning process that needs to address many smaller issues: how do we smooth the permitting

process so that people can get permits more quickly to renovate their houses? (applause) That kind of thing definitely needs to be addressed. I'm not making light of it. It's just that tonight we have to speak about other things.



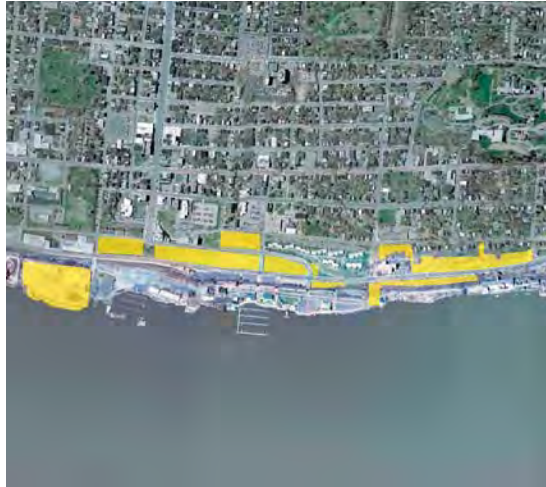
(Next) I hope some of the Hispanic population is here tonight. I went to church on Sunday to address the Hispanic population and to ask them to come. The Hispanic immigrants are really good builders. Intrinsicly, they are builders because they come from countries that don't have a development industry. Everybody builds for themselves. These are people who, once they attain the carpentry skills, can renovate anything. Everywhere I have been where there is Hispanic immigration they are stymied by the inability to get permits. They know how to build, and they know how to do this. However, they needed some training because they come from masonry countries and this is a wood country. But, with a little training, they could be expert renovators if it were not so incredibly hard to get over the permitting hurdle. Here, because it is a Historic District, the hurdle is particularly difficult, because it is not just a matter of being licensed to do the work, it has to look good. One of the things that we discussed is that not every building in Newburgh is first-rate...even in the Historic District. Perhaps, if we had standards of "good, better, best" things would move quicker. The "best" buildings, like the Downing ones, have to be beautifully renovated. The "good" buildings can be done more simply. So, why not have a triple standard system? Well, lo and behold, somebody figured out that you had exactly that system in 1966. This was a system of "good, better, best." It was also applied to the historic buildings of Newburgh. Somebody had this idea, and goodness knows how you lost it, but it is something that can be dusted off and redone relatively easily. It is a good idea, and it's time has come again. Maybe in the past it was not the right time, or everyone was wealthy, or everyone had a contractor, or permitting was easy, but

for some reason, you lost this. Now, the time has come to revive it.

By the way, one of the nice things about this charrette is not that when I thought I needed something or anybody on our team needed something, it's almost like we spoke the word "run" and somebody brought it in. It was wonderful. It's like...may I please have the tax ratables? And, I'd do...like this and, somebody would hand it to me...like that. (laughter) Or, I'd ask how many units are in the city? It's been a wonderful cooperative. It wasn't just talk. A couple of dozen of you have taken it upon yourselves to really advise us well...in between meetings or whenever...and giving us the materials we needed.

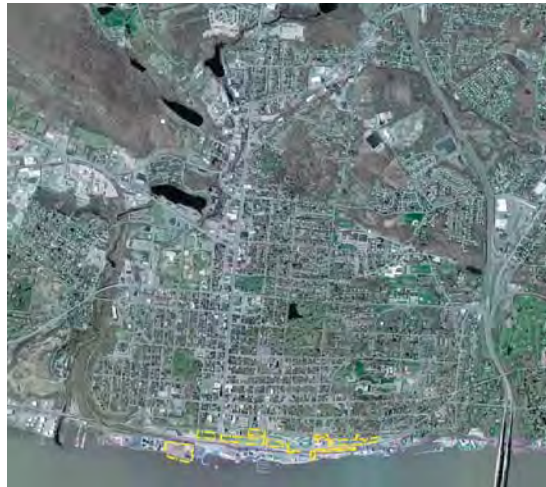


(Next) This is the city as a whole. The area that we're working with is the entire eastern end (we both east to the south in all these drawings) down here...probably 1/15 of the area of the city...but a uniquely important 15th because this is where the city started.

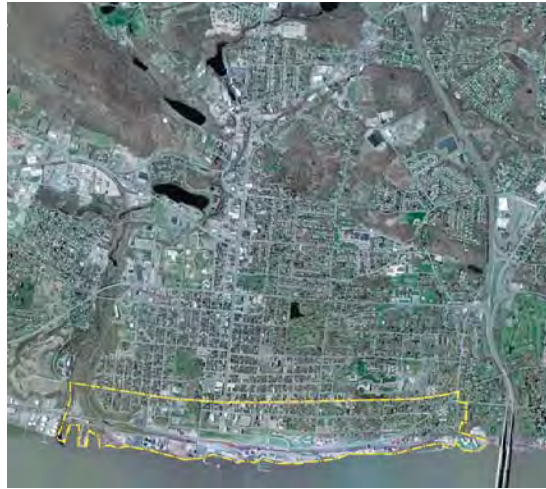


(Next) You should understand that, although there is a great deal of land down there, only certain parcels and

they are certainly disconnected, the ones in "yellow" are the ones that are owned by the city and are part of the public/private partnership. We went ahead and designed not only the areas that we were chartered or asked to design...but we designed every other parcel that was there under other people's ownership. What usually happens when we do this...somebody comes in and starts screaming at us, "How dare you design this?" ...as if you had sort of flipped into bed with him or something. I mean...the fury! "How can your pencil touch my site?" (laughter) But, everybody has been completely cooperative. They were so pleased to have their site looked at. They were so cooperative by coming in and saying, "Do your best"; "We trust you"; and so forth. I think there is an understanding that all these multiple landowners know that we're working on it together. We spent no energy convincing people. It was just a given that this was good for everybody. Again, I'll be separating the statistics that have to do with the sites that Leyland and the city own.



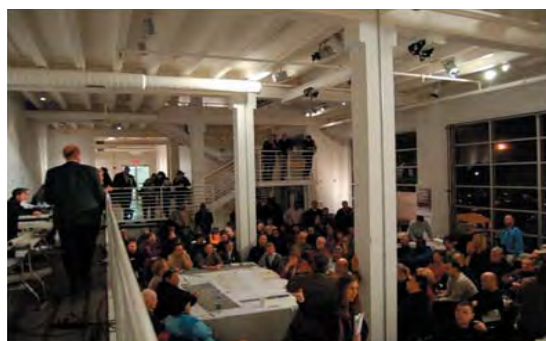
(Next) Here are the sites on the larger context. You can see it's a very tiny amount of the city. It's only about 30 acres. It's a tiny amount; but the economic potential of these thirty acres is like getting a Japanese car factory. It may not create as many jobs. Then, again, it may create as many jobs. It certainly will result in more taxes than a Japanese car factory. A Japanese car factory gets tax breaks. You know that Leyland and these people will not. So, really think about this as an economic generator not unlike getting a really important factory. Think about it that way.



(Next) That's the site that we've been asked to design.



(Next) This is where we worked. At the high point of the consultants, there were 52 people present working on this doing different things: marketing consultants; residential consultants; retail consultants and so forth. When I was putting these slides together, I wanted to have one slide just to make all the consultants feel good. I would have the engineering slide and so forth; but there were so many consultants that I couldn't even do that so I don't even have token slides for many of the people who were contributing to this. This is the workplace when there was almost no one there. Usually, this was so crowded, it was almost dangerous.



(Next) Some of the meetings that were most interactive with people are shown here. Everyone's been very well-

behaved. (laughter)



(Next) We did many plans. I'm going to show you a few of them. Then, I'm going to go straight to the one we think is best. But, here are a few. We were fascinated by the termination of Broadway and that location should probably be the park with a wonderful plaza with this great view. One of our earlier ideas was to bypass that because the land to the south was essentially owned by the city and the college has a kind of public road down the middle and you can't go straight down with vehicles anyway so we said, "Why don't we build to either side and take the last block of Broadway and actually make it a plaza...a four-court to the view?" Then, we found out that the college had a very advanced plan and we couldn't do this. We had another idea. Once you stand on that river, you realize that the view is nice across the way but you really want to turn to the south. That's the famous view. But, then, rivers are always nicer with a slight angle because there's more water where it's longer. So, we said, "What would happen if all the walkways and streets that we made were actually angled so that you had a longer view of the river?" And, this is the kind of idea that we explored and we drew up and we tried to figure out why it worked or why it didn't work. I want you to know that many different ideas were explored...and some good ones were lost. The reason may have been, for example, that the parking of cars is too inefficient in this one...or, as I said, the college already had its Master Plan. So, we lost some ideas but we always recovered. I would say that, at the end, the ideas that we have are all more subtle than these. These are some big deal ideas; but I'm going to take some care to describe the complexity or the subtlety of the ideas that were actually implemented. They're not one-liners. Both of these were one-liners. You can go home and tell your kids real fast what it was all about. You're going to have difficulty explaining unless you have a lot of time everything that's built into this project. So, it's more subtle.

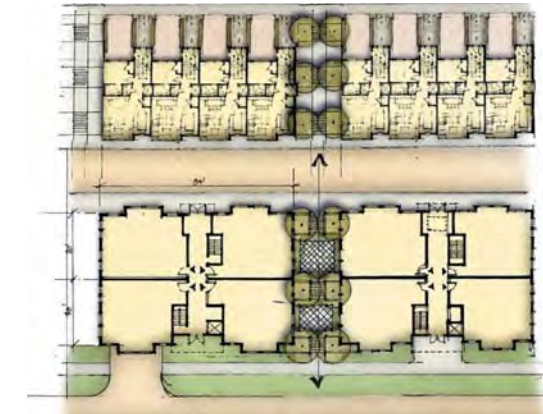


(Next) As we worked, we worked at all different scales. We worked at the scale of the site. Simultaneously, we worked at the scale of the building. Do you see this? This area here is that area.



(Next) We worked at the scale of the open space. We took out very important pieces of open space such as Vaux Park at the end of Broadway and then what we call "Site 10" which is the Consolidated Iron which is now a brownfield site being cleaned up by the EPA. This is a large piece of ground and since it does have potential for an open space, we spent an enormous amount of time with the public open space...particularly Kim Matthews in her office...because we realized that the first-rate public open space is one of the great assets that the people who live behind could use to the river. If we just privatized the open space or didn't pay attention to it, there wouldn't be as much to do for the people who didn't live there. Also, there is going to be a lot of commercial here. You already have a restaurant. We don't want people constantly having to spend money just to be on the waterfront. (applause) Typically, in the suburbs, where do the kids go? What is the public space in the suburbs? It's the shopping mall. That is the public space in the suburbs...relentlessly, commercial space. Like any kid who is out in public...which is the shopping mall... he's continually under pressure to spend money. We

don't want this waterfront to be like that. We want it to have a great variety of terrific open spaces...for just being there. "This is my favorite park". "This is my favorite plaza". "This is my favorite street". "This is my favorite sunny corner". It's going to feel just fine just to be there...just to hang out.



(Next) We went into great levels of detail with the buildings. Here's the difficulty that we had. The buildings had to be small...although you might think \$340,000 is a great deal of money...depending on who you are. If you're from Manhattan, you might not think of it as very much money. It is, in fact, a great deal of money. But, it is so expensive to build these days by the time you handle the automobiles and everything that you can't give people really big units. You have to give people really clever and really cool and really well-designed units. For those of you who know how to read plans and know how to scrutinize them, you will see that some very small units are actually terrific to live in. They're filled with very nice spaces...won't have double-height or two bathrooms in a master bedroom...none of these luxuries...but they will have very cool designs. That's because these designers are good. It's not about size. It's about quality. That's the smallest scale that we worked.



(Next) What you saw there was furnishings. There were people working and I said, "Where's the living room?" "Where's the dining room?" "Does the table fit 6 or 8?" At the same time we were looking at the regional picture. And, this is one of the drawings we inherited which is, of course, the New York State Bike Route proposed by groups for proposed walking trails, etc. I can tell you cat-

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egorically that everything that enters this site is picked up and connected. Don't worry about it. That 70-mile bike route that's being created...maybe it's called "nature trail"...whatever...we're all connecting them. This will be a great stopping point. This isn't going to be just a trail. There is going to be a great deal of activity here... and we'll support it. Even hikers...like every once in a while...sit down and take time for a cappuccino. It isn't all about thermos coffee.



(Next) This is the plan that we did in some detail. This is going to recur here. I'm going to show you this plan. This is the plan that we spent a little time on. There are no big moves in this plan so I need to explain it to you to show you what's happening and then gradually show you more detail.

This is Broadway. Broadway is much too wide. It's one of the widest streets I've ever seen. It looks like the streets in Utah...which is not to flatter it. If you've been to Utah, you know that the streets were designed for wagons and so forth. It is the presentation of your city and it gives an extremely bad impression of your city. In fact, if all people ever see is Broadway, it's not a very good impression on them. But, the minute they turn into the neighborhood, they find it is nice...nice to amazingly nice. Broadway is a very bad front door. It can become much better. Among the things it needs is not only managerial advice for the shops which I already spoke about... but something needs to be done to reduce the width of the pavement...generally a median in the middle to transform it into an incredibly elegant avenue. You can go from this wide piece of asphalt to one of these great avenues with a median in the middle similar to Park Avenue in New York. Well, you might say, "We tried that". And, it's obvious that there's a little residual median left in the last block, as you know. Because I'm like a doctor who looks at a patient and says, "How are your eyes?" "How is this?" "How is that?" "Your skin doesn't look all that healthy?" and so forth...so I went to see that median. Of course, it had been demolished by incompetent snow-plow operators. Anyway, you just need to have a properly well-designed median with some elements that actually rise above the snow. Then, you need to get snow-plow operators who know what they're

doing. Medians are all over the world. I don't know why the entire look of your city needs to be calibrated to incompetence. (applause) The kind of public discourse that says, "We can't do that because the snow-plow operators will break it up" has to be off the table. You don't think that way anymore. You say, "Well, get better snow-plow operators". I know there is a little more to it than that...but that's the basis. It's an attitude. It's just not good enough, is it? We need to do something about that presentation of Main Street.

The last block is a great improvement. Right now, it's three disconnected events. It's the last block that anybody goes to. There's this so-called Vaux Park of which I could show you some very cruel photographs...which is this seedy little park at the end. The best thing about it is the name. Then, there is the railway...and Martin Luther King Boulevard which is a highway...and then some kind of parking lot for summer docks. Nothing is tied together. Our task was to tie the last block and all the way down to the river which is a fantastic opportunity into a sequence of places that brings the city down literally into the Hudson. It's a wonderful view. Nature has done its job. The topography falls. It couldn't be better. Any Italian garden designer would love...love...to have that site. It just has to be conceived as a work of art and useful to people from beginning to end. We really spent a lot of time on it. I'm going to do some details about that.

You also need a gateway and a symbol that shows the center of the town. If not, the town has a kind of oatmeal quality because it kind of dribbles...like this...except for that "orange" monster in the middle. So, one of the things we want to do is to have the town built up to the center... to have a central piece like all good towns...the ones that are in posters that look so good because they have a center piece. We also need to mask that "red" building from the Hudson because there is a lot of Hudson tourism. Unlike most cities, you have a presentation to make to the people boating by. Most cities in America don't have to look good from a distance...but this city does.

Then, we have the waterfront that has so spectacularly taken off. Front Street has taken off because the restaurants are good. It's mostly gapped by parking lots. We need the ferry...which I'm going to get back to in detail...because it is incredibly important. However, the ferry has a problem. As this succeeds, it is going to require a lot of parking. Everything we do here is going to need a lot of parking. And, how do we absorb that

parking without turning it into a Wal-Mart parking lot? So, we spent an enormous amount of time doing that and we're counting on the success of the ferry.

There is the one nice plump site which is the Iron Works...now the EPA site. We certainly didn't want to waste it. Other than the cliff up here on which you have a park that has one of the most spectacular views of the Hudson...the second best view is right here at the edge of the park. I'll show you what we do with that. When you stand there and you see the great gorge coming down, it is fantastic. We wanted to celebrate that, as you will see. We also wanted to restore those sites all over that have to be meaningfully developed without ruining the views of those who have grown accustomed views of the Hudson. When the demolitions took place, many people received three views of the Hudson. They didn't pay for them. They were a result of the demolitions but they've grown accustomed to those views and someone has to respect them. I'll show you some drawings. We might actually improve those views. I'll show you some drawings about how that gets affected.

Lastly, there is something that has been completely erased; and it was only brought up by Mary McCammy* time and time again...and that is Colden Street... the one which goes down. So, it is Colden Street and then Clinton Square. There are wonderful articles written by your city historian that make me realize that you are so lucky to have that lady who can really write. Otherwise, I wouldn't read them. (applause) You cannot pay me to read badly written stuff. I read all these articles and I loved them. What happens is that this Colden Street is absolutely fundamental to your memories. First of all, it was the most charming street you had. It was the street that took you down. It was one of the original streets. And, once to learn to read the photographs, you see that the majority of the really cool places where people are gathering, you begin to see that it is actually Colden Street. So, at great expense and technical risk, as LeylandAlliance said, it is not easy to restore a diagonal street down the middle and try to put buildings on them. We restored that street. We have our fingers crossed that we can afford to do that. Anyway, I will show you quite a lot of that.

Then, there is the new Martin Luther King Boulevard which was woefully over-wide was actually done as a gift to you so you can put a lot of parking on it. It's going to become a great street again because it is exactly the right width to become a boulevard. I'll show you how we

transformed it. Right now, it's a highway that is cutting everything off; but we can transform it.

That's a summary of what I'm going to show you...just lightly...I can't get too much into it, but I will get into it.



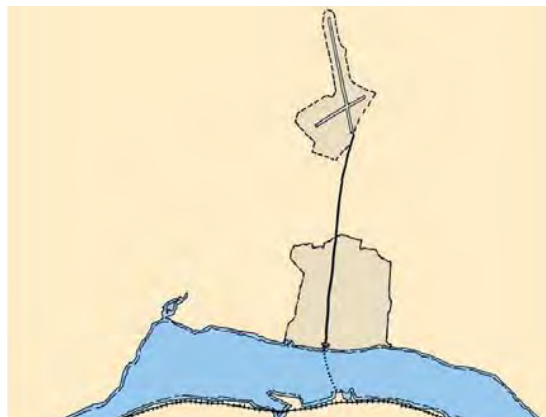
(Next) Let me tell you about transportation and walkability. The reason people live in cities is not to have a big yard. It is not to have convenient parking. The reason people willingly give up the American dream yard and the American dream garage is because of street life. If you do not achieve street life, then basically why would you live in an apartment? The majority of the units here will be apartments; condominiums; or they will be town-house or live/work units. In order to make this attractive, we need to make this place walkable. We know very well how to do that. You need to have meaningful destinations. You need to have pedestrian sheds. Americans will walk five minutes to a destination. They will walk ten minutes to transit. It's just known. It's been proven.

The site that we were given which is essentially this area here is a five-minute pedestrian shed. It takes five minutes from edge to center. Look at the number of people that are within a five-minute walk on this principal square that we are making. The second square...which is the existing one...look at the number of people that can actually walk to it...if there is a walkable experience...not just this miserable crossing...the Martin Luther King Boulevard kind of thing. Look at the number of people in the large ten-minute walk that would walk to a transit stop, including the ferry. This is a really good transit-oriented development. It is the walkability from the pedestrian shed that everything flows. Do you remember that streetcar you had? People didn't take the car to get to the streetcar. Isn't that right? You didn't drive and do a "kiss-and-ride". The reason public transit works so well in Manhattan is that people can walk to it. The reason it works so badly in the suburbs is that people will not willingly get in their cars and drive to the transit. Yes, sometimes they'll do it if there's a very strong destination...like Manhattan...but mostly they won't. What's great about this is that the pedestrian shed works perfectly. Pedestrianism doesn't start with light rail. It doesn't start with the train. It starts with how many people can walk to transit

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because that's where you get the catchment...the pedestrian catchment. This is a future model community for transit because it's so pedestrian.



(Next) Transit is the key to this project. I've had the chance to be very explicit about the impossibility of this development occurring if Manhattan were not near by. We did a plan for Syracuse, New York, some years ago. And, it was perfectly good. They were wonderful people. Nothing happened. Why? It's because the place isn't growing because it doesn't have any industry. The plan is like a mold. You need to put something through it. What is going to put energy into this plan and build it in very short order is the proximity of Manhattan. Manhattan has this fantastic energy. It's one of the half dozen cities in this world that are winners. Everybody wants to be there. Everybody wants to be near there. Anywhere within an hour and a half of Manhattan and you can get things done that you can't dream of getting done anywhere. There are very few "winner" cities. Newburgh is very lucky to be within that range. What happens is that you have a train system that is not only absolutely decent. It's spectacular. You have a new ferry system that brings people there. The people on your east side are going to be literally able to walk to the two Broadways. Do you realize that? Without getting in a car, they'll go to your Broadway and also to the Manhattan Broadway because they're within the pedestrian catchment of the ferry and then the train.

Then, you have this airport which is very impressive. I flew in directly from Ft. Lauderdale which is near where I live into Stewart Airport in Newburgh and I just couldn't believe it. By the way, you should insist that it be called "Newburgh Airport". (applause) It was extraordinary.

Just having coffee today at 4 o'clock, we were discussing new codes and how the city needs a new code. We were discussing how the city has a totally dysfunctional code. We said that there was a new generation of codes that

really creates urbanity. And, we were asked how to find out more about it. "How do we train ourselves to learn about this new code?" And, I said, "Well, you have to go to a seminar. There are essentially two seminars that I am leading. One is taking place in Austin in six weeks. The other one is scheduled in London in ten days and I'm leading that one too." And he said, "Oh, you can fly to London from this airport for \$200." Well, what about that? Isn't that unbelievable? It's absolutely extraordinary. By the way, that should be in your advertising...that you're near this airport. So, this airport is of enormous importance and it should be connected. Right now, there are consultants that are trying to trip over themselves to figure out incredibly expensive and complicated ways to get rail into the airport from Manhattan. I would suggest that, instead of spending billions of dollars doing it some other weird way, that you just take the sequence in which you take the existing rail...take the ferry...and then take bus-rapid transit or streetcar straight to the airport. Look at the beautiful logic of this. (applause) And, this will revive your city. Just remember this. This is the force of this diagram. No one is going to arrive with this immediately because it's too simple and you can't get paid to come up with simple ideas...but the compelling simplicity of this diagram compared to any other diagram is what's going to make it happen. Just don't forget this...because you can either get your city bypassed which is what everybody is thinking or you can have all that energy come straight down Broadway. It's very important that you fight hard for this. Hopefully, it will not take generations of officials. Hopefully, it can happen very quickly. Just look at this beautiful diagram of the airport from Manhattan.



(Next) This is Broadway...looking a little better...although there is an awful lot of horse manure on the ground. You know, things were tough. They've always been. This is the streetcar. There were trees.



(Next) This is the kind of thing we're talking about. There is a new generation of vehicles that is not necessarily a streetcar. It's called "bus-rapid transit". This is in a city in Oregon. It's a vehicle that can actually be on a dedicated transit way...which most of Broadway can be because you have the width to do it...but once you leave the city, for about half a mile it gets too narrow. Rather than disrupt it and make it impossible and have to spend millions of dollars, this kind of bus-rapid transit can just get in a regular lane for that short distance and then when it gets wide again because there's a short bottle-neck...just zoom up to the airport. You gather the speed in the dedicated lane. It is handicapped accessible. It doesn't have all the disadvantages of a bus...the roar of the bus...the stink of the bus...the ridiculous uncomfortable seats of the bus and so forth. This is all about really dignified travel and we should find out more about it because you have the streetcar infrastructure already. By the way, if it doesn't work, sell it. Just try it. It's not like the commitment to rail. Then, maybe it's too early and maybe you can bring it back two years later and try it again for a year or so. If it then loses money, then sell it again. But, it's not this kind of agony that you have with rail and whether to spend the millions or not. It's just the matter of spending some money for bus-rapid transit.



(Next) This is the plan in a little more detail. I believe this is one that I am going to show again and again and again. This is the area. What you see in "yellow" here masks away this parking. There's a large amount of parking masked by buildings between the river and the railway tracks. You don't see the parking. I love that railway embankment because if it weren't for the railway

embankment hiding our parking, it would show to the city. It makes a nice little back board that we have. So, what you see in "black" are the buildings. Mostly, they're "U-shaped" buildings. The buildings are like courtyards facing the road. Almost every building we've designed is like a "C-shape"...like this...to the river. They have several advantages. Everybody in that courtyard has a view. If you make a bar, only the ones on one side have the view. The second thing is that it impinges on the river lightly. So, instead of being a bar, only the tips hit the river. Also, because it's a windy old place...let's not forget that there are some rough days...you can actually find sunny courts. Particularly in the first floor, you can protect yourself from the river winds...because of the courtyards. You can see that there is a repetition of "C-shaped" buildings...principally in the properties not owned by the city...but in the other properties. We kept every building of historic importance. We kept every building that's active commercially. We kept the park. Don't worry. We're not into demolishing stuff.



(Next) Here are the buildings that are being proposed. They're interspersed, insofar as possible, into the city. There is a gap. This is the college here. They're adding a very nice building that fills the gap on the north. It is important that there be buildings of equal quality on the south to close the gap. And, there's a chance that there could be dormitories which the college wants. It would be very nice if that central green that we're going to be proposing for Broadway for that block actually becomes the college green because the college is too tight to have its own green. The campus inside doesn't have a proper green. This could be its green...like the University of Virginia. Most colleges have a common center. This could be shared by the city and the college could maintain it, by the way, because I suggested it be maintained to a higher level than the rest of the greenway on Broadway. The college could contribute to that. And, the students would love it. It would be a great image for the college. The private owners of the other side could very easily create the dormitories for the students...instead of just having more condos. So, you would have students living there full-time...which is always terrific. Notice how the fabric is relatively small...no mega buildings anywhere.

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(Next) This is your thoroughfare system. Wherever possible, we connected and re-connected in every one of the walkways and vistas that come down. Sometimes there's nothing but the view going down. We preserved it.

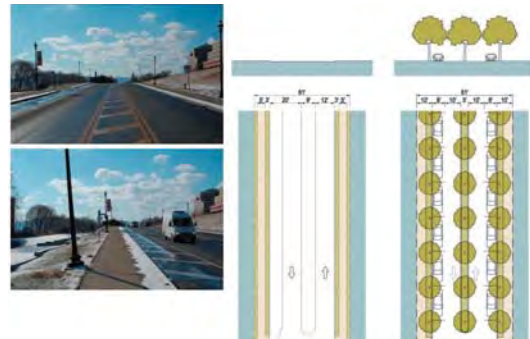
(Back to Previous Slide) This constant slicing that you see is the preservation of the view corridors and people in back.

Now, there are corridors and there are elevations also. Remember, it isn't just looking out. It's looking down to the water. We've done some diagrams to explain how that works.

(Next) This is a thoroughfare.



(Next) This is Martin Luther King Boulevard. Look at how it was reamed out from being this to being essentially a highway. Fortunately for you, that street belongs to the city. The Traffic Engineer, Norman Garrick, whom some of you met, is completely convinced that adjusting the intersections for either side...putting parking on it just for the price of paint...and re-calibrating or re-timing the lights on Rt. 9 would allow a great deal of the traffic to stay in Rt. 9 unless they want to come downtown. Right now, the lights work so badly that people tend to actually go out of their way to go east on Martin King Boulevard which is turning it into a highway. (applause) By the way, it's not a highway. It's got "Stop Signs" on it. It's a little old local road that is so wide that people speed on it. It's a little old local road with "Stop Signs" on it. I couldn't believe it. Anyway, we're going to use that for parking. I don't know if we'll ever get it back to this but this is the general principle.



(Next) Look at this. Isn't it amazing? And, all that paint means is that it's too wide. But, all that paint redone means that we can park on it. This is the existing Martin Luther King Boulevard. Look at what fits on the existing pavement. Not only can you fit two rows of parked cars but a tree-lined median will actually fit on it. It could be a really beautiful street. For those of you who are worried that this is going to hamper traffic or somehow reduce capacity, you should know that traffic is at the highest capacity at 27 miles an hour. When cars speed up, the spacing between them gets further and further apart. Therefore, fewer cars can get through. So, by reducing the speed which is what you do when you stripe it down...which is called "traffic-calming"...the cars move more slowly plus you're at 30 miles an hour...the spacing reduces and you put through more cars so you're not harming anybody by actually saying, "Drive at 30 mph". By the way, posting it doesn't work. You know that. The only thing that slows down cars is parallel parking. That's the way it is. Look at the existing street and what it could become...which is really beautiful...worthy of the name. Most Martin Luther King Boulevards that I've seen are hideous. This could be a beautiful one.



(Next) This is Water Street which was the one way that you could get down from Broadway down to the waterfront. Because it was also sloped and angled and it had Clinton Square at the other side, it was very, very picturesque. It was one of the really great streets in the northeast.



(Next) These are the public buildings and open spaces that we're proposing. The campus is here. As I said, we would like to give it the green in front of it. Then, there is an upper square and a lower green that brings you down (which I'm going to show you) to the water. So, there is a square; a sloped green; and then a great waterfront park over here that has the monument.

Then, on this side, is a series of places in the private sectors' backyard...hopefully, restaurants. It will remain public. The one thing that does occur in the Master Plan is that all of this will be public. You can actually stay in the waterfront, but it will be a variety of experiences. (applause) It isn't just the same dull old trail. What we've done is we've concatenated a series of different experiences. By the way, nature is elsewhere...so you've got 70 miles of that. You come in from nature. You have that experience. Then, you have a proper waterfront park. Then, you have a waterfront drive. Then, you have a trail...a walkway...a square. In other words, it's a concatenation of experiences. It isn't just the same section all the way through. It's very rich to actually enter Newburgh and experience all these various things.

There was a call for a covered inflatable structure for sports fields. It was very nicely asked for. It was. Who can deny that courts and playing fields would be a good thing to have down here? We tried very hard to fit it; and the only place we could fit it was down here in the only flat site we have which is the Iron Works site. Then, somebody pointed out to us that, although it fit, it is incredibly ugly. It's a utilitarian structure. It's white. And it's like a big white blister. We can't have it there just down hill from the George Washington site. He wouldn't have liked it. What we did is we reserved a site for open-air field so in good weather...if you want to play soccer...if you want to play tennis...if you want to play handball, it would be perfect. That looks great...so the site is reserved here...not in the waterfront, but behind the waterfront. The waterfront has better uses. Then, we found a site further down further to the south where it is less visible from the historic structure. So, basically, you end up with more sports fields and you now have good weather and bad weather sports fields. That is what we're proposing.

Remove the Rowing Club from way down here somewhere that, unless they have secret rituals...which they may...and, therefore, they prefer to be on the other side of the sewage plant...we think that the Rowing Club provides a lot of great activity. It is fun to watch them take the boats out...take the boats in...and so forth. It's a great recruiting tool when you can actually see people doing it. Also, it's the kind of activity that brings people in so that the waterfront doesn't seem so private or so alien. They can remain where they are but we also found a marvelous site for them right over here as part of the park...a really good site where they can participate more. The boat-launching ramp is maintained where it is. But, the parking lot for trailers which is immediately behind it which is a disgrace has to be considered. Why should empty boat trailers have some of the best real estate in Newburgh? So, we moved them back and hid them behind some really decent buildings...in the back. There are these floating docks that are out there. We redesigned them so they form part of the park so that they make more sense with this open space that we're bringing down, etc.

By the way, there's still another site for the Boating Club down here...if they so wish. Then, we did a little bit of a good job here with the existing park. The name is Newburgh Landing.

We found that the location for the ferry isn't bad at all where it is now, particularly since we want people to walk about one block...from the parking to the ferry. In that way, they can do some shopping and activate some stores...not the destination stores i.e. the restaurants and the entertainment places...but the utility stores where they can stop for donuts and coffee in the morning...pick up a newspaper or some prepared food. There might also be a gymnasium kind of activity. We're referring to places having ordinary daily things that wouldn't normally exist here unless you tapped into the economic energy of those commuters. You will see how we orchestrated that. Basically, that is happening between the parking garage that we hid behind this building and the ferry over here. That will happen later.



(Next) I guess it's here. Let me show you. This is the

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bubble...the sports dome. These are the playing fields. These are the masked parking garages. You actually don't see them unless you're on the train. Then, there are valuable buildings including condominiums; the Boating Club; a hotel; office buildings...all hiding the unused trailers. This is Broadway coming down as a sequence of spaces, including an outdoor auditorium. The slope gives an outdoor auditorium.

This is where you park. If you're taking the ferry, you come out here...you park...walk a block and take the ferry. That's where the shops are. This street remains in use basically for entertainment...all the way down...more restaurants for that kind of activity. The parking on the other side of the railway gets double-decked for efficiency and then is masked by decent buildings. These are the two 8-story buildings that I will explain later.

This is Colden Street coming down. This is the restoration of Clinton Square, etc.

These are row houses at the lower end on Martin Luther King Boulevard. Don't worry. They're way down from the existing houses on Montgomery Street and other sites that were developed.



(Next) These are some of what I call "political drawings". "What's it like?" "What happens?" This is an accurately-drawn section. This is Montgomery Street. These are the houses to the east of Montgomery Street and then the slope falls down. This is Martin Luther King. This is the Regal Bag Company. This is the shore; and that's the surface of the Hudson.

The townhouses that we are proposing on Martin Luther King down here are such that when there is a six-footer standing there in the garden, they do not block the view beyond what is already blocked by Regal Bag. These are 3-story buildings with one exception. At one of the meetings, people on top said, "Fine. That's all right. But give us a green roof." I said, "Fine, but when you have a green roof...you have to get on the green roof to enjoy it and maintain it." So, on that green roof there is a room that

pops up to get you out to the roof.

What you are seeing here are the existing houses on Montgomery that slope down. The garages that are also green-roofed are put into the hill as a retaining element. These are the townhouses. What you are seeing here is in sections...the Regal building; the townhouses; the existing houses...and you can see that the existing view is not trammled* and that actually that central one which is not harmed at all is what hits the center of the Hudson. Basically, the buildings are way down.

The historical circumstance was totally different. Those buildings on Montgomery had their views blocked...not by one row of buildings but by two rows of buildings. There once was a street there. This is done as gently as we can provide and still develop that very valuable site.



(Next) This is George Washington's headquarters. This is an existing warehouse. Some of you inquired about an elementary school. This could be the coolest elementary school. Imagine going to school in a converted warehouse that was once George Washington's headquarters...especially since most current schools look like strip-shopping centers. This could be great.

These are the buildings that we have been proposing for the site on the Iron Works down here. They can be 5-story buildings and not block the view. Now, why would you do 5-story buildings? You would do 5-story buildings there because you can attract a first-rate hotel with tons of stars if all the rooms have that wonderful view. You're not going to get a multiple-star hotel anywhere in Newburgh unless you have that amenity; and it's perfectly ridiculous not to use an amenity. Why would you want to erase wealth? Here you have wealth. Think of it as industry. Think of it as a tax base. Think of it as jobs. Why, for some arbitrary reasons, would you say, "Well, I only want it to be two stories or three stories when it's one of the great sites of the world?" You can also attract an office building that wouldn't dream of coming here unless you offer them that view. The whole idea here is not to say, "How little can we do?" "How few humans

can we put on this site?" It's the opposite. It is "How well can we build in a place that will actually create wealth for the city behind it?" It always astounds me how people who are against things say, "What does it cost for what you're asking?" Like, "How many millions of dollars of future wealth are you erasing by taking two stories of that hotel?" If that hotel were to last thirty-five years as a 3-Star or 4-Star or 5-Star hotel...what does that represent in tax revenues that you are just arbitrarily erasing? I'm going to make a plea. The knee-jerk reaction is "Don't build on that site". "Don't get anywhere near the Hudson". But, those that love the Hudson have to realize that it is not always nature that fronts the Hudson. But, when there are natural areas...yes, then by all means...I believe that anybody who builds should be behind the tree line...should be behind the down slope, etc. I understand that. But, when you are in a historic city like this, you should have as many people as possible there so that they don't spread horizontally. One of the problems with environmentalism in this country is that you always try to lower density. Well, if you lower densities, you spread out. Once you spread out you consume more nature. If anything, environmentalists should be asking for more density..."Can we please get more people to live here?" It always astounds me how they don't. They're always trying to have more green space. (applause)

Tomorrow afternoon I am lecturing in Los Angeles at a huge Green Building Conference for 3½ hours. That's what I'm going to talk about. You people have to become rabid urbanists...rabid urbanists...because it's not just that people leave the cities because cities aren't good enough. And, if you push down the density, they consume nature. It is then environmentalism...picture environmentalists to become great city designers so that people love cities. Anyway, that's how I'm going to get into trouble with what I'm doing tomorrow.

That's my strong plea for really developing this site. By the way, the parking is behind...between the train and the building. Notice that Washington Street comes down. Now, if I showed you a photograph, you would see that it's a disgrace. Washington Street ends in a parking lot for trailers...wires...and stuff. This would end, as I'll show you, in a beautiful square and part of a waterfront drive with a park there.



(Next) That is how Broadway used to end. This is 1903. That park, which is called "Vaux Park"...and now I need to walk up Vaux Park. Vaux Park which has a history is nevertheless a really mediocre place. That's all it is. It never was properly funded. It wasn't brilliantly designed, etc. Just because it was built at a certain time doesn't mean that it can't be done better. I totally respect parks designed by Vaux, but that's not one of them. That's by the kid. And the kid is not otherwise known as anybody but the son of the father. Even if you were a good designer, that's not a good one. One of the things we need to do is we need to restore the park...which we did. We did a Vaux Park restoration. That's because we had been backed into...for fear of offending..."Let's just get Vaux Park cleaned up and properly designed." Then, one of your artist citizens came in by the name of Greg Wyatt* with a drawing today at 3:00 o'clock. He came in with a whole new rendering. I want to tell you something about how receptive and flexible we are. At 4:00 o'clock today, we changed the design. I would like to tell you that his design was better than ours. It's a more authentic Vaux Park than our Vaux Park. (applause) So, let's look at that when that comes up. So...that's the old hill.



(Next) This is the wonderful, wonderful intersection between Water and Colden. This is Clinton Square. We're going to revive this. (applause) By the way, the traffic engineers don't like this. They say that all this is going to cause death...destruction...accidents. That's going to have to be a private street. We don't want to get any traffic engineers upset. We'll just label it a "drive-

way” and then, suddenly, all rules are suspended and you can do what you want. So, this is going to be in our Master Plan...one of these internal streets...so as not to upset the engineers because these intersections, as you know, are all really dangerous.



(Next) This is the oldest map we found...1850...this Sidney map of Orange County. It was very little. This is Broadway. By the way, I think it is fundamental that this street be restored. Notice that Colden was already there. It's really a huge part of the character of the city.



(Next) This is our rendering of it. This is Martin Luther King. I hope you still have the statue. This is the way that we wind up. By the way, notice the solar collectors... those of you who like that kind of thing. We would like to see this kind of architecture...which is like the old architecture...but with much bigger windows. One of the things that changed from the traditional architecture is that people now like more light. If you've ever been to an old house, you know that if you do it in an absolutely straight-forward way...an actual traditional house without any modifications...the lights have to be on during the day. Our predecessors loved the darkness, as well. It was part of the cocoon. They even put curtains over the windows. But, we like more light. And, as we were wrestling with what the architecture was like...and we want it to be traditional because we want to key in...we don't want it to be different from the housing behind it...as we tried to key in, we said "What is the architecture that is both traditional and has more light?" Of course, the

answer is, "The brick warehouse". The brick warehouse has more light because they have deeper sections; and that is, of course, the traditional architecture of an industrial waterfront. Here you are seeing buildings which are perfectly recognizable American buildings...very simple...but with a lot of light.



(Next) This is what you are looking at. I don't know if you can see this from a distance. This is Clinton Square. This is Colden Street. Notice how it wiggles. It's not straight. First, it goes this way. Then, it goes that way. Then, it goes this way. Then, it goes that way. That kind of famous street made by cows*...as they climbed up... that is exactly what it is. It's going to have a great character.

This is Martin Luther King with all of its new trees. This is that beautiful green now which is in front of the college. Then there was our design for Vaux Park. We kept the design of the "wiggly" thing and we just extended it so that it reached all the way down. Then, we bridged across both the railway and Martin Luther King. We kept going down all the way to the water with a slope which is the green. These are the liner buildings on the side which hide the parking.

By the way, those of you who know how to read plans know that these are courtyards and alleys and cool little places all behind. It isn't just about fronts and bad backs. There are really good backs. There isn't just one show here. It isn't just Colden. All of this is pretty nice.

I also want to speak about these two triangular buildings. When we first said that the buildings were all below, there was a kind of disappointed crowd who said, "Can't we have some tall buildings?" They wanted a symbol for the city. At no time do we ever discard any ideas. We always draw them up. As we began drawing them up, I began to realize that the prospect of that taller building was quite important in order to frame the view at the end of Broadway and also to mask the college...the hideous orange building...from the river. Both of these buildings, in this very peculiar shape, are designed to be incredibly slim from the city...almost like a gateway from the city. Have you ever seen the tip of the Flat Iron Building and

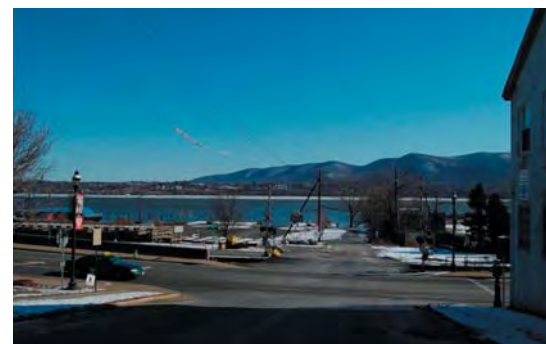
saw how cool that is? When you look at it from Broadway, they look like the "tip" of the Flat Iron Building. And, these are two flat-iron buildings. That's what you see from the city. Then, from the other side, they get wider and they perfectly mask this building which is, by the way, seven to eight stories. (applause)



(Next) We were just showing you the center of the Master Plan...to give you a scale.



(Next) This is before the park. Look at that fantastic view. There used to be a fantastic view. This was a problem then and it is still a problem now. This is the pavement.



(Next) By the way, this is something I spoke about earlier. This is Washington Street...your famous marvelous Washington Street. Look at how it ends. What a mess. Here you store docks. There you store whatever. It's just a mess. That will be cleaned out...opened thoroughly...masked by decent buildings, but not tall buildings. They are going to be inexpensive fish markets and so forth. Then, all the industrial stuff will be hidden. This will be an actual access to the water...not just notional. Right now, there's a notion that it goes to the water. It will actu-

ally be so.



(Next) This is the site which is at the end of Washington Street. It consists of a very complex pattern of pollution...looking like a Jackson Pollock. It took tens of thousands of hours to study it; and it's going to be dug out anyway and made healthy.

This is Washington. And, this is the parking lot on that beautiful site.



(Next) The first thing we did was this. We put a square at the end that somebody had asked for and then we put these "E-shaped" buildings on the Hudson. Then, someone from either Scenic Hudson or Riverkeeper...one of the many organizations that love and take care of the Hudson...said, "We don't want the buildings so close. It's too tight". This, in fact, is not too tight throughout. It does get tight in certain areas. She said, "You necked it off there. That's necked off. I want to have a continuous walk through." So, we responded to that.

NEWBURGH

GENERAL CLOSING TRANSCRIPT



(Next) The plan that we propose is this one. What happens is that Washington Street is open. It ends in a square and a paved plaza. That paved plaza is there because some people prefer pavement. I could show you a lot of photographs from the 1920's wherein people are not in parks...but on pavement on benches and so forth. We always design green areas and also paved areas. By the way, Hispanics in particular prefer plazas rather than parks. In Europe, the open spaces are plazas. Since you have 38% Hispanic population, I am concerned that we make paved places and not just green ones. Anyway, the park looks like this. I'm going to show you the scale.

This is the Boating Club. It's only one story. They launch here, giving activity to the open space. This square here is a drop-off for the hotel which is a "U-shaped" building with a pool with a beautiful view. The parking is in the back.

This is an office building on the Iron site. This is another office building on the other site. They both are approximately 100,000 sq. ft. It would be incredible if you could get them. You haven't got the least chance of getting them unless you have that view that you're selling. And, once you get them, then the residential part is balanced by the commercial part; and it's not the kind of residential place that dies at noon. Remember, when you have a purely residential place and nobody walks there, the restaurants die. They have to make all their money...and the shop owners have to make all their money...from the evening trade. By having a truly mixed-use community, it never shuts down. There's always light. There are always people in the street. Commerce works better. These are the sites which we selected because there is so much parking capacity on this big site. This is the parking that we selected to feed these two.

As I said, the boat launching is here. The empty boat trailers are back here. Then, there is more parking here for the ferry. In order to keep this mixed-use, this is office. This is hotel, which I think can be first-rate. And,

these are condominiums. This is a square. This, over here, is the sewage treatment plant which I'm told sometimes smells; and in order to prevent it from smelling, we propose the office building for Public Works right next to it. (laughter/applause) This is a beautiful site. This is one of the few offices of Public Works with a Hudson River view. So...they're okay. They just need to take care of the plant. They help mask it. The plant is right over here.

The park is quite nice. By the way, this axial condition here...this diagonal...is the perfect view for looking down the Hudson. It's the famous view of the Hudson. Greg Wyatt...a wonderful sculptor...is responsible for many of the sculptors in the National Cathedral in Washington. He has been commissioned to design a monument to the Hudson River painters...the painters who were first amazed by the Hudson River and made it famous. He wants it to be here so we located it here. For those of you who care about public art, this is a really meaningful tribute. It is all about this place. This park is all about that. It isn't just an empty thing. As I said, lots of people are there.

This sequence...the square; the waterfront drive; the hidden square; the waterfront drive again; the plaza; the other hidden square...all this stuff is the variety I'm talking about. If you were to walk the mile and a half of this waterfront, it is a continual set of different experiences. It isn't just one thing.

What else can I tell you? This is the playing field for good weather sports. There is plenty of ground here. I think it can be leased. This ground here is owned by the railway. They don't use it. You can ensure that it's okay to use it if you put the fence in. It's not permanent like a structure would be so that needs to be negotiated. That would be a wonderful place for kids to play. They can make lots of noise and so forth. They shouldn't be any worse than the railway.

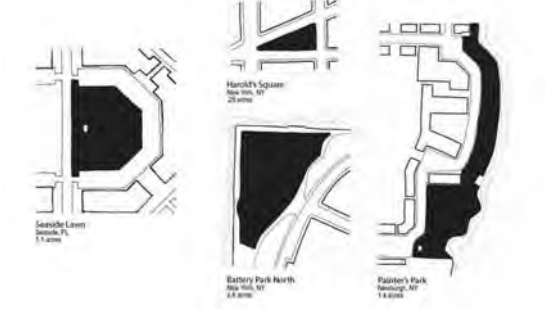


(Next) These are some of the structures that our retail consultants came up with. These are the renderings. I

chose this from the set of renderings of our retail consultants. They want to have these inexpensive single-story buildings. Do you see this image here? This is their version of the office building. This is the inexpensive fish and waterfront-oriented restaurant.

(Previous Slide) I'm talking about these buildings here. These are single-story buildings that look like that. Remember, retail needs inexpensive quarters. You don't make that much selling bait and fish and so forth. In fact, these buildings perhaps need not require heating or insulation. They're just industrial buildings. That's what you are seeing here. It's all about fishing and the port. By the way, the Boating Club doesn't like motors so we separated them. They came in and told us that.

(Next) This is some kind of ferry terminal that's there and maybe it has to do with tourism. I don't know. But, we were asked to leave it there.



(Next) Some of you may think this park is not particularly large or perhaps not large enough. Here it is. We call it "Painter's Park" in Newburgh, New York. It not only has a nice cross-section but a continuous one...like this. This is by way of comparison...Harold Stern, New York; Battery Park City, the large park in Battery Park City; and then this is the green at Seaside. This is just the green area. If you count the road that feeds it, it's even bigger. But, I think this park is just right.



(Next) This is the sculpture. This is the arch which is

very impressionistic and I think it catches the light really well. This is the arch that Greg Wyatt brought. That's just the first sketch. I actually like it very much.



(Next) This is the bubble that we don't want. I mean it's very nice and inexpensive and you should have it but we want to move it toward the south.



(Next) That's a detail of the same thing again.

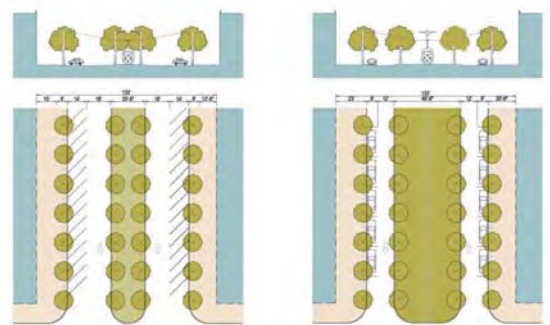


(Next) This is just to give you a hint that something needs to be done. This is one of two analyses we did of retail on Broadway. It's in dismal condition. You need some real professional help to get it going at the same time. By the way, if somebody says that your retail will kill that retail.

I don't think so. I think it's dying on its own. In fact, what's going to kill it is the development of the suburban retail as the airport takes off because there's going to be a great pressure to build the Wal-Mart; the Target; the strip-shopping centers. It's already happening out to the west and that's what does in the Main Street. It's not going to be our retail. To compete, you have to have really good competent retailing. But, you have an additional problem. There simply is too much of it. You have miles of retail. This is an old phenomenon. What we need to do is compress it in certain sections of Broadway. So, the question is, "If we compress it, what do we do with the rest of it?" What we need to figure out is how to make Broadway good for other things such as residential use. At the moment, no one who could avoid it wants to live on Broadway because it looks like a commercial street. We do have an idea that I think should be developed.



(Next) I believe it is this one. This is what Broadway looks like. It is incredibly wide. By the way, the sidewalks are great, but it is incredibly wide. This is the width of it...right there. We measured it and drew it. Look at the little cars. It is so wide.



(Next) You can do two things with it. Without any loss of capacity, you can put a 24-ft. median in the middle that would fit the dedicated transit system, whether it be bus or rail. When you get to the base...to the last block past

Montgomery Street...at that point, I would get rid of the diagonal parking and just go parallel and get a really wide carpet which is the 4-court of the great view of the Hudson. Later, I will show you a picture that shows you how that asphalt interferes with that beautiful view and how important it is to actually bring the park not only up the hill but into the city.



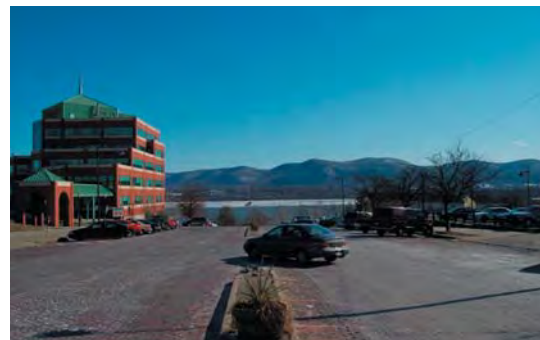
(Next) This is that last block I just showed you. That's the college. This is your enormous street. Notice that whenever we could, we found an opportunity...whether it be a kind of gas station or some kind of demolished building or whatever...we put the median down the middle continuously and wherever we could, we widened it into a square. Do you see that? We just widened it into a square. These are just three that we found...very evidently. When you put a square in, you slow down the traffic and you put a green 4-court that suddenly makes it really valuable for residential. Instead of just being the losers that have to live on the street...you live on a square...like in Savannah...or the West End in London. Americans love living on squares. This requires a study. This is just speculative now. By introducing squares on Broadway, I think you can make it more valuable for residential and then compress the retail so that it actually works. It could be a very uniquely elegant street as it reaches the Hudson with a series of different squares because every square would be designed differently...depending on the circumstance. Anyway, I think this idea is one of those transcendental ideas. It is so much better than just "bricking the sidewalks" or "changing the lighting". It's just a big idea. (applause)

In planning, it's actually quite interesting because it's been well known for a long time that the big ideas are easier to implement than the little ideas. The little ideas get picked to death. The big ones are bigger than anybody so they happen. This could actually be a great transformation.



(Next) This is one of the squares. This is your Broadway. This is the new median which is everywhere now. This is your rail line. At certain points, it actually just widens into a square. The real estate becomes valuable, as I said. By the way, "What happens to the traffic?" Guess what? It has to slow down. Instead of it zooming all the way down as on a highway, it deviates and it goes in and out...and so traffic slows down. But, nobody that has to drive around a square ever minds it. They just think, "Boy, isn't this great? I'm so glad that I'm in this place." Sometimes, it feels like the center of the world.

(Next) This is a rendering of what it might be like. And, it might not take that long because these three at least are where the land is hardly being used at all. It's empty.



(Next) In your mind, Broadway ends in a really fantastic view. Now, somebody like me who is a skeptic, comes here...stands there...and says "Yeah...but...50% of what's in my field of vision is horrible" because everything from here up is unbelievably good...but everything from here down is a parking lot. It's a huge...still maintained...parking lot. For the last two blocks which is the one place where you really see the Hudson, this really should be re-designated as a park and, as I said, it would be good if it became the green for the college.



(Next) The college has done a terrific job. This is what they did. This is what they brought us. That's the famous lousy building. This is one of your typically good buildings. And, this is a really good building they're building. This is the new one. They're going to seal off that opening with a very nice building. What we suggest is that the building on the other side be done with the same kind of architecture so that the walls of the green are also harmonious...and the college bridges across. Even though the dorms on the other side would be owned and operated privately, they form part of the college.



(Next) This is what that looks like. Now, I'm going to show you probably the single-most controversial thing we're proposing which is the tall buildings here in which everybody responds immediately "Oh, no, high-rises". I just want to remind you that this building that's there

already is eight stories. It's a matter of saying that you have it already. If you ever had a phobia about eight stories looking awful, well...now, you need more buildings to hide that one.

Do you see this park that goes down? These are ramps and these are stairs on the side. These two buildings are very unusually-shaped and are designed to form pylons. I'll show you some very rough drawings. This is the green at the bottom...just to remind you. This is Waterfront Drive. This is the green which forms an auditorium. Remember, this is dropping drastically.



(Next) That's the view. This is the famous Vaux Park. I just want to know what this piece of pasture is doing there. (laughter) I'd like to know what the hell that is. I know what that is. And, what is this tube? The place is absolutely pathetic. So, could we please do it right? Just because it's old doesn't mean it's good. (applause)



(Next) Here you have Garin Baker who showed up at 3:00 o'clock or 4:00 o'clock today and says, "Oh, by the way, I prepared those drawings (laughter) of Vaux Park". He didn't actually say this but "It's not only much better than your idea. It's actually a Vaux Park design. Like, if Vaux had had a budget, this is what he would have done". Now, notice what he did. This up here is the end of Broadway...two stairways down the side; a flat area in the middle; a really glorious fountain; another flat area; and beautiful, beautiful steps down to Martin Luther King. It just brings you down gloriously. This would be a fantastic thing to do. The structure of this could be built on the parking garage that connects the two tall buildings...so the under-cross is there. All you have to pay for is the stone and the fountain. That may sound like a lot but it's really the least amount. I think this is a marvelous idea and I think you should do it this way. (applause)



(Next) After you cross Martin Luther King, you still have a huge drop which should be handled this way. This is that green that we spoke about. This green can be used a million ways. Part of it could be for dogs. Part of it could be used for Frisbee-activity and so forth. Can you just imagine a concert with people relaxing on that slope...looking down? (applause) This could be the landing pad for commuters with hydrogen rocket belts...from Manhattan. (laughter) And, who says that won't happen? If it does...you're ready. We were there first. It's not just open space. It is open space with people on the side...open windows...making it safe...and so forth. What's been well known for a while is that spaces are only used depending on the buildings on their edges...the buildings that give space its activities...so we're always making buildings. By the way, this is the new building we're proposing...which is the masking building for the other. It's an early version.



(Next) Notice what people did at that precise place... what your ancestors did. This is very interesting. Normally, we're trying to recover to some kind of ideal past. Like...can we ever be that good? This whole system of parks and stairways and squares coming down is much better than it ever was. This is the one thing we've done that actually makes Newburgh better than it ever was. It's like your chance to outdo everyone. And, this is just your ancestors. I don't think there's anything else on the Hudson...perhaps in Manhattan, but I don't know of it...that is quite this marvelous as this sequence of parks. This could really put Newburgh on the map...you know:

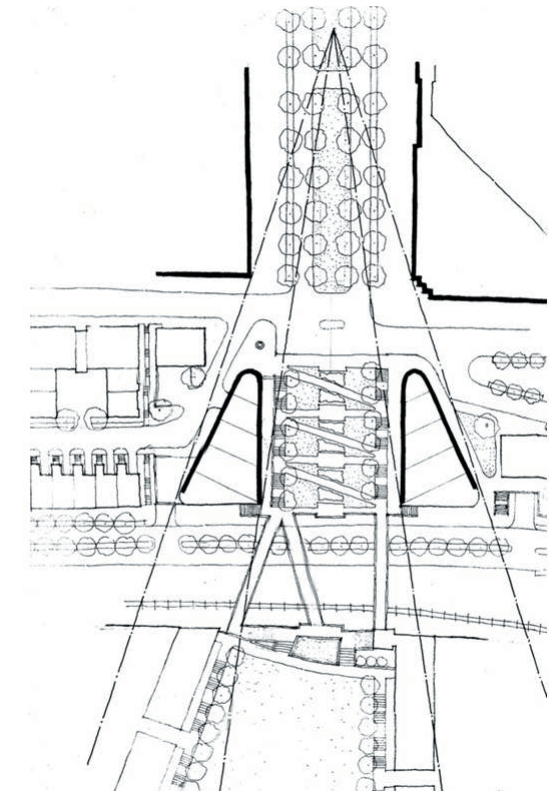
"Must see...must stop". It could be a complete repositioning of Newburgh and the perception of the region as not being the tail end where people just end up...but literally the most elegant and coolest place. Don't forget that it isn't just enough to be well run and clean and so forth. You really have to be beautiful also. Cities have to be beautiful. We could get this to really work economically. But, this is what's going to make it beautiful...this square that's coming down.



(Next) This is one of our drawings. We made this drawing exclusively because I kind of had a tiff with somebody who kept saying "You shouldn't have cars on the waterfront". And we said, "We won't have cars all over the waterfront but there are certain places that work better when there are cars on the waterfront". Cars give activities. Cafés work better or at least certain types of cafés. The older cafés that are all about fish and picnic tables that work better without that. But, then, there are other more urbane cafés that are on Waterfront Drive. So, this is the harbor and we would like to redesign that harbor so that it isn't an American-style parking lot for boats...but more like a European harbor which is to say people come with their boats and they stern-in and they socialize...off the fan tail the way they do in Europe... except they will come from New York. Some of the restaurants can actually serve food to people on the boats because who wants to cook on a boat anyway? Then, as they do in European waterfronts, the cafés face the boats and they activate both sides; and for that, you need a street. That street is what you have in Nice. That's what you have in San Tropez. That's what you have in almost every Italian waterfront resort. That's the way you do it. I'm not saying you should do this all over the Hudson... but why couldn't we do it for 500 ft.? Let's just try this for a change...so we did this rendering. This might be repulsive to some people, but it is wonderfully appealing to others...the café...on the drive...on the waterfront.



(Next) This is what we're talking about...here...and here. That's where it would happen. Replace this with the new park.

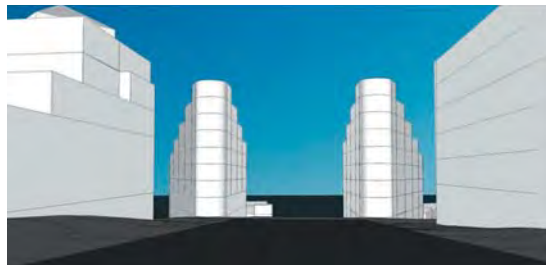


(Next) The shape of these two buildings was specifically

designed not by internal floor planning. We don't care what goes on inside. These buildings were designed to perform two functions. One is to frame the view of the Hudson from Broadway. And, from the Hudson itself from the other direction, try to give a kind of crown to the city...to have it build up. It is very vertical from Broadway. Then from the other side, they step down and they erode and they look a little bit like a hill town.



(Next) This is the way they were designed. From precisely this spot...which is a selected spot on Montgomery...they're designed perceptually to look perfectly like the pylon of the Flat Iron Building from its absolutely perfect vantage point. Remember that famous photograph? Well, it's just like that...vertically.



(Next) This is a very crude drawing...I grant you. It hasn't been rendered yet. It's just a masking. We're studying it. This is the college. This is the future building. This is the green. And, those are the two pylons. Do you see how slim they are?

(Next) Then when you move forward, they open out...like this. It's an unforgettable framing of the view.



(Next) This is what they look like as it all steps down. We're talking about this building which is exactly the same height as the college and then it all steps down. By the way, this is Vaux Park. This is the bridge across the railway on Martin Luther King. This is the great green that slopes to the Hudson. Underneath these are the park-

ing lots.



(Next) This is the building we're masking. Actually, part of the problem is that if you look at it long enough, you kind of begin to like it. (laughter)



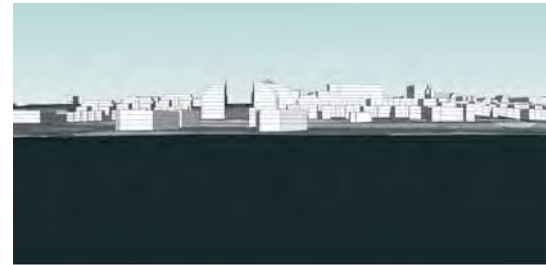
(Next) This is the view from the Hudson. This is, I think, an acceptable model in which the buildings are all below...relatively harmonious...but what you're seeing against the sky is trees and churches. It's really very beautiful. Think about that...just the green and churches. That's lost because you have the big buildings in back. So now we have to do the next thing. We can't recover this. We're just beginning to do this. But, many of your buildings have been drawn properly. Do you see this back there? That building is the other lower building of the college. These are the new buildings that are being proposed. See how they generally build up? These are the two "wedge-shaped" buildings and look how they mask the "orange" building there. Basically, once this is a finished rendering, you will see that Newburgh mounts to this area and then comes down again...not mechanically...but there's a general tendency to do a crescendo and then come down again. That's what these buildings do.



(Next) As you go by on the steamboat, do you see how

these two buildings step down? There's that sudden slot lining right up...right up Broadway. Broadway now is not a place. It's just one more gap. This makes it a specific slot. You go by and you say "Wow!"

There are many buildings missing here. This computer rendering isn't finished and, of course, we'll draw it up.



(Next) This is what you're looking at. You're looking up that slot.



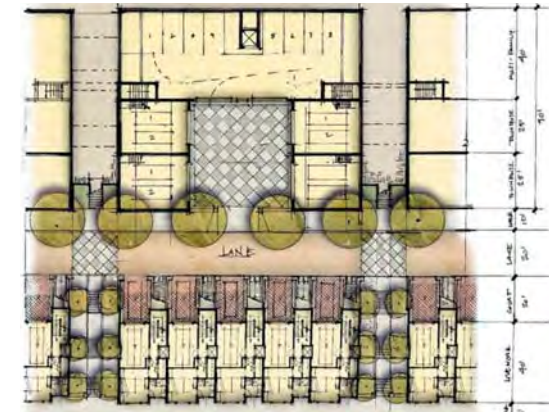
(Next) This is looking at our architecture a little bit. This is Martin Luther King. This is the end of Montgomery. What we're trying to do is create places where basically the cars are hidden. This is one way.



(Next) This is another way. This is the preferred way. This is Martin Luther King. This is Colden above. There is a lane in here that gives access to townhouses on one side...with hidden cars...and then parking courts on the other. We didn't want to put everything in large parking garages. The increment of investment is too large. They're crude. We couldn't avoid it in two or three places; but, generally speaking, we wanted the parking to be part of the structure. The increment of construction would be from twelve apartments and some ten townhouses...like this. You build one. Then, you build the other.

By the way, these are all pedestrian walkways...down. This urban fabric continually filters through. You don't

have to wait to the street to get down to the water. Between every building is a walkway that takes you down. Now...it's not a street. It's more like really great streets in San Francisco or Italy. You actually take steps down. I'll show you a rendering of what these two would be like.



(Next) This is what I just showed you. That is the court. That's the 4-court of the upper building. Down here are the super-imposed townhouses with parking in here. This Martin Luther King...we succeed in creating a really pedestrian-friendly environment there because of the parked cars. They can be live/work units. Remember, live/work units are the future. The computer has liberated us so we are now able to work at home. Thirty million Americans work at home. You can incubate your own business. It doesn't have to be in Manhattan. Perhaps, you can even schedule your appointments in Manhattan and have your production back in Newburgh...which would be terrific for your tax base. Instead of just bringing the big office buildings, we have actually dozens of these live/work units occupying potentially the first floor of all the buildings on Martin Luther King. That's what this section would look like. Imagine Martin Luther King. And that's a potential commercial space. The parking is off the alley above.



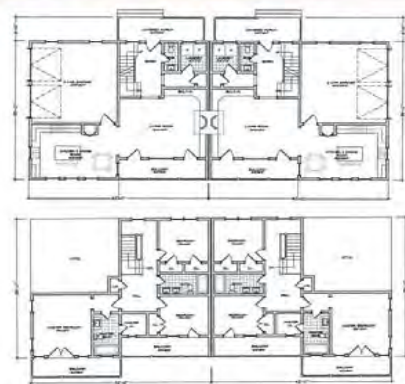
(Next) This is the cut that alternates from that. The alternate cuts are these pretty incredible pedestrian stairs coming down between the buildings. As I said, between every courtyard building is a pedestrian walkway down.

NEWBURGH

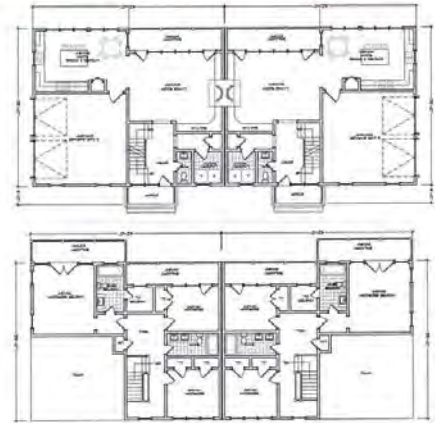
GENERAL CLOSING TRANSCRIPT



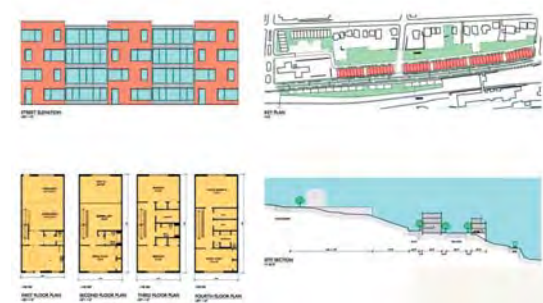
(Next) They look like this. They're great...with platforms...townhouses on the side. They are like some of the most charming places anywhere. Incidentally, these were quickly done. We intend to use many architects. This is not going to be repetitive. It's not about "Oh...we've got a design. Let's just keep using it". One would be by one architect. Another would be done by another architect and so forth. You get that diversity which is authentic to urbanism. This is one of my favorites. You can easily imagine being in one of these places.



(Next) We've also had some interesting aesthetic discussions. We take a floor plan like this one and we have an architect develop it this way which is in the tradition of Downing. This guys studied Downing somewhat.



(Next) This is the exactly the same floor plan with an industrial look. How do we do it? What do we do? Well, first of all, it's an open issue. Although the group as a whole is tending to go toward the industrial look, there's a counter-argument that, to the north...the Montgomery Street area...which becomes progressively residential...that towards that area, we should be more residential in look (applause) and then towards the center, more industrial. We need to argue that out. The disadvantage of the traditional look, frankly, is that it creates the pitched roof that the people on Montgomery asked us not to have because they wanted us to have a green roof. So, I would say that this is a slam-dunk decision except for the problem that the pitched roof blocks more view than the green roof. It's difficult. It's a quandary. What do we do?



(Next) No one on our team is an enamored of this. You can also go a Vanguard...the latest and coolest. We can make the argument that maybe you should have a little of this. If you track it in the "New York Times", New York is beginning to get, finally, some buildings as hip as Los Angeles. One of the more interesting discussions we can have is how hip does Newburgh want to be. Maybe you

don't want to be hip...because hip looks ridiculous ten years later. (laughter) Maybe not because maybe the building is good enough that you hit the jackpot and it becomes a masterpiece and you get your next Downing. So, we leave this as open discussion for you; but this is yet another way to do it.



(Next) This is by one of the architects that was here. He actually did this. This is an illustration. I can't believe it took so little time. He must have worked forty-eight hours a day. This is what the industrial look, in a non-historic way, might look like. This is what the townhouses or the apartments might look like.



(Next) I have a specific thing that I asked him to do. I said "As a source of unity, I would like you all to develop an image which is based on an explicit green architecture". Remember that green architecture doesn't have to show. You can hide your solar collectors. You can hide your green roof. You can use the right paints and the right materials; and unless you read the label, you don't know. But, I think it would be exciting. I think it remains to be done to do an architecture whose aesthetic is derived from expressing that it is green building. It's still exploratory. It's still being done. We're still working it out. But I believe that if all the architects who worked here had as a discipline not some stylistic preference like "I'm a classicist" or "I love Downing" or whatever it is...but actually said "How do we confront the fact that the sun is to the south and we have solar collectors; the fact that east is more benevolent with the sun than west; with east,

we could have big glass; with west, we have to shield it; with South, it requires horizontal rather than vertical shielding and so forth. And, if every architect paid attention to responding to the climatic and environmental issues...that that in itself would become a form of harmony...self-administered...instead of an aesthetic overlay. If we did that, that would be truly pioneering because that's not the discipline that architects are accustomed to. We're thinking about that. (applause)

See how these buildings face south a little bit...how the bay windows are A-symmetrical? The little glass is to the south. The bay windows have the same glass to the south and to the north. That bay window is A-symmetrical. It has a little glass to the south and a big glass to the south-east and a big glass to the northeast. Do you see how it works? Then, of course, the solar collectors and so forth...it can be solar on one side and skylights to the north.



(Next) Then, here is someone else working the same style.

I spoke earlier about how important it is to institutionalize this plan. One of our failures took place about fifteen years ago when we did the plan for Trenton. Our plan for Trenton was imbedded in two individuals. They really believed they were going to push it forward. It worked very well until they were both hired by Houston. In fact, because the plan of Trenton was so good, they got hired by Houston. And, there was no one in Trenton to fulfill the plan. Since that time, I've come to realize that, once the Master Plan is approved, one of the most important things to do is to imbed it in a code which is a law that will survive all the individuals here...whether it be the Mayor; whether it be the developer; or whether it be myself. But, somehow it would go into the time frame of urbanism and not be dependent upon me or Steve or the Mayor. Urbanism is larger than your lifetime. That's what codes are for...so we will write a code. We have some very advanced codes. We practically invented

Form-Based Codes...our firm...with Seaside twenty five years ago. They are very specific codes where... what you see is really what happens. We're going to code for this site in such a way that it would be a code so formatted that if you decided to use it for the rest of the city, it would work. As I'm told, this city really needs a code because the current one doesn't work. (applause) One of the nice things is that you get the code for free. Otherwise, it would be expensive. It still needs to be calibrated. You still need to map it. You still need to calibrate it. You still need to convince everybody. The politics is so complex. But, at least the development order that imbeds our plan predictably into the future in this contract that the city writes for the developer that says, "This is what you will do"...will be embodied in a form-based code like this which will also imbed hopefully in your citywide code. As I said, if you want to start sending your planning department head or other people to these training sessions about the SmartCode, you can get going with it...because right now your code doesn't work.



There are also regulating plans which we're beginning to work on. It's not only a code...but a regulating plan.



(Next) This is the phasing for those of you who are interested...what goes first; what goes second; what goes third...it's preliminary. It won't happen all at once. As I said, it's a seven-year project. It's not so big. In terms of statistics, we have about 570 units in the city-owned land and about 430 on the private land. It's around 1,000 units. There are a few more. There are about 200,000 sq. ft. of office building. There are about 200,000 sq. ft. of retail. That's what the site gives you. Nobody told us to come up with those numbers. We designed it as it should be. Then, we counted. In fact, we didn't count...and I

swear to you...until this afternoon. We just did what the site told us and then counted. They ended up being beautifully round numbers, including about 2,470 parking spaces. Almost all of them are hidden or parallel on the streets and this looks nice anyway. You have a huge parking capacity which, again, means you can build quite a lot here.



I should say this. It occurred to someone who remembered that all these kids here will be adults and at a buying age by the time this is finished. So, those grouchy older folk here who hate change...I always remind them to please bear in mind that urbanism is in a time frame that is about the next generation. Just don't hold this back. In some ways, it's sad to say that this is fundamentally not for us. It's for the future. Don't worry. They'll remember you. I've seen it happen so often...that the people in place are an impediment. I don't have any evidence that anybody I've met here is going to be an impediment. It just hasn't happened. But, it often is. It's not about us and this generation. It's really not. It's about the Newburgh of the future. A completely positive attitude is necessary. This is going to happen. There is a great deal of agreement here. The question is whether it's going to take longer or shorter. I suggest that everybody here be an early adopter and we will get going with this as quickly as possible.

Thank you very much. (much applause)

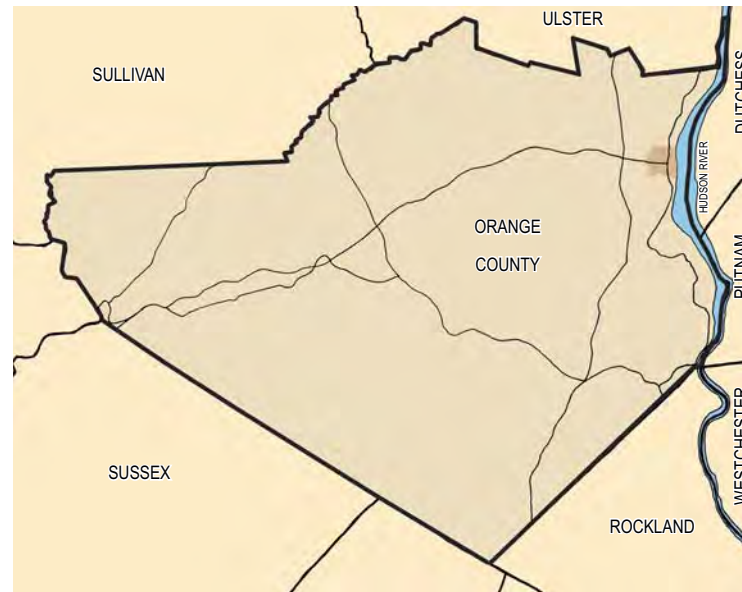
By the way, as the Mayor said, this is really not the time for questions. We will be having dinner; but there is so much time for commentary because the public process now begins. I just want to tell you that several times now, I have been careful to say how flexible we are. Anybody who comes in with a good idea...we're still open for that. And, if we've made any mistakes, please alert us as quickly as possible. The process begins tonight. Thank you.





NEW YORK

Population, 2005	19,254,630
2000	18,976,457
Population change, 00-05	1.5%
0-4 years	6.5%
5-17	23.8%
18-64	63.2%
65+	13.0%
Land area in square miles	47,214
Persons per square mile	401.9
Housing units 2004	7,819,359
Households, 2000	7,056,860
Persons per household, 2000	2.61
Median household income, 2003	\$44,139
Home ownership, 2000	53.0%
Median value owner-occupied units, 2000	\$148,700



ORANGE COUNTY

Population, 2005	372,893
2000	341,367
Population change, 00-05	9.2%
0-4 years	6.8%
5-17	27.2%
18-64	62.9%
65+	9.9%
Land area in square miles, 2000	816
Persons per square mile, 2000	418.2
Housing units 2004	130,010
Households, 2000	114,788
Persons per household, 2000	2.85
Median household income, 2003	\$53,139
Home ownership, 2000	67.0%
Median value owner-occupied units, 2000	\$144,500



CITY OF NEWBURGH

Population, 2005	28,548
2000	28,259
Population change, 00-05	9.8%
0-4 years	9.8%
5-17	33.2%
18-64	47.8%
65+	9.2%
Land area in square miles, 2000	4
Persons per square mile, 2000	7,393.6
Housing units 2004	10,476
Households, 2000	9,144
Persons per household, 2000	2.97
Median household income, 2003	\$30,332
Home ownership, 2000	30.7%
Median value owner-occupied units, 2000	\$92,500

NEWBURGH

EXISTING CONDITIONS FAST FACTS & HISTORY

HISTORY

Located sixty miles north of New York City and one hundred miles south of Albany, the City of Newburgh is comprised of 3.9 square miles at the base of the Catskills. The city is bound by the Hudson River to the east, the town of New Windsor to the south, and the town of Newburgh to the west and north.

Inaugurated in 1865, Newburgh grew quickly due to its location on the Hudson River and its proximity to New York City. The City was a shipping center through the early twentieth century and developed many historically significant structures on account of its success. Notably, the City boasts a city park designed by Fredrick Law Olmstead and Calvert Vaux, the creators of Central Park in New York City. Newburgh was also the home to famous architect and horticulturist Andrew Jackson Downing, who authored books on the subjects of Victorian and country housing and landscaping. These books became quite popular upon their release and helped spur on new trends in housing across the nation.

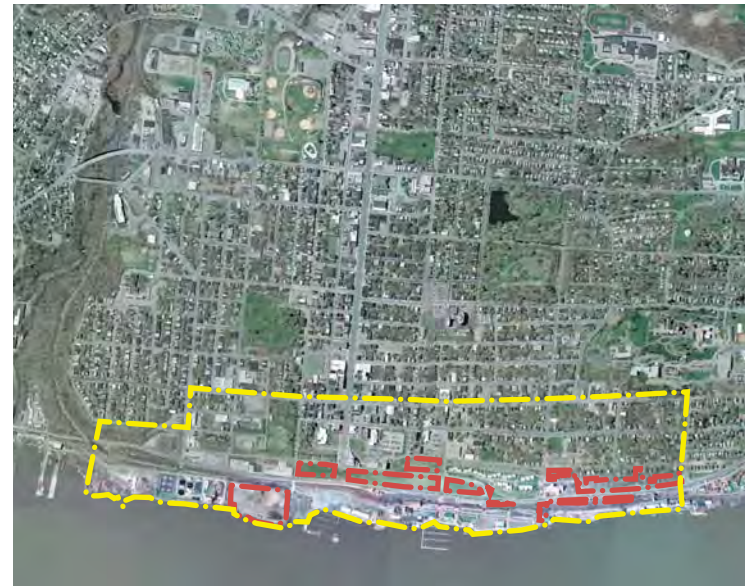
On account of the city's status as an export and import center, the waterfront was Newburgh's historic commercial center. However, a decline occurred in the 1950s and '60s when many established businesses relocated to the undeveloped western edge of the city, leaving many of the riverside buildings vacant and in disrepair. Due to these vacancies, the city demolished the waterfront buildings through an Urban Renewal Program in the 1960s. Many development schemes have been proposed since, but few programs have been implemented. At the turn of the twenty-first century, the majority of the waterfront remained undeveloped.

SOURCES

- <http://quickfacts.census.gov>
- www.newburgh-ny.com
- www.orangenyc.com
- <http://ny.water.usgs.gov>
- <http://store.usgs.gov>
- <http://www.epodunk.com/cgi-bin/genInfo.php?locIndex=1260>



CITY OF NEWBURGH



STUDY AREA PARCEL



PROJECT PARCELS

NEWBURGH

EXISTING CONDITIONS
GENERAL INFORMATION

GENERAL INFORMATION

CLIMATE:

Annual Precipitation: 44.7"
 Clear Days: 91
 High Temperature, July: 95°
 Low Temperature, Jan: 10°
 Normal Daily Maximum Temp, July: 85°
 Normal Daily Minimum Temp, Jan: 15°
 Record Highest Temp, July 1977: 105°
 Record Lowest Temp, Jan 1940: -20°

UTILITIES:

Water & Sewer: City of Newburgh
 Cable: Time Warner Cable
 Gas & Electric: Central Hudson Gas & Electric Corporation

PROJECT INFORMATION

SITE INFORMATION:

Total Size of Study Area Parcel: 120 Acres
 Total Size of Project Parcels: 35 Acres
 Boundaries: The study area parcel is bounded by Nicoll Street to the North, the Hudson River to the East, Renwick Street to the South, and Liberty Street to the West. The project parcels are on a block by block basis.
 Topography: Moderately sloping down to the river

ARCHITECTURAL HERITAGE & STYLE:

During the booming years of the mid nineteenth century, Newburgh grew quite wealthy and was able to attract many prominent architects and landscape architects to its city including Alexander Jackson Davis, Andrew Jackson Downing, Calvert Vaux, and Frederick Clarke Withers. Philosophically, the styles were split between revival architecture (Italianate, Greek, and Gothic) and Downing's assertion of a clear aesthetic cannon. According to Downing, merely copying buildings form of the past was an inappropriate art form.

TRANSPORTATION:

Newburgh has a variety of transportation and transit offerings. The city has four major means of transportation: the ferry, commuter train, airport, and highways. The ferry runs from downtown Newburgh across the Hudson River to Beacon every fifteen minutes during morning and evening rush hour. From Beacon, the commuter train connects the region to New York City in an hour and fifteen minutes. Stuart Airport is located immediately to the west of the site, and is the first privatized commercial airport in the US. The intersection of interstate 84 and 87 also provides easy automobile access to the city.

CRIME:

Although crime had been a problem in Newburgh's past, statistics show that in the last half decade, crime has fallen off markedly in the city. However, the urban core is still struggling to overcome its past negative image.

SCHOOLS:

The site is bordered by Mount St. Mary's College, sharing a boundary at Liberty Street and Gidney Avenue. Orange County Community College is also proposing a new campus close by.

WATER MANAGEMENT:

Water Management: Currently the entire site is classified as 100% impervious, which will reduce the amount of remediation required according to the New York State Stormwater Management Design Manual.

MARINA:

A potential amenity for this project is a waterfront marina.

ARCHEOLOGY:

There are no significant archeological elements on this site.

TRAFFIC:

An imminent highway project is projected to divert traffic down Martin Luther King Boulevard from 9W-Robinson Avenue for an unknown period of time.

SEQRA:

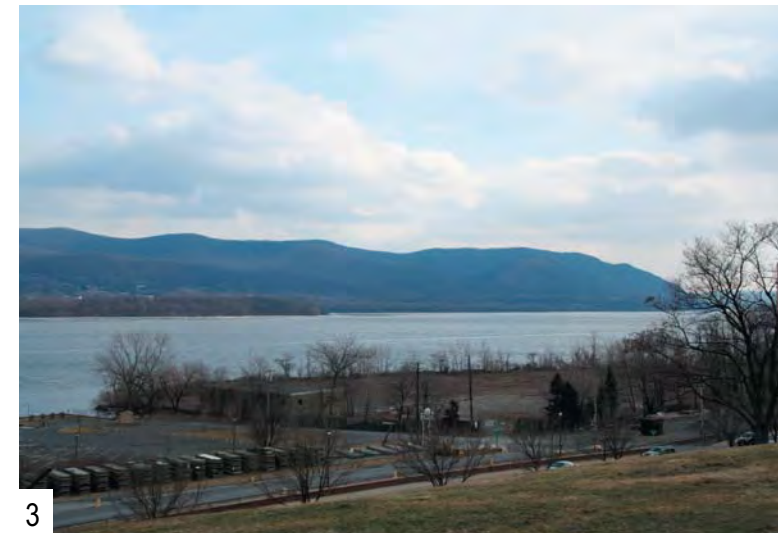
This project must comply with the State Environmental Quality Review Act.

- City of Newburgh
- Study Parcel/Waterfront Masterplan
- Project Parcels/Leyland Property



NEWBURGH

EXISTING CONDITIONS
SITE PHOTOGRAPHS

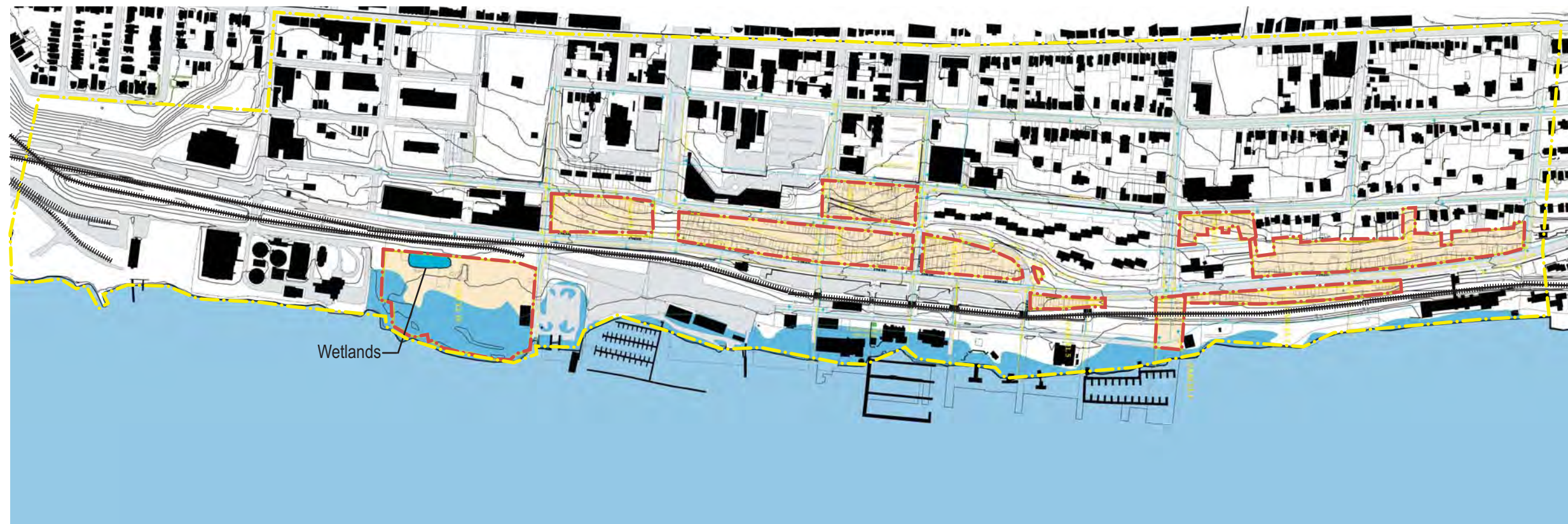







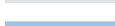


--- Study Parcel/Waterfront Masterplan
--- Project Parcels/Leyland Property





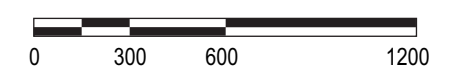
NEWBURGH

EXISTING CONDITIONS
DEVELOPABLE AREA



-  Buildings to Remain
-  Developable Area
-  Developable Area Potential
-  Rail Lines
-  Roads
-  Hudson River
-  Wetlands
-  Developable Flood Plain

-  Study Parcel/Waterfront Masterplan
-  Project Parcels/Leyland Property





- Existing Combined Sewer
- Existing Sanitary Sewer
- Existing Storm Drainage
- Proposed New Sewer Interceptor
- - - Phases
- - - Study Parcel/Waterfront Masterplan
- - - Project Parcels/Leyland Property

In the mid-1970's, when the existing combined sewer-storm water interceptor piping shown on this map was installed, it was designed to conform to the existing contours of the open parcels to minimize cost. This zig zagged layout of the city utilities was found not just in the middle blocks of the 30 acre site, but also in the lands north of the intersection of Colden Street on both sides of Martin Luther King Drive.

During the City of Newburgh's RFQ process and in the months following the developer selection process, it became clear that this Combined Sewer Interceptor piping would have to be relocated from the open parcels to public right of ways. Moving these utility lines must be done to create developable land while maintaining the city street grid system. Prior to the charrette the existing conditions were mapped by the engineering firm of CHA with help from the city's depart-

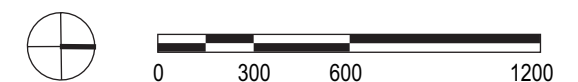
ment heads and the city's consulting engineer Bill Hauser. During the charrette this same team considered options for relocating these utilities. In addition, the DEC staff and consultants pointed out that river water quality issues should be considered in the analysis as well.

After reviewing many options, the Leyland Alliance team led by CHA Engineering and the City Engineer, determined that two major alternatives should be studied. The first alternative was the relocation of the existing piping, of the same size and capacity as the current piping, to the existing right of ways. This new piping would be reconnected to the existing Combined Sewer Overflow System of storm water management. The second alternative took into consideration the Hudson River water quality issues and proposed to increase the size of the Combined Sewer Interceptor such that most storm water events will not trigger the CSO's to

release combined flow to the river. The Combined Sewer Interceptor flow, of this new system, would be sent to the Sewer plant to hold and process based on conditions at the plant at the time of these events.

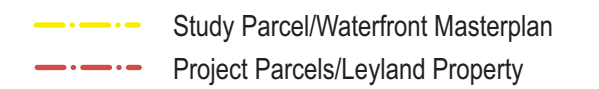
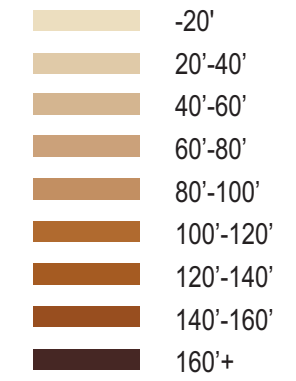
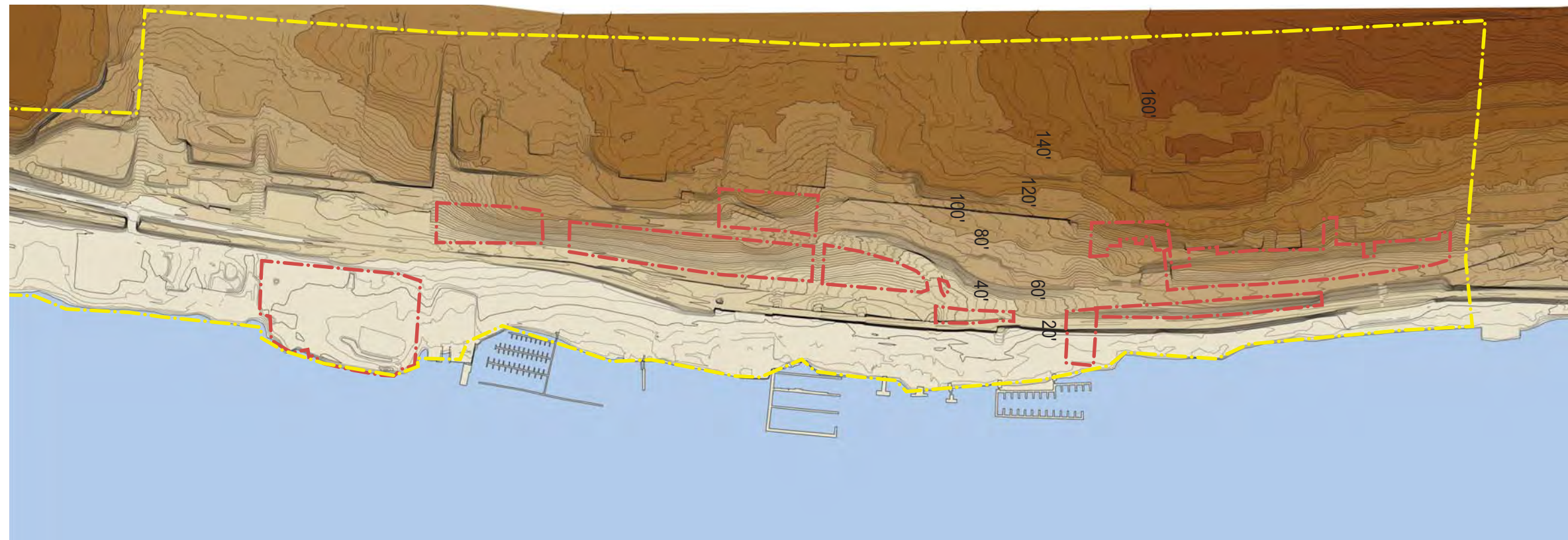
Both of these alternatives and others that may appear should be studied as soon as possible. The funding for these projects may be available from various State and Federal grants and loans, as well as sewer district bonding, IDA bonding, tax increment financing, Empire Zone funds and possibly New Market tax credits.

- - - Study Parcel/Waterfront Masterplan
- - - Project Parcels/Leyland Property



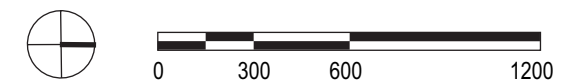
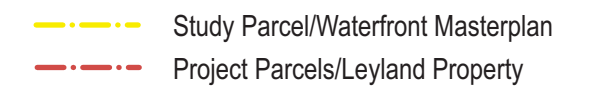
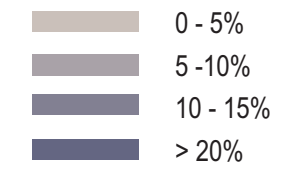
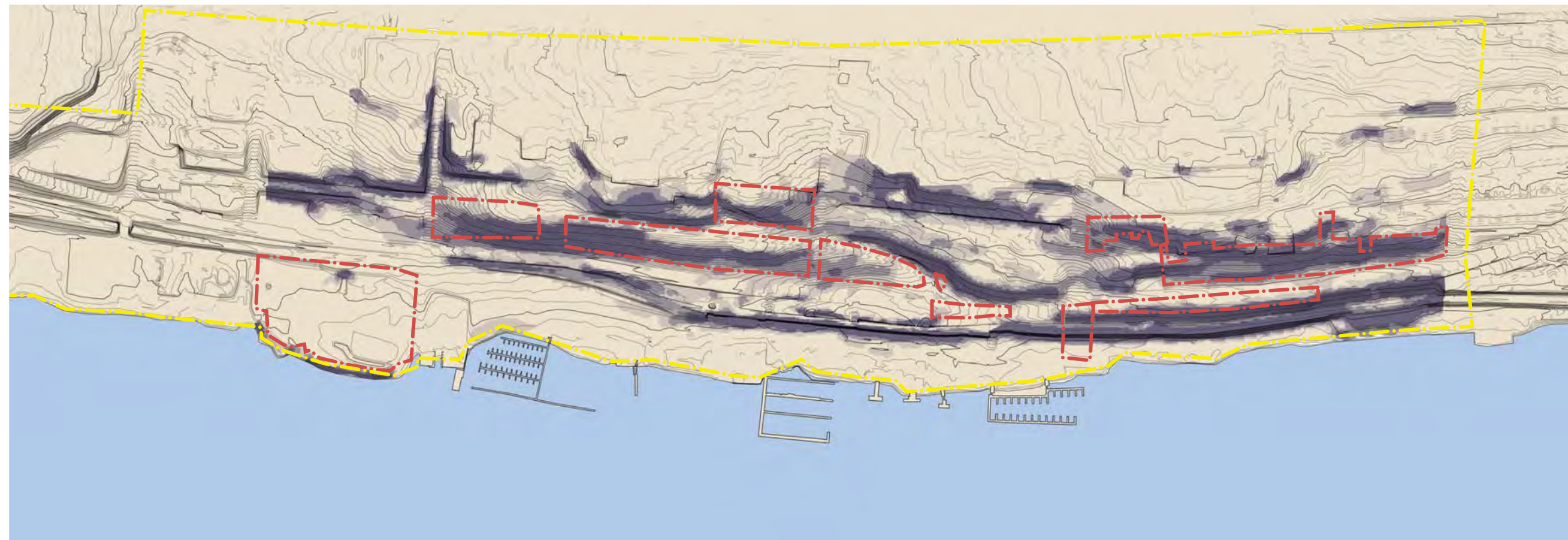
NEWBURGH

EXISTING CONDITIONS ELEVATION ANALYSIS



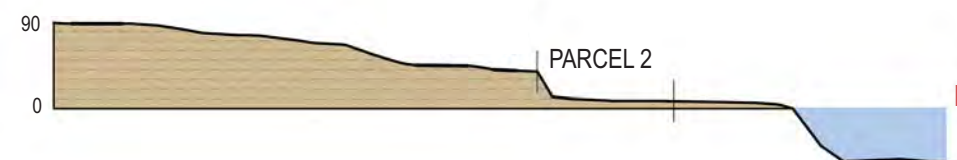
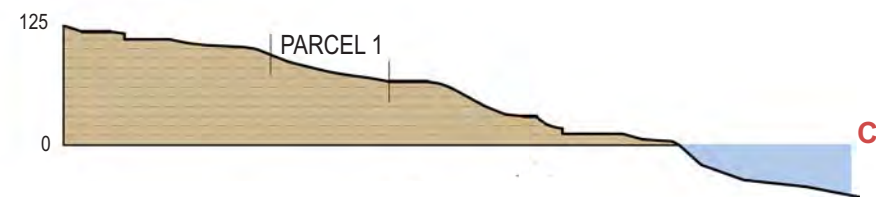
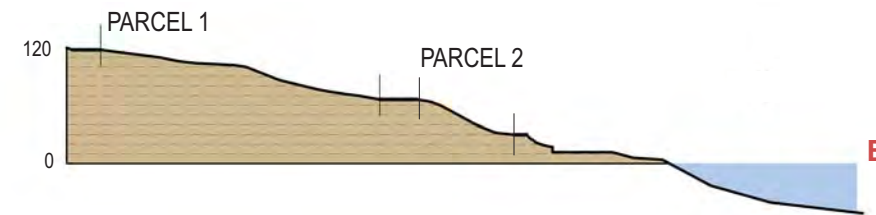
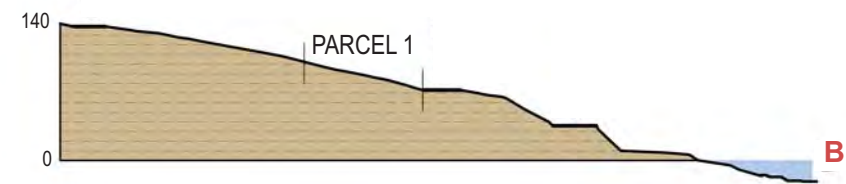
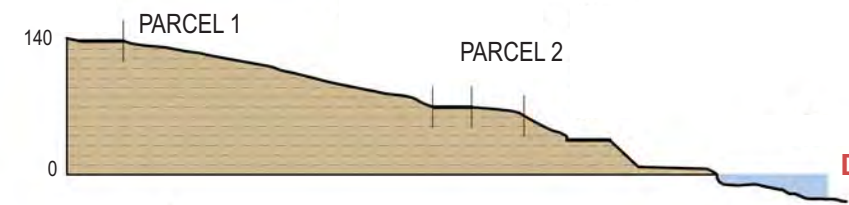
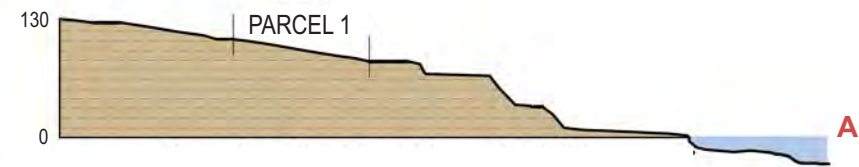
NEWBURGH

EXISTING CONDITIONS
SLOPE ANALYSIS



NEWBURGH

EXISTING CONDITIONS
SITE SECTIONS

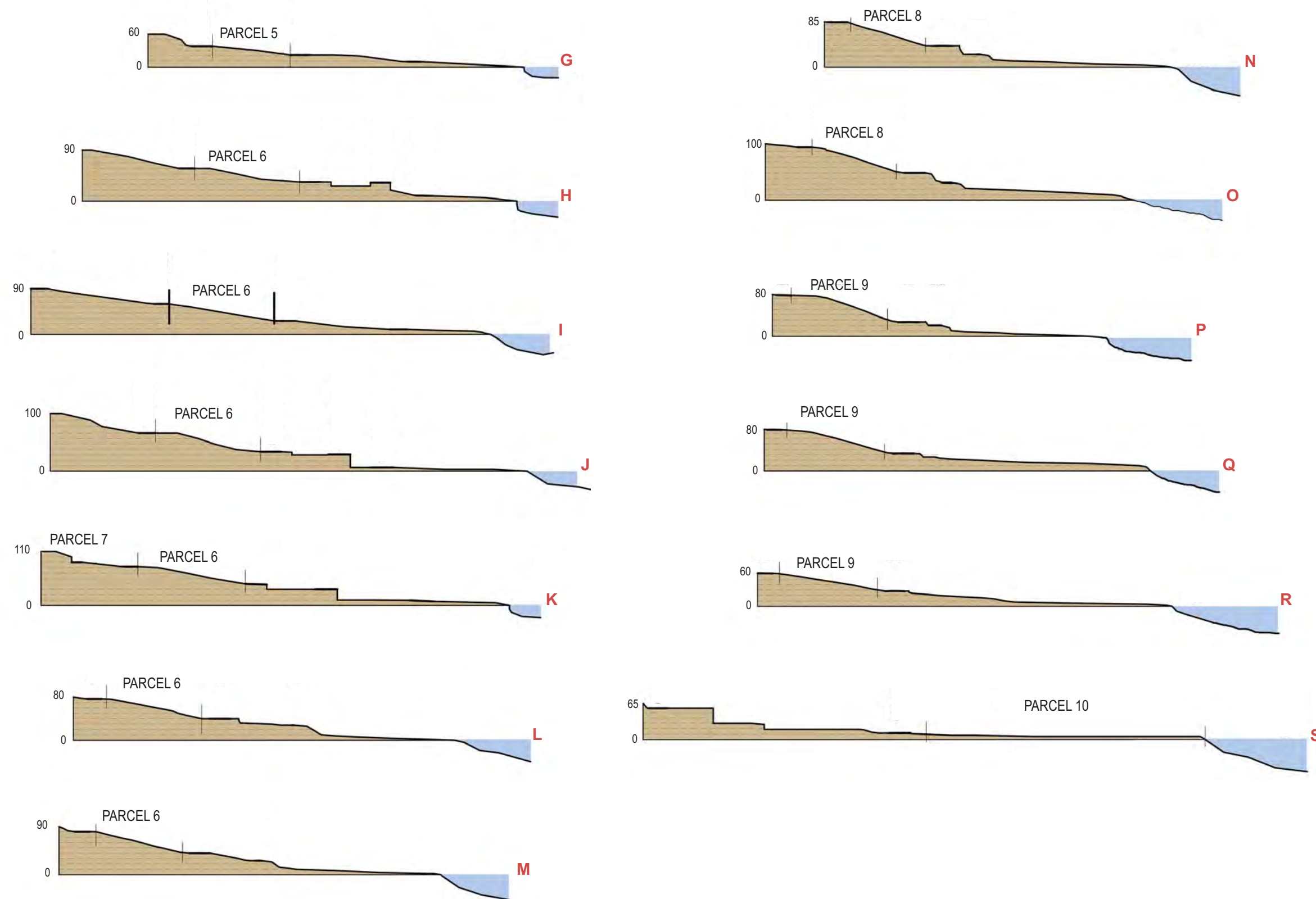


- Study Parcel/Waterfront Masterplan
- Project Parcels/Leyland Property



NEWBURGH

EXISTING CONDITIONS
SITE SECTIONS

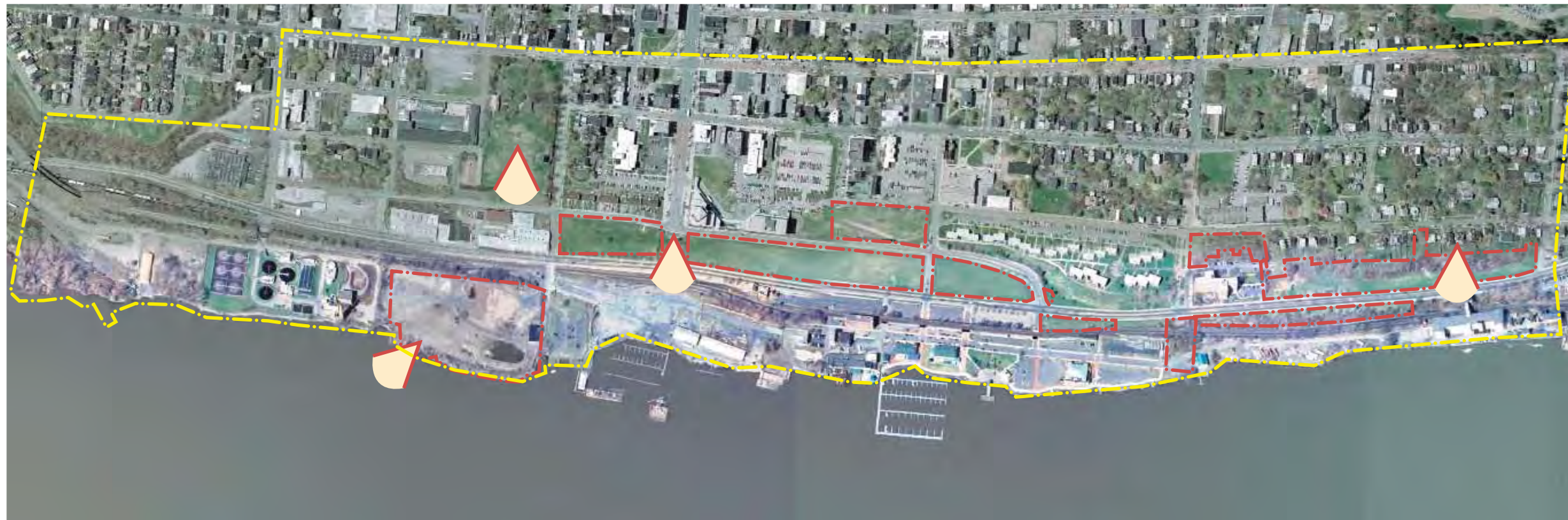


--- Study Parcel/Waterfront Masterplan
--- Project Parcels/Leyland Property





NEWBURGH

EXISTING CONDITIONS
DESIRABLE VIEWS & VISTAS



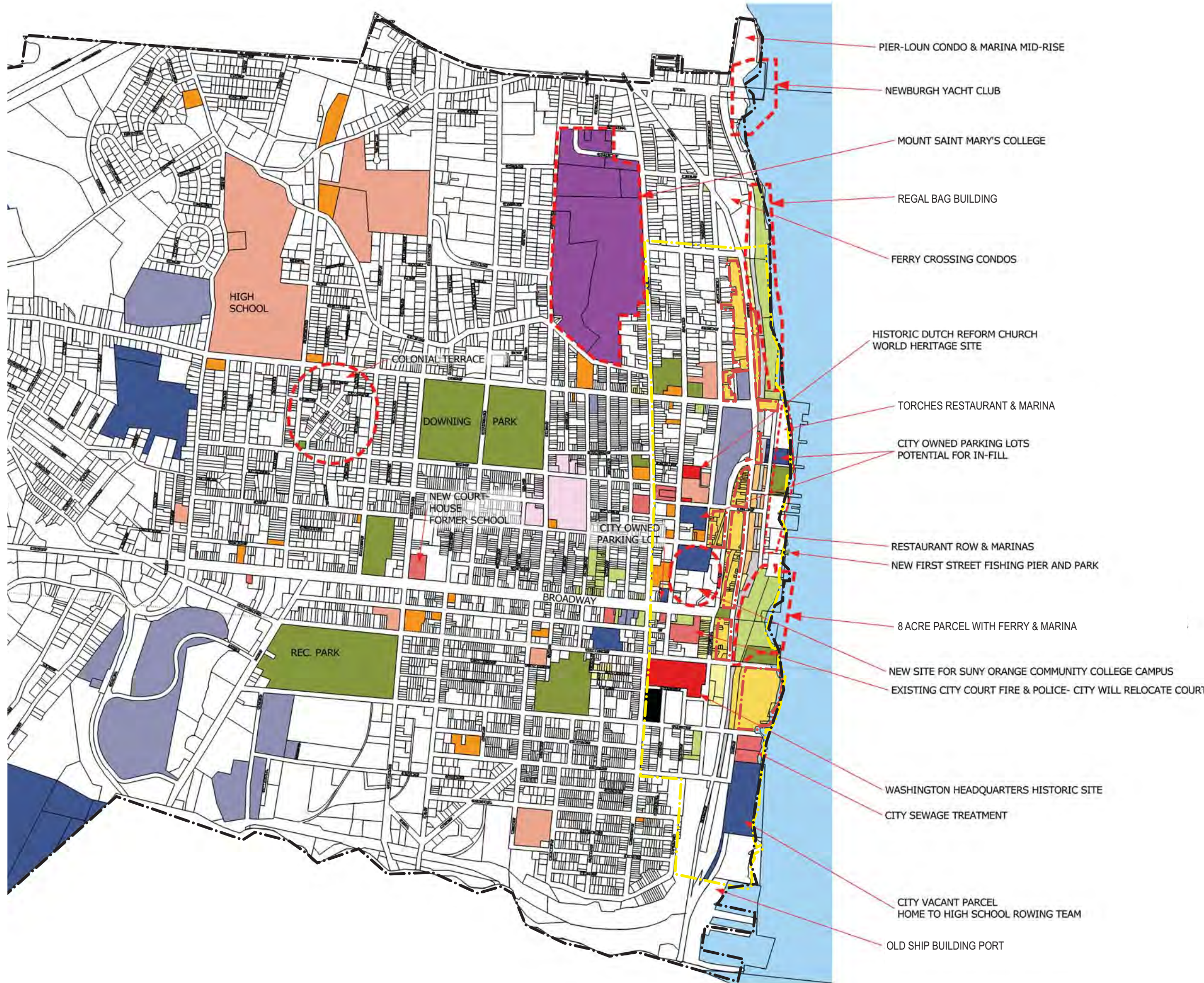
 Desirable Views

 Study Parcel/Waterfront Masterplan
 Project Parcels/Leyland Property



NEWBURGH

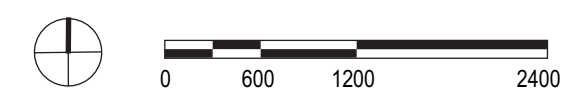
EXISTING CONDITIONS CITY PARCELS



- Leyland Parcels
- Leyland Potential Parcel
- Railroad
- Vacant Lot Potential Redevelopment
- Vacant Lot (Private)
- Park / Cemetery
- Vacant Lot (City Owned)
- School Use
- Historical Site
- Worship Site
- Hospital District
- Mount St. Mary's College
- Public Subsidized Housing
- City / Civic Use

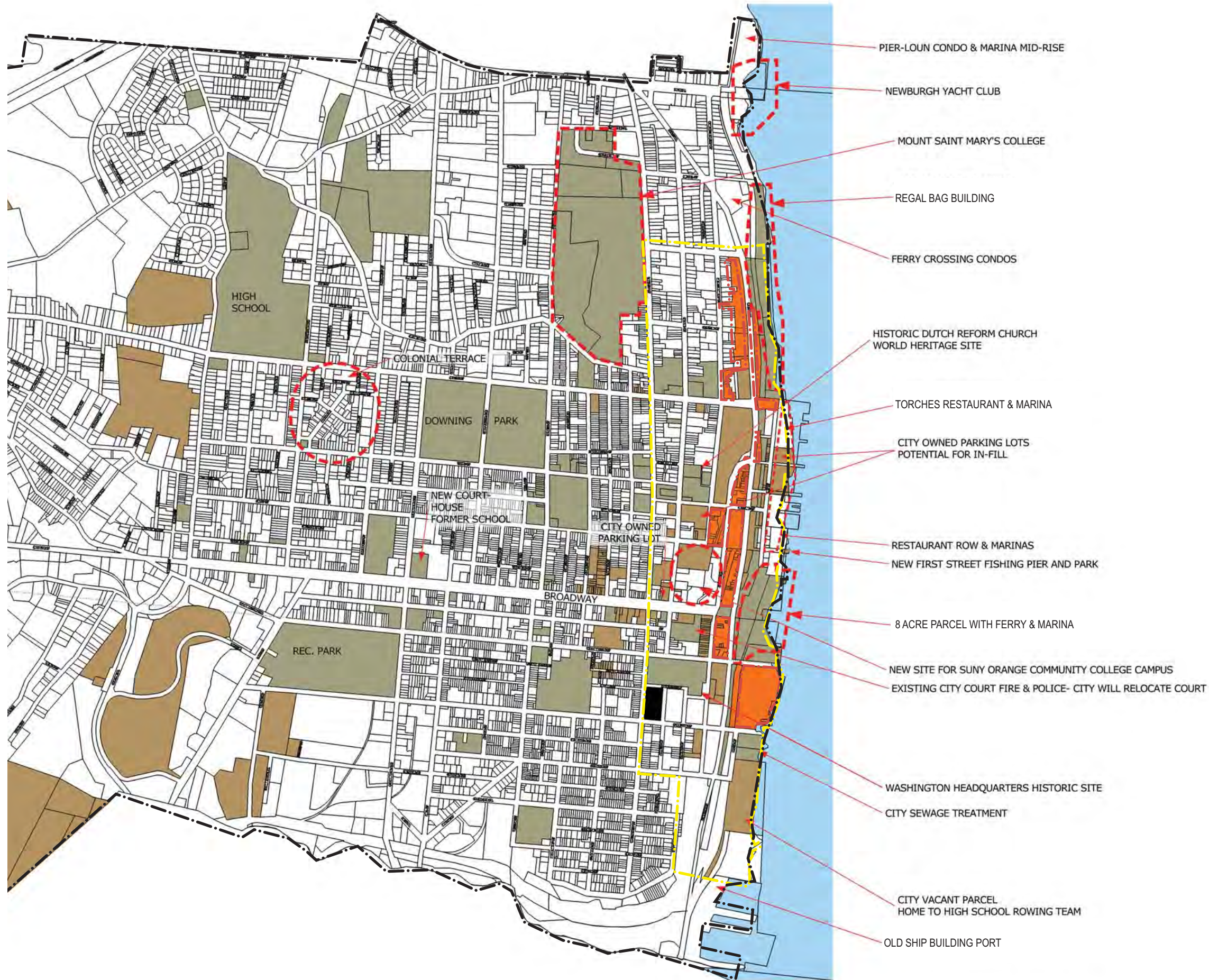
Source: City of Newburgh, NY

- City of Newburgh
- Study Parcel/Waterfront Masterplan
- Project Parcels/Leyland Property



NEWBURGH

EXISTING CONDITIONS CITY PARCELS-ACQUISITION LIKELIHOOD

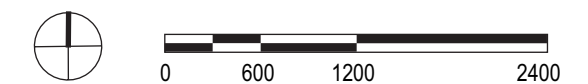


- Leyland Parcels Available
- Potentially Available
- Nonbuildable

- PIER-LOUN CONDO & MARINA MID-RISE
- NEWBURGH YACHT CLUB
- MOUNT SAINT MARY'S COLLEGE
- REGAL BAG BUILDING
- FERRY CROSSING CONDOS
- HISTORIC DUTCH REFORM CHURCH WORLD HERITAGE SITE
- TORCHES RESTAURANT & MARINA
- CITY OWNED PARKING LOTS POTENTIAL FOR IN-FILL
- RESTAURANT ROW & MARINAS
- NEW FIRST STREET FISHING PIER AND PARK
- 8 ACRE PARCEL WITH FERRY & MARINA
- NEW SITE FOR SUNY ORANGE COMMUNITY COLLEGE CAMPUS
- EXISTING CITY COURT FIRE & POLICE- CITY WILL RELOCATE COURT
- WASHINGTON HEADQUARTERS HISTORIC SITE
- CITY SEWAGE TREATMENT
- CITY VACANT PARCEL HOME TO HIGH SCHOOL ROWING TEAM
- OLD SHIP BUILDING PORT

Source: City of Newburgh, NY

- City of Newburgh
- Study Parcel/Waterfront Masterplan
- Project Parcels/Leyland Property





Newburgh, NY

NEWBURGH

**EXISTING CONDITIONS
SCALE COMPARISON**

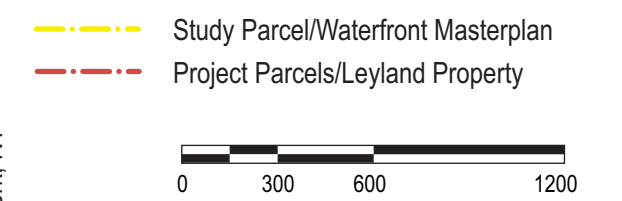
Scale comparison is a useful tool which enables viewers to compare the size of a project site with other notable developments. At left, Newburgh's downtown waterfront area is juxtaposed with comparably-sized waterfront areas in Poughkeepsie, NY and Battery Park City, Manhattan.



Poughkeepsie, NY



New York, NY



NEWBURGH

EXISTING CONDITIONS SCALE COMPARISON

At left, the Newburgh waterfront site is compared with Seaside in Fort Walton County, Florida. Both developments feature mixed-use buildings and waterfront civic space.



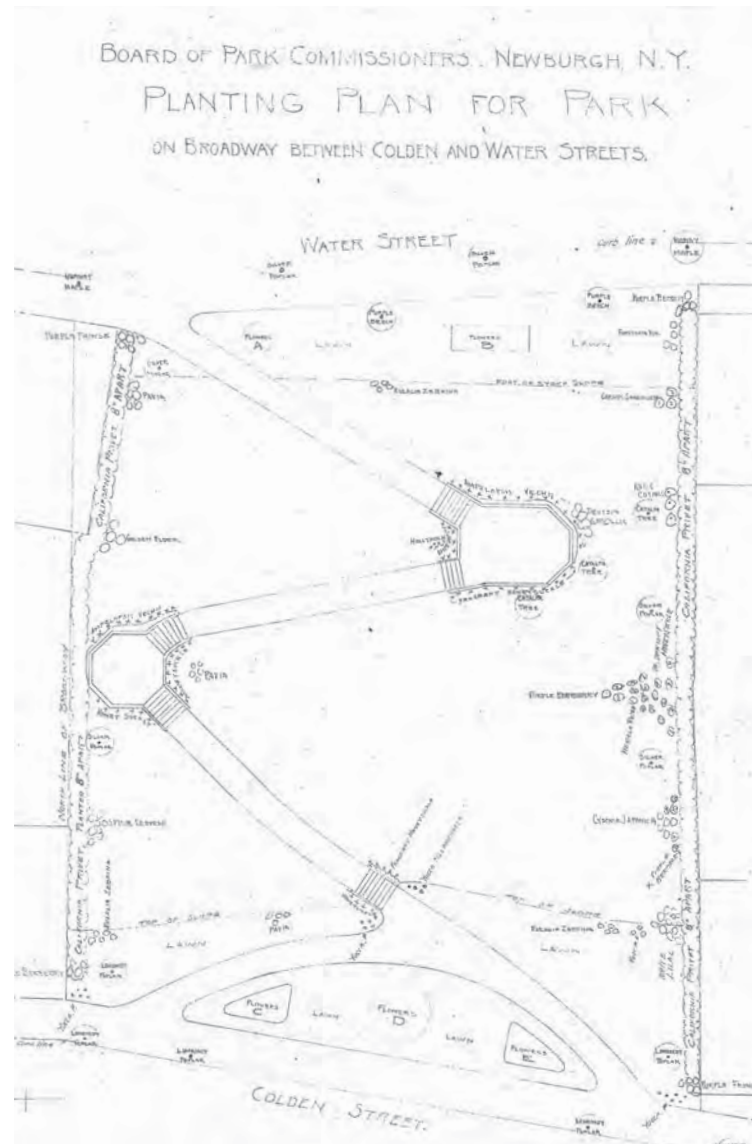
Newburgh, NY



Seaside, FL

- Study Parcel/Waterfront Masterplan
- Project Parcels/Leyland Property





Downing Vaux Park Historic/Cultural Landscape Report, Newburgh, New York

From 1889 to 1897, the parcel of land that was too steep to be the continuation of Broadway to the Hudson River was in such poor condition that the City of Newburgh Common Council heard complaints from citizens that ranged from unsafe, too narrow, dilapidated wooden stairways to ashes and refuse piles to “a portion of its width being improperly used by some adjoining occupants for private purposes”.

In 1902, Mayor Jonathan D. Wilson in his annual address said, “This unused piece of street might be cleaned up, formed into flower beds, with settees placed in good position so as to give a clear view of the river, and thus make a cool and pleasant resting place on warm summer evenings. This improvement must of course be of such character as not to interfere with the use of the street as a public thoroughfare whenever it is required for such purpose.” To that end, the Board of Park Commissioners turned to Downing Vaux.

By 1909, in time for the Hudson-Fulton Celebration, the Common Council had allowed Downing Vaux to create a picturesque park and rustic stone stair-

way in homage to the man he was named for, A. J. Downing, that to this day delights the eye and offers the ‘cool and pleasant resting place’ envisioned by Mayor Wilson in 1902. For weary train travelers (until passenger service ceased in the 1950’s) the park was a welcoming and restorative climb from the railroad station to the thriving business of lower Broadway and the residential neighborhoods beyond.

In the 1970’s, Urban Renewal razed the buildings that hemmed in the little park, leaving expanses of vacant land to be developed on each side. In 1986, the Director of Community Development, Frederick Miles, stated that “the park would benefit any new projects in the area.”

Now, in 2006, the City has awarded the master planning for the development and economic revitalization of those vacant Urban Renewal lands to Leyland Alliance, with the provision that Downing Vaux’s park be integrated into the design concepts. Consistently, the vision has been that the park would remain undeveloped, restored and maintained as an historic, cultural, and aesthetic link from the waterfront to the Broadway corridor, from the past to the future.

In planning for the Hudson-Fulton-Champlain Quadricentennial in 2009, the City wishes to re-dedicate the park as a landscape legacy, as well as let it be one of the unique public settings from which to view the celebration on the river. To that end, the Historic Landscape Report is crucial, mandating the restoration steps and providing documentation for the raising of funds for phases the City may not be able to do with its own staff.

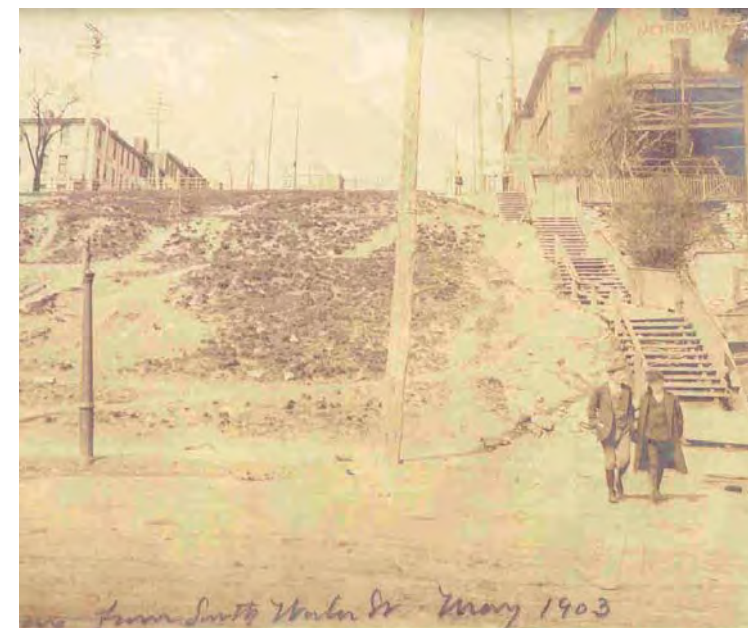
Throughout the years, volunteers and local organizations have helped take care of the park. In the 1990’s, Newburgh Preservation Association planted over 30 trees and 20 shrubs. In recent years, local garden clubs and youth groups have prepared and planted the upper flower bed. The City’s Shade Tree Commission and Consulting Arborist have been involved in the care of the

trees, while the City’s Department of Public Works has kept the park trimmed and cleaned. Its condition, however, is that of a once lovely planned landscape that no longer reflects the tribute to A. J. Downing, or the ‘cool and pleasant resting place’ intended by Downing Vaux. It is sorely in need of protection, and planned restoration and maintenance, meeting one of the five Greenway criteria, that of Natural and Cultural Resource Protection.

The City’s Comprehensive Sustainable Master Plan is in progress, with citizen focus groups working on components of it with the City Planner for presentation to the City Council. As a result, fairly extensive dissemination of information throughout the community is possible using the network of emails, press releases, mailings, weekly & monthly meetings, and word of mouth throughout the organizations, groups, and faith-based congregations.

The Historic/Cultural Landscape Report, partially funded through a grant from the Preservation League of New York, will be prepared by Patricia M. O’Donnell of Heritage Landscapes. Ms. O’Donnell’s heritage landscape commissions include the master plan for Newburgh’s Downing Park (designed by Olmsted & Vaux), as well as Buffalo, Hartford, Boston, Louisville, Rochester, Baltimore, Seattle, and Indianapolis’ Olmsted parks, and innumerable other historic planned landscapes. Since 1987, Heritage Landscapes has specialized in projects focusing on culturally valuable landscapes. Project scopes include historic research, existing conditions documentation, analysis, design studies, maintenance and implementation initiatives. Heritage Landscapes believes that the viability of cultural landscapes depends on projects that bring them to full use, enjoyment, and sustainability for the people of today and tomorrow.

Copies of the Historic Landscape Report will be put in the collections of the Newburgh Free Library, Historical Society of Newburgh Bay & the Highlands, Newburgh Heritage Center, the Recreation Department, and the municipal records, as well as made available to interested members of the public.



1903 - Foot of Broadway



Today - Downing Vaux Stone Stairway



PLAN C



NEWBURGH

PLAN ILLUSTRATIVE MASTERPLAN



This masterplan at left is the final product from the Newburgh charrette. The charrette team developed the plan with feedback from community members, and worked on several iterations of the plan to achieve the final version. Before departing Newburgh, the team presented this plan and its design principles to the public at large.

The site, which is noted with red boundary lines, includes parcels within the downtown, as well as parcels along the waterfront. The proposed buildings will connect the waterfront with the downtown, creating a lively, mixed-use environment which will be active twenty-four hours a day. Such an environment will both encourage current residents to spend more time downtown, and bring an increased number of visitors to Newburgh.

The plan calls for a compact and well-structured downtown featuring a variety of residential housing types, as well as commercial and civic structures. Housing will primarily be offered within apartment buildings and live/work units, with residents living above shops and restaurants on the busy main streets and waterfront areas. Moreover, a significant portion of the land is allocated for public civic space, including a green at the base of Broadway and a walkway along the waterfront. Historically significant public spaces, such as Vaux Park and Clinton Square, are restored, while piers, a fishing dock and a fishermen's market will enable visitors to take advantage of the City's waterfront location.

--- Site Boundary



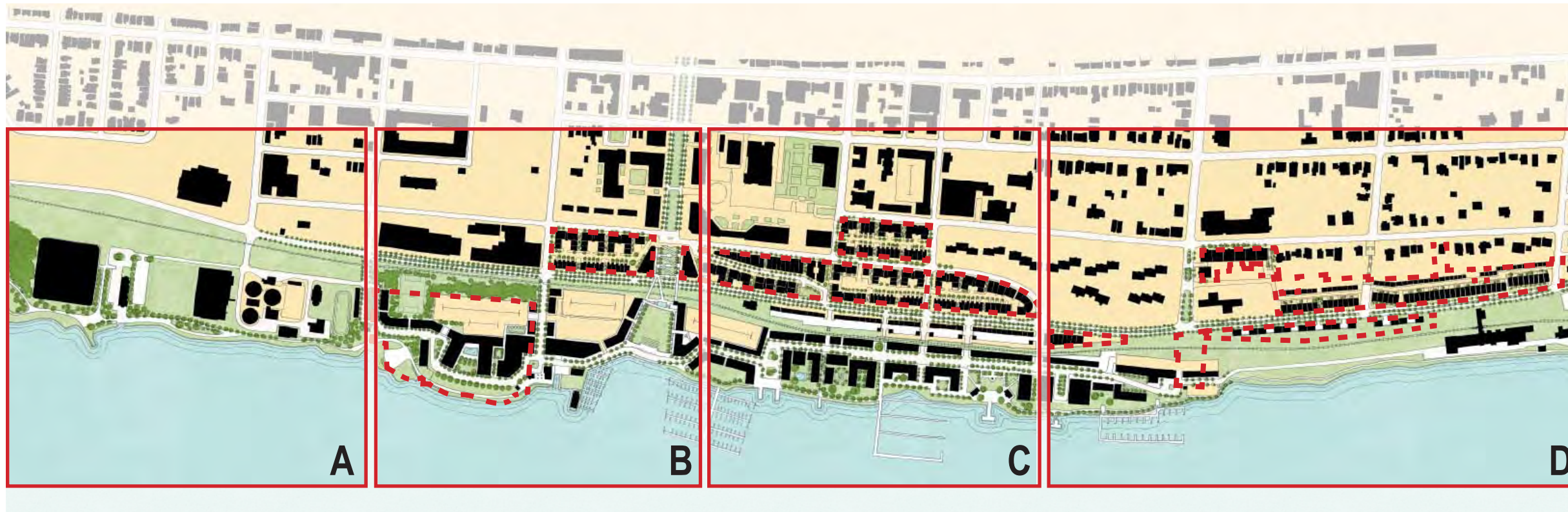
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NEWBURGH

PLAN
MASTERPLAN KEY



The following pages offer detail plans of each of these four areas, specifying the locations of civic space, apartment buildings, parking structures, live/work units, and other amenities.



--- Site Boundary



0 300 600 1200

NEWBURGH

PLAN
ILLUSTRATIVE MASTERPLAN A



--- Site Boundary



0 100 200 400

NEWBURGH

PLAN MASTERPLAN ANNOTATED A



1. Bike and Walk Path
2. View Point
3. Sports Dome Shed
4. Restored Pier
5. Parking
6. Sewer Treatment Plant
7. Sewer Treatment Plant Expansion Site
8. Hudson River
9. Department of Public Works

--- Site Boundary



0 100 200 400

NEWBURGH

PLAN
ILLUSTRATIVE MASTERPLAN B

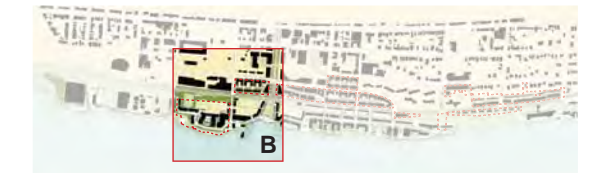


- - - Site Boundary



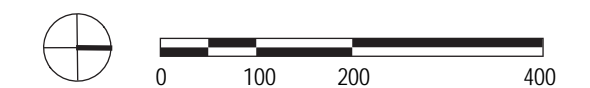
NEWBURGH

PLAN MASTERPLAN ANNOTATED B



1. Residential Buildings
2. Sports Field
3. Hudson River Painters' Park
4. Rowing Club
5. Hotel
6. Shaded Picnic Lawn
7. Office Building Over Commercial
8. Fish Market
9. Parking Structure
10. Plaza and Bike Storage
11. Commercial Pier
12. Apartments over Shops
13. Boat Trailer Parking
14. Amphitheater Lawn
(See 'Park Section' on G.3)
15. Hudson River
16. Pedestrian Bridges
(See 'Park Section' on G.3)
17. Condominium Towers
18. Condominium Apartments
(See 'Section A' and 'Section B' on G.3)
19. SUNY Orange Community College
20. College-related Uses
21. Broadway Greens
(See 'Park Section' on G.3)
22. Restored Downing Vaux Park
(See 'Park Section' on G.3)

--- Site Boundary



NEWBURGH

PLAN
ILLUSTRATIVE MASTERPLAN C



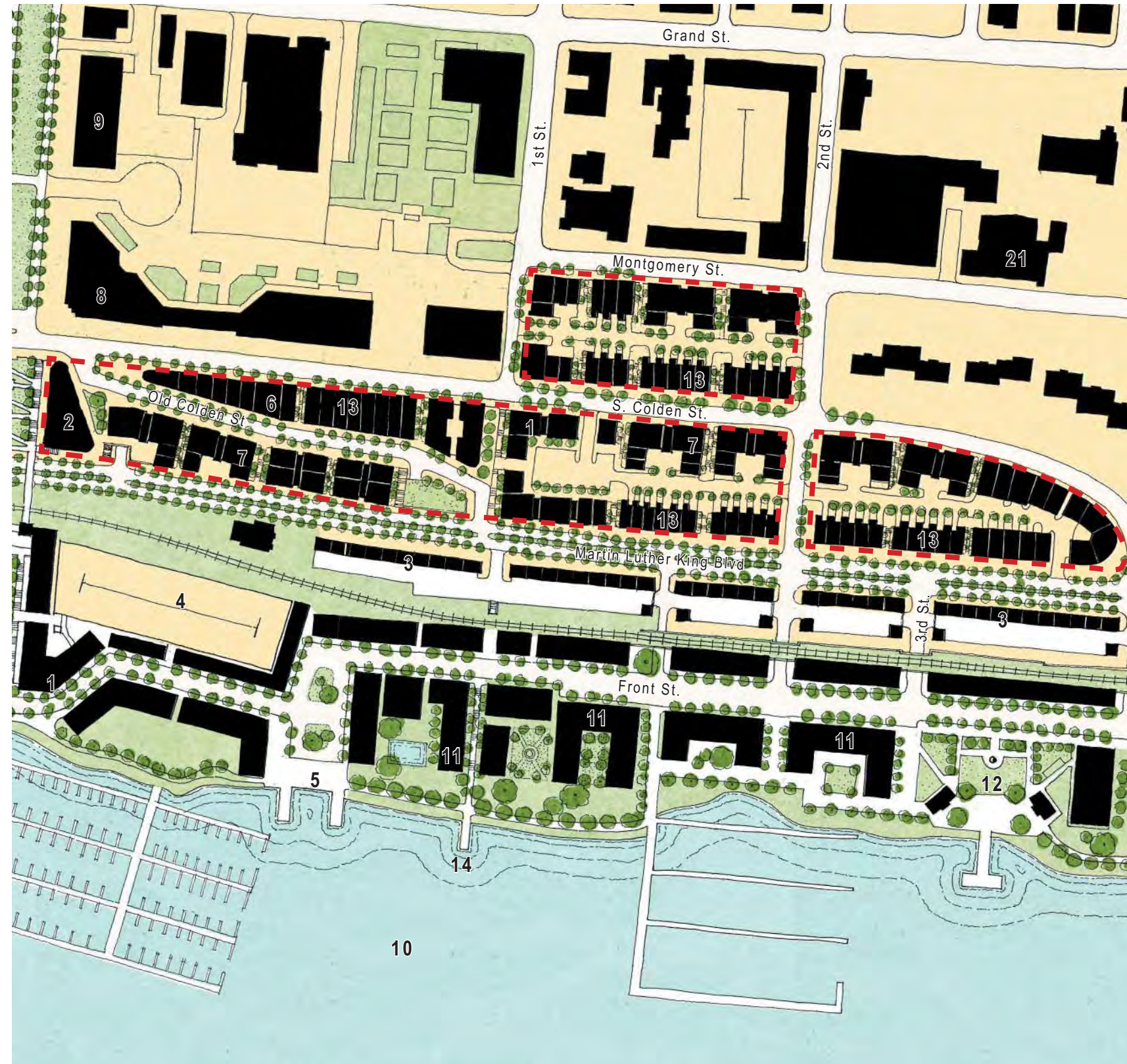
--- Site Boundary



0 100 200 400

NEWBURGH

PLAN MASTERPLAN ANNOTATED C



1. Residential Buildings Over Retail
2. Condominium Towers
3. Liner Building
4. Structured Parking
5. Ferry Dock
6. Townhouses and Live/Work Units
7. Apartment Houses
(See Sections on G.3)
8. SUNY Orange Community College
9. New SUNY Orange Community College Building
10. Hudson River
11. Residential Over Commercial
12. Existing Park (revised)
13. Town Houses
(See Sections on G.3)
14. Fishing Dock

--- Site Boundary



0 100 200 400

NEWBURGH

PLAN
ILLUSTRATIVE MASTERPLAN D



--- Site Boundary



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NEWBURGH

PLAN MASTERPLAN ANNOTATED D

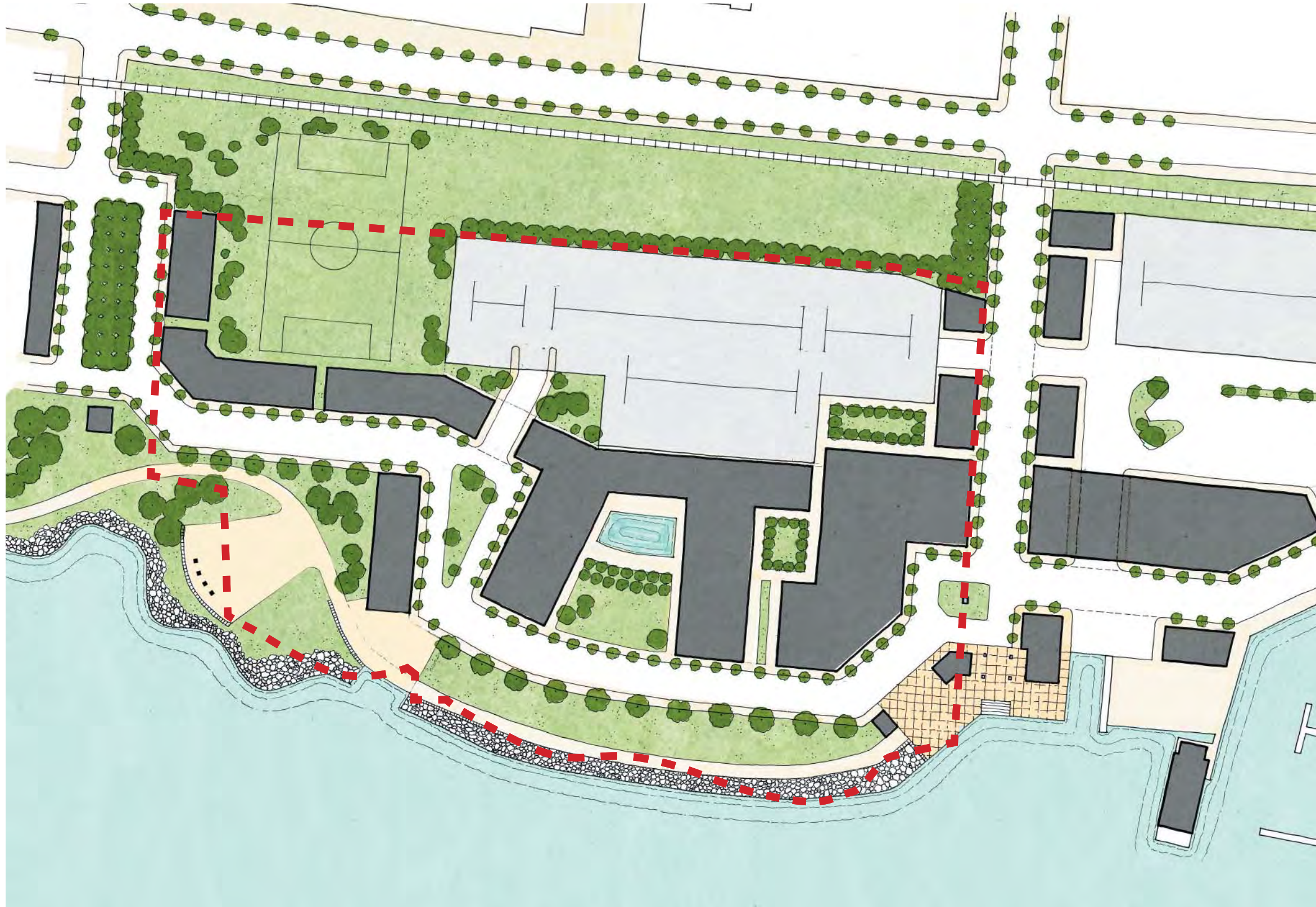


- 1. Townhouses
- 2. Proposed River Walk
- 3. Rowhouses
- 4. Boat Docks
- 5. Hudson River
- 6. Single Family House

--- Site Boundary



0 100 200 400



--- Site Boundary



NEWBURGH

PLAN
DETAIL PLAN ANNOTATED I



- 1. Residential Buildings
- 2. Sports Field
- 3. Hudson River Painters' Park
- 4. Rowing Club
- 5. Hotel
- 6. Shaded Picnic Lawn
- 7. Office Building Over Commercial
- 8. Fish Market
- 9. Parking Structure
- 10. Plaza and Bike Storage
- 11. Commercial Pier
- 12. Shops
- 13. Boat Trailer Parking
- 14. Civic Building
- 15. Hudson River

--- Site Boundary





--- Site Boundary



NEWBURGH

PLAN DETAIL PLAN ANNOTATED II



1. Apartment Houses
2. Small Townhouses
3. Condominium Towers
4. Broadway Greens
5. Restored Downing Vaux Park
6. Pedestrian Bridges
7. Fountain
8. Apartment Buildings
9. Apartment over Shops
10. Amphitheater Lawn
11. Townhouses
12. SUNY Orange Community College
13. Restored Train Station
14. Residential Liner Buildings
15. Parking
16. Hudson River

--- Site Boundary



NEWBURGH

PLAN
DETAIL PLAN III



--- Site Boundary



NEWBURGH

PLAN DETAIL PLAN ANNOTATED III



- 1. Townhouses
- 2. Residential Building
- 3. Courtyard Building
- 4. Residential and Live/Work Buildings
- 5. Civic Use Building
- 6. Clinton Square
- 7. Tree Lined Median
- 8. Surface parking
- 9. Lawn
- 10. Train Tracks

--- Site Boundary





0 50 100 200

NEWBURGH

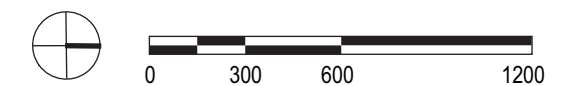
PLAN NEIGHBORHOOD STRUCTURE

Neighborhood size is determined not by population, but by an area wherein the majority of the residents are likely to walk to a neighborhood square or center, which could contain, a corner store and a bus stop. This size is based upon an average 1,320 foot-radius, which represents the five to seven minute duration the majority of people will walk before choosing to drive. Higher population densities are desirable to generate the commercial and civic vitality of the center.



-  Pedestrian Shed
(5 minute walk, 1/4 mile radius)
-  Transit Shed
(10 minute walk, 1/2 mile radius)

 Site Boundary



NEWBURGH

PLAN VEHICULAR NETWORK

This plan utilizes and expands upon the existing thoroughfare network in downtown Newburgh. In addition to the existing streets, new streets and alleys have been introduced. Some existing thoroughfares such as Martin Luther King Boulevard and Broadway have been modified to control traffic speed as well. All this helps to accommodate the range of traffic from vehicular to pedestrian.



— Vehicular Network

- - - Site Boundary



0 300 600 1200



NEWBURGH

PLAN CIVIC BUILDINGS AND OPEN SPACE

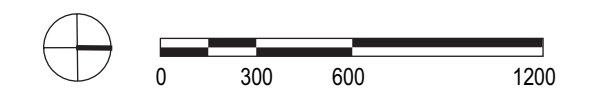
The Civic Buildings are indicated in black on the drawing. This special site is reserved for a building which reinforces the civic spirit of the community and provides a place for public assembly.

The two main types of open spaces which are incorporated into the plan are: neighborhood plaza (civic spaces at the centers of neighborhoods), and neighborhood greens (which are scattered throughout the plan). These public spaces occur either at the main entrances into the project or at the town center, the heart of the community. These spaces typically include parks, greens, squares, plazas and Civic Building Sites.



-  Potential Civic Buildings
-  Civic & Open Space - 37 acres

 Site Boundary



NEWBURGH

PLAN PHASING DIAGRAM

The proposed timing of the development is expected to be 1-2 years per phase with overlapping phases, however the true pace is determined by the market. It is the developer's hope that this project could be accomplished in 7-10 years.



--- Site Boundary



0 300 600 1200



NEWBURGH

ILLUSTRATIONS CLINTON SQUARE



The reinstated Clinton Square, pictured at left, is one of the many civic spaces allocated in the plan.

The proposed plaza occupies the same site held by the original Square before the urban renewal period. Members of the public repeatedly referenced old Clinton Square as one of Newburgh's most-loved civic spaces, and requested that the new waterfront plan restore it. The plan has restored the square, including the existing statue of Martin Luther King Jr currently sited on another street.



Clinton Square, Pre-Urban Renewal

Illustrated by
David Carrico

NEWBURGH

ILLUSTRATIONS BROADWAY SQUARE



A green median is proposed to run along the center of Broadway, which is Newburgh's principal thoroughfare and currently one of the widest streets in New York State. The green median will serve as a social gathering place, as well as a spine connecting the waterfront to downtown. The median is punctuated by squares at different strategic intersections, with mixed-use buildings lining their edges and supporting the increased pedestrian traffic.

A number of general thoroughfare improvements for Broadway are also proposed, to both improve the pedestrian experience and encourage the use of transit. Notably, the plan recommends the addition of a mass transit lane within the green median, as well as additional street plantings and trees. The transit line is proposed to connect downtown to the Newburgh airport, which is the fourth largest airport in the Tri-State area.

Illustrated by
David Carrico

NEWBURGH

ILLUSTRATIONS FRONT ST



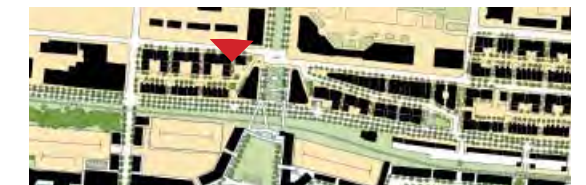
Cafés and restaurants with outdoor seating line Front Street, allowing visitors to enjoy the outdoor environment. The street remains open to vehicular traffic; however, the space primarily caters to pedestrians. Trees and wide sidewalks line the street, offering a promenade space which could work well for street fairs and festivals.

Above the cafés, apartments offer views over the harbor. These mixed-use structures have the potential to be green, energy-efficient buildings.

Illustrated by
David Carrico

NEWBURGH

ILLUSTRATIONS PEDESTRIAN PASSAGE



Proposed apartment buildings run along the site's ridges and slopes, accommodating the site's unusual topography, and offering views of the Catskills in the distance.

At left, a pedestrian passageway with a semi-private pedestrian lane through an apartment building, with residential frontages facing each side. The passageway creates an intimate space for residents, offering them the opportunity to meet and interact with their neighbors. Vehicular access is provided from the rear, where garages will accommodate approximately two cars per unit.

Illustrated by
David Carrico

NEWBURGH

ILLUSTRATIONS AMPITHEATRE



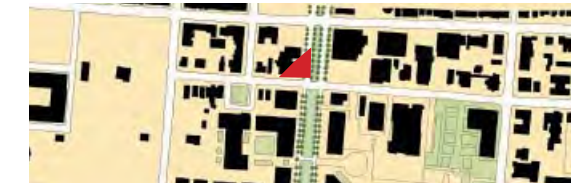
At the foot of Broadway, a public park sloping towards the water serves as a grand termination to the great street and offers panoramic views of the Hudson River. The park, which is framed by wide stairways on either side, offers a social gathering place and could potentially be used as an amphitheater. Beyond the lawn, a wide promenade skirts the river, passing the piers on the edge of the Hudson.

The unusually-shaped buildings flanking the green at its top edge are designed to serve as pylons marking the entryway into downtown Newburgh from the waterfront. These multi-story brick structures feature large windows, and rooftop solar panels showcasing their energy-efficient design. Apartment buildings line the top edge of the green; towards the waterfront, the buildings are programmed as mixed-use, with apartments above shops and restaurants.

Illustrated by
David Carrico

NEWBURGH

ILLUSTRATIONS BROADWAY



Broadway is Newburgh's principal thoroughfare, and connects the downtown with the waterfront. The plan calls for the rehabilitation of the buildings along the street, with cafés and shops on the ground floors, and apartments above. The increased pedestrian traffic will support these shops and bring more vitality downtown.

Illustrated by
Live Work Learn Play

NEWBURGH

ILLUSTRATIONS SUNY ORANGE COMMUNITY COLLEGE



The existing SUNY Orange Community College building may be lined with street-level retail and commercial uses to improve the pedestrian experience at this intersection. This mixed-use, pedestrian-scaled structure features restaurants and retail offerings catering to the student population, residents, employees and visitors.

Across the street, the green widens to become a “College green” or quad and is proposed to be maintained by the College.

Illustrated by
Live Work Learn Play

NEWBURGH

ILLUSTRATIONS RIVER WALK



A proposed boardwalk flanks the Hudson River, allowing residents and visitors to enjoy the views and take advantage of recreational opportunities along the waterfront, including sailing, kayaking and fishing. Townhouses line the boardwalk, offering views of the Hudson.

Illustrated by
Live Work Learn Play

NEWBURGH

ILLUSTRATIONS FISH MARKET



A public market, located at the end of Washington Street, offers a place for farmers' markets. Small, inexpensive buildings, fisherman's stalls and other retail establishments mask Washington's street's unsightly industrial structures and create an intimate public gathering area.

Adjacent to the market, a small plaza with benches and public furniture is provided on the edge of the Hudson. This plaza connects to the tree-lined riverfront promenade, which curves along the Hudson River, past the piers and public green at the edge of Broadway.

Illustrated by
Live Work Learn Play

NEWBURGH

ILLUSTRATIONS COLLEGE QUADRANGLE



The community college's new master plan proposes a building which will fill a gap on the last block of Broadway. Adjacent to the college campus, the Broadway median will widen to become an unofficial quadrangle, which will be framed by proposed dormitories on the opposite side of the street. Beyond the campus, the flat-iron shaped buildings frame the view out to the Hudson River.

Illustrated by
DPZ

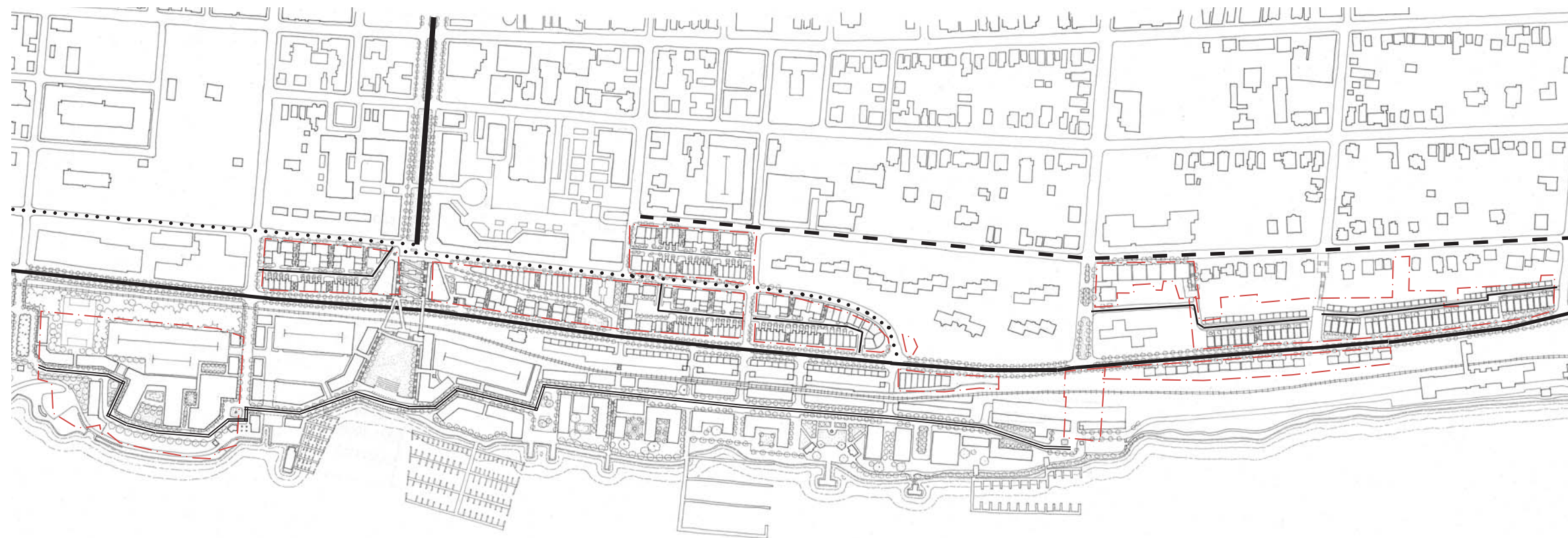
THOROUGHFARES E









NEWBURGH

THOROUGHFARES THOROUGHFARE PLAN

Some streets support the free flow of traffic. Others allow the requirements of the pedestrian to dominate. These variations are manifested in lane width, centre-line radius, curb radius, intersection spacing, and the provision of on-street parking.



-  AV-133-95 (Broadway)
-  BL-61-41 (M L K Boulevard)
-  ST-60-34 (Grand Street)
-  ST-52-28 (Colden Street)
-  ST-52-28 (Front Street)
-  AL-25-13 (Alley)

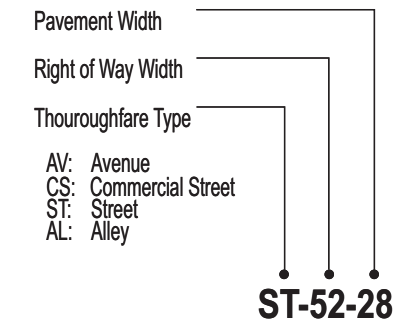
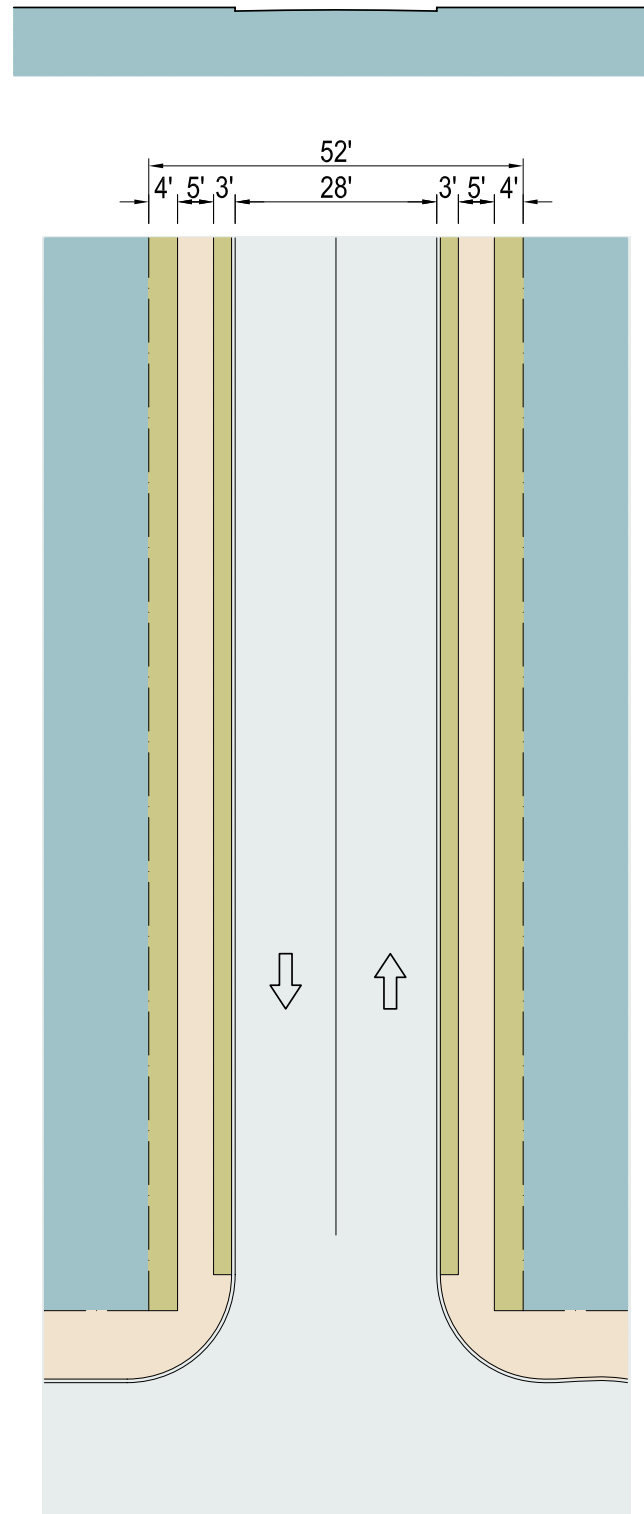
 Project Parcels/Leyland Property



NEWBURGH

THOROUGHFARES
COLDEN ST.

Street: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in individual planting areas. Character may vary somewhat, however, responding to the enfronting commercial and residential uses.

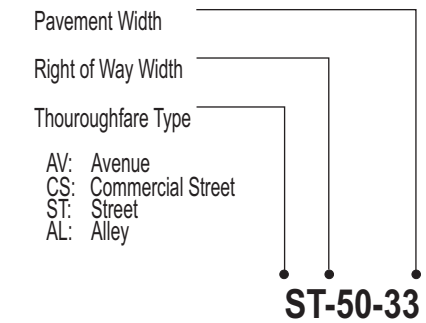
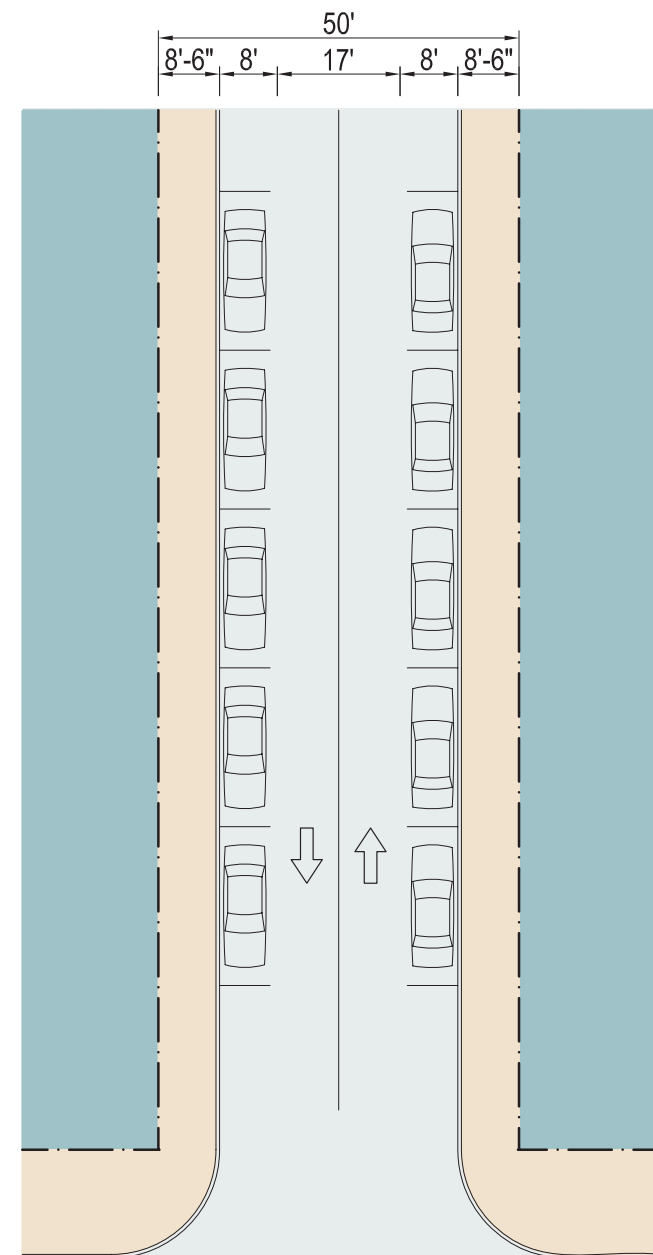
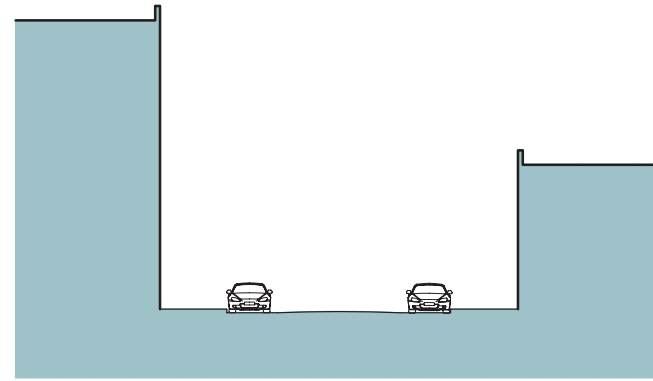


Street	Thoroughfare Type
	Transect Zone Assignment
52'-0"	Right-of-Way Width
28'-0"	Pavement Width
Free Movement	Movement
	Design Speed
2 lanes, 14' each	Traffic Lanes
	Parking Lanes
15'-0"	Curb Radius
	Public Frontage Type
12' Sidewalk	Walkway Type
N/A	Planter Type
Curb and Gutter	Curb Type
Grass Strip	Landscape Type

NEWBURGH

THOROUGHFARES EXISTING FRONT ST.

Street: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in individual planting areas. Character may vary somewhat, however, responding to the enfronting commercial and residential uses.

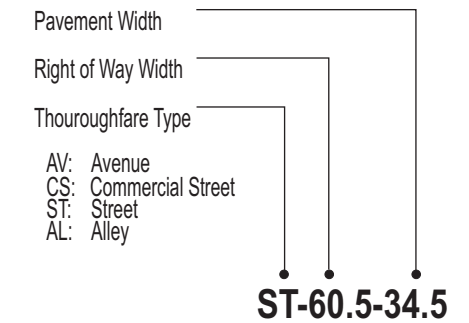
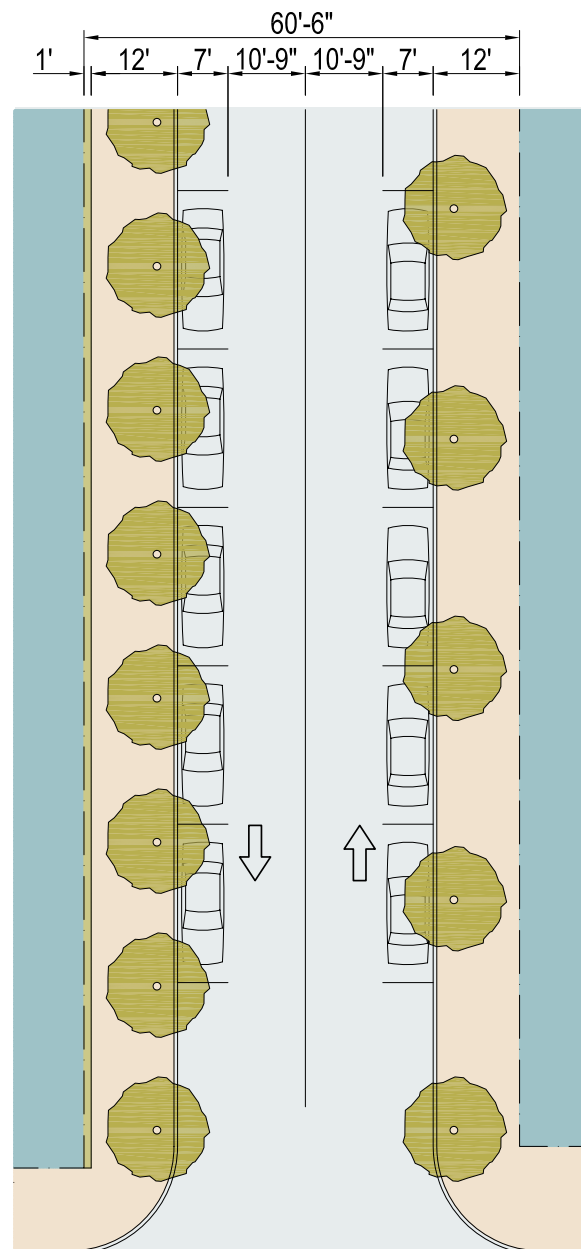
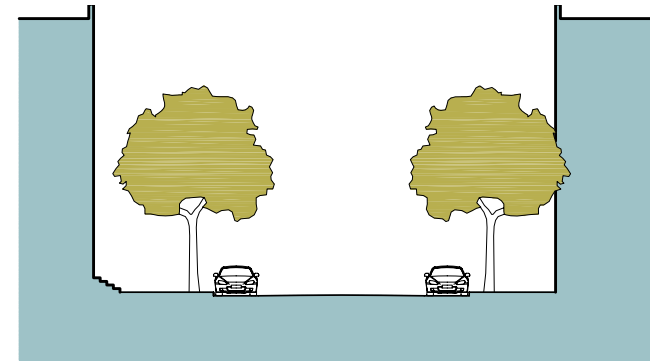


Street	Thoroughfare Type
	Transect Zone Assignment
50'	Right-of-Way Width
33'	Pavement Width
Slow Movement	Movement
	Design Speed
2 lanes, 8'-6" each	Traffic Lanes
Both Sides @ 8' marked	Parking Lanes
15'-0"	Curb Radius
	Public Frontage Type
8'-6" Sidewalk	Walkway Type
N/A	Planter Type
Curb & Gutter	Curb Type
N/A.	Landscape Type

NEWBURGH

THOROUGHFARES EXISTING GRAND ST.

Street: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in individual planting areas. Character may vary somewhat, however, responding to the enfronting commercial and residential uses.

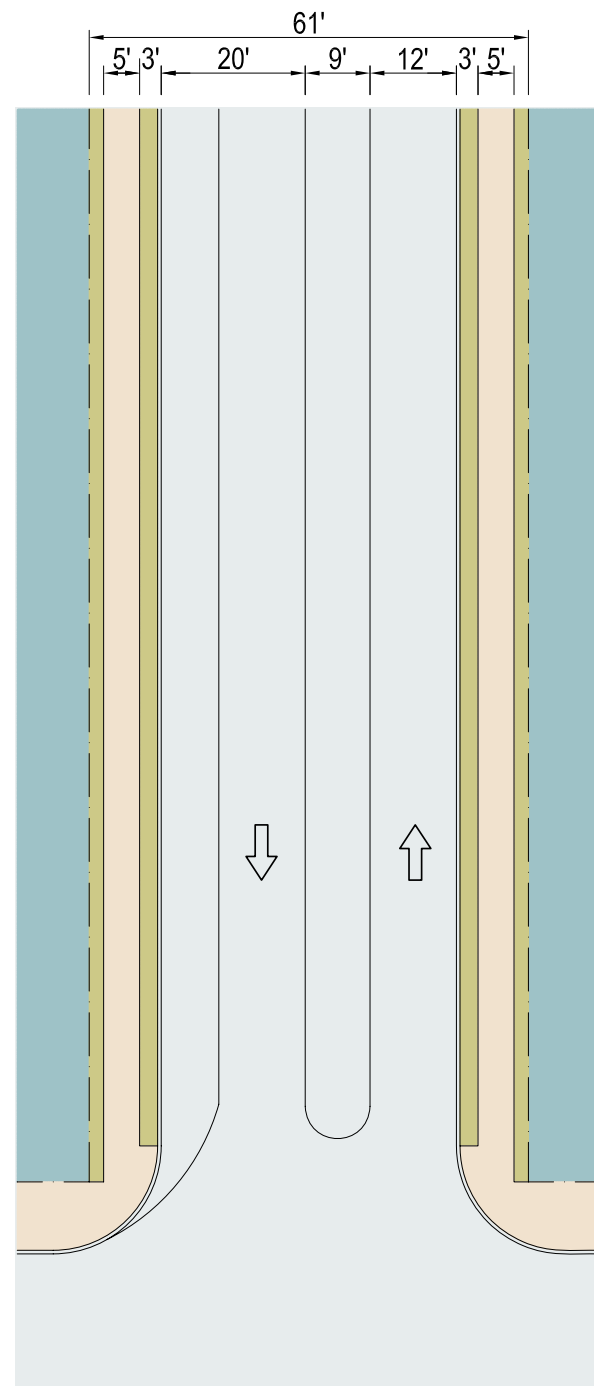
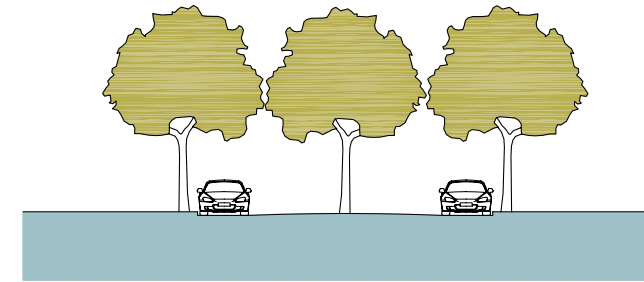


Street	Thoroughfare Type
	Transect Zone Assignment
60'-6"	Right-of-Way Width
35'-6"	Pavement Width
Slow Movement	Movement
	Design Speed
2 lanes, 10'-9" each	Traffic Lanes
Both Sides @ 7' marked	Parking Lanes
15'-0"	Curb Radius
	Public Frontage Type
7' Sidewalk	Walkway Type
Tree Grate	Planter Type
Curb & Gutter	Curb Type
Trees at 20' and 32' o.c. Avg.	Landscape Type

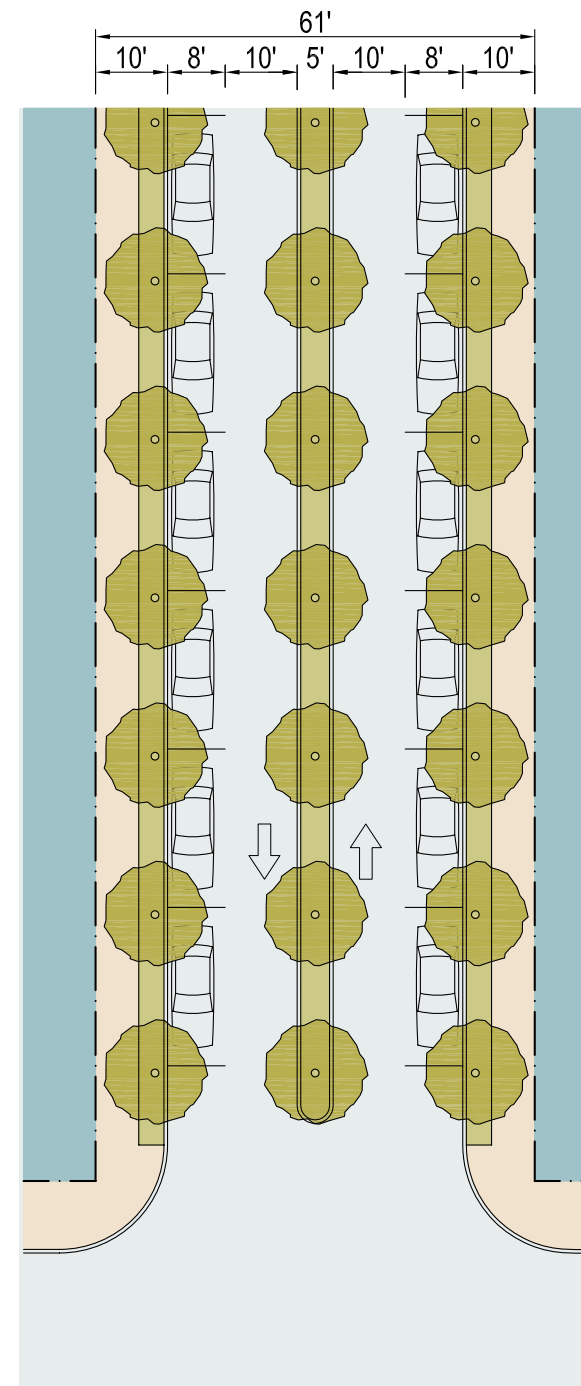
NEWBURGH

THOROUGHFARES M.L.K. BOULEVARD

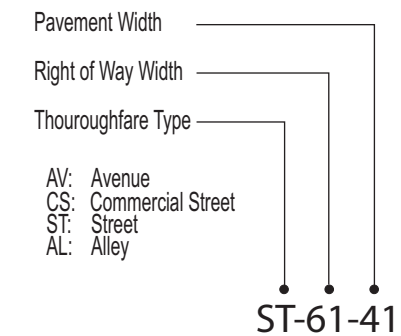
Boulevard: a long-distance, free movement thoroughfare traversing an urbanized area. A boulevard is flanked by parking, sidewalks, and planters buffering the buildings along the sides.



EXISTING



PROPOSED

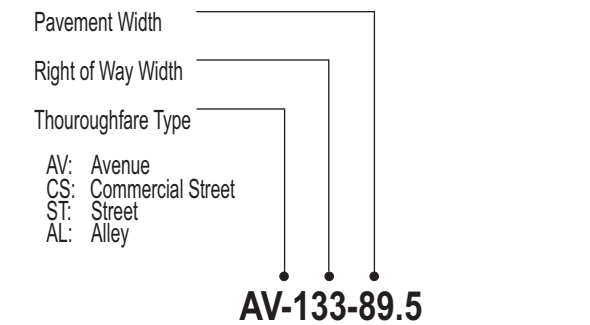
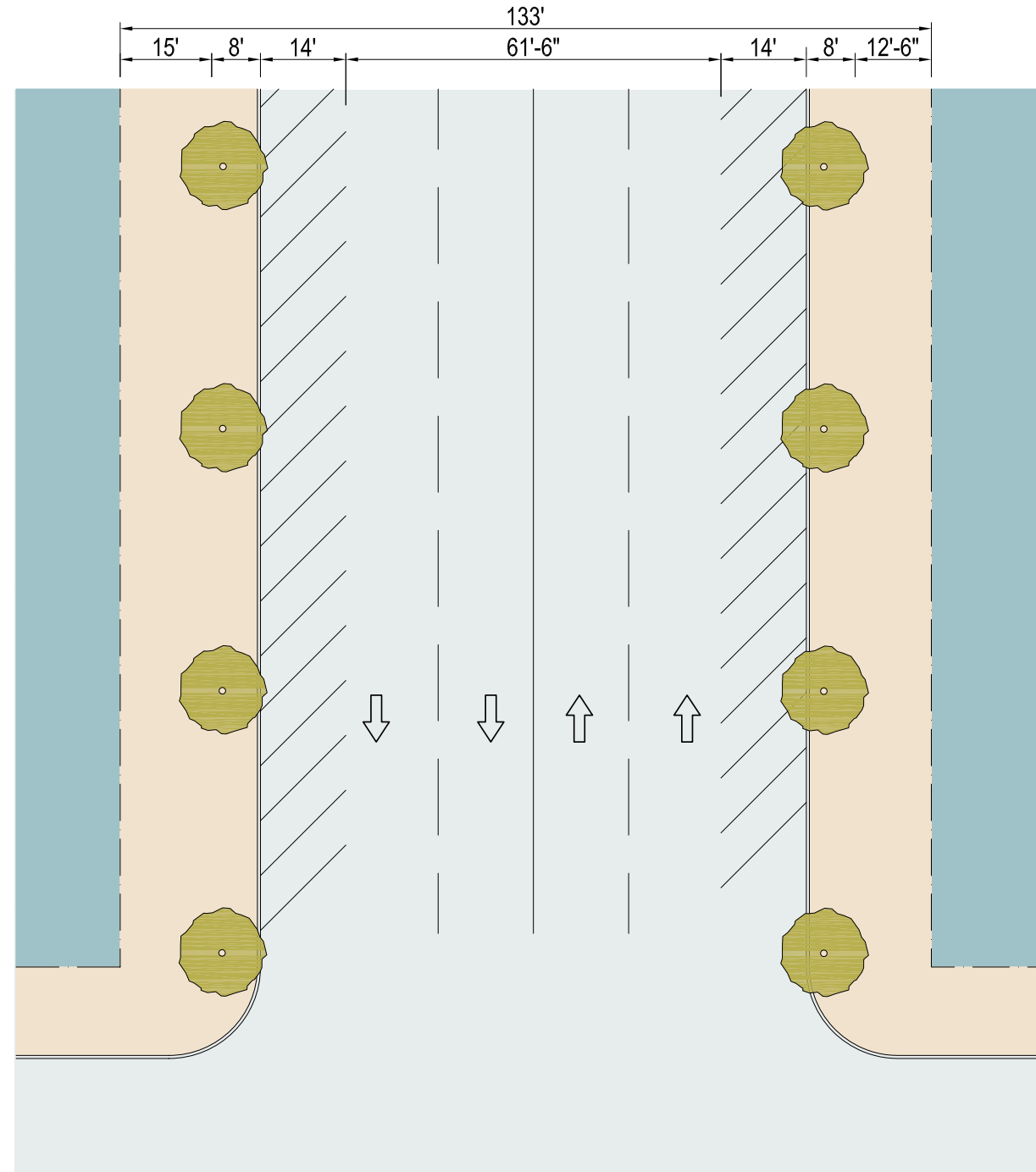
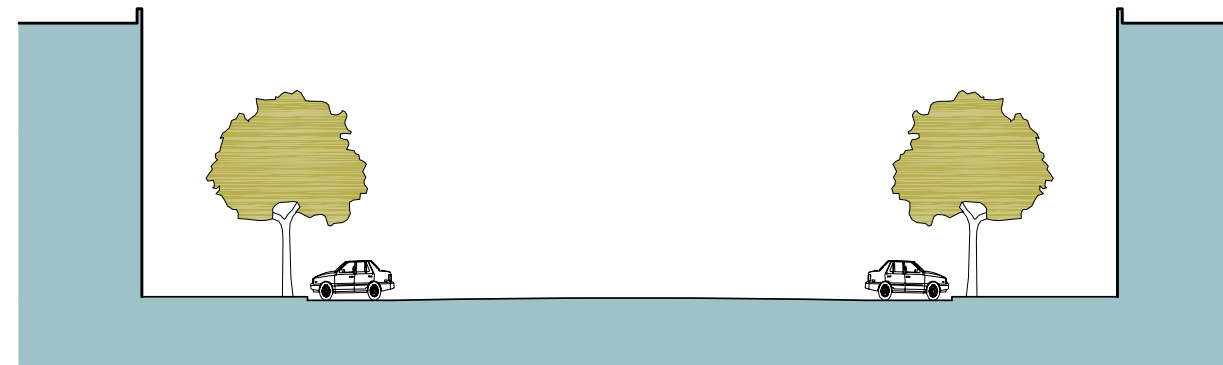


Street	Thoroughfare Type
	Transect Zone Assignment
61'-0"	Right-of-Way Width
41'-0"	Pavement Width
Free Movement	Movement
	Design Speed
2 lanes, 12' each	Traffic Lanes
N/A	Parking Lanes
15'-0"	Curb Radius
	Public Frontage Type
10' foot Sidewalk	Walkway Type
N/A	Planter Type
Curb & Gutter	Curb Type
Grass Strips	Landscape Type

NEWBURGH

THOROUGHFARES EXISTING BROADWAY

Avenue: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Avenues are appropriate as approaches to civic buildings. The general principle is that of an elongated plaza. The median may be wide enough to hold monuments or even buildings. In residential areas, the median may be wider and planted naturalistically to become a greenway. The streetscape details may vary as the avenue passes from one to another.

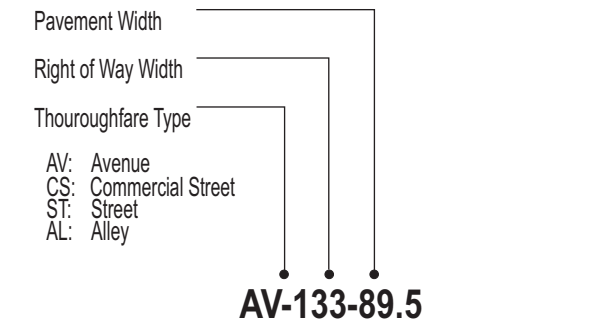
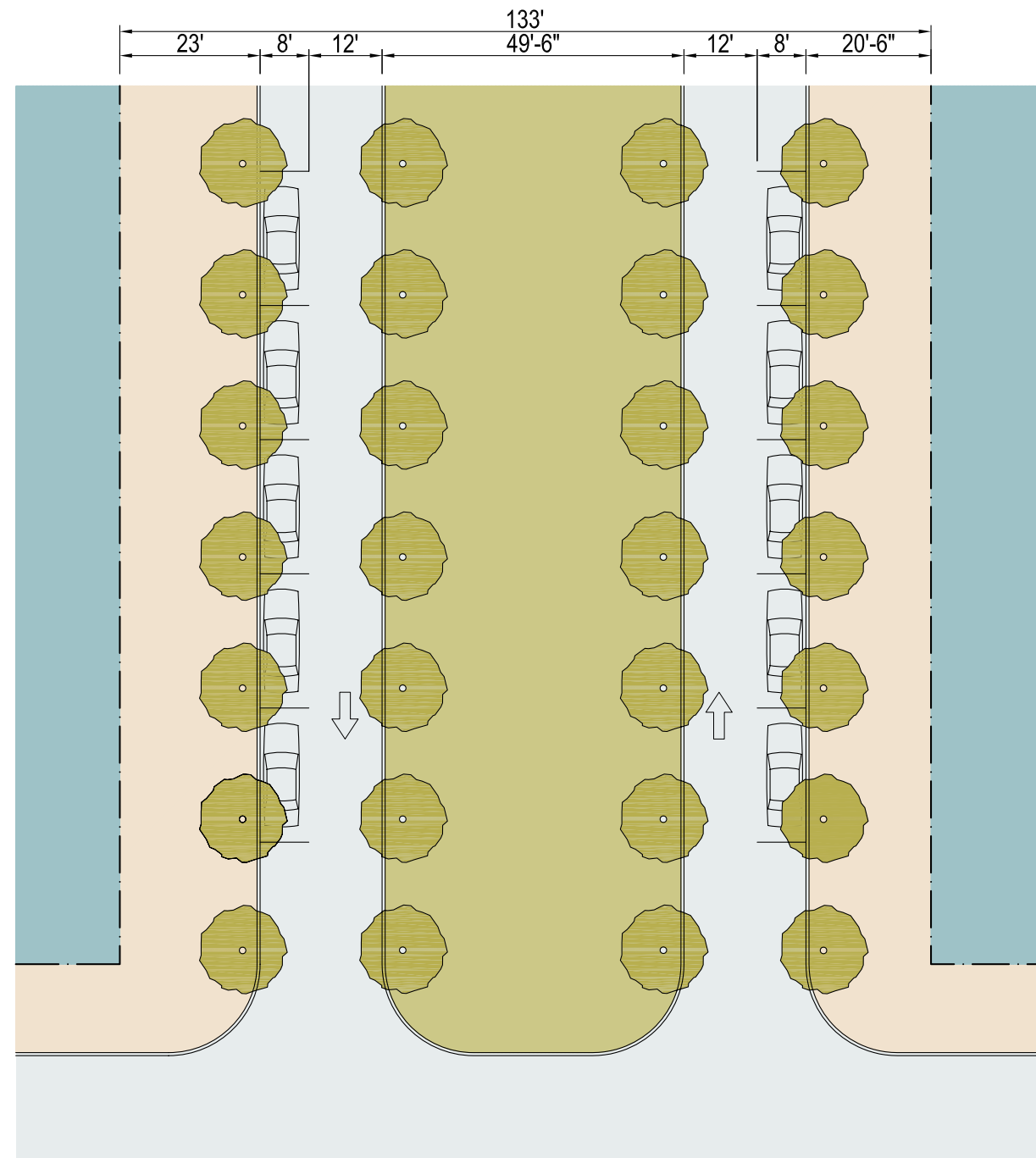
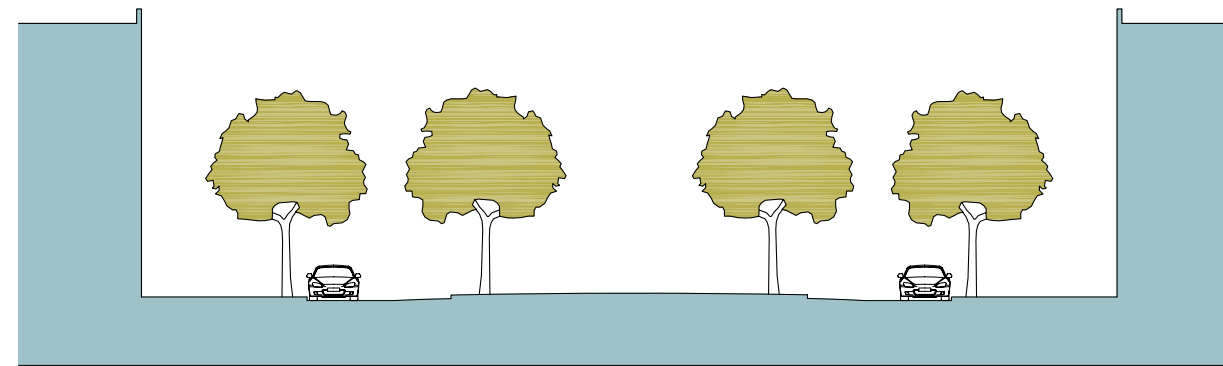


AV	Thoroughfare Type
	Transect Zone Assignment
133'-0"	Right-of-Way Width
89'-6"	Pavement Width
Speed Movement	Movement
	Design Speed
4 lanes, 15'-4" each	Traffic Lanes
Both Sides @ 14' marked	Parking Lanes
15 feet	Curb Radius
	Public Frontage Type
23', 20'-6" Sidewalk	Walkway Type
Tree Grate	Planter Type
Curb & Gutter	Curb Type
Trees at 43' o.c. avg.	Landscape Type

NEWBURGH

THOROUGHFARES PROPOSED BROADWAY

Avenue: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Avenues are appropriate as approaches to civic buildings. The general principle is that of an elongated plaza. The median may be wide enough to hold monuments or even buildings. In residential areas, the median may be wider and planted naturalistically to become a greenway. The streetscape details may vary as the avenue passes from one to another.

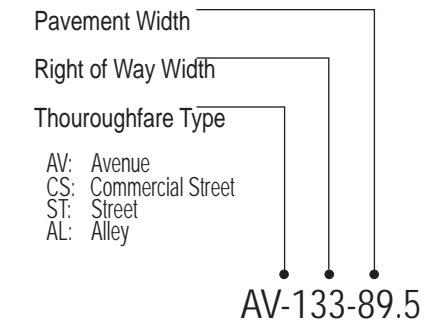
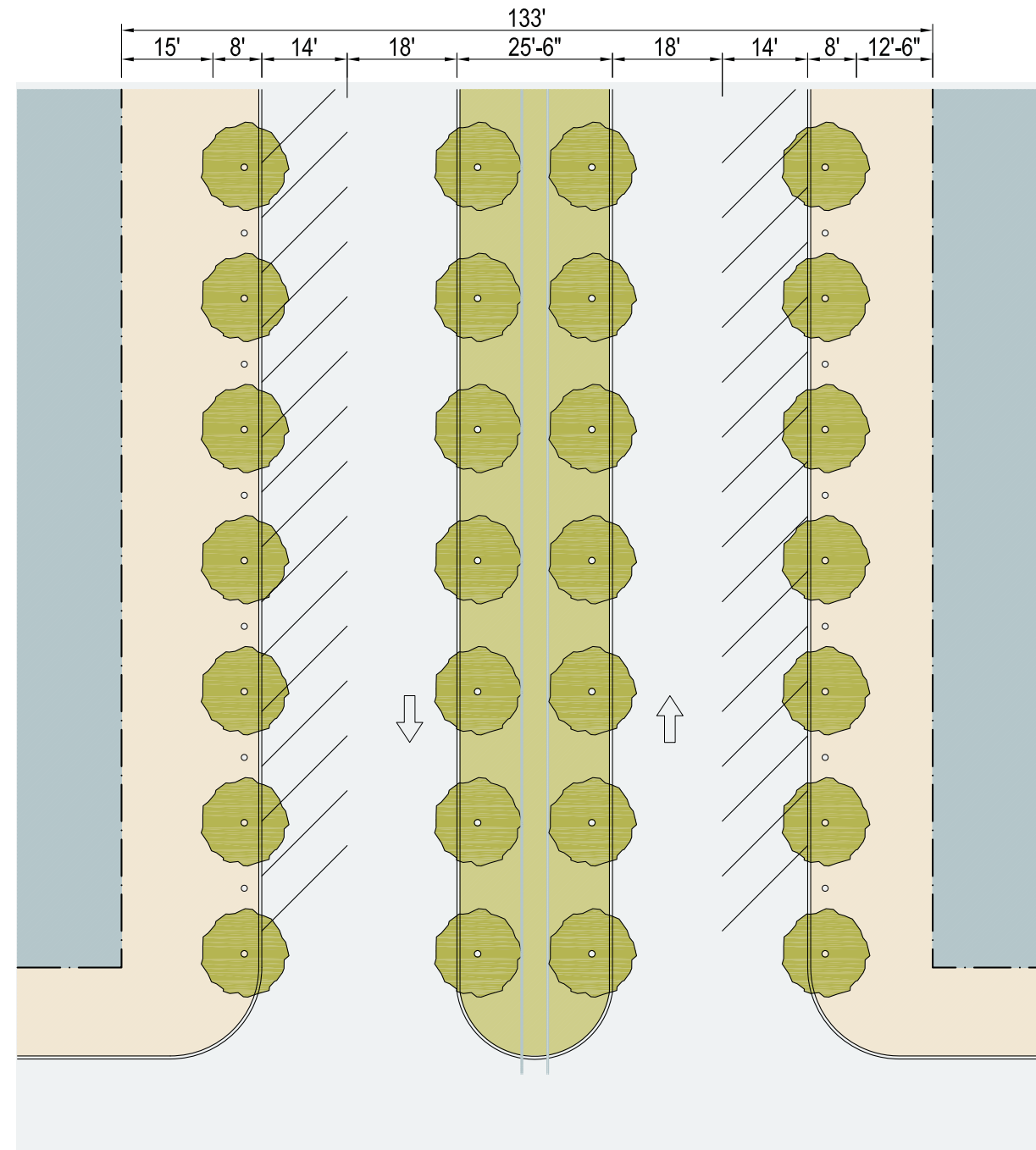
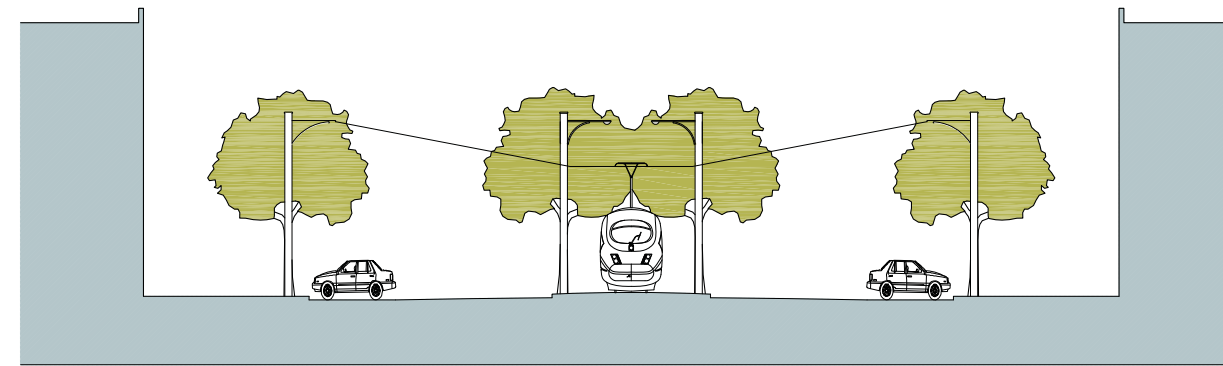


AV	Thoroughfare Type
	Transect Zone Assignment
133'-0"	Right-of-Way Width
89'-6"	Pavement Width
Slow Movement	Movement
	Design Speed
2 lanes, 12' each	Traffic Lanes
Both Sides @ 8' marked	Parking Lanes
15 feet	Curb Radius
	Public Frontage Type
23', 20'-6" Sidewalk	Walkway Type
Tree Grate	Planter Type
Curb & Gutter	Curb Type
Trees at 22' o.c. avg.	Landscape Type

NEWBURGH

THOROUGHFARES PROPOSED BROADWAY

Avenue: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Avenues are appropriate as approaches to civic buildings. The general principle is that of an elongated plaza. The median may be wide enough to hold monuments or even buildings. In residential areas, the median may be wider and planted naturalistically to become a greenway. The streetscape details may vary as the avenue passes from one to another.

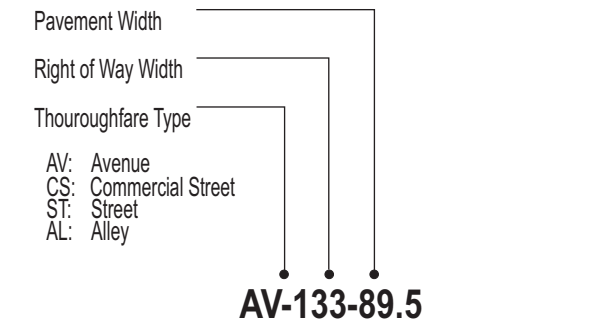
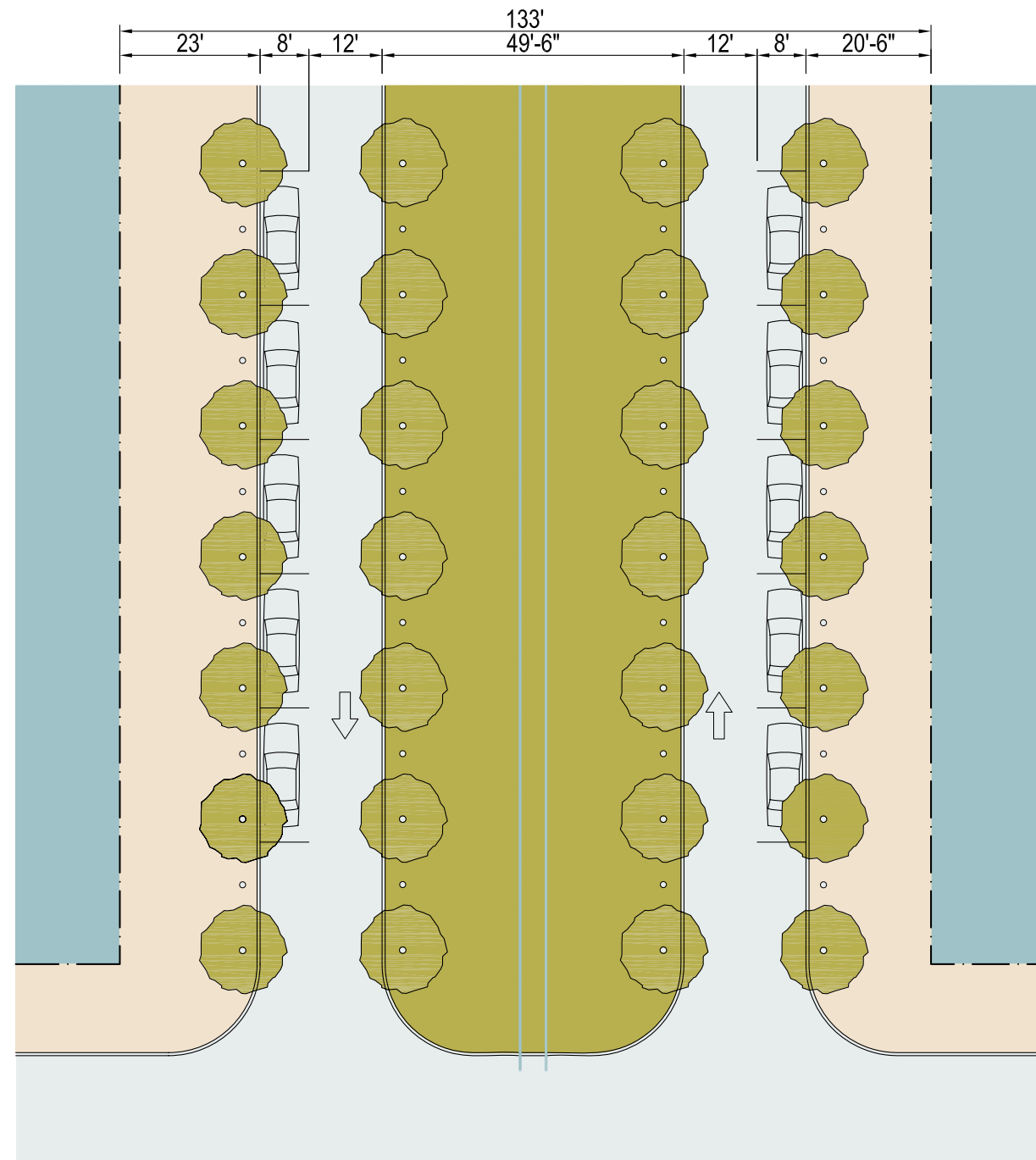
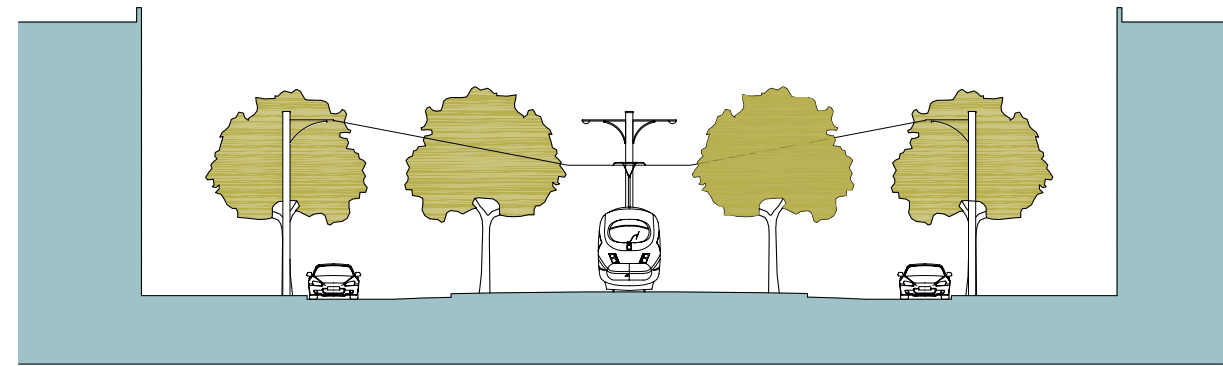


AV	Thoroughfare Type
	Transect Zone Assignment
133'-0"	Right-of-Way Width
89'-6"	Pavement Width
Speed Movement	Movement
	Design Speed
2 lanes, 18' each	Traffic Lanes
Both Sides @ 14' marked	Parking Lanes
15 feet	Curb Radius
	Public Frontage Type
23', 20'-6" Sidewalk	Walkway Type
Tree Grate	Planter Type
Curb & Gutter	Curb Type
Trees at 22' o.c. avg.	Landscape Type

NEWBURGH

THOROUGHFARES PROPOSED BROADWAY

Avenue: a local, slow-movement thoroughfare suitable for General, Center, and Core Urban Zones. Avenues are appropriate as approaches to civic buildings. The general principle is that of an elongated plaza. The median may be wide enough to hold monuments or even buildings. In residential areas, the median may be wider and planted naturalistically to become a greenway. The streetscape details may vary as the avenue passes from one to another.

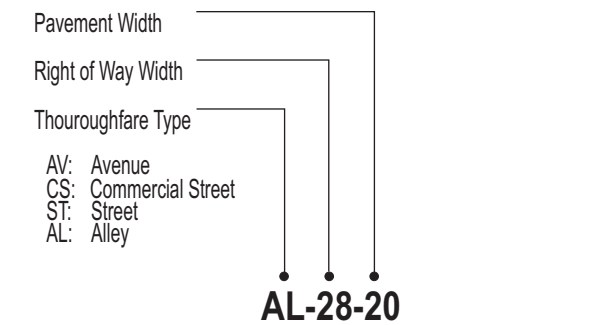
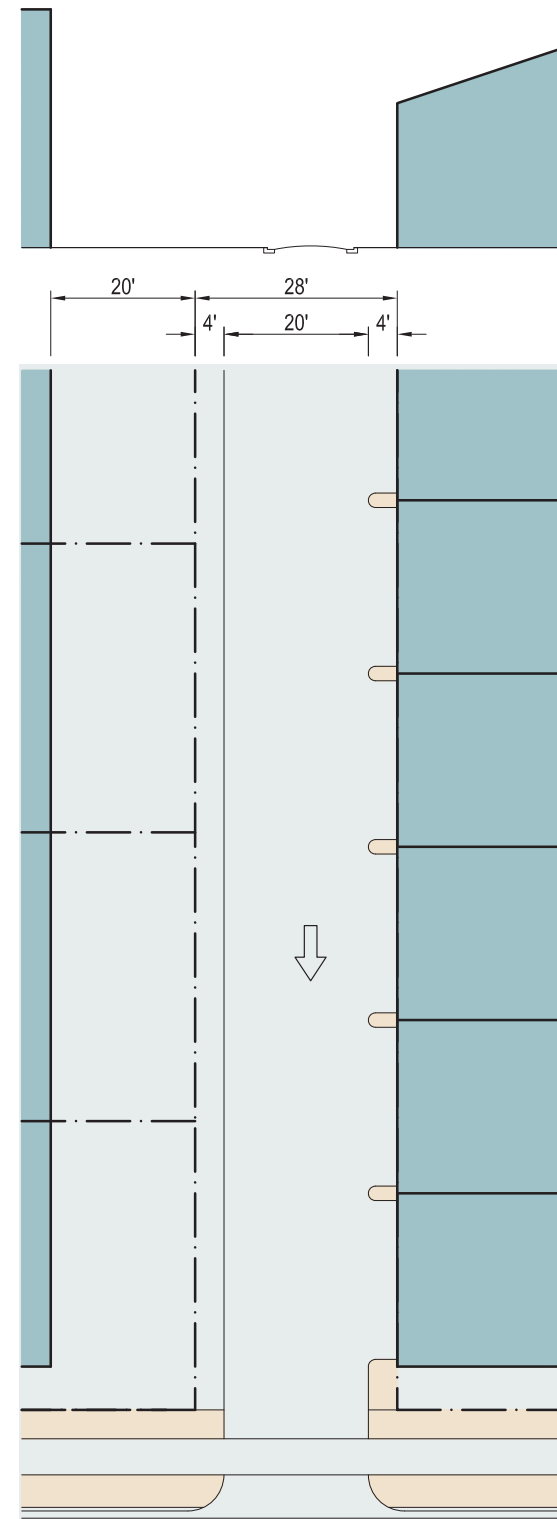


AV	Thoroughfare Type
	Transect Zone Assignment
133'-0"	Right-of-Way Width
89'-6"	Pavement Width
Slow Movement	Movement
	Design Speed
2 lanes, 12' each	Traffic Lanes
Both Sides @ 8' marked	Parking Lanes
15 feet	Curb Radius
	Public Frontage Type
23', 20'-6" Sidewalk	Walkway Type
Tree Grate	Planter Type
Curb & Gutter	Curb Type
Trees at 22' o.c. avg.	Landscape Type

NEWBURGH

THOROUGHFARES PROPOSED BROADWAY

Alley: Offers vehicular access to the rear of a more rural lots, providing acces to parking, outbuildings and utility easemaents. Lanes are paved as lightly as possible (to driveway standards) and may be just gravel or left unpaved, and should be as rural as possible in character. These thoroughfares are traversed primarily by cars, and might be considered more functional than aesthetic.



AL	Alley
	Transect Zone Assignment
28'-0"	Right-of-Way Width
20'-0"	Pavement Width
Slow Movement	Movement
	Design Speed
2 lanes, Yield	Traffic Lanes
	Parking Lanes
12' @ alley	Curb Radius
	Public Frontage Type
N/A	Walkway Type
N/A	Planter Type
N/A	Curb Type
N/A	Landscape Type

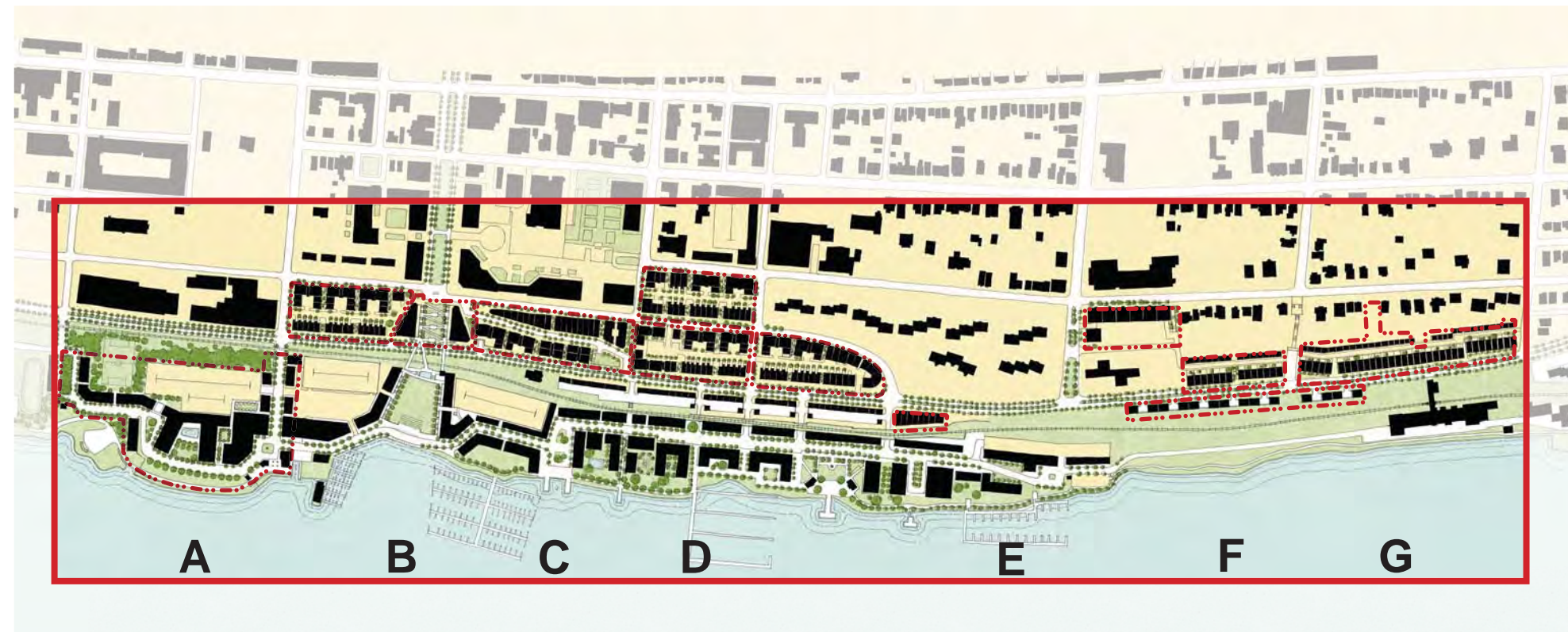
DESIGN CODE

F



NEWBURGH

DESIGN CODE PARCEL KEY



LEGEND

- T4 General Urban
 - T5 Urban Center
 - T6 Urban Core
 - CB Civic Building Reserve
 - CS Civic Spaces
 - CP Civic Parking Reserve
 - Sector Outline
 - Frontage line
 - Parking structure lines
 - Parking on-street
 - # Maximum building height (in stories)
 - # UNITS
SPACES Approximate units and spaces
 - ### SF Retail square footage
 - # STORIES
SPACES Parking structure levels and spaces
 - C Commercial frontage, required
 - C Commercial frontage, recommended
 - LW Live/Work frontage, required
 - LW Live/Work frontage, recommended
 - Vista termination
- 0 300 600 1200

T4: THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.

T5: THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, offices, townhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.

T6: THE URBAN CORE ZONE consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; street shave steady street tree planting and buildings set close to the frontages.

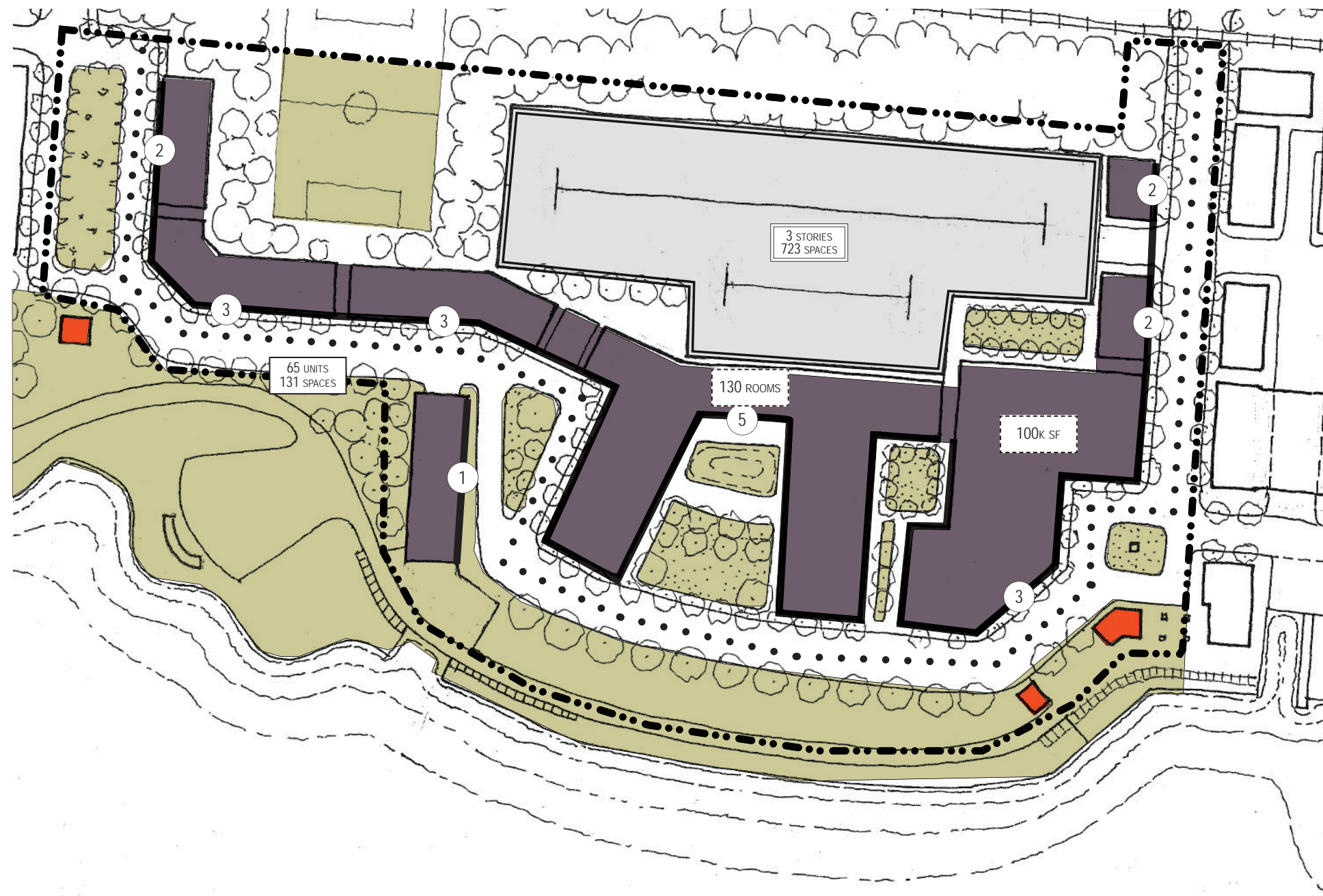
CB: CIVIC BUILDING RESERVE are those structures which are available for not-for-profit organizations dedicated to religion, arts and culture, education, government, social service, transit, and the like.

CS: CIVIC SPACES consist of open areas reserved for the general public, including plazas, parks, lawns, outdoor amphitheaters, and the like.

CP: CIVIC PARKING RESERVE are those parking spaces that are allocated to the general community and servicing both civic buildings and civic spaces.

NEWBURGH

DESIGN CODE REGULATING PLAN A

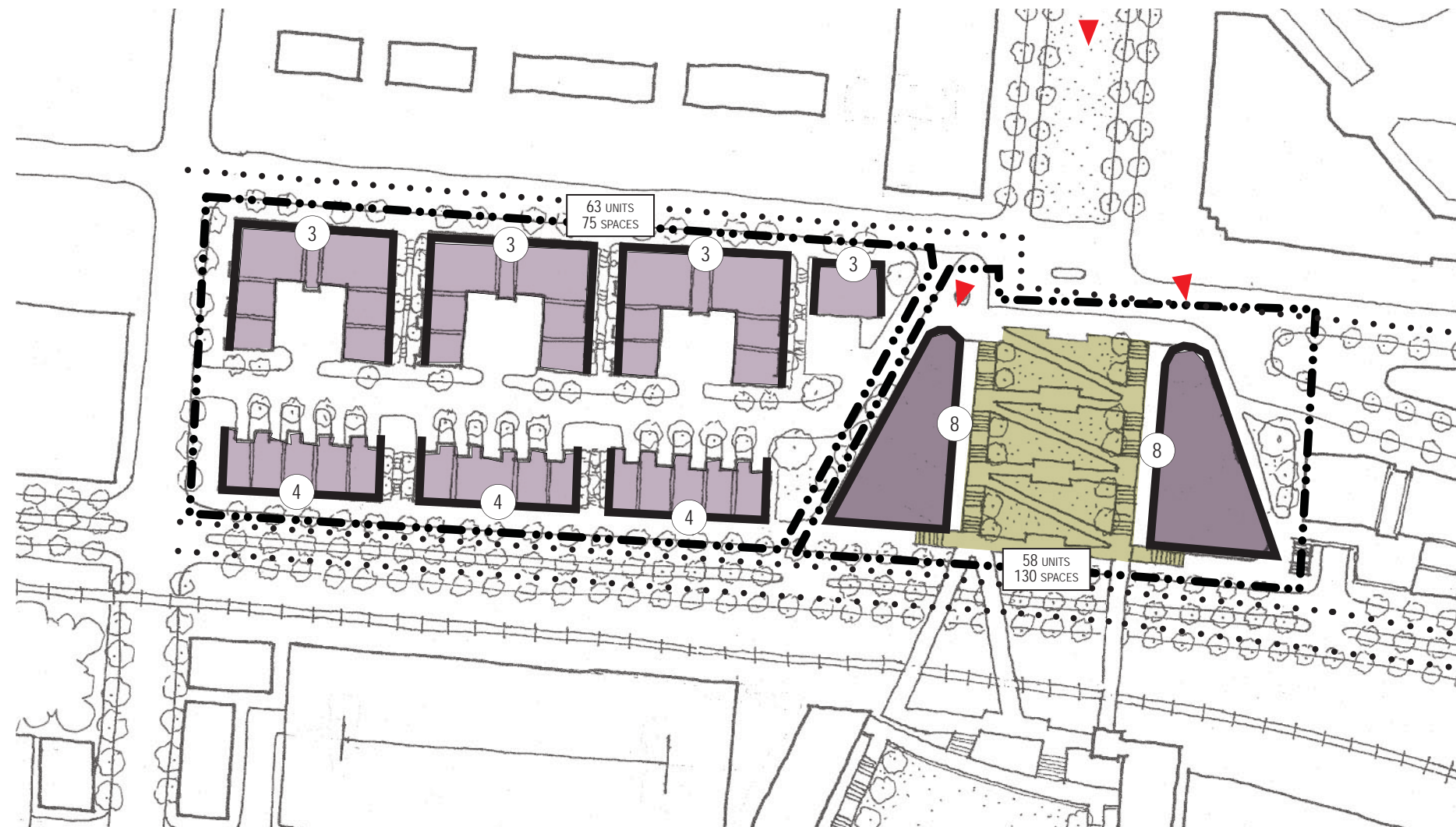


LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +

NEWBURGH

DESIGN CODE REGULATING PLAN B



LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +

NEWBURGH

DESIGN CODE REGULATING PLAN C



LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +

NEWBURGH

DESIGN CODE REGULATING PLAN D

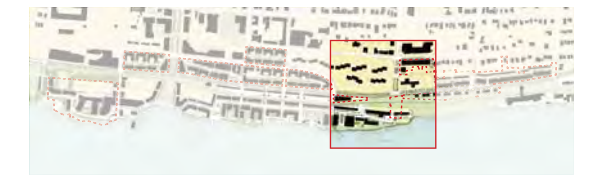


LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +

NEWBURGH

DESIGN CODE REGULATING PLAN E



LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES
- ### SF
- # STORIES
SPACES
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +












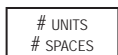










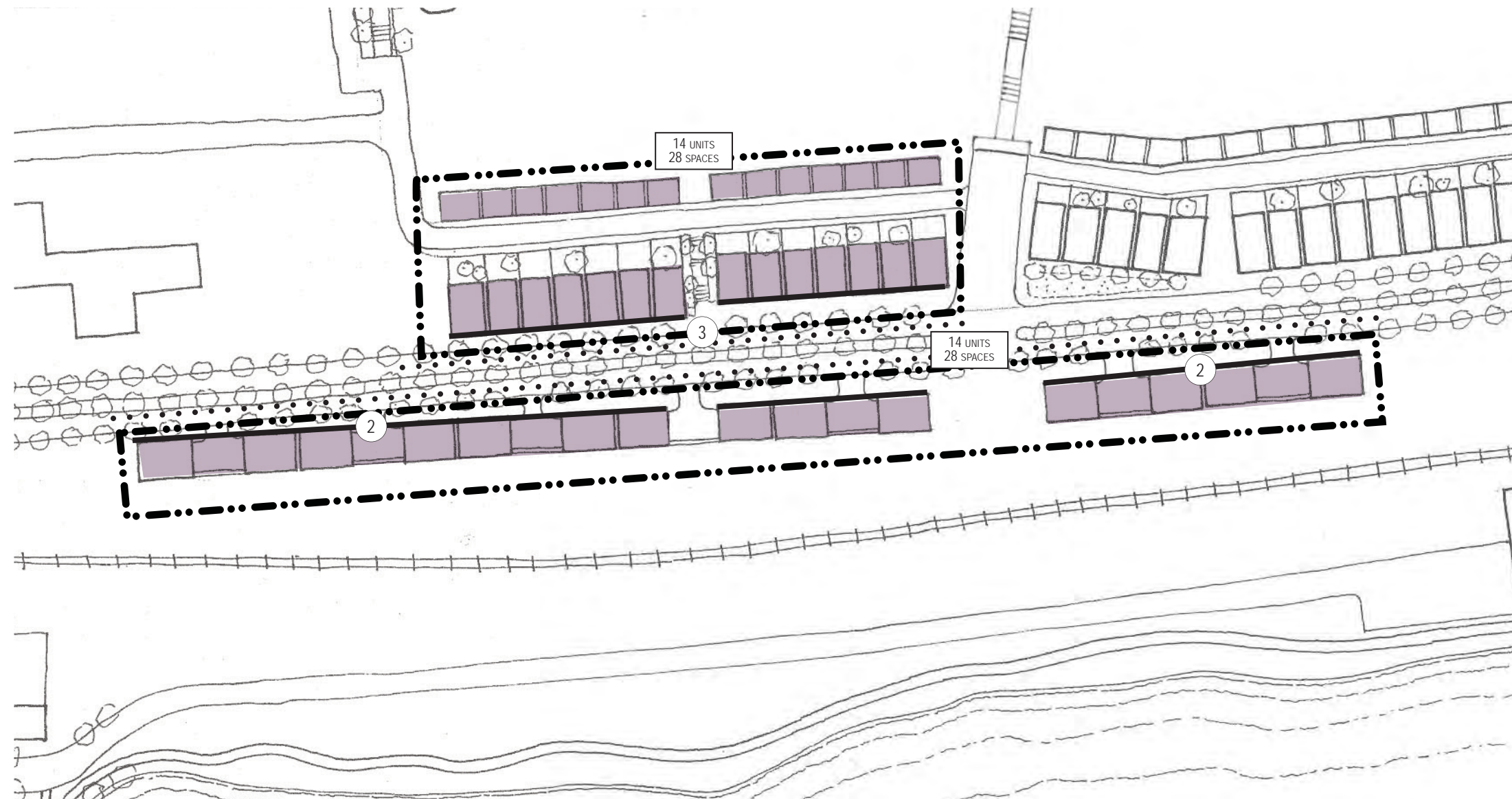
NEWBURGH

DESIGN CODE REGULATING PLAN F



LEGEND

	T4 General Urban
	T5 Urban Center
	T6 Urban Core
	CB Civic Building Reserve
	CS Civic Spaces
	CP Civic Parking Reserve
	Sector Outline
	Frontage line
	Parking structure lines
	Parking on-street
	Maximum building height (in stories)
	Approximate units and spaces
	Retail square footage
	Parking structure levels and spaces
	Commercial frontage, required
	Commercial frontage, recommended
	Live/Work frontage, required
	Live/Work frontage, recommended
	Vista termination
	



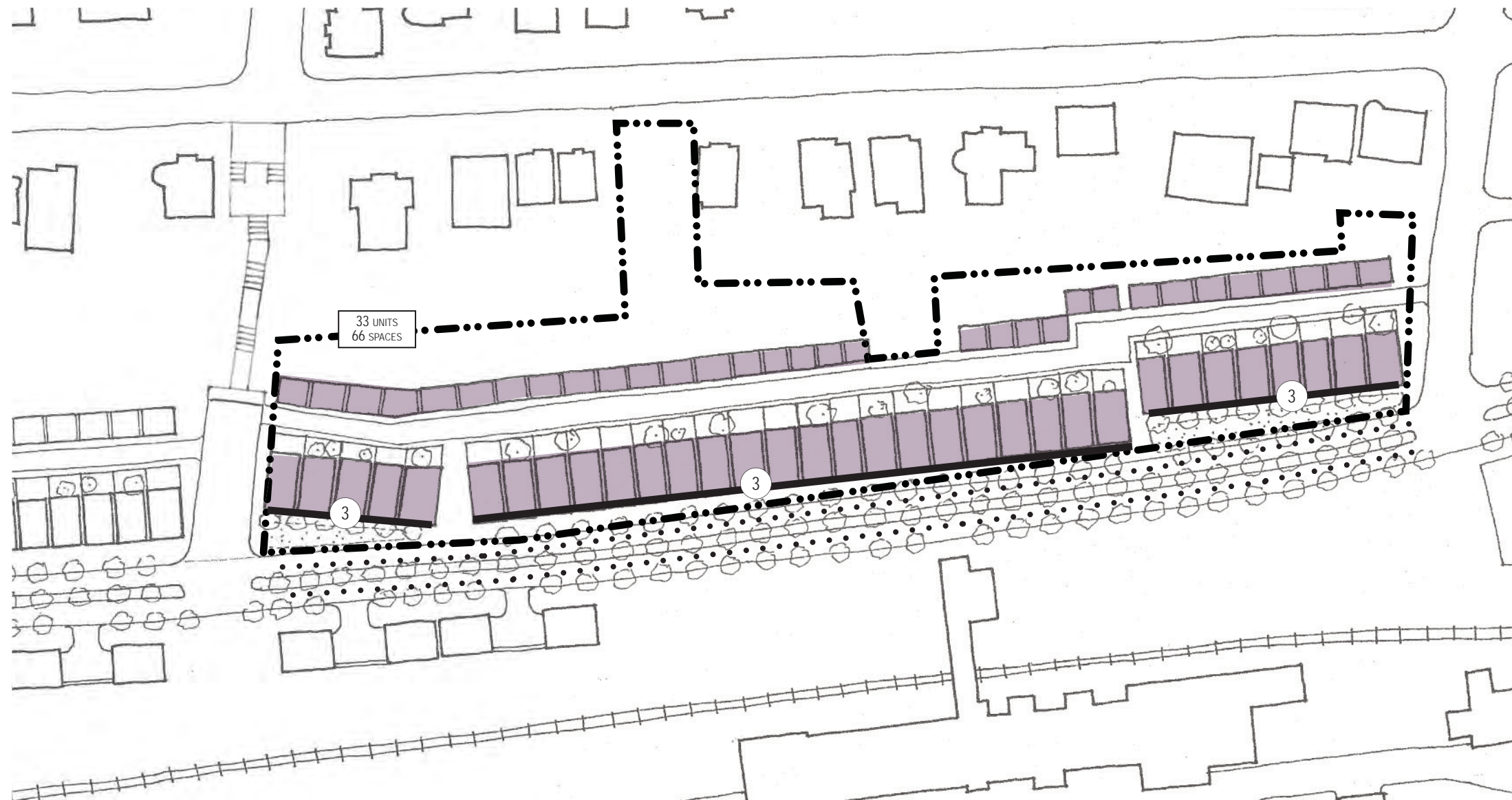
NEWBURGH

DESIGN CODE REGULATING PLAN G



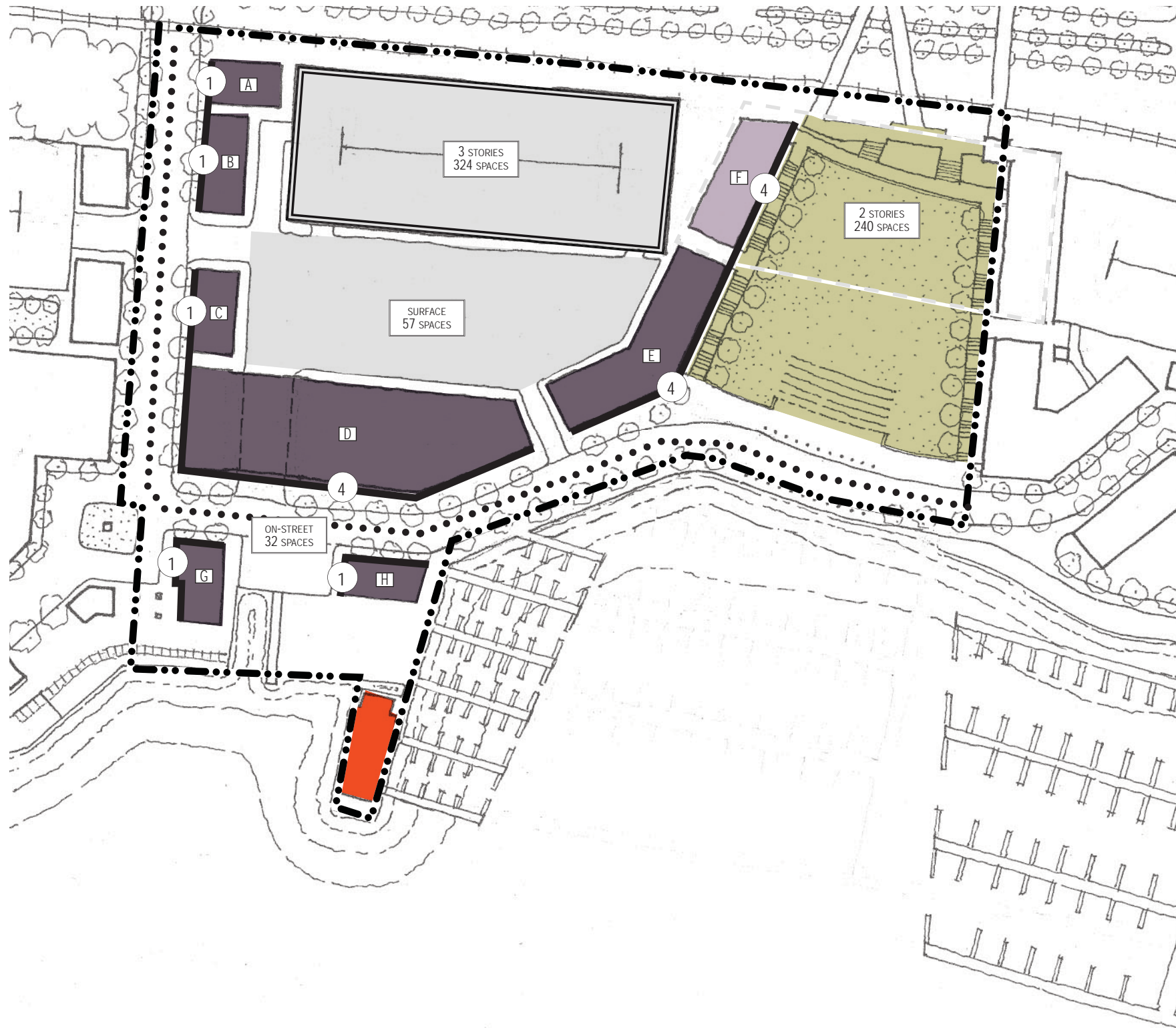
LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- ▶ Vista termination
- +



NEWBURGH

DESIGN CODE REGULATING PLAN H, ADDENDUM



- A. 1,855 sf retail space
- B. 2,475 sf retail space
- C. 2,095 sf retail space
- D. 16,397 sf retail space
45 apartment units
19,656 sf X 80% efficiency @ 1000 sf/unit = 15
15 units X 3 floors = 45 units
- E. 6,904 sf retail space
15 apartment units
6,904 sf X 80% efficiency @ 1000 sf/unit = 5
5 units X 3 floors = 15 units
- F. 12 apartment units
3,923 sf X 80% efficiency @ 1000 sf/unit = 3
3 units X 4 floors = 12 units
- G. 1,981 sf retail space
- H. 1,726 sf retail space

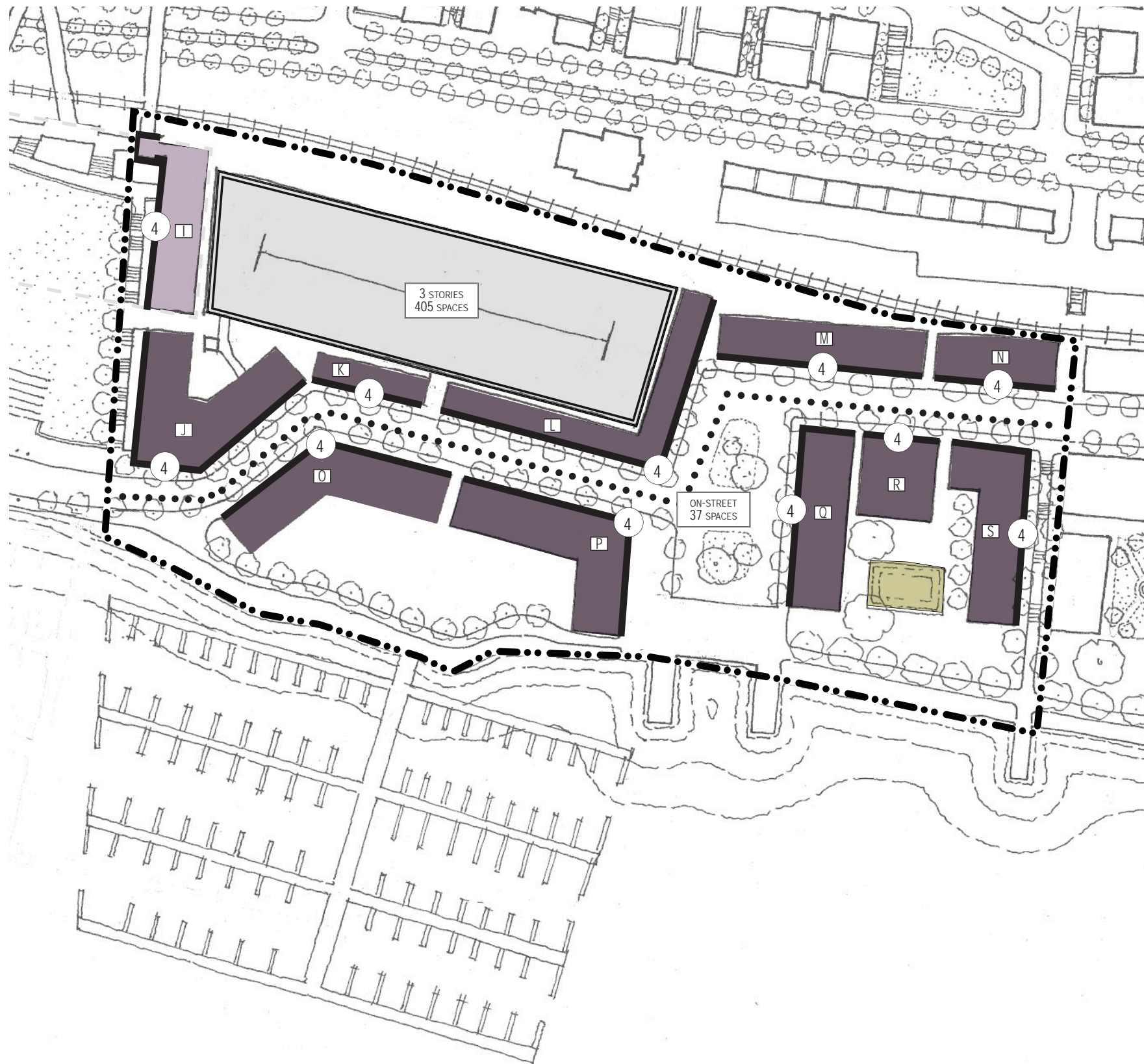
PROGRAM SUMMARY	
75,827	sf retail space
12,161	sf commercial space
211	apartment units
1095	parking spaces
969	structured parking spaces
57	surface parking spaces
69	on-street parking spaces

LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- Commercial frontage, required
- Commercial frontage, recommended
- Live/Work frontage, required
- Live/Work frontage, recommended
- Vista termination

NEWBURGH

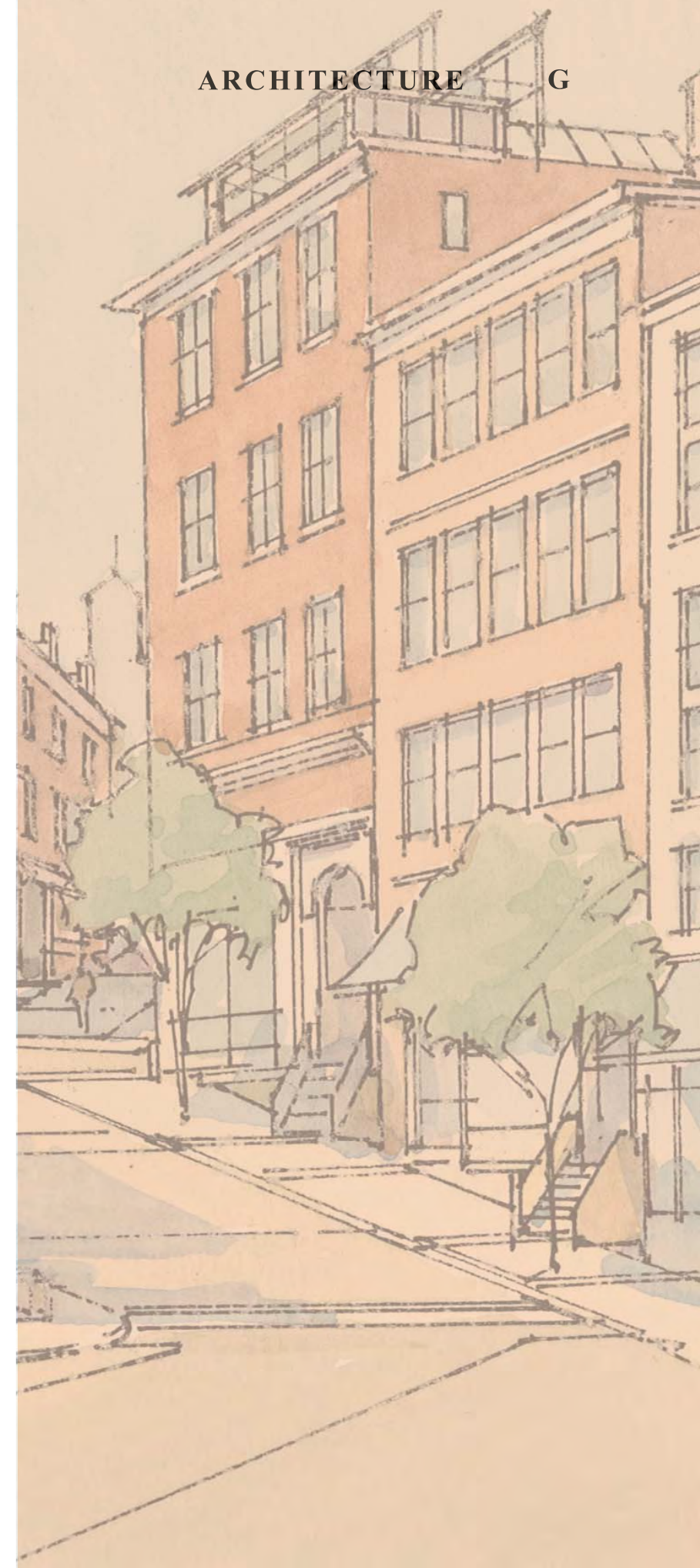
DESIGN CODE REGULATING PLAN I, ADDENDUM



- I. 16 apartment units
5,016 sf X 80% efficiency @ 1000 sf/unit = 4
4 units X 4 floors = 16 units
- J. 7,817 sf retail space
18 apartment units
7,817 X 80% efficiency @ 1000 sf/unit = 6
6 units X 3 floors = 18 units
- K. 2,131 sf retail space
6 apartment units
2,131 X 80% efficiency @ 1000 sf/unit = 2
2 units X 3 floors = 6 units
- L. 7,171 sf retail space
15 apartment units
7,171 sf X 80% efficiency @ 1000 sf/unit = 5
5 units X 3 floors = 15 units
- M. 6,401 sf retail space
15 apartment units
6,401 sf X 80% efficiency @ 1000 sf/unit = 5
5 units X 3 floors = 15 units
- N. 3,800 sf retail space
9 apartment units
3,800 sf X 80% efficiency @ 1000 sf/unit = 3
3 units X 3 floors = 9 units
- O. 7,297 sf retail space
15 apartment units
7,297 sf X 80% efficiency @ 1000 sf/unit = 5
5 units X 3 floors = 15 units
- P. 7,777 sf retail space
18 apartment units
7,777 sf X 80% efficiency @ 1000 sf/unit = 6
6 units X 3 floors = 18 units
- Q. 5,642 sf commercial space
12 apartment units
5,642 sf X 80% efficiency @ 1000 sf/unit = 4
4 units X 3 floors = 12 units
- R. existing building
- S. 6,518 sf commercial space
15 apartment units
6,518 sf X 80% efficiency @ 1000 sf/unit = 5
5 units X 3 floors = 15 units

LEGEND

- T4 General Urban
- T5 Urban Center
- T6 Urban Core
- CB Civic Building Reserve
- CS Civic Spaces
- CP Civic Parking Reserve
- Sector Outline
- Frontage line
- Parking structure lines
- Parking on-street
- # Maximum building height (in stories)
- # UNITS
SPACES Approximate units and spaces
- ### SF Retail square footage
- # STORIES
SPACES Parking structure levels and spaces
- C Commercial frontage, required
- C Commercial frontage, recommended
- LW Live/Work frontage, required
- LW Live/Work frontage, recommended
- Vista termination
- +



NEWBURGH

ARCHITECTURE
MULTI-FAMILY DETACHED

TRANSECT ZONE
T4

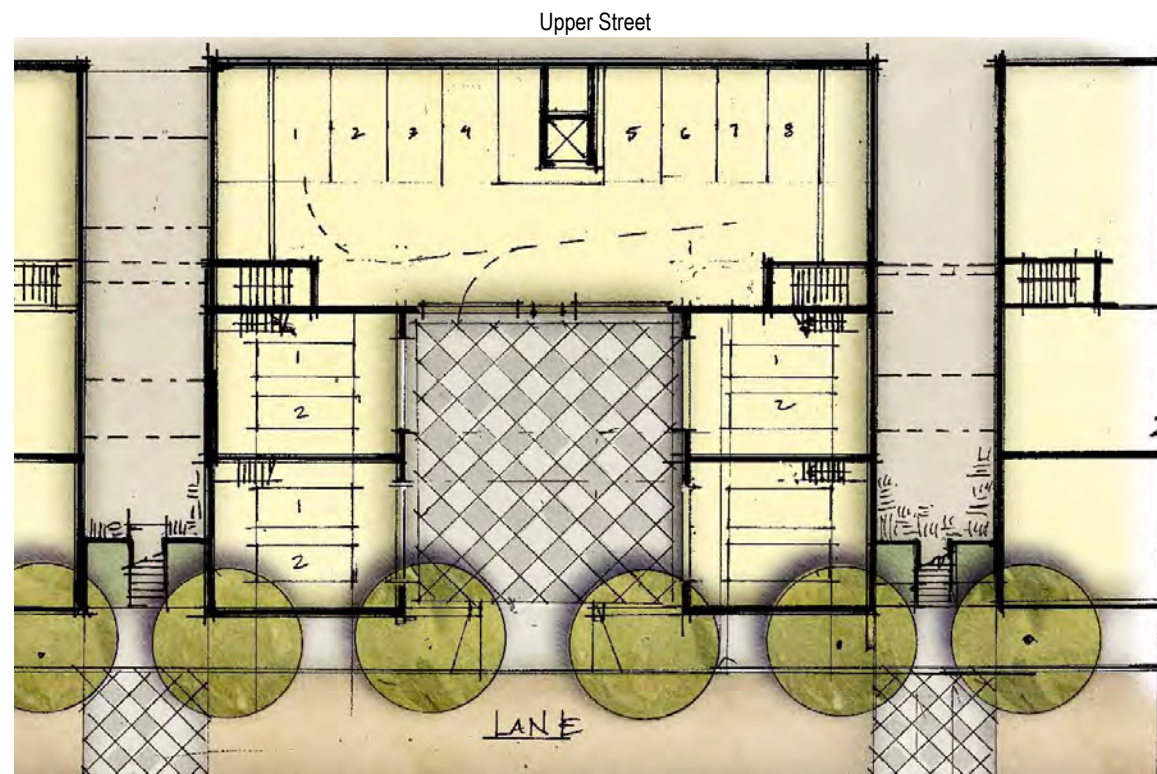
BUILDING TYPE
Live / Work

URBAN DESCRIPTION

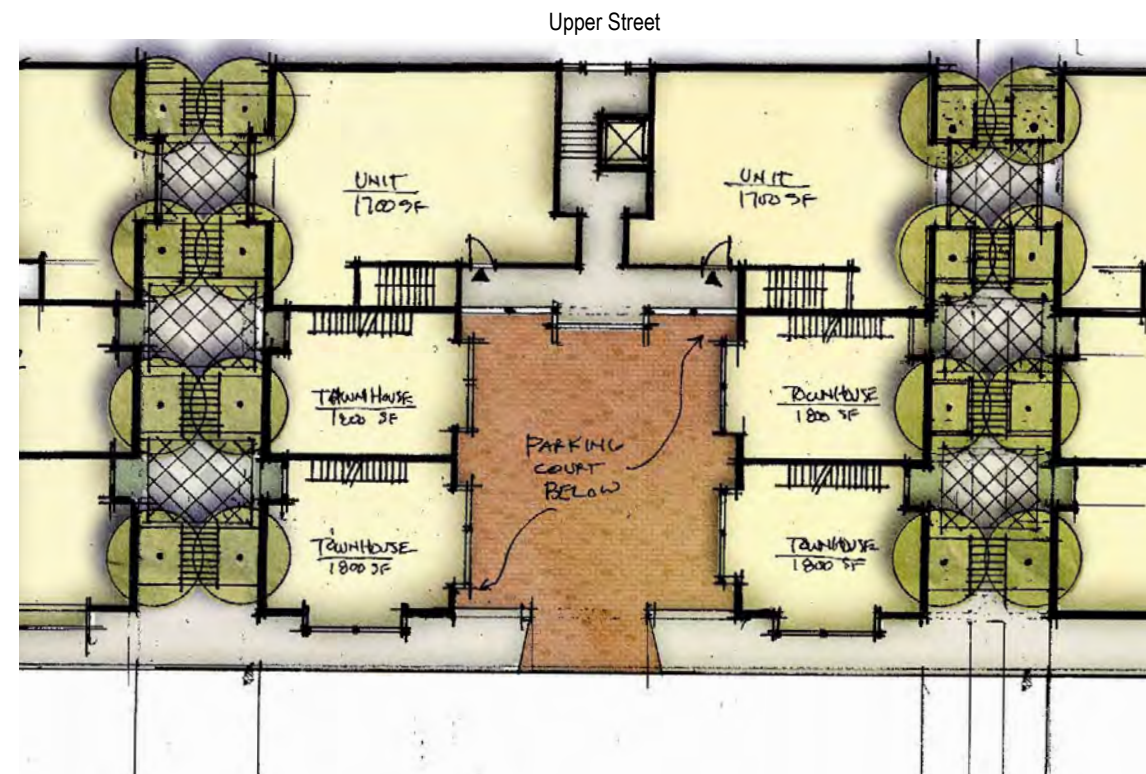
6	Unit(s) / Building
16	Parking, on Site
120'	Min. Lot Width
90'	Min. Lot Depth
24'	Frontage / Unit

BUILDING DESCRIPTION

3	Stories
1,700'-1,800'	SF Enclosed / Units
N/A	SF Outbuildings
---	Bedrooms
---	Bathrooms



First Level



Second Level

Designed by
Donald Powers Architects

SCALE: 1/32" = 1'-0"

NEWBURGH

ARCHITECTURE
SINGLE-FAMILY ATTACHED

TRANSECT ZONE
T4

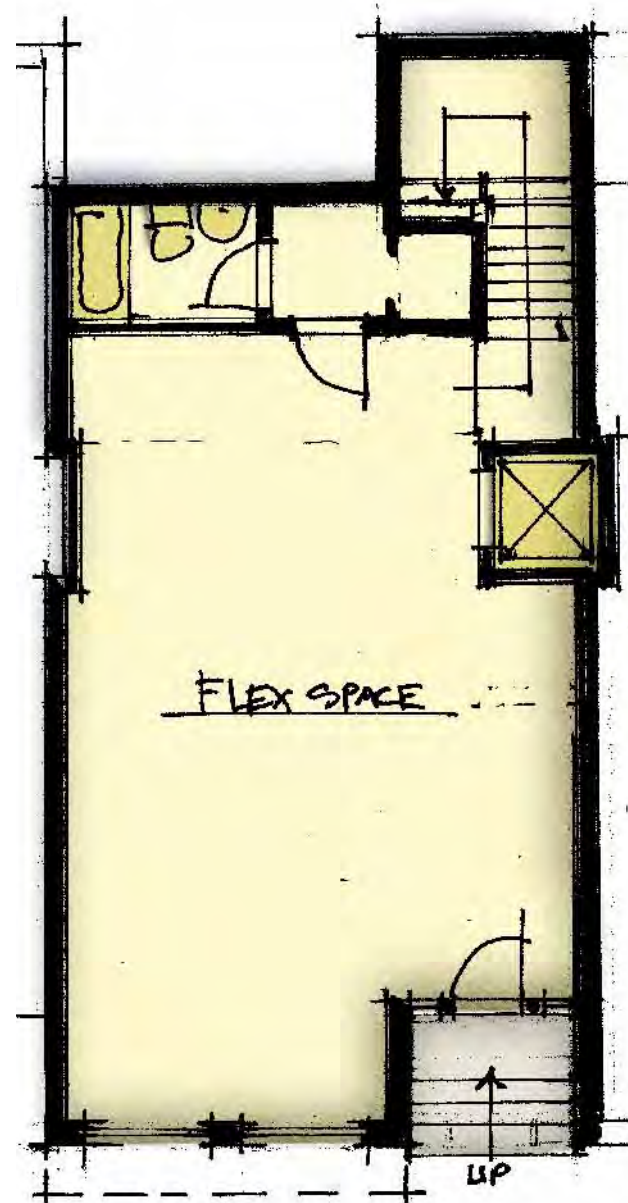
BUILDING TYPE
Live / Work

URBAN DESCRIPTION

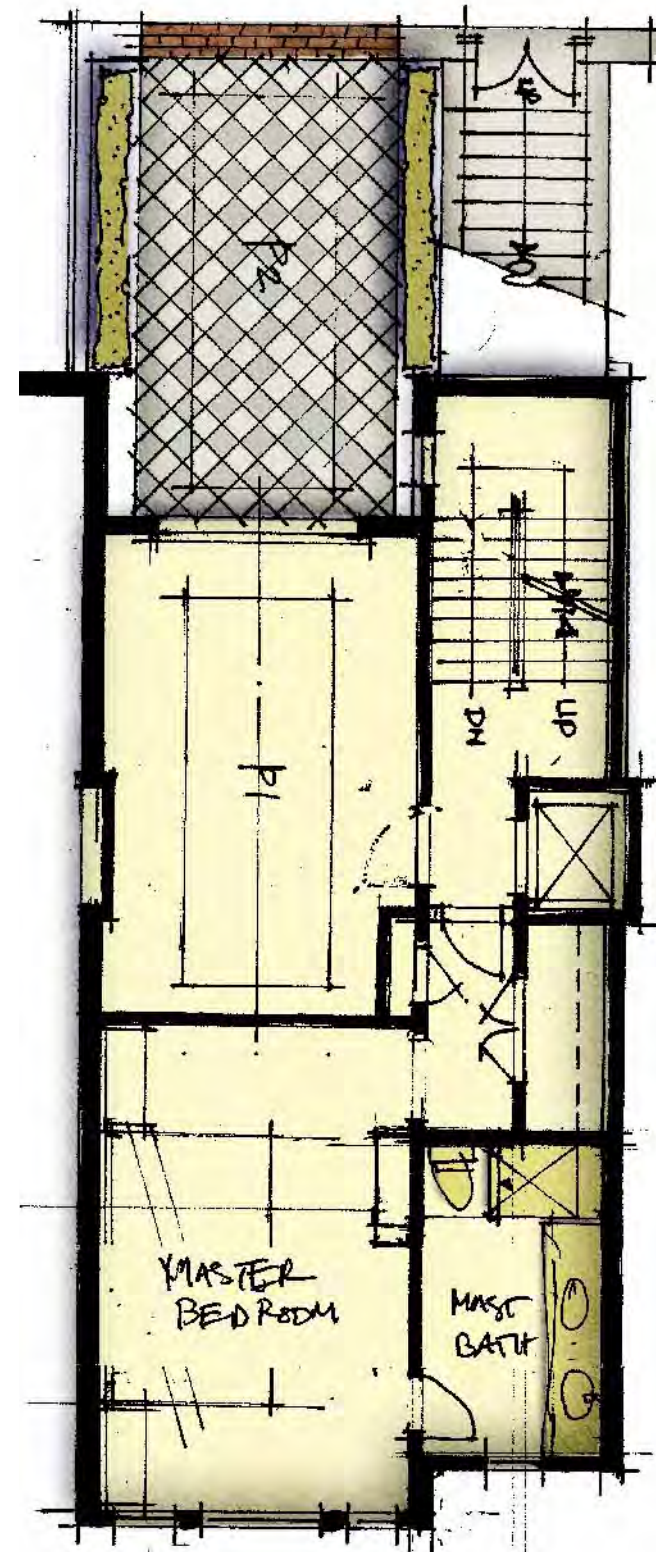
1	Unit(s) / Building
2	Parking, on Site
22'	Min. Lot Width
60'	Min. Lot Depth
22'	Frontage / Unit

BUILDING DESCRIPTION

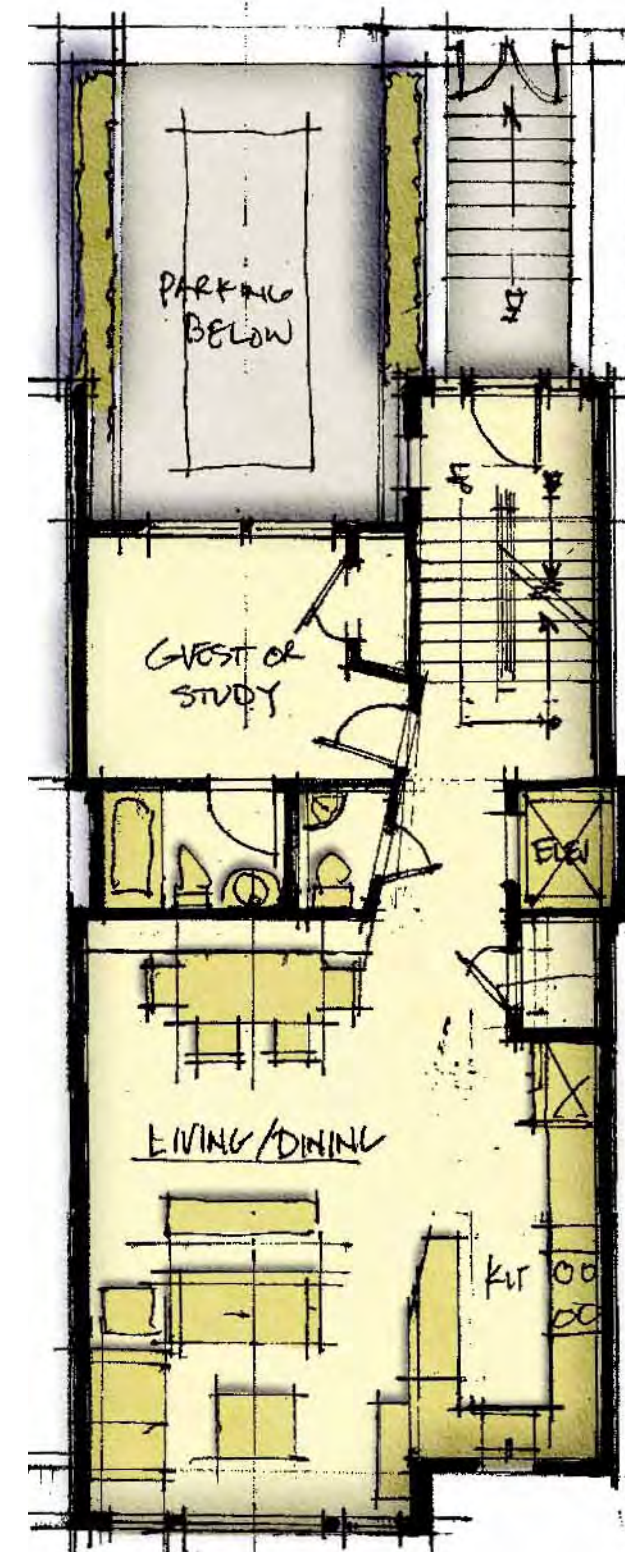
3	Stories
2,700'	SF Enclosed / Units
N/A	SF Outbuildings
2	Bedrooms
2	Bathrooms



Flex Space



First Floor



Second Floor

Designed by
Donald Powers Architects

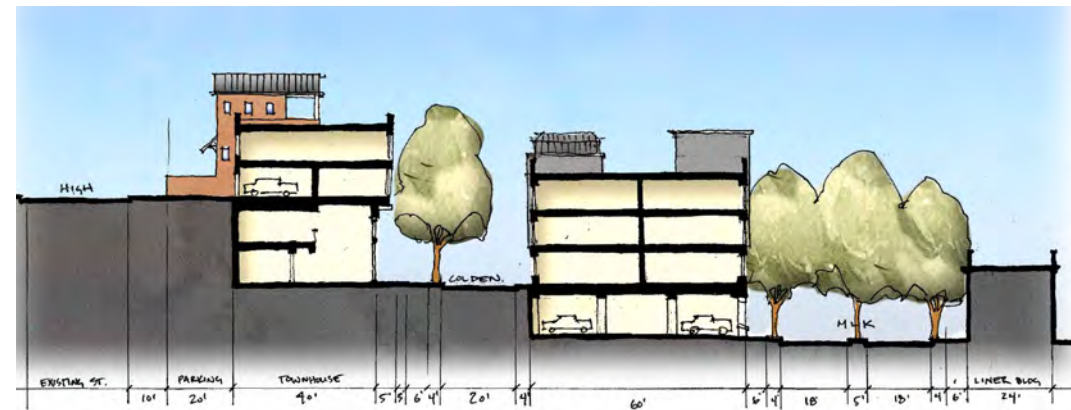
SCALE: 1/8" = 1'-0"



Section 'A' Between Colden & MLK



Section 'B' Between Colden & MLK



Section 'C' Between Colden & MLK



Park Section

Designed by
Donald Powers Architects

NOT TO SCALE

NEWBURGH

ARCHITECTURE
MIXED USE DETACHED

TRANSECT ZONE
T4

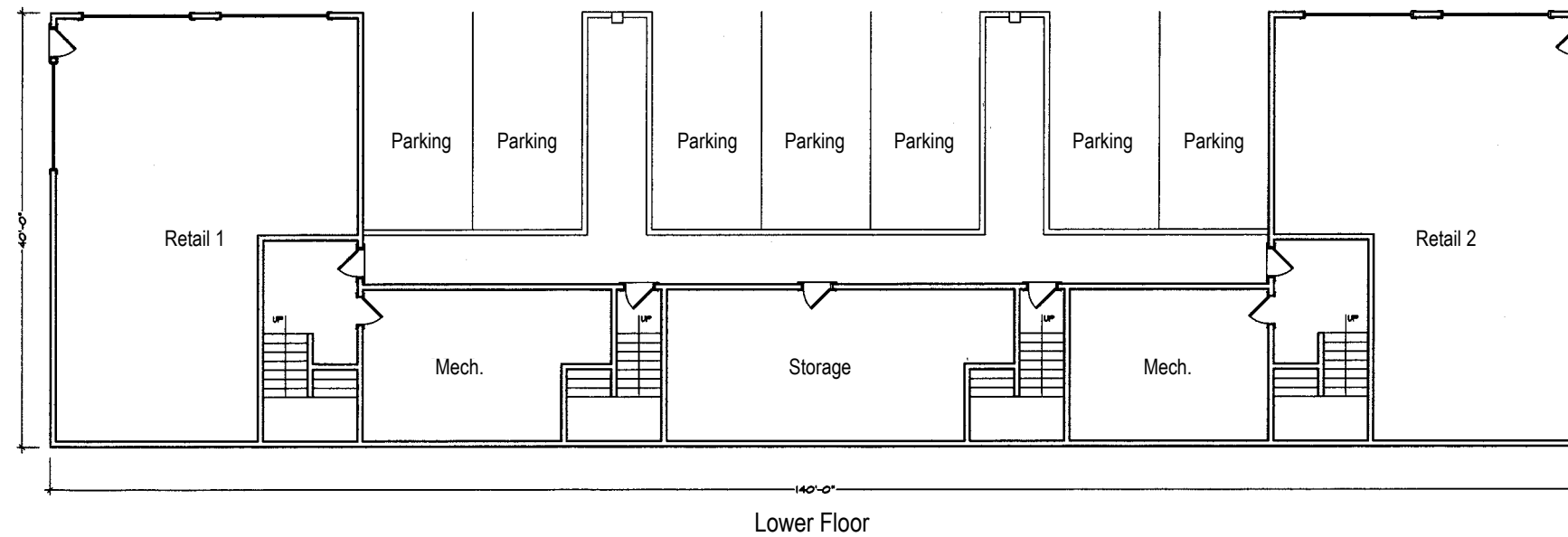
BUILDING TYPE
Mixed Use Liner Building

URBAN DESCRIPTION

12	Unit(s) / Building
7	Parking, on Site
140'	Min. Lot Width
40'	Min. Lot Depth
11.5'	Frontage / Unit

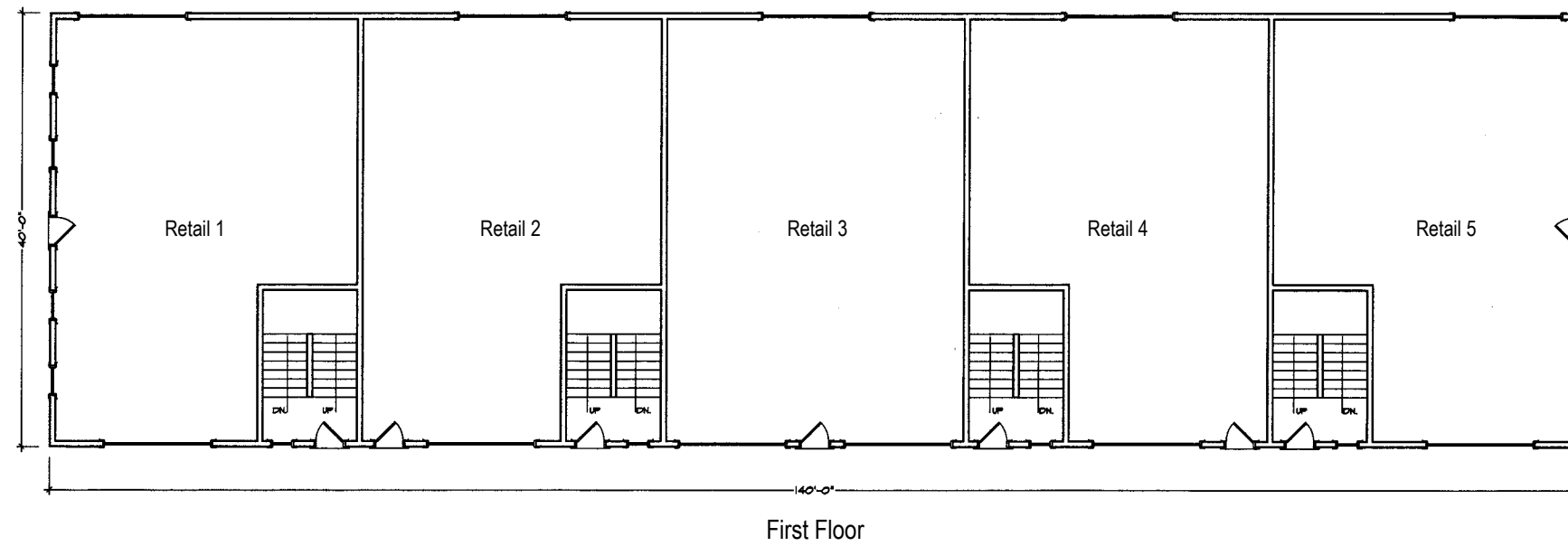
BUILDING DESCRIPTION

3	Stories
650'	SF Enclosed / Units
N/A	SF Outbuildings
---	Bedrooms
---	Bathrooms



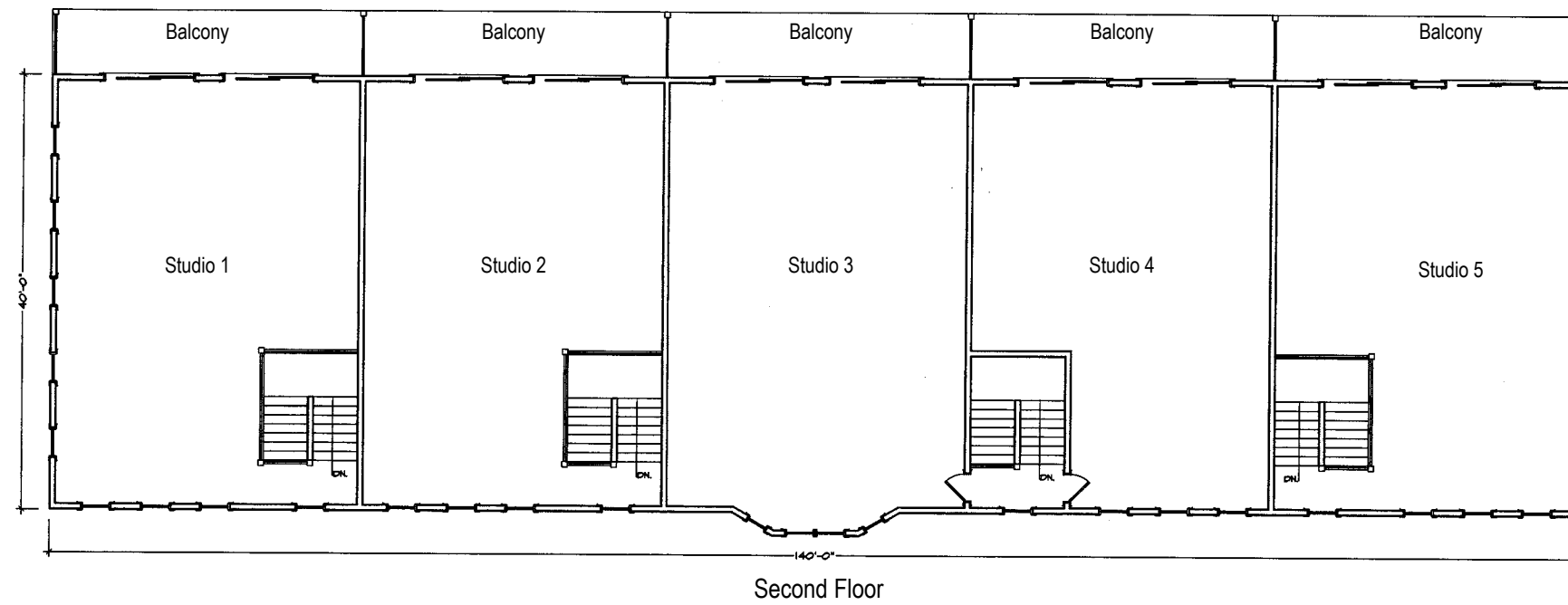
Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"



Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"



Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
MODERN TOWNHOUSE

TRANSECT ZONE
T4

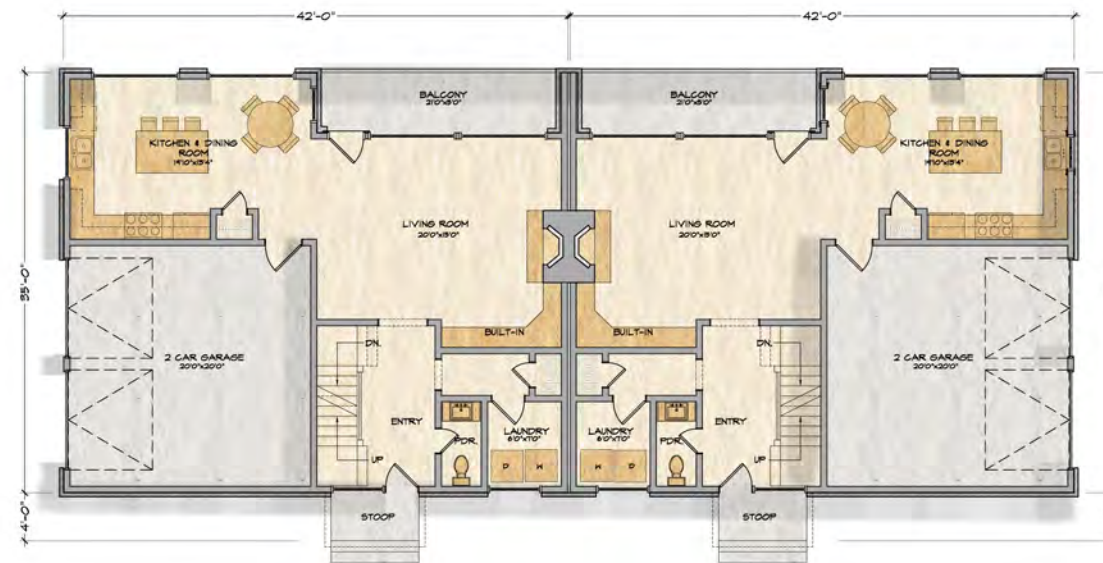
BUILDING TYPE
Town House

URBAN DESCRIPTION

2	Unit(s) / Building
4	Parking, on Site
90'	Min. Lot Width
40'	Min. Lot Depth
45'	Frontage / Unit

BUILDING DESCRIPTION

2	Stories
2,500'	SF Enclosed / Units
N/A	SF Outbuildings
3	Bedrooms
2	Bathrooms



Modern Townhouse, First Floor



Modern Townhouse, Second Floor

Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"



Modern Townhouse, Front Elevation



Modern Townhouse, Rear Elevation



Modern Townhouse, Side Elevation

Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
TRADITIONAL TOWNHOUSE

TRANSECT ZONE
T4

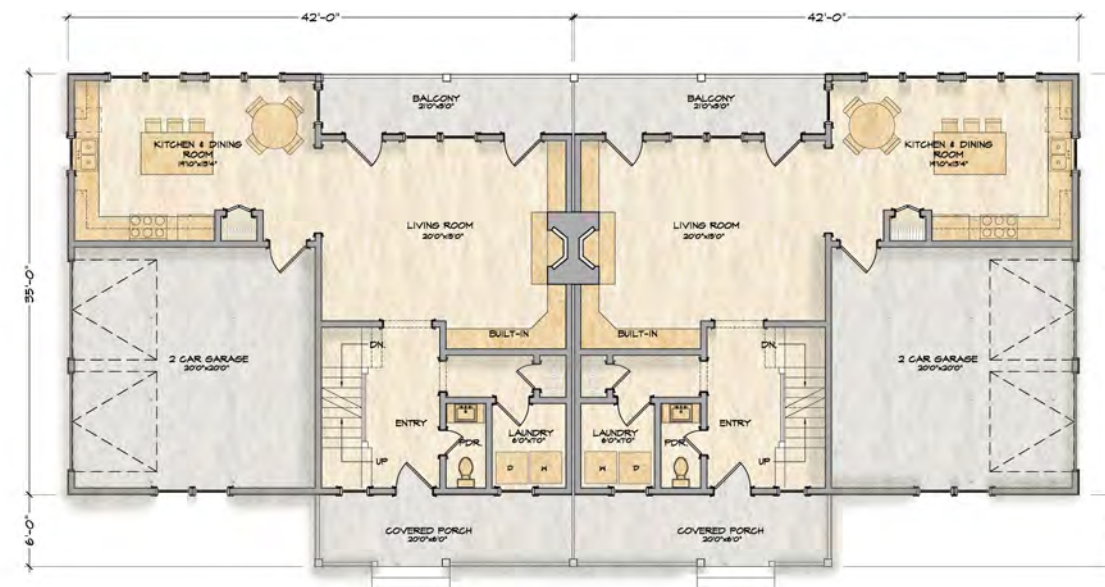
BUILDING TYPE
Town House

URBAN DESCRIPTION

2	Unit(s) / Building
4	Parking, on Site
90'	Min. Lot Width
40'	Min. Lot Depth
45'	Frontage / Unit

BUILDING DESCRIPTION

2	Stories
2,500'	SF Enclosed / Units
N/A	SF Outbuildings
3	Bedrooms
2	Bathrooms



Traditional Townhouse, First Floor



Traditional Townhouse, Second Floor

Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"



Traditional Townhouse, Front Elevation, Opt. 1



Traditional Townhouse, Front Elevation, Opt. 2



Traditional Townhouse, Rear Elevation, Opt. 1



Traditional Townhouse, Rear Elevation, Opt. 2



Traditional Townhouse, Side Elevation, Opt. 1



Traditional Townhouse, Side Elevation, Opt. 2

Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
MULTI-FAMILY DETACHED

TRANSECT ZONE
T4

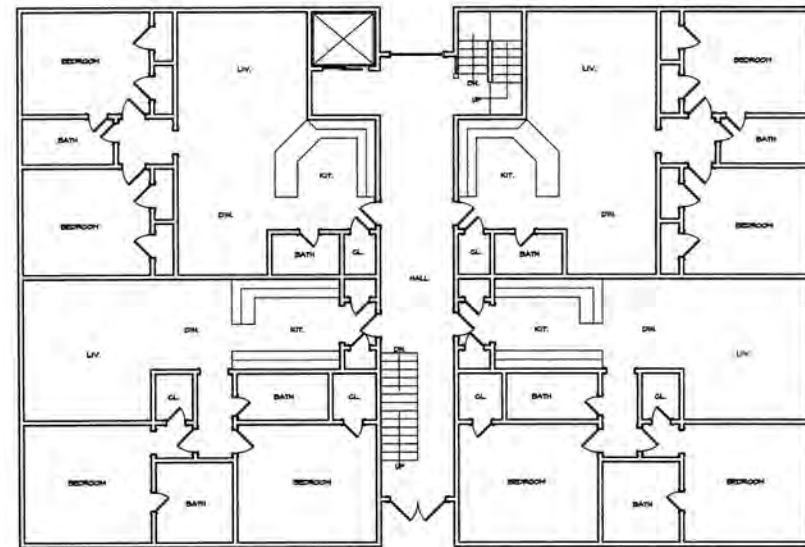
BUILDING TYPE
Multi-Family Building

URBAN DESCRIPTION

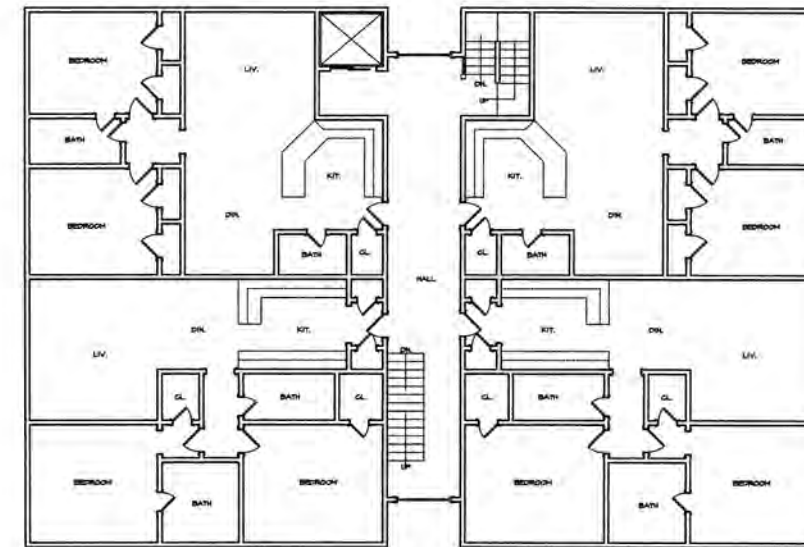
12	Unit(s) / Building
8	Parking, on Site
60'	Min. Lot Width
50'	Min. Lot Depth
5'	Frontage / Unit

BUILDING DESCRIPTION

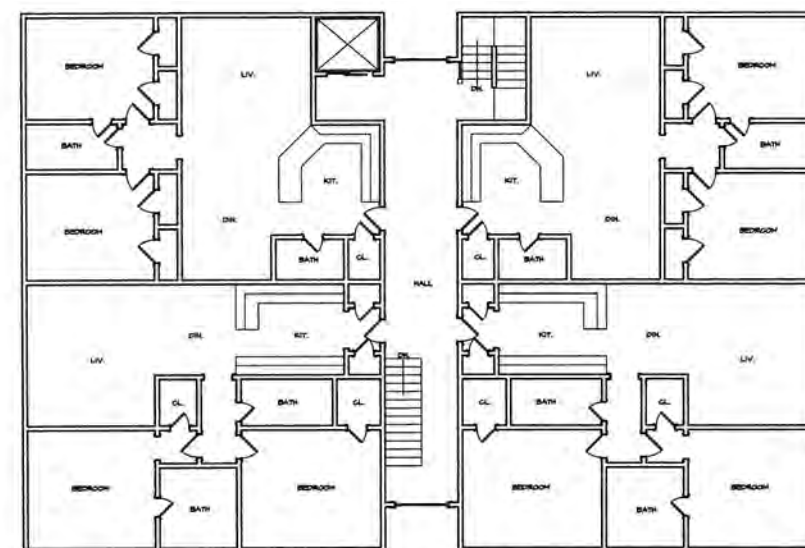
4	Stories
700'	SF Enclosed / Units
N/A	SF Outbuildings
2	Bedrooms
2	Bathrooms



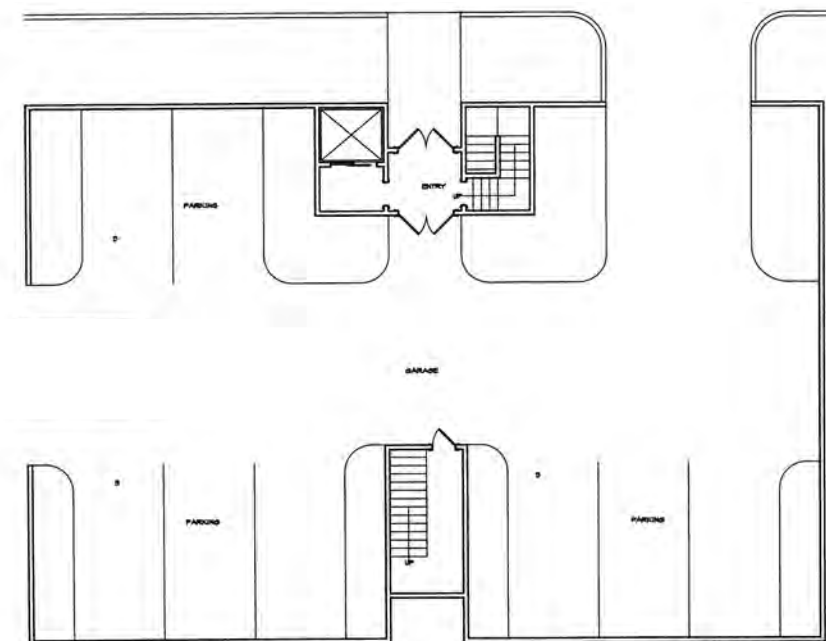
First Floor



Second Floor



Third Floor



Garage Level

Designed by
ADL III Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
PARCEL 1 - TOWNHOUSE A

TRANSECT ZONE
T4

BUILDING TYPE
Townhouse

URBAN DESCRIPTION

1	Unit(s) / Building
2	Parking, on Site
22'	Min. Lot Width
50'	Min. Lot Depth
22'	Frontage / Unit

BUILDING DESCRIPTION

4	Stories
4,400'	SF Enclosed / Units
450'	SF Outbuildings
5	Bedrooms
4	Bathrooms



Street Elevation



First Floor Plan

Second Floor Plan

Third Floor Plan

Fourth Floor Plan

Designed by
Alexander Gorlin Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
PARCEL 1 - TOWNHOUSE B

TRANSECT ZONE
T4

BUILDING TYPE
Townhouse

URBAN DESCRIPTION

1	Unit(s) / Building
2	Parking, on Site
22'	Min. Lot Width
50'	Min. Lot Depth
22'	Frontage / Unit

BUILDING DESCRIPTION

4	Stories
4,400'	SF Enclosed / Units
450'	SF Outbuildings
5	Bedrooms
4	Bathrooms



Street Elevation



First Floor Plan

Second Floor Plan

Third Floor Plan

Fourth Floor Plan

Designed by
Alexander Gorlin Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
PARCEL 1 - TOWNHOUSE C

TRANSECT ZONE
T4

BUILDING TYPE
Townhouse

URBAN DESCRIPTION

1	Unit(s) / Building
2	Parking, on Site
22'	Min. Lot Width
50'	Min. Lot Depth
22'	Frontage / Unit

BUILDING DESCRIPTION

4	Stories
4,400'	SF Enclosed / Units
450'	SF Outbuildings
5	Bedrooms
4	Bathrooms



Street Elevation



First Floor Plan

Second Floor Plan

Third Floor Plan

Fourth Floor Plan

Designed by
Alexander Gorlin Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
PARCEL 2 - ROWHOUSE

TRANSECT ZONE
T4

BUILDING TYPE
Rowhouse

URBAN DESCRIPTION

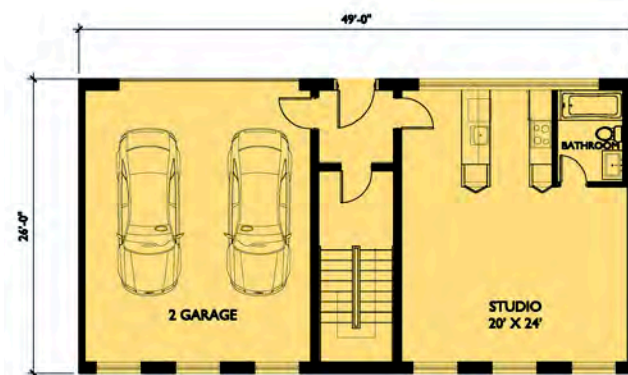
2	Unit(s) / Building
2	Parking, on Site
50'	Min. Lot Width
26'	Min. Lot Depth
50'	Frontage / Unit

BUILDING DESCRIPTION

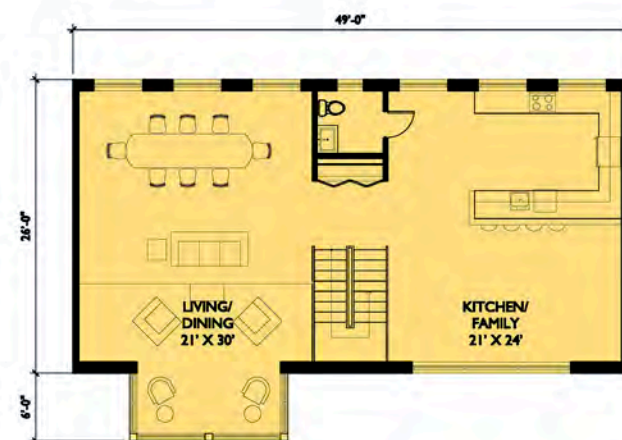
3	Stories
3,750'	SF Enclosed / Units
N/A	SF Outbuildings
3	Bedrooms
4	Bathrooms



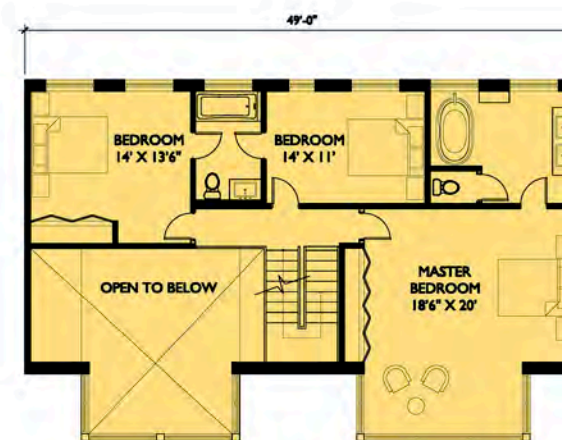
Street Elevation



First Floor Plan



Second Floor Plan



Third Floor Plan

Designed by
Alexander Gorlin Architects

SCALE: 1/16" = 1'-0"

NEWBURGH

ARCHITECTURE
PARCEL 3 - TOWNHOUSE



Street Elevation

TRANSECT ZONE
T4

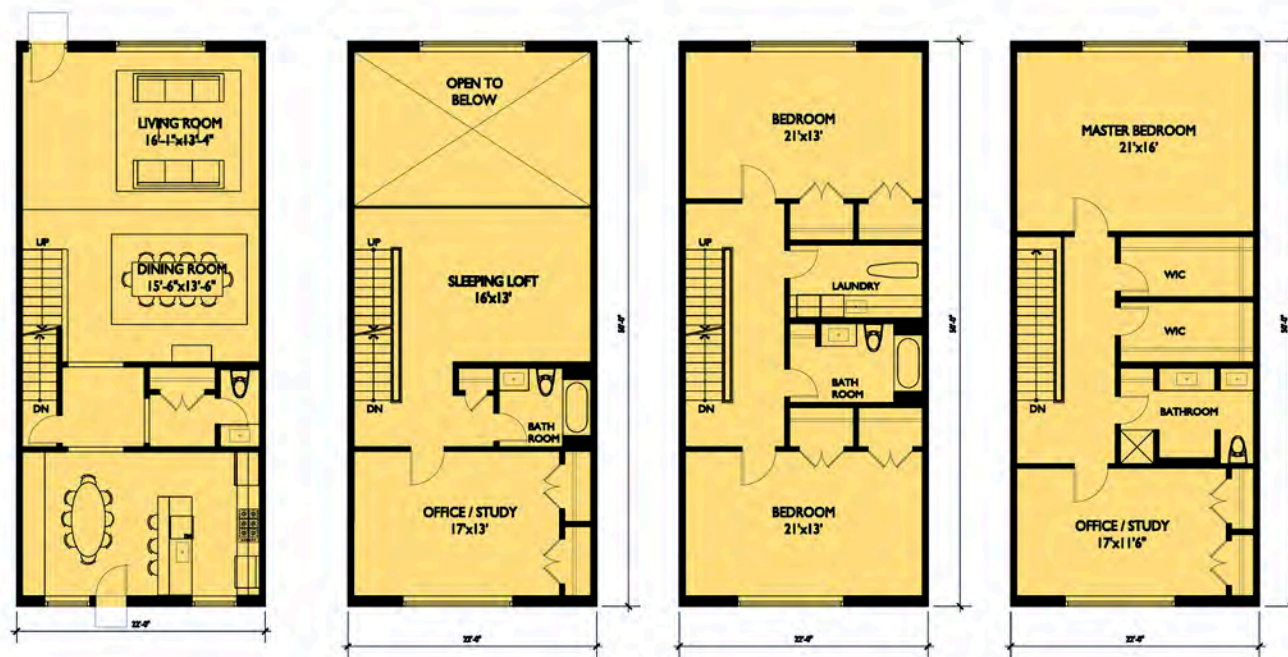
BUILDING TYPE
Townhouse

URBAN DESCRIPTION

1	Unit(s) / Building
2	Parking, on Site
22'	Min. Lot Width
50'	Min. Lot Depth
22'	Frontage / Unit

BUILDING DESCRIPTION

4	Stories
4,400'	SF Enclosed / Units
450'	SF Outbuildings
5	Bedrooms
4	Bathrooms



First Floor Plan

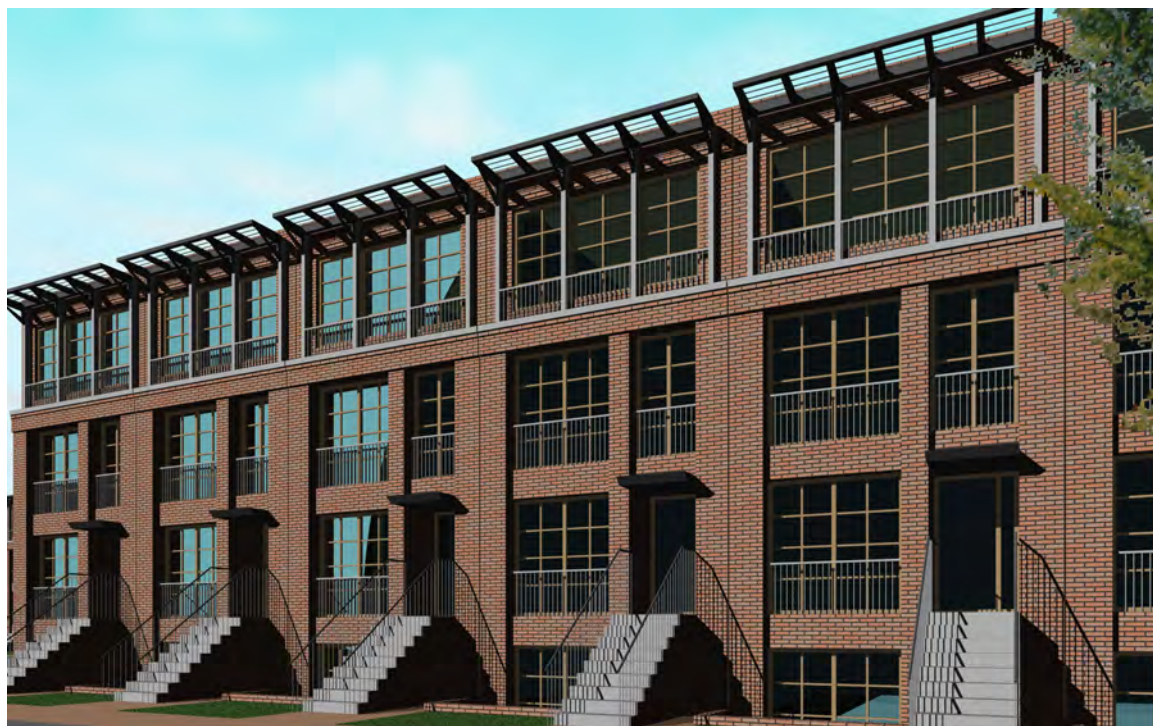
Second Floor Plan

Third Floor Plan

Fourth Floor Plan

Designed by
Alexander Gorlin Architects

SCALE: 1/16" = 1'-0"



Designed by
Alexander Gorlin Architects

NEWBURGH

ARCHITECTURE
PARCEL 7 - MULTI-FAMILY A, ADDENDUM

TRANSECT ZONE
T4

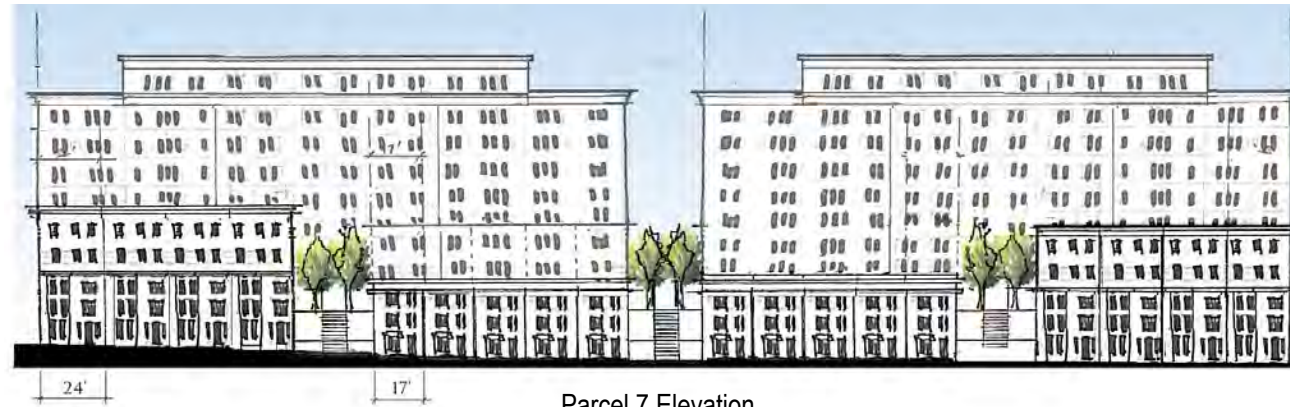
BUILDING TYPE
Townhouse & Flats

URBAN DESCRIPTION

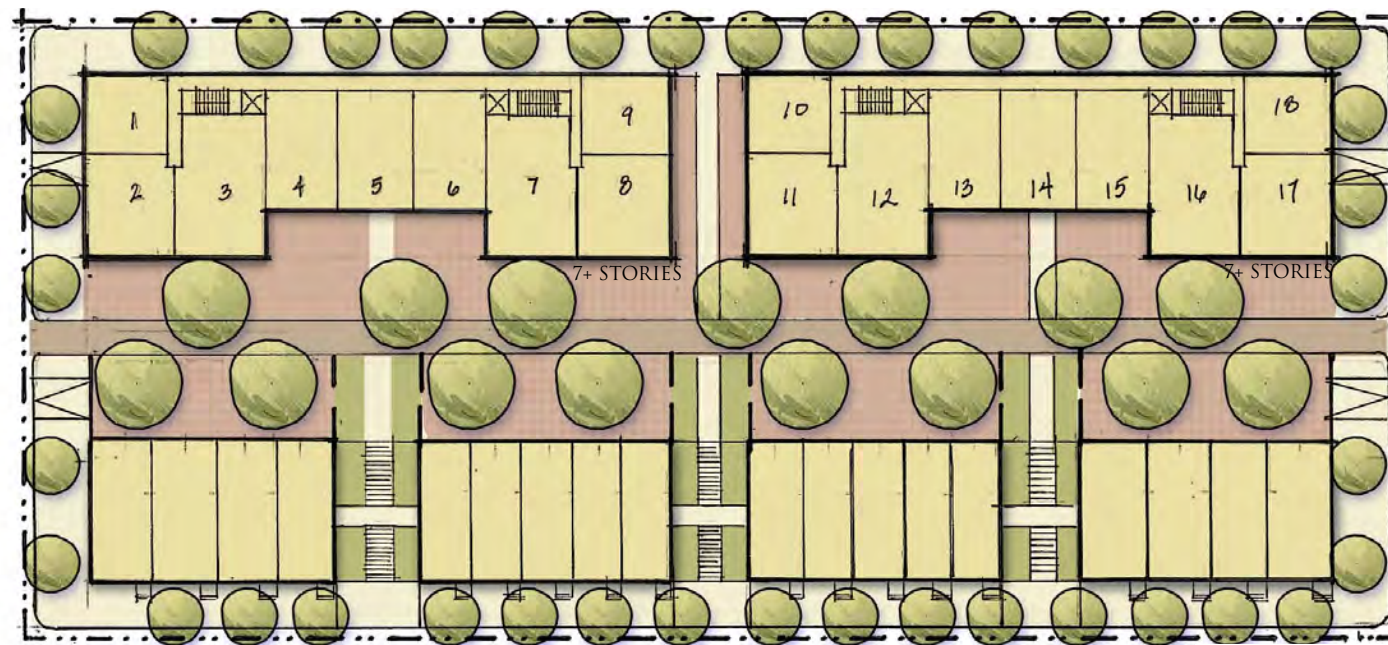
164	Unit(s) / Building
264	Parking, on Site
17'	Min. Lot Width
100'	Min. Lot Depth
5.6'	Frontage / Unit

BUILDING DESCRIPTION

2.5 - 7	Stories
800' - 1,500'	SF Enclosed / Units
N/A	SF Outbuildings
---	Bedrooms
---	Bathrooms



Parcel 7 Elevation



Parcel 7 Plan

Designed by
Donald Powers Architects

SCALE: 1/64" = 1'-0"

NEWBURGH

ARCHITECTURE
 PARCEL 7 - MULTI-FAMILY B, ADDENDUM

TRANSECT ZONE
 T4

BUILDING TYPE
 Townhouse & Flats

URBAN DESCRIPTION

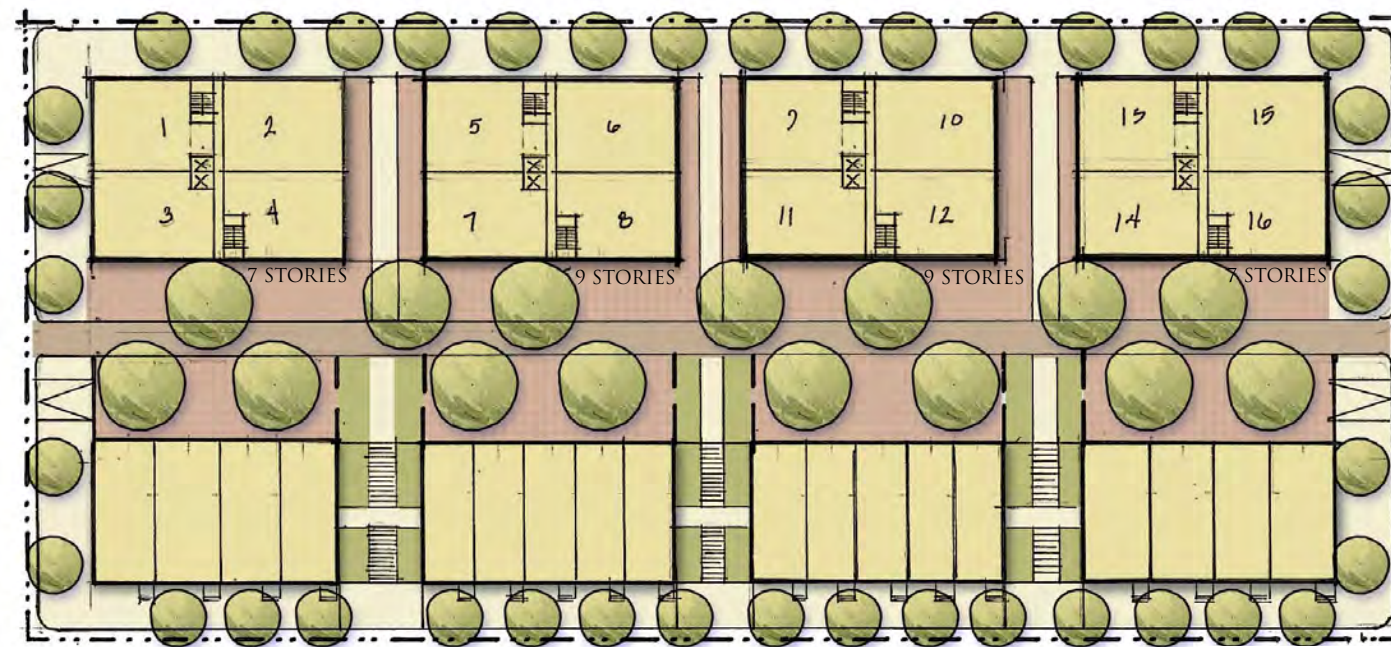
164	Unit(s) / Building
264	Parking, on Site
17'	Min. Lot Width
100'	Min. Lot Depth
5.6'	Frontage / Unit

BUILDING DESCRIPTION

2.5 - 9	Stories
800' - 1,300'	SF Enclosed / Units
N/A	SF Outbuildings
---	Bedrooms
---	Bathrooms



Parcel 7 Elevation



Parcel 7 Plan

Designed by
 Donald Powers Architects

SCALE: 1/64" = 1'-0"

NEWBURGH

ARCHITECTURE
 PARCEL 7 - MULTI-FAMILY C, ADDENDUM

TRANSECT ZONE
 T4

BUILDING TYPE
 Townhouse & Flats

URBAN DESCRIPTION

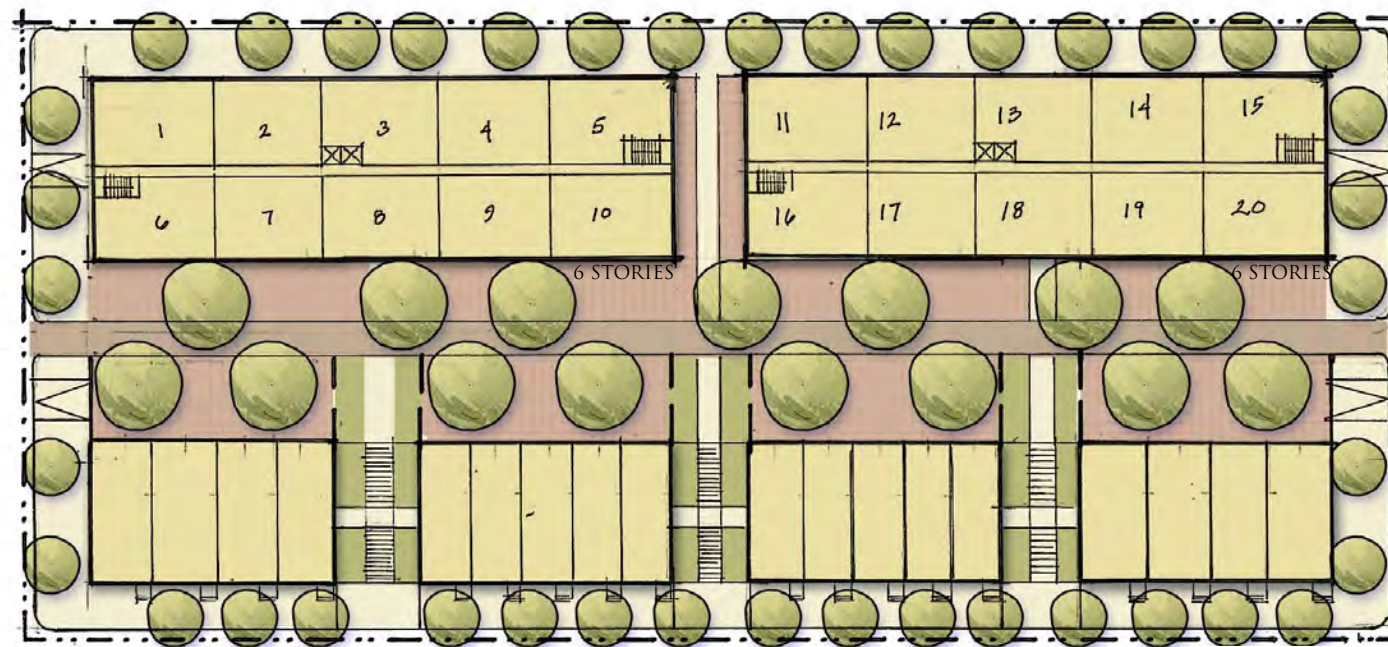
164	Unit(s) / Building
264	Parking, on Site
17'	Min. Lot Width
100'	Min. Lot Depth
5.6'	Frontage / Unit

BUILDING DESCRIPTION

5 - 6	Stories
800' - 1,050'	SF Enclosed / Units
N/A	SF Outbuildings
---	Bedrooms
---	Bathrooms



Parcel 7 Elevation



Parcel 7 Plan

Designed by
 Donald Powers Architects

SCALE: 1/64" = 1'-0"

Range

Unit Ty

PROGRAM H

N/A

1 br. / 1.5 ba / de
2 br. / 2 ba
2 br. / ba
2 br. / 2.5 ba.
3 br. / b ba. PH

000

2 br. / 2.5 ba.

000

0

3 br. / 2.5 ba

NEWBURGH

PROGRAM RESIDENTIAL, PARKING & RETAIL

The foregoing projected uses and densities are supported by market analyses performed by Zimmerman Volk & Associates (Residential) and Live Work Learn Play (Retail/Commercial).



Residential Units

LeylandAlliance Parcels	500 to	850 units
Balance of Study Area	200 to	500 units
Total Units	700 to	1,350 units

Dedicated Parking (Grade & Structured)

LeylandAlliance Parcels	900 to	1,500 units
Balance of Study Area	700 to	1,200 units
Total Dedicated Parking	1,600 to	2,700 units

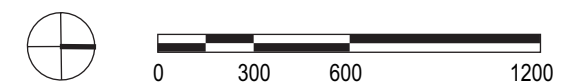
Retail Space (sf)

LeylandAlliance Parcels	25,000 to	100,000 sf
Balance of Study Area	75,000 to	150,000 sf
Total Retail	100,000 to	250,000 sf

Parcel 10 Commercial and Amenity

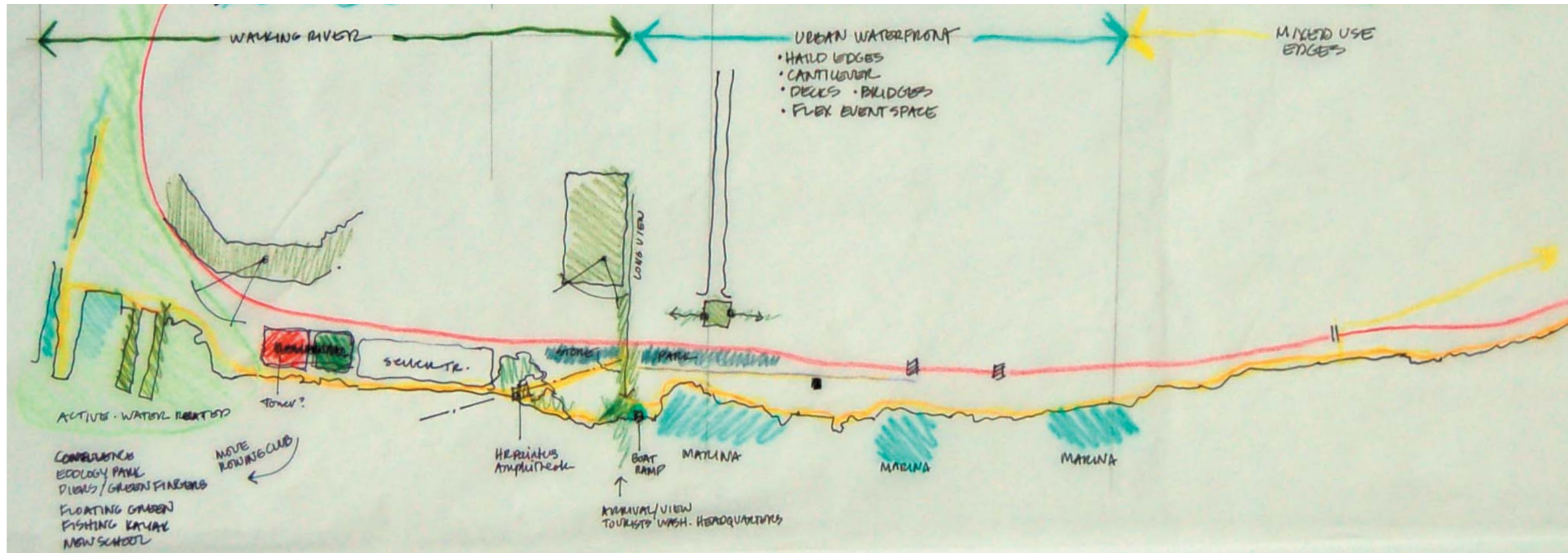
Hotel Key	125 to	175 room
Office Building	20,000 to	100,000 sf
Hudson River Painters' Park		1.3 acres

- - - - Study Area
- - - - LeylandAlliance Parcels

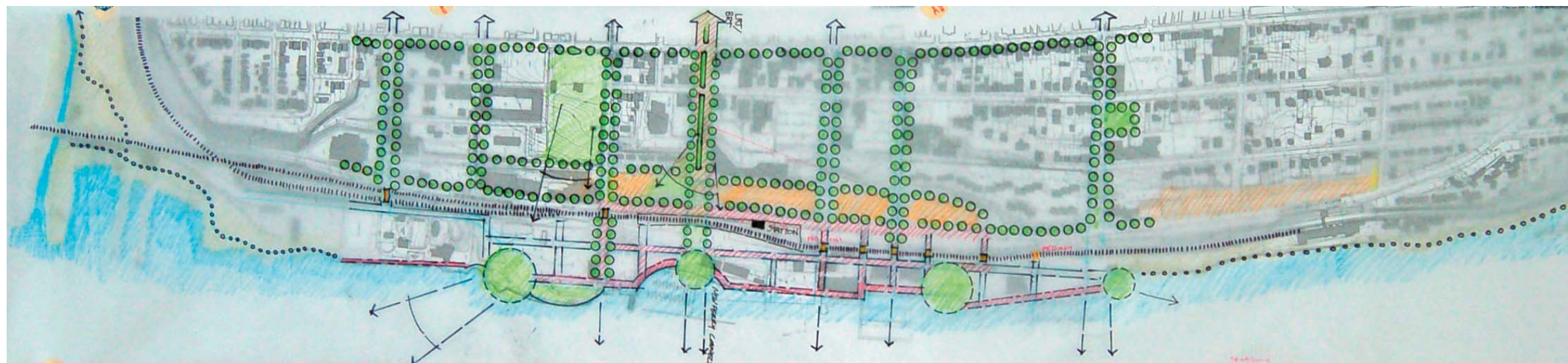




The following conceptual plans, diagrams, and illustrations, which were developed by various design teams during the charrette, reflect the team's initial attempts to understand the site and its implications to the surrounding area.

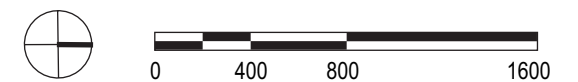


Waterfront Walking Experiences, Feb. 02, 2007



Waterfront Potential Amenity Sites, Feb. 02, 2007

Designed by
MATHEWS NIELSEN



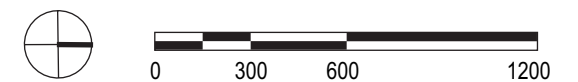


Concept Masterplan for Parcels 1-10, Feb. 02, 2007



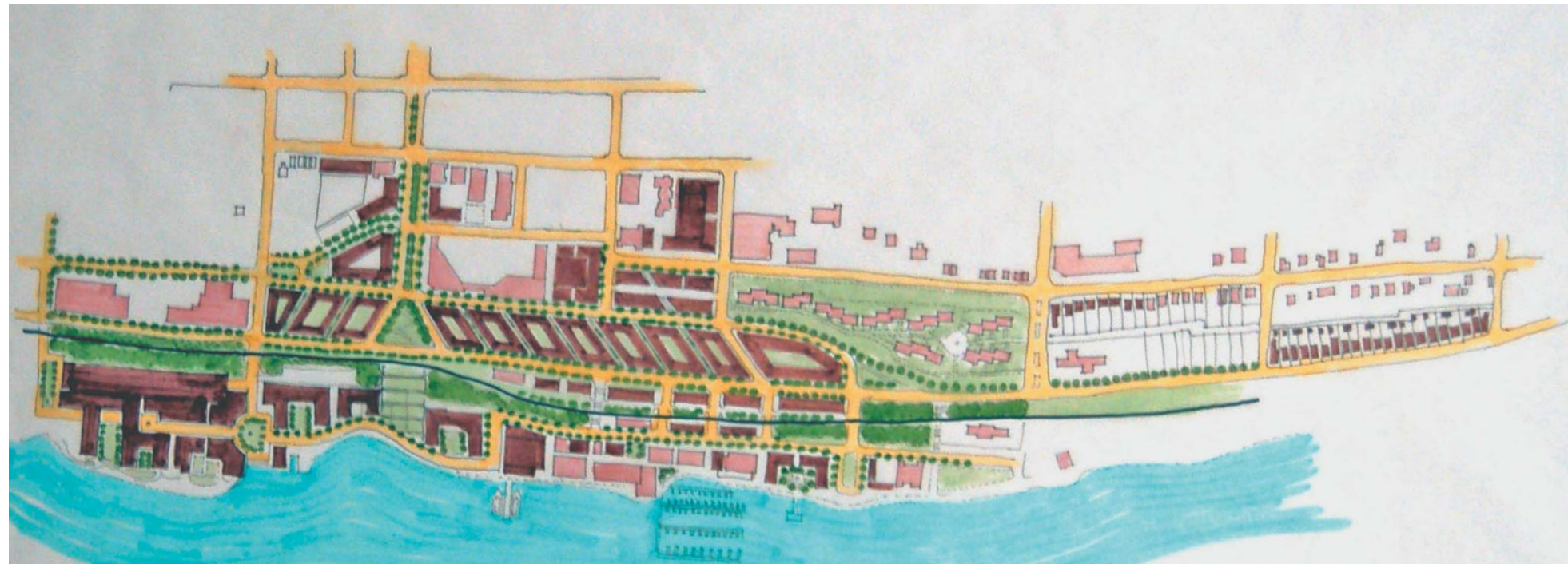
Concept Masterplan for Parcels 1-10, Feb. 02, 2007

Designed by
ADL III ARCHITECTURE





Concept Masterplan Configuring Access to the Waterfront, Feb. 02, 2007



Concept Masterplan Configuring Views to the Waterfront, Feb. 03, 2007

Designed by
DUANY PLATER-ZYBERK & COMPANY

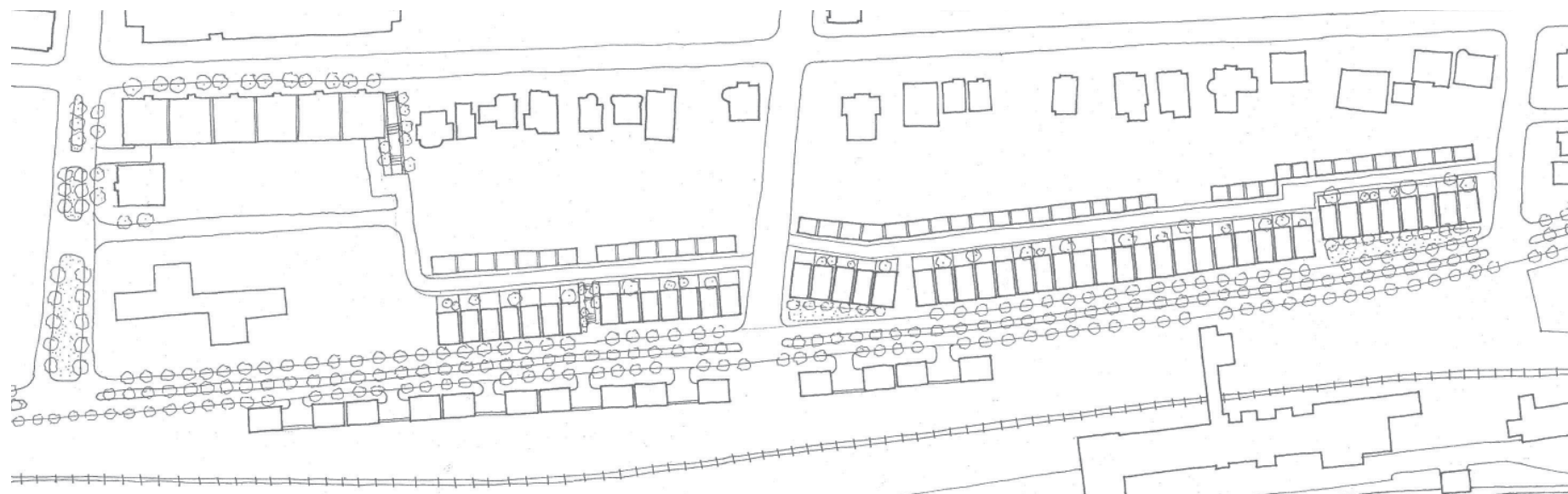




Concept Plan for Parcels 1-3, Scheme 1, Feb. 02, 2007



Concept Plan for Parcels 1-3, Scheme 2, Feb. 03, 2007



Concept Plan for Parcels 1-3, Scheme 3, Feb. 05, 2007

Designed by
**ALEX GORLIN ARCHITECTS,
DUANY PLATER-ZYBERK & COMPANY**





Concept Plan for Parcels 6-9, Scheme 1, Feb. 02, 2007

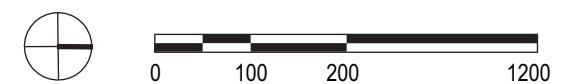


Concept Plan for Parcels 6-9, Scheme 2, Feb. 02, 2007



Concept Plan for Parcels 6-9, Scheme 3, Feb. 03, 2007

Designed by
ADL III ARCHITECTURE





Concept Plan for Parcels 8-9, Scheme 1, Feb. 02, 2007



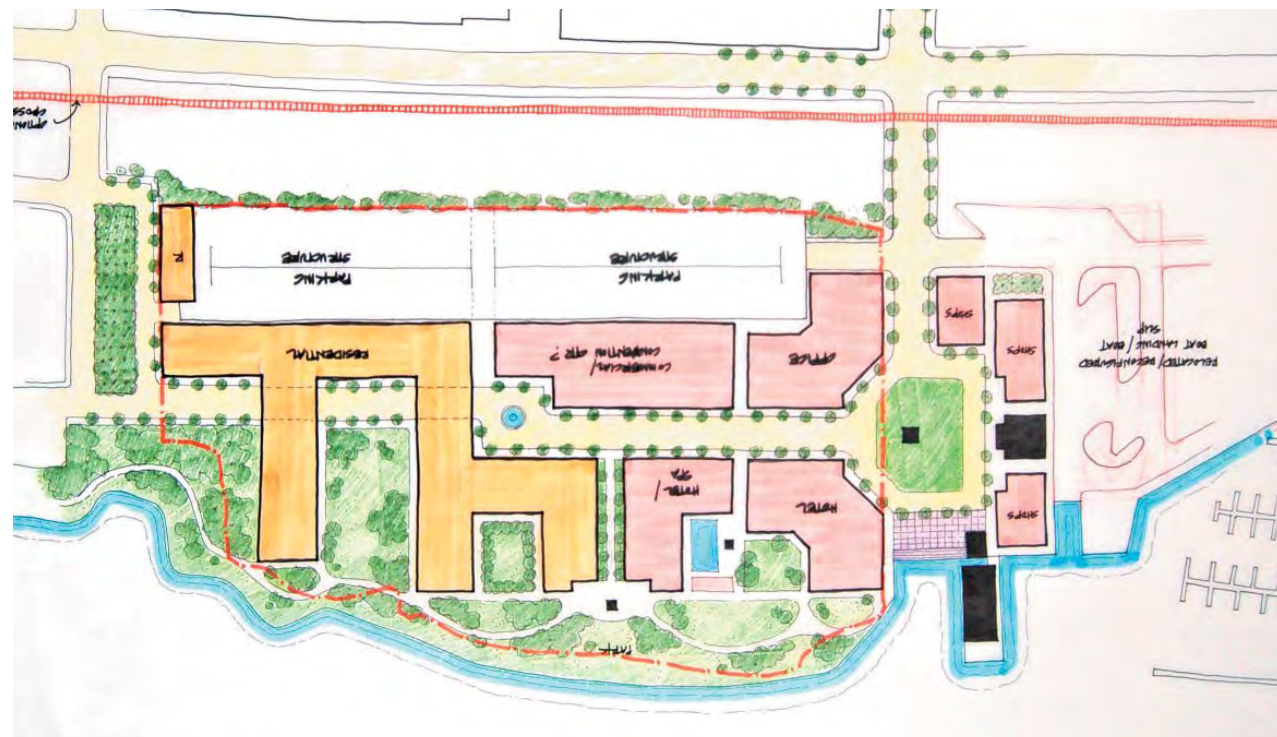
Concept Plan for Parcels 8-9, Scheme 2, Feb. 03, 2007

Designed by
DON POWERS ARCHITECTS





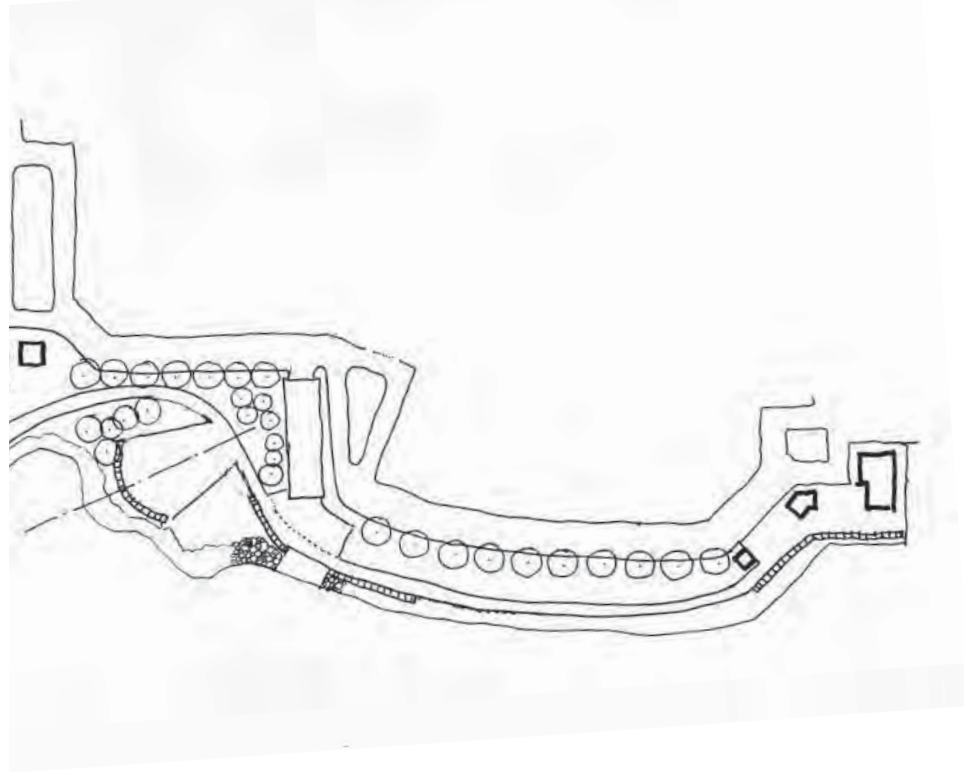
Diagram of Soil Contamination for Parcel 10, Feb. 02, 2007



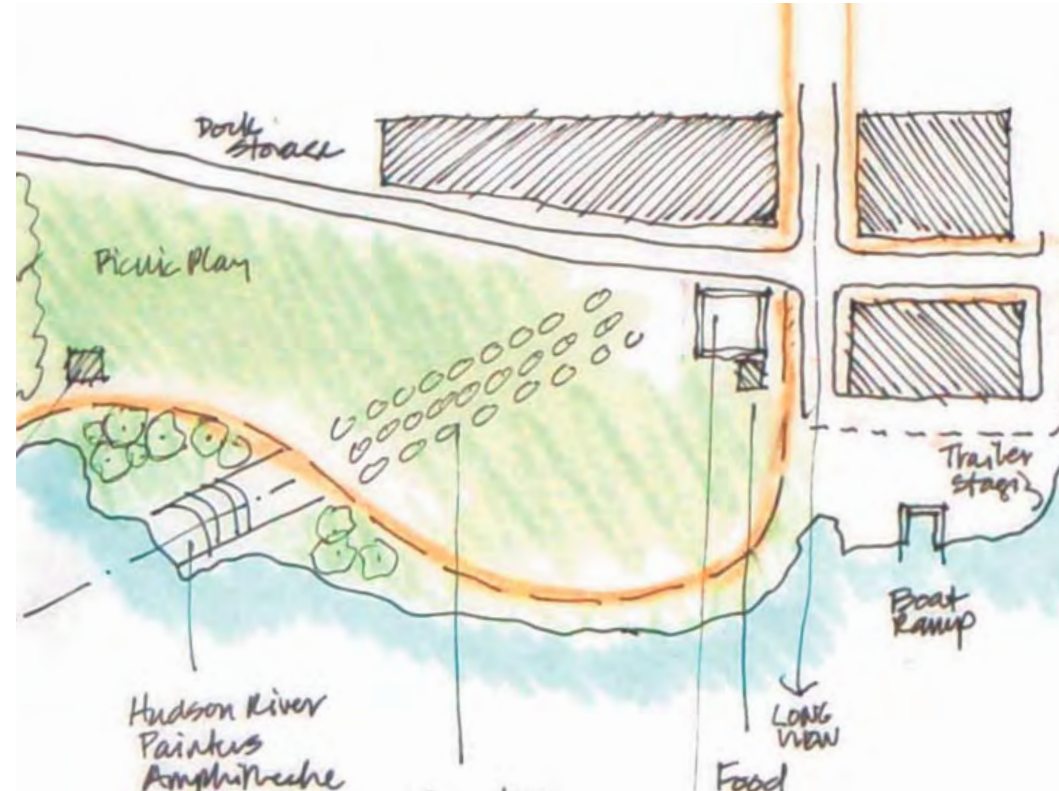
Concept Plan for Parcels 10, Scheme 1, Feb. 02, 2007

Designed by
DUANY PLATER-ZYBERK & COMPANY





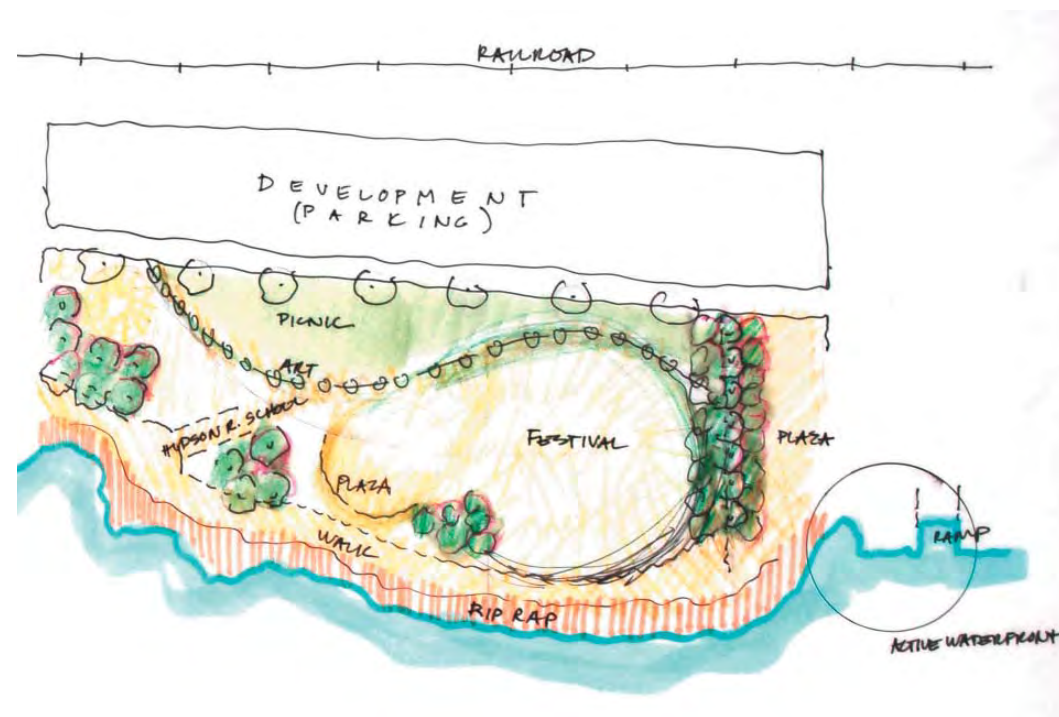
Concept Plan for Parcels 10, Scheme 2, Feb. 02, 2007



Concept Plan for Parcels 10, Scheme 3, Feb. 02, 2007



Concept Plan for Parcels 10, Scheme 4, Feb. 03, 2007



Concept Plan for Parcels 10, Scheme 5, Feb. 03, 2007

Designed by
MATHEWS NIELSEN

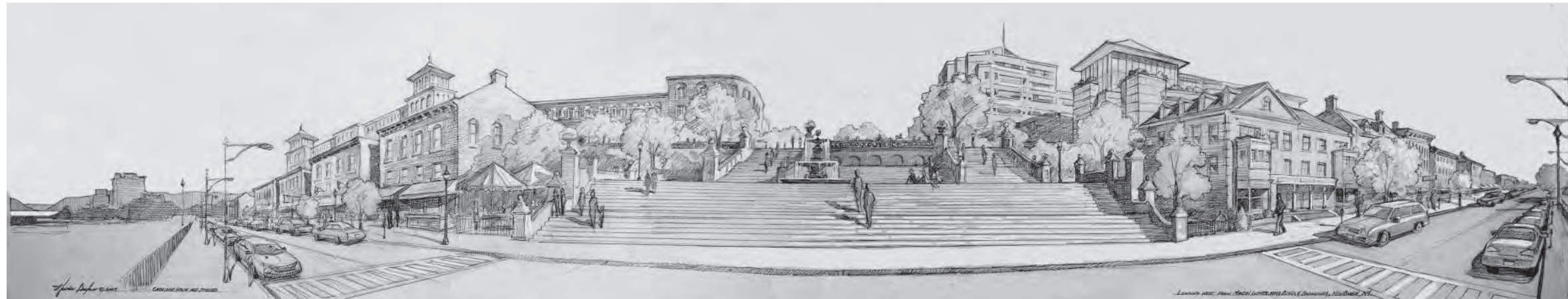


NEWBURGH

APPENDIX ALTERNATE DOWNING VAUX PARK

This rendering shows an alternative option for the proposed park at the foot of Broadway and the Hudson River. In this option, a grand staircase with a ceremonial fountain extends from Broadway to the water's edge, meeting the riverfront promenade.

If built, the grand stair could be signature feature of Newburgh's downtown, and function as a new civic space for enjoying views of the Hudson.



Illustrated by
Carriage House Art Studios, Garin Baker

Observation: From the foot of Broadway to Route 300 (3.2 miles), there are no sitting areas, greens or landscaping.

Discussion: Broadway is mediocre along its entire length, and offers few spaces for civic gatherings.

Recommendation: Insert residential squares periodically between medians lined with ground floor commercial.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: Given that the downtown is above the waterfront, the roofs of the waterfront development are highly visible and visually important.

Discussion: Proposed new buildings may be energy-efficient and “green.” Roofs can showcase this, and could be used as gardens or space for energy collection.

Recommendation: As the buildings approach Broadway from the north and south, the architecture becomes increasingly explicit in its “greenness”. Solar collectors may be visible, “green” roofs may be installed (particularly on roofs that are accessible), etc.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: The Rowing Club occupies a site immediately adjacent to the down river side of the waste treatment plant. This may not be ideal.

Discussion: The mention of this adjacency brought Rowing Club members to the charrette in large quantity. There is no clear consensus among the rowing club itself as to what the characteristics of an ideal location for the club might be.

Recommendation: Consider relocating the Rowing Club.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: Boat trailers are currently parked immediately next to their launching site.

Discussion: This trailer parking is an eye sore, however moving them to a more discrete location will cause a traffic jam as boats wait for

passengers to park and return.

Recommendation: Hide boat trailers behind a river side building, on a potential site for a parking garage.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: Two towers are proposed at the intersection of Colden and Broadway, simultaneously terminating the vista from Broadway and crowning the city from the Hudson River.

Discussion: Consider glass elevators for each building to take advantage of the spectacular views.

Recommendation: Materials will be specified by an architect determined by Leyland Alliance and/or DPZ. The amount of translucent and opaque material is determined by what is visually appealing from exterior and interior views.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: Parcel 10 proposes the installation of a sculpture by Greg Wyatt commemorating the Hudson River painters. The sculpture takes the form of an arch framing the view.

Discussion: One aesthetic point of view is that people do not want constrained views of the river, because the beauty of standing on the edge of the water is in allowing the eye to roam along the whole of the river.

Recommendation: Civic art is an important part of a spaces stature and respectability. A place of such importance as of Painters Park requires something significant due to the prior events that had happened on that spot.

Contact: C. Kippy Boyle, 914-421-3241, kippy_boyle@glmshows.com

Observation: There are few sports facilities available year-round. An indoor sports facility should be considered.

Discussion: Although year round sports facility is a great amenity, it is not a visually appealing structure.

Recommendation: A sports facility is needed in the city of Newburgh, but a facility of this size is unjustified along the waterfront. A pos-

sible site for this facility is directly south of Painter’s Park.

Contact: Rick Alfandre and Edwin Olivera, 845-750-9245, Eolivera@HVC.rr.com.

Observation: Consider a fountain on the end of Broadway to terminate the view.

Discussion: A fountain at the end of Broadway would be a great way to terminate Newburgh’s Main artery street

Recommendation: Place some form of civic art at the end of Broadway. Although, a significant art piece should not overwhelm the view of the Hudson River beyond.

Observation: There is a 70 mile sequence of trails along the Hudson River, which should be connected through this site.

Discussion: The trail system is a great way to connect different communities in a non-vehicular way.

Recommendation: A sequence of trails should meander through the proposed site. The trail should weave in and out of the community giving users the opportunity to rest and shop along the way.

Observation: Residents along Montgomery Street are concerned that their views be preserved to the river.

Discussion: Originally, before the urban renewal of the 1960’s the views of these building were blocked by the then existing buildings that lined Water Street.

Recommendation: The size of these buildings should be restricted to three stories which allows a clear horizontal view from the main floor of the existing buildings along Montgomery St.

Observation: Clinton Square was a fantastic part of Newburgh’s cultural heritage and should be restored.

Discussion: Before urban renewal, Clinton Square was one of the cities vibrant centers, it should be returned. It created a great social center for the waterfront.

Recommendation: Create a new Clinton Square in a location that is valuable for civic functions. Also the Clinton statue should be return to this location.

Observation: The growing energy crisis should drive building standards for this project and a LEED-ND Platinum rating should completed.

Discussion: The newly created rating system would be a great incentive for the city to strive for. It is also possible that the Newburgh Waterfront project could be the first certified LEED-ND project.

Recommendation: Strive to be the first LEED-ND approved project.

Observation: There should be a landing site for the nomadic masses using hydrogen rocket belts.

Discussion: This concept may seem far-fetched, but the possibilities for the future are limitless at this point.

Recommendation: Why not! More information is needed to understand the limitation of mechanism and the space required for landing.

Observation: Run-off water should be environmentally treated.

Discussion: Consider capturing run off water in cisterns and for use in civic art.

Recommendation: Compare and contrast the locations and the particular uses of storm water waste. Also study the criteria in the LEED manuals and the potential it may bring to the developments overall rating

Observation: Provide and/or retain existing fishing dock.

Recommendation: The existing location of the fishing dock will more than likely stay in its present location.

Observation: Consider using pavers for the sidewalks or streets.

Discussion: Pervious pavers allow for rain water to filter down to the soil below and solves some of the storm water problems.

Recommendation: Use pervious pavers wherever possible. There first use should be in pedestrian areas, sidewalks and plaza areas, and then let them spread to other transportation areas.

Observation: The connection between Stewart International Airport and the ferry to Beacon should be reinforced with a form of mass transit.

Discussion: There should be more accessible connections between the different forms of public transportation. A person should be able to travel from Newburgh's Broadway to Manhattan's Broadway without the use of a personal vehicle. Also, citizens could better take advantage of Stewart Airport's new international flight status with mass transportation ability

Recommendation: Mass transportation connections should be incorporated throughout the downtown. First and foremost, a transit corridor should be created between Stewart International Airport and the Newburgh-Beacon Ferry.

Observation: Provide corner stores or Live/Work units on the site.

Recommendation: Live/Work units will be a major part of the proposed plan.

Observation: An outdoor public gathering space such as an amphitheater should be considered.

Recommendation: Supply a public place where people can gather in large numbers. Although an amphitheater would be a great amenity, create one that allows for multiple uses.

Observation: Downing Vaux Park is in a state of disrepair and should be restored.

Discussion: The best part of the park is its name. Although it was designed by Calvert Vaux's son it does not display the qualities that are characteristic of Downing and Vaux's signature parks.

Recommendation: Create a space that combines the qualities of the surrounding architecture and the beauty of the Hudson in the spirit of Downing and Vaux.

Observation: There needs to be more street lights along the waterfront.

Discussion: Street lights give a psychological conception of safety, in turn liven the atmosphere of the street.

Recommendation: Supply street lights based on the recommendations of the SmartCode and LEED manuals.

Observation: Newburgh and Beacon are two sister cities which should have a strong connection.

Discussion: Although the cities of Newburgh and Beacon are separated by a river but are connected by bridge and ferry.

Recommendation: Encourage healthy rivalries between the cities, that spur the Hudson River Valley experience. Propose the North Metro line station of Beacon to be renamed the Beacon/Newburgh station. Supply a better pedestrian connection by allowing more ferry trips during the day. Also, a pedestrian connection should be created between the downtown Beacon and the ferry without the use of vehicles.

Observation: Newburgh's train station is in disrepair and should be restored.

Discussion: The train station survived two urban renewals but might lose its life to neglect.

Recommendation: Restore the station as a public amenity.

Observation: Beacon has a Hudson River swimming pool, and Newburgh should consider having one as well.

Recommendation: A Hudson River pool should be located in an area that is within walking distance.

Observation: The sewer utilities are at maximum capacity and need replacing.

Discussion: Will the sewer system be able to handle the required loads for the added development.

Recommendation: The engineer for the development has analyzed the site and has made proper improvements to the utilities.

Observation: Parcel ten should be utilized exclusively as a park.

Discussion: Newburgh does not have a designated park along the river front.

Recommendation: Although there is not a park present on the river front, there are many civic

areas that can be used for park functions. The current plan for the site is to combine residential and commercial function with a 1.4 acre park along the river front.

Observation: The current library adjacent to the site needs more parking.

Recommendation: Besides the required parking for residential and commercial functions, overflow parking may be used as alternative parking for the current library.

Observation: Orange County Community College has just released a new master plan, which should be accommodated and incorporated into Leyland Alliance's master plan.

Discussion: Although they are owned by different people they should both adhere to similar standards.

Recommendation: The public spaces for the college should congeal with the public spaces of the city and new development.

Observation: Newburgh needs a "bark park," or dog park.

Discussion: provide a place for dogs to run around and bark.

Recommendation: The parks proposed can accommodate many functions.

Observation: There needs to be a stronger connection between upper Newburgh and the waterfront.

Discussion: Due to the topography change, vacant lots and existing railroad track a gap has been created between the city amenities.

Recommendation: The proposed plan heals many of the problems by making it pedestrian friendly. Further connection can take place by adding transit stops.

Observation: The satellite dishes on Broadway should be removed or hidden from view.

Discussion: The satellite dishes are an eyesore to visitors.

Recommendation: Propose a clause in the code that holds the frontage of a building to higher standards.

Observation: According to participants in the charrette, there should be more affordable housing in Newburgh.

Discussion: Other charrette attendees argued as to whether or not the City needed more affordable housing, and whether the City has the resources to provide this.

Recommendation: The city first needs a tax base that will help it add amenities.

Observation: Current codes make it difficult for repairs and renovations to be conducted in a cost effective way. A new system should be developed.

Discussion: The city is in need of a new code as well as a new historic districts code.

Recommendation: Adopt the SmartCode and initiate a historic design standards that allows for levels of authenticity.

Observation: The bust of Martin Luther King needs a new home.

Discussion: The space that the bust was originally located in is too large for its size and dimension.

Recommendation: Define a place that is well proportioned for the bust.

Observation: Sometimes the sewer smells.

Discussion: A sewage plant is located South of parcel ten.

Recommendation: Place the city's office for sewage treatment near or adjacent to the sewage treatment plant.

Observation: Washington's Headquarters is not connected to the waterfront.

Discussion: With the entrance to Washington's Headquarters located on Liberty Street, it could be cut off from activity and tourism growth, which the Waterfront Project will bring to Newburgh.

Recommendation: The City and its Heritage Corridor Task Force should work with a Washington's Headquarters' representative to study the long term connections between the headquarters site and the improvements proposed at the Waterfront.

Consolidated Iron And Metal

New York

EPA ID#: NY0002455756

EPA REGION 2

Congressional District(s): 26

Orange
Newburgh

NPL LISTING HISTORY

Proposed Date: 12/1/2000

Final Date: 6/14/2001

Site Description

The Consolidated Iron and Metal site is an inactive car and scrap metal junk yard located at the foot of Washington Street, Newburgh, Orange County, New York. The facility operated from the mid-1950's until 1999. The facility occupies about 7 acres of land bordering the Hudson River in a mixed industrial, commercial, and residential area. The site is bounded by a boat marina and restaurant to the north, Conrail railroad tracks and South Water Street to the west, a wastewater treatment plant to the south, and the Hudson River to the east. Before EPA conducted a clearing operation at the site in 2003, the Consolidated Iron facility consisted of a tire pile adjacent to the southern boundary; a staging area and smelter in the southwest corner of the facility; a compactor and metal shear on the eastern boundary; and an office, scale, and garage located adjacent to the northern boundary. Additionally, scrap metal piles were found throughout the southeastern portion of the property. The City of Newburgh has foreclosed on the property.

Scrap metal processing and storage operations took place at the site for approximately 40 years, during which time various types of scrap metal were received, including whole automobiles, automobile engines, transmissions, and batteries, keypunch machines, computer parts, white goods (appliances), and transformers. According to the former owner, the smelter operated between 1975 and 1995. The smelter was used primarily to melt aluminum transmissions to produce a reusable aluminum product. Other materials were also smelted, resulting in a lead-contaminated ash/slag by-product. Other operations included sorting ferrous and non-ferrous metal scrap for recycling, baling and shearing large pieces of metal, including whole cars, into smaller pieces for transport, and flattening of cars.

From 1997 to 1999, the New York State Department of Environmental Conservation (NYSDEC) conducted several inspections at the facility. NYSDEC observed oil and other waste liquids on the facility soils and storm water being discharged into the Hudson River from the northeast corner of the property without appropriate testing or permits. In the spring of 2000, the New York State Attorney General prosecuted Consolidated Iron for various violations, including illegal discharge to surface water without a permit.

Site Responsibility: This site is being addressed through Federal actions. EPA's efforts at the site are coordinated with NYSDEC and the New York State Department of Health (NYSDOH) in planning future activities.

Threat and Contaminants

Sampling performed by EPA indicates that surface and subsurface soils are impacted by volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), pesticides, polychlorinated biphenyls (PCBs), and metals at concentrations greater than background. PCBs and metals have been detected in the Hudson River adjacent to the site.

Cleanup Approach

This site is being addressed in two phases: initial actions, completed in fall 2003, and a long-term remedial phase focusing on cleanup of the entire site.

Initial Actions

In August 1998, the U.S. Environmental Protection Agency (EPA) sampled an ash/slag pile at the site that was generated by the aluminum smelting operation and found it to be contaminated with lead and polychlorinated biphenyls (PCBs). The scrap metal in the pile was segregated out and the resulting fine pile, estimated at 6,600 tons, was removed from the site in 1999 and placed in a Resource Conservation and Recovery Act (RCRA)-approved treatment, storage, and disposal facility (TSDF) for stabilization and landfilling. Also in 1999, EPA sampled other processed soil piles at the

site which were also found to be contaminated with lead and PCBs; these soil piles, too, were transferred to a RCRA-approved TSDF. Additionally in 1999, EPA constructed a berm from site soils to prevent storm water from carrying site contaminants into the Hudson River.

In September 1999, EPA conducted an Integrated Assessment (IA) at the site. Surface and subsurface soil and ground water samples were collected and analyzed, indicating the presence of volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), pesticides, PCBs, and metals at concentrations greater than background in the surface and subsurface soils.

In August 2002, EPA responded to local concerns about trespassing and scavenging taking place at the site and began the construction of a security fence. The fence was completed in September 2002. During this time, the City of Newburgh and Orange County were able to remove 15 loads of tires (10,000-20,000 tires) and 8 loads of scrap metal from the site.

In order to conduct the sampling program that will determine the nature and extent of contamination at the site, it was necessary to clear the site of the debris and some of the structures located on-site. Accordingly, beginning in mid-June 2003, EPA conducted a site clearing operation, which was completed in September 2003. The following tasks were accomplished:

the removal of 32 truckloads of tires (approx. 30,000 tires total);

the removal of 58 truckloads (1450 tons) of scrap metal for recycling (including a surficial "metal sweep" to remove and dispose of the ferrous metal pieces integrated into the surface soils);

the removal of 19 roll-offs (380 tons) of concrete for recycling;

the disposal of 68 truckloads (1962 tons) of lead-hazardous soil and debris;

the demolition and removal of an office building and 3 process buildings (converted to wood mulch and recycled concrete);

the pumping and removal of approximately 25,000 gallons of hydraulic oil from a process building basement for recycling (completed in November 2003); and

rough grading of the site surface.

With the completion of the site clearing, EPA has started the remedial investigation/ feasibility study (RI/FS).

Cleanup Progress

Initial actions taken by EPA at the site, including the removal of an ash/slag pile and processed soil piles, restricting site access, and clearing the site of tires, debris, and structures have eliminated the immediate risks posed to nearby residents, such as the potential for the dispersal of wind blown contaminants and propagation of the West Nile virus. In addition, EPA is continuing its search for potentially responsible parties which may elect to execute the site cleanup. An RI/FS work assignment was initiated in March 2002 and an RI/FS work plan was completed in 2003. Field sampling for the remedial investigation was completed in 2004. The RI and FS reports are currently under final review and EPA is preparing a Proposed Plan for cleanup of the site. The Proposed Plan is expected to be released for public review during summer 2006 and a Record of Decision signed in summer/fall 2006.

Site Repositories

Newburgh Free Library, 124 Grand Street, Newburgh, New York 12550

NEWBURGH

APPENDIX

PARCEL 10, EPA REPORT



This brief summary provides an overview of the Stewart Newburgh Airport, forecasts of airport activity, and recommendations for future development over a 20 year period.

Airport Privatization & Vision

In April 2000, Stewart International Airport (SWF) became the first privatized commercial airport in the United States when the National Express Group (NEG) executed a 99-year lease with the State of New York. The study provides a new vision for the Airport, focused on transforming SWF into a world-class aviation center for passenger, cargo, and corporate activity serving the Hudson Valley and the New York Metro area.

The Airport Layout Plan (ALP) illustrates the existing and proposed developments at the Airport, and is formally approved by the NEG, New York State, and the FAA.

Airport Overview

Stewart International Airport is located in the Towns of New Windsor and Newburgh, Orange County, New York, approximately five miles west of the City of Newburgh. The Airport is located near the junction of the NYS Thruway and Interstate 84, and is approximately 60 miles north of midtown Manhattan, within the Mid-Hudson Valley.

Stewart International Airport has two runways, one of which is one of the longest runways in the Northeastern U.S. Of the commercial airports in the northeast, only JFK International Airport has a longer runway. The Airport is also home to several military posts operated by the NY Air

National Guard, US Marine Corps, US Military Academy, and Army Reserves.

- **Airport Activity Forecasts** – The study includes the development of activity forecasts for both the current role, and potential expanding role, of SWF in the greater New York metropolitan area.
- **Passenger Terminal Improvements** – The terminal building was originally constructed in the 1940s. The study addresses the capacity, expansion capability, and potential long range use of the building, recognizing that the terminal is a focal point and primary image of the Airport.
- **Airfield Improvements** – The airfield at SWF is in good condition, and provides the majority of the needed facilities.
- **Ground Access** – The study incorporates planned highway improvements to SWF, as well as the potential for rail access to the passenger terminal building. Access is a key to expanding the Airport's long-range role.

Airport Activity Forecasts

Forecasts of aviation demand were used to determine the need for future facilities at the Airport.

The forecasts were derived based on a review of historical trends, market analysis, and other techniques, including the *application of professional judgment*.

Year	Passenger Enplanements			Passenger Flight Operations		
	Base	Moderate	Robust	Base	Moderate	Robust
2002	181,399	181,399	181,399	11,856	11,856	11,856
2007	229,000	372,000	555,000	11,935	16,523	21,268
2012	267,000	533,000	936,000	12,695	19,913	29,394
2017	309,000	655,000	1,199,000	14,188	21,459	34,875
2022	358,000	798,000	1,489,000	15,989	25,294	40,866

Under the Base Passenger Scenario, total aircraft operations are forecast to increase 1.3%/yr on avg thru 2022. General aviation activity accounts for the largest share of this projected increase.

Carrier Type	2002	2007	2012	2017	2022
Passenger	11,856	11,935	12,695	14,188	15,989
All-Cargo	1,954	2,988	3,422	3,932	4,424
Other Commercial	2,871	2,500	2,500	2,500	2,500
General Aviation	96,504	97,706	107,400	117,132	126,870
Military	10,457	10,400	10,400	10,400	10,400
Total	123,642	125,528	136,417	148,152	160,183



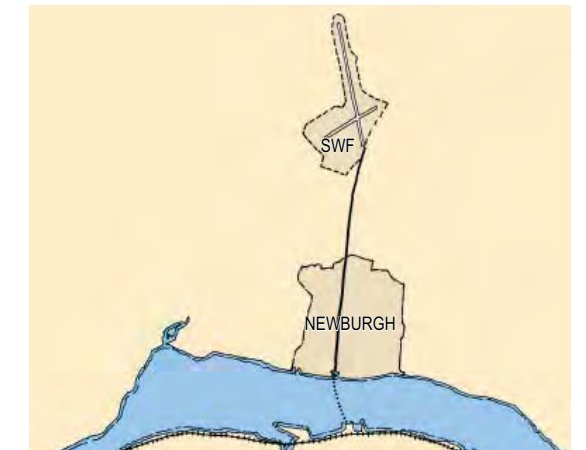
Recommended Airport Development Plan/Clough Harbour & Associates



Recommended Terminal Development Plan/Clough Harbour & Associates

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SITE INFORMATION STEWART AIRPORT MASTER PLAN



"Stewart International Airport, Master Plan Update Study: Executive Summary," Clough Harbour and Associates, and William Nicholas Bodouva and Associates. June 2005.

*Edited by Mike Watkins

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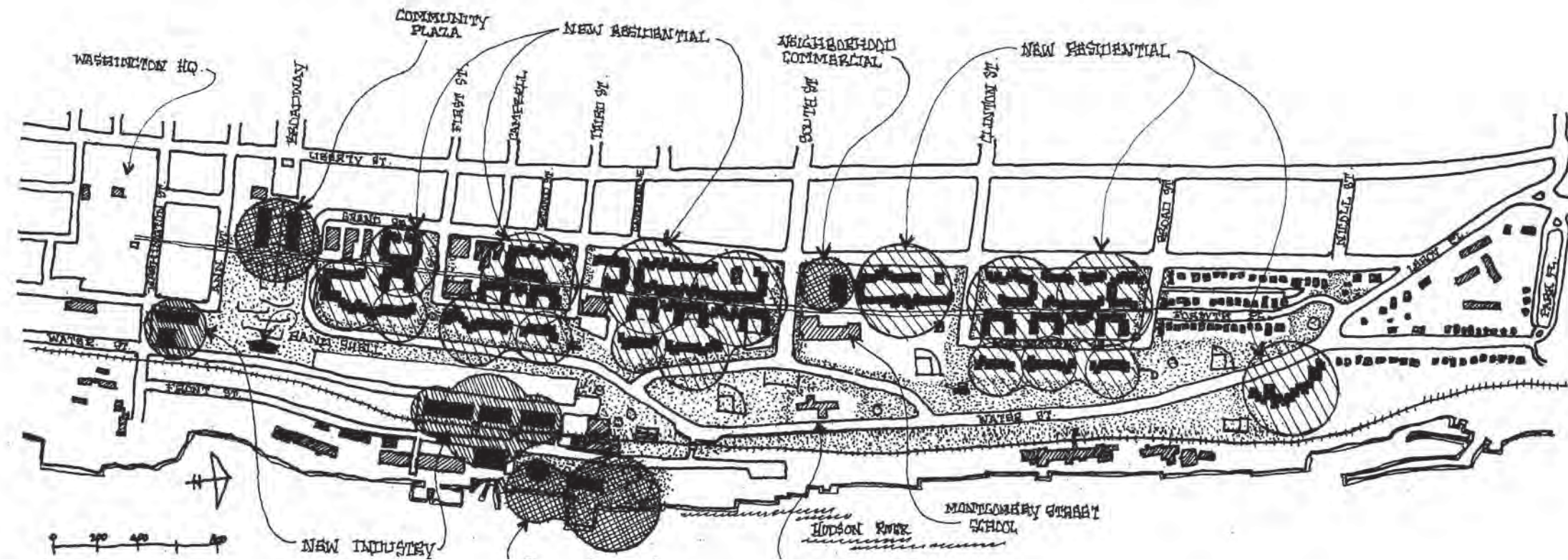
SITE INFORMATION PRIOR PLANS



- Frank Gehry Plan
- Tyrone Crabb Park Plan
- Existing Structures to Remain
- New Structures
- New Park Areas

"Feasibility Survey Area Project No. R-163FS," David Rosen Associates, INC, New York, NY. May 27, 1966.

Kartiganer, Drew A. "Park at South and Grand," Heritage Development Group. 1998.

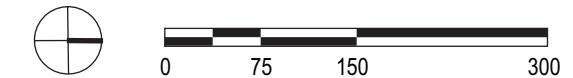


Tyrone Crabb Park Plan on South and Grand

The plan for Tyrone Crabb Park (left) located on South and Grand is a mixed use urban plan, which was recently approved for development by the city. The centerpiece of the park is to include a water fountain and small plaza with a seating area. Beyond this, the specifics of the plan are still being worked out. Heritage Corridor Group is interested in coordinating the details of the design with Leyland's Newburgh waterfront redevelopment, and would like the park to be subsequently included in the broader city vision that will take place.

Frank Gehry Plan for Newburgh Waterfront

In 1966, Frank Gehry designed a plan for the Newburgh waterfront (above) as part of the larger Comprehensive Development Plan for Newburgh, New York. While the low-income housing component was built, the greater impact of Gehry's plan was the demolition and falling of acres of waterfront property.



Library Hosts Open House To Discuss Development Of Newburgh Waterfront

By Kimberly Ryerson

A large crowd of more than 100 area residents packed the lobby of the Newburgh Free Library last night at an open house to discuss development of the Newburgh waterfront. The event, hosted by City of Newburgh officials and LeylandAlliance LLC, allowed members of the public the opportunity to meet key development team members, ask questions, and begin a dialogue concerning the 30 acres to be redeveloped within the city's waterfront district.

LeylandAlliance has been selected as Master Developer of the project. The City-owned property was cleared during a period of urban renewal, but never redeveloped. The developers goal is to create a place in which people can live, work, learn and play a place in which retail, office and residential buildings are interspersed with civic structures, public parks and squares. A vision for the neighborhood, and for future development throughout Newburgh's waterfront district, will emerge as part of a public design charrette, to be led by Andres Duany, the pre-eminent New Urbanist planner and founder of his firm, Duany Plater-Zyberk & Company. Mr. Duany and his team of architects and planners will conduct the charette from January 31 through

February 6, 2007. The public is encouraged to attend these public sessions on any of the following dates and times to provide input on this important project:

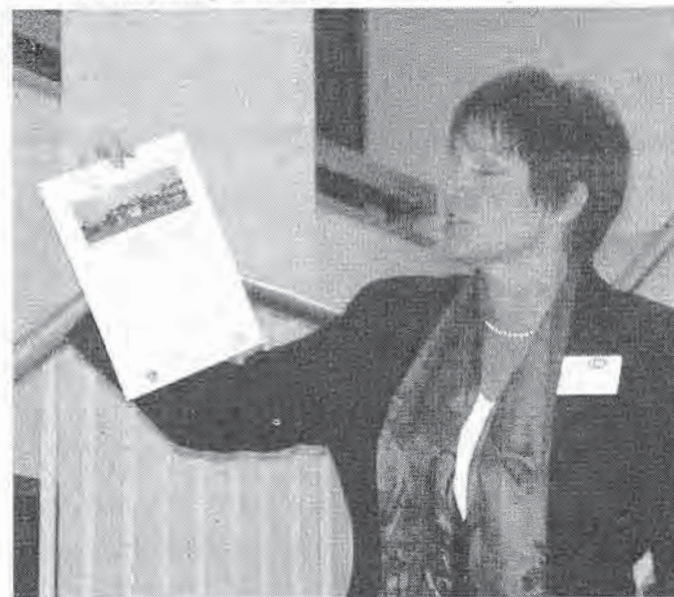
Wednesday, January 31st, 2007
Newburgh Free Academy
7:00 until 8:30 p.m. Opening Presentation with Andres Duany

Thursday, February 1, 2007
Yellow Bird Gallery
10:00 until 11:30 a.m. Elected Officials/City Staff Planning Meeting
2:00 until 3:30 p.m. Public Works/Safety Agencies/Traffic/Transportation Meeting
6:00 until 7:00 p.m. Boards / Commissions Meeting
7:00 until 8:00 p.m. Open Studio

Friday, February 2, 2007
Yellow Bird Gallery
4:00 until 5:30 p.m. Commercial/Retail/Amenities Meeting

Saturday, February 3, 2007
Yellow Bird Gallery
10:00 until 12:00 Noon Pin-Up Design Review

Tuesday, February 6, 2007
Newburgh Free Academy
7:00 until 9:00 p.m. Closing Presentation



Monica Quigley, V.P. Sales and Marketing, LeylandAlliance



Steven J. Maun, President of LeylandAlliance. (Photos by Kimberly Ryerson)



Max Reim, Partner & Principal, Live, Work, Learn, Play (the company that will be handling the retail marketing end of the project)

Ryerson, Kimberly. "Library Hosts Open House to Discuss Development of Newburgh Waterfront," *Sentinel*, January 12 2007.

Yellowbird opens its doors to Leyland

By ANNA LILLIAN MOSER
amoser@tcnewspapers.com

The company that's set to develop the Newburgh waterfront now has a home there.

Leyland Alliance will be setting up temporary residence at the recently vacated Yellowbird Gallery. The temporary headquarters will be the site of three of the five community-driven

"We want to make the City of Newburgh a true leader in this region again."

MAX REIM
LEYLAND ALLIANCE

planning charrettes, taking place from Thursday, Feb. 1 to Saturday, Feb. 3. It will also be open to residents who would like to check in as plans for the waterfront are formulated.

"We want to make the City of Newburgh a true leader in this region again; a gateway to the rest of the city," said Leyland Representative

Max Reim during an informal meet and greet held Jan. 10.

Tom Settino, owner of Vino 100, the wine shop next door to the gallery, says that he's looking forward Leyland's

Continued on page 2

Yellowbird opens its doors

Continued from page 1

presence at the site. Members of the firm have already become customers of the wine shop, and he hopes that having them next door will bring in more customers.

As for the closing of the gallery, Settino says that he doesn't believe it will affect his business adversely. Like Brian Burke, owner of the Downing Film Center, which is located on the other side of the gallery, Settino finds that word of mouth has been the best kind of advertising. Once someone discovers him, they usually keep coming back, and he's been able to develop his own sort of following separate from the gallery.

Burke, too, has developed a following of movie house devotees, and business is steadily picking up. Burke leases his space, and plans to remain where he is no matter who's next door.

The gallery closed last week.

"That was the last fine arts venue in this city," said resident Michael Gabor, adding that the city must put more emphasis – especially financially— on promoting local artists. The point being that the arts are a key component to Newburgh's rebirth.

YellowBird owner, Dick Polich, could not be reached for comment.

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PRESS

"Yellowbird Opens Its Doors," *Mid Hudson Times*, January 17, 2007.

Future Of Waterfront Discussed This Weekend

On Saturday, January 20, the City of Newburgh will host a presentation by LylandAlliance LLC, the developers for the Newburgh Waterfront project. The meeting will be at the Board of Education Auditorium, 124 Grand Street from 10 a.m. to 12p.m..

LeylandAlliance will present the credentials and qualifications of the project team that is conducting the upcoming planning charrette for the site. Leading the team is Duany Plater-Zyberk & Company (DPZ), an architectural firm that is in the forefront of planning New Urbanist communities across the United States. The accomplishments of DPZ and other key consultants will be highlighted, and a preview of the charrette process will be made to inform the public, who are encouraged to attend.

The Newburgh Waterfront project is one of the most important and vital undertakings for the City of Newburgh in recent history. It is expected to revitalize the downtown section of the city and provide a mix of housing, commercial and retail spaces in a cherished location near the waterfront that was cleared during a period of urban renewal but never redeveloped. The Newburgh Waterfront project is a public-private initiative between the City of Newburgh and LeylandAlliance. This is the last public forum prior to the Charrette which will run from January 31 until February 6.

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APPENDIX PRESS

"Future of Waterfront Discussed This Weekend,"
Sentinel, January 19, 2007.

Charrette Begins For The Newburgh Waterfront Project

By Chris Joslyn

On Saturday, January 20, a development firm known as LeylandAlliance brought a slide presentation, muffins and coffee into the Newburgh Free Library's Board of Education Auditorium to preview the upcoming Newburgh Waterfront Development Charrette. The charrette begins on January 31 and will run until February 6. Their charrette will consist of a week of public events meant to foster conversation between the future developers of the Newburgh Waterfront and the people of the City of Newburgh.

According to Steve Maun, President of the LeylandAlliance, the preview was intended to introduce their team of varied consultants, designers, and public relations people. Among them is key-player Andrés Duany of Duany Plater-Zyberk & Company (DPZ) a highly-regarded city planner, most noted for his work redesigning Seaside, Florida, who was

hired the LeylandAlliance to help orchestrate the Waterfront project. "It's a very diverse team, from many parts of the country," said Maun, "We can't do it without these really great people. We are very honored to work with them."

The slide presentation featured a résumé of neighborhood revitalization projects, which LeylandAlliance and their consultants have been involved in, ranging from Norfolk, Virginia to Mount Tremblant in Montréal, Canada. "30-plus years ago, [Norfolk] was very much like Newburgh," said Louis Marquet, LeylandAlliance's Executive Vice President. The collection of towns provided a picture of the design philosophy that the Alliance intends to bring to the Newburgh Waterfront. It is called New Urbanism, a neighborhood-based planning movement that provides for a mix of housing, commercial, retail and open space.

The preview closed with an open question and answer session.

Among the various questions, the most notable regarded the issue of gentrification. "Will [this development] mean people will be priced out of their homes?" an attendee asked. "There probably will be some issues of gentrification. I don't have every answer," said Maun. He promised that his firm would collaborate with groups like Habitat for Humanity, and said, in regards to all comments, "We'll remain sensitive to the issue."

Maun encouraged Newburgh residents to lend their voices to the charrette events, as he wants to hear what they have to say about the proposed design ideas. "The more public participation in the process, the better the process," said Maun.

The charrette events will take place starting at Newburgh Free Academy at 7pm on January 31, with an opening presentation by Andrés Duany. It will close on February 6.



Courtney Kain, Special Project Coordinator for the City of Newburgh, and members of the LeylandAlliance team.



Local residents and concerned citizens gathered this weekend at the Newburgh Free Library to listen to members of LeylandAlliance speak about the charrette, which is beginning for the Newburgh Waterfront Project.

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PRESS

Joslyn, Chris, "Charrette Begins for the Newburgh Waterfront Project," *Sentinel*, January 23, 2007.



Giovanni Palladino strolls along the Newburgh waterfront Friday with his daughter Gabriella, 5. Palladino, of the firm Leyland Alliance, is leading the redevelopment of Newburgh's waterfront.

Getting to the root of 'charette'

Newburgh - Charette. It sounds downright French.

And, as it turns out, the word used to describe the weeklong public planning process beginning in Newburgh Wednesday is a French term.

It's been in vogue in planning circles for years to hold charettes, semistructured, semifree-for-all discussions, in advance of unveiling details of a new project.

And though local residents have been inundated with invitations to this week's charette, the public can be forgiven for not knowing the term.

Lou Marquet, vice president of Leyland Associates, and Giovanni Palladino, a Newburgh architect on Leyland's planning team for the Newburgh project, explained the word's origins this week.

In architecture school, teams of students tasked with creating a plan for a project will deliver the final product - drawings, schematics, blueprints - to their professor in a little wheeled cart.

That's a charette: a little wheeled cart.

But the cliché of the architecture student on deadline has the members of the team dropping in their contributions to the plan, last-minute - just as the cart is being wheeled through the office.

Palladino said the image of the charette includes students themselves hopping into the cart, adding a tree or person to a final drawing in the eleventh hour.

And that is what this week's process is all about, they say. Participants in the discussions will talk out ideas, and those ideas will be sketched and posted on a board every few hours.

By week's end, organizers hope, some broad agreements will emerge from the ideas in the hopper.

And by the first week of February, Leyland's team says they will have two or three drawings of what the 30 acres along Newburgh's Hudson riverfront could look like.

CITY TAKES CENTER STAGE

Newburgh - When Giovanni Palladino talks about Olmstead, Vaux and Downing, his eyes get big and he nearly quivers.

That's because the Newburgh-born architect knows there was a time when his little city was at the center of American urban planning. And now, for a week at least, it will be there again.

By Tim Logan and John Doherty
Times Herald-Record
tlogan@th-record.com
jdoherty@th-record.com

On Wednesday, Palladino and his employer, Tuxedo-based Leyland Alliance, will kick off a weeklong event that will bring some of the leading minds of urban design together with the people of the City of Newburgh.

In the year since Leyland won the right to be the master developer of 30 acres of waterfront property, anticipation across the city has grown: Redeveloping this land, goes the hope, could bring the energy of the rebounding waterfront to the rest of the depressed East End. Leyland and city officials have peppered residents with phone calls, papered the streets with newsletters, and held private meetings with ministers, Latino leaders, business people - almost anyone - to drum up interest in this week's planning session.

But the "charette," like the project it-

self, is being watched carefully by others outside the city, too.

Leading the public discussions will be Andres Duany, the godfather of a school of urban planning called New Urbanism - essentially the design of new neighborhoods as they were built before the automobile: dense, walkable, with retail and housing and offices mixed together. He's written books and founded groups and led similar planning sessions in locations exotic and dull, from Bosnia after the war there in the 1990s to the Gulf Coast after Hurricane Katrina.

"He's like a rock star," said Palladino.

Many of these New Urbanist projects have been in the suburbs - like Leyland's Warwick Grove development in Warwick - or brought New Urbanist touches into cities already dominated by other themes.

Yet Newburgh, with its public buildings and homes within walking distance of shopping and work, is "old urbanism" incarnate, and its battered East End is an architect's dream.

For those reasons, Palladino and Lou Marquet, vice president of Leyland Associates, said developers in Kingston, Peekskill and other Hudson River cities with similar problems will attend next week. So will representatives from Gov. Eliot Spitzer's office, looking for a cure to the ills of small cities across New York.

And, they predict, the world of planning will take note.

"I think this is the type of project that books are going to be written about," Palladino said. "Newburgh is a great experiment."

But, for all the big names in the room, key to the experiment, Marquet said, is the vision regular Newburghers hold for the land and their city. That's the point of this public process, and that's where Palladino comes in.

He grew up in Newburgh in the 1980s, when its "crack alley" reputation peaked. He went to New York City to study architecture. And he came back.

"I am Newburgh," he said. "I com-

See NEWBURGH, page 46

I think this is the type of project that books are going to be written about. Newburgh is a great experiment.

Newburgh: Planners eyeing project

Continued from page 42

pletely understand the pains the city has gone through. I remember the times when you'd be almost embarrassed to say you were from Newburgh."

This project, he said, is a way to help turn that around.

The 30-acre site won't do it alone, he said - it's no silver bullet. But combined with the new SUNY Orange campus, the percolating revitalization on Liberty Street and other, smaller projects, it can make a big difference.

But what kind of difference it will make, what kind of project it will be, is still up in the air. Leyland says it wants public input; it wants residents to feel they've got a stake. And, along with city officials, they've been reaching out to the community, advertising and explaining the charette process in newsletters and fliers in English and Spanish.

They've also been meeting with ministers, small-business owners and other influential groups around the city, to get ideas and encourage participation beyond the white, middle-class crowd that usually shows up at city events.

One person they met with was Richard Rivera, president of Latinos Unidos of the Hudson Valley. Rivera said Leyland seemed sincere in its outreach and was encouraging members of Newburgh's booming Latino community to join in the meet-



Times Herald-Record/CHET GORDON

Giovanni Palladino sits on the pier Friday at the Newburgh waterfront. "I completely understand the pains the city has gone through," Palladino said. "I remember the times when you'd be almost embarrassed to say you were from Newburgh."

ings.

"If the people do not come out, they can't say that it was because Leyland or the city did not reach out to them," Rivera said. "They're making an effort, an honest effort."

That effort makes good business sense - energizing people now will help when this 10-year project hits the inevitable bump. And, for one member of Leyland's team at least, it's personal, too.

Palladino became an archi-

tect after falling in love with Newburgh's buildings and parks growing up on West Parmenter Street and Gidney Avenue. He lives in the town now but remains a parishioner of St. Mary's on South Street and is member of the board of directors of Newburgh's Habitat for Humanity.

He knows not everyone in his hometown feels the same way about the great architects who have worked here.

"To most people here, you

say Downing, and to them it's just a park," said Palladino, with a shrug.

But for him, the start of the project here, with Duany, is a wild convergence of the personal and the professional: a chance to help rescue his downtrodden hometown with a front row seat to the cutting edge in his industry.

"To me, this is the best thing that's ever happened in my life," he said. "Except for my wife and kids, of course."

Schedule for charette

Newburgh - Some of the sessions scheduled for this coming week are targeted for specific groups, like city officials or business owners. But all of them are open to the public.

The closing presentation on Feb. 6 is expected to include drawings of two or three plans for the waterfront land that developers and the public can then mull over.

The schedule is:

Wednesday

Opening presentation with Andres Duany at the Newburgh Free Academy auditorium, 201 Fullerton Ave., from 7 to 8:30 p.m.

Thursday

Elected officials and City Hall staff are the center of this planning session at Yellow Bird Gallery, 19 Front St., from 10 to 11:30 a.m.

Public works employees, public safety employees and transportation officials are meeting at Yellow Bird from 2 to 3:30 p.m.

Members of Newburgh municipal boards and commissions will take over from 6 to 7 p.m.

There is an "open studio" - a chance to review the work so far, at Yellow Bird from 7 to 8 p.m.

Friday

Business people take center stage at Yellow Bird from 4 to 5:30 p.m.

Saturday

There is a review of all the pin-up ideas at Yellow Bird Gallery from 10 a.m. to noon.

Feb. 6

The closing presentation will be held at NFA from 7 to 9 p.m.

John Doherty

Long-Awaited Charrette Begins For Newburgh Waterfront Project This Week

The long-anticipated planning charrette for the Newburgh Waterfront project begins Wednesday, January 31 with an opening presentation by celebrated New Urbanist architect Andres Duany of Duany Plater-Zyberk Associates (DPZ). The kick-off event will be at Newburgh Free Academy, 201 Fullerton Avenue at 7 p.m.

Public input gathered during the charrette will be used to determine the vision for the development of approximately 30 waterfront-area acres. The open planning process, known as a charrette, will run through Feb. 6 at Yellow Bird Gallery, ending with a closing presentation at Newburgh Free Academy. A complete schedule is included below.

The Waterfront Development project is a public/private partnership between Leyland Alliance and the City of Newburgh. The Charrette will be an intense, high-energy series of planning sessions during which the team of architects, engineers, environmentalists and other consultants engage city officials and residents in a discussion to create a mixed-use community in which residential, retail and commercial buildings will be interspersed with civic structures,

public parks and squares. A highlight of the charrette will be the Feb. 3 "Pin-Up" presentation and design review at Yellow Bird Gallery, which will reflect the input received from the public.

DPZ is on the leading edge of planning communities based on the principles of Traditional Neighborhood Design and smart growth. Duany was widely recognized as a leading voice in the post-Katrina recovery of Louisiana and Mississippi. Other prominent members of the development team are Alexander Gorlin Architects, Donald Powers Architects, Norman Garrick (civil engineering), and Max Reim of Live Work Learn Play. (retail marketing and envisioning).

The schedule for the Waterfront Development Charrette is as follows:

**Wednesday, January 31,
7 p.m. until 8:30 p.m.**
•Opening presentation with Andres Duany of DPZ
•Newburgh Free Academy Auditorium

Thursday, February 1
Public meetings with officials, departments and boards at Yellow Bird Gallery, Front Street:

- 10 a.m. until 11:30 a.m.
Elected Officials/ City Planning Staff
- 2 p.m. until 3 p.m.
Public Works, Safety Agencies, Traffic, transportation
- 6 p.m. until 7 p.m.
Board/ Commissions Meeting
- 7 p.m. until 8 p.m.
Open Studio

Friday, February 2
Yellow Bird Gallery:

- 4 p.m. until 5:30 p.m.
Commercial, Retail, Amenities Meeting

Saturday, February 3
Yellow Bird Gallery:

- 10 a.m. until Noon
"Pin-Up", Design Review

Tuesday, February 6
Newburgh Free Academy Auditorium:

- 7 p.m. until 9 p.m.
Closing presentation

For more information call Bob McKenna, (845) 569-9400, or Courtney Kain (City of Newburgh) at (845) 569-7301 or Monica Quigley (Leyland Alliance) at (845) 351-2900.



"Long-Awaited Charrette Begins For Newburgh Waterfront Project This Week," *Sentinel*, January 30, 2007.

Play a part in history

When they write the history of the great Newburgh renaissance of the 21st century, the 31st of January 2007 should have a prominent spot on the timeline. That will be known as the night when smart, creative and passionate people, many from Newburgh, others from throughout the Hudson Valley, some from the forefronts of urban, suburban and neo-urban design, came together to respect the treasures of the past, recognize the reality of the present and reveal the vision for the future.

That night is tonight and from 7-8:30 at Newburgh Free Academy, the leading voice of urban planning in the nation, Andres Duany, will lead the opening session for a week of dreams.

As lucky as Newburgh is to have Duany here, he is just as lucky to have before him a city with both the raw materials that make this new urban development possible and a unique history. He is very aware that Andrew Jackson Downing, after whom the park at the center of the city is named, was the mentor for the premier landscape architect of the past century, Fred-

erick Law Olmsted, designer of Central Park, etc., etc., etc. For those who don't follow landscape history, it's as if a baseball fan were asked to work on a project honoring the guy who taught Babe Ruth how to hit.

One focus will be the development of 30 acres on the waterfront and the hope that progress there can radiate out to nearby sections of the city where other efforts are already under way. Newburgh is full of public buildings and older homes with a variety of styles, all within a walkable distance from one another. Put that same supply of buildings in the middle of New York and it would have been gentrified years ago. The people of Newburgh now have a chance to work with regional and national visionaries to help turn all this promise into the city it could be in the very near future.

After tonight's opening, there will be working sessions throughout the week, culminating in a review of all the ideas at Yellow Bird Gallery from 10 a.m.-noon Saturday and a closing presentation at NFA from 7-9 p.m. Tuesday.

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"Play a Part in History," *Times Herald-Record*,
January 31, 2007.

Doherty, John. "Walking' is Crucial to a City's Vitality," *Times Herald-Record*, February 01, 2007.

'Walking' is crucial to a city's vitality

By John Doherty
Times Herald-Record
jdoherty@th-record.com

Newburgh – After decades of studying cities, and writing books that are hailed as works of vision and modern genius, Andres Duany says there is one thing and one thing only that can save a place like poor old Newburgh.

"Walking," Duany told residents of the city last night. "That is your chief amenity."

Duany is the closest thing the sometimes stodgy field of urban planning has to a celebrity. He is here to lead Newburgh through a week's worth of structured chaos: a public planning process – called a charette – for 30 acres along the Hudson River that many hope will kick Newburgh's spotty revival into high gear.

Leyland Alliance, the master developer chosen for the land, won the right to do so by putting together an all-star team of architects and planners. Duany, the group made clear, is the quarterback.

More than 300 people turned out last night for the first session: an introduction to Duany. As promised, Duany did not come with a satchel full of ideas for Newburgh.

That he learns as little as possible about a place before he begins his patented charettes has become one of his boasts. When he showed up in post-war Bosnia, it was the same thing. Post-Katrina Mississippi? The same. He may be a genius, but ignorance is part of his mystique.

"I would just be parroting you," he said last night by way of explaining why he had not studied too much of Newburgh's painful recent history. "You are the experts of the past. If anything, I am the expert of the future."

So instead of details last night, Newburgh got theory. Theories like how small mistakes in the past 50 years killed cities like Newburgh.

"Veterans' loans. Those loans for GIs after the war?" explained Duany, a native Cuban who is pale and professorial-looking. "They gave those loans only for new houses."

That new home building boom helped fuel the rise of suburbs. And in New Urbanism, the school of thought of which Duany is the godfather, the suburbs are a complete and utter failure.

All the promises of the suburbs – living in nature, closeness with neighbors, the freedom of movement – have fallen through.

New Urbanism champions the re-birth of American cities, said Duany last



Times Herald-Record photos/JOHN DeSANTO

Andres Duany, of the firm Duany Plater-Zyberk, addresses the audience last night at Newburgh Free Academy. **BELOW:** Ariyike Diggs holds her sleeping 3-month-old son, Caleb, as she listens to Duany.



night.

"The suburbs have no magic anymore," said Duany.

That said, America has grown used to some suburban qualities, among them great parking and immense shopping choices.

As Newburgh begins to narrow down the possibilities for the land along the Hudson, said Duany, it should remember that walkability – the ability to live and work and have fun without driving – is the chief lure of cities.

"It is a wonderful time for old cities," said Duany. "They have all the best locations ... But the suburbs have raised the standards, and you have to compete with the suburbs."

The charette continues

The public planning process for the 30 acres along Newburgh's riverfront continues tomorrow and runs through next week. The public is invited to attend any session, but, as noted below, certain sessions will focus on the input from specific interest groups.

Today, at Yellow Bird Gallery (Front Street)
10 to 11:30 a.m. – Elected Officials and city staff

2 to 3:30 p.m. – Public Works, Safety, Traffic, Transport

6 to 7 p.m. – Boards and commissions

7 to 8 p.m. – Open studio. The public is welcome to browse the sketches of ideas produced to date.

Tomorrow, at Yellow Bird Gallery
4 to 5:30 p.m. – Commercial, Retail, Amenities

Saturday, at Yellow Bird Gallery
10 a.m. to 12 noon – Pin-up Design Review; another chance for the public to view drawings of ideas from previous sessions.

Tuesday, at Newburgh Free Academy
7 to 9 p.m. – Closing presentation. Leyland Alliance and charette leader Andres Duany will present two or three detailed sketches of projects for the city's review.

Waterfront Charrette Commences

By Chris Joslyn

"I think the word for it tonight is, 'Wow!'" said City of Newburgh Mayor Valentine, introducing the opening presentation for the Newburgh "charrette" (an open-to-the public planning process) which took place Wednesday, January 31, at the Newburgh Free Academy Auditorium. The presentation was meant to kick-off the series of Waterfront development events scheduled this week at the Yellow Bird Gallery, where people from the LeylandAlliance are already hard at work gathering ideas for the anticipated building plans.

The main event was the renowned city-planner Andrés Duany of Duany Plater-Zyberk & Company, who took to the stage with surprising energy. His purpose: to highlight the elements of New Urbanism, an urban design movement that hopes to bring its vision of success to Newburgh. The recent history of city-planning, Duany proposed, has not been a pretty one, wherein developers mostly produced a series of disappointments. The Waterfront may not have seen much development for a long timebut,

Duany contended, this is a good thing.

"You missed the worst 40-years of urban architecture," he said, and he believes in making himself a careful student of such failure. Now is the time to strike, according to Duany; the present is an exciting time for design innovation. "You're going to be on the road up rather on the road down," he said, addressing attendees.

Duany believes that Newburgh has the necessary elements of a good investment, including, probably most importantly, an excellent connection to the "world-class" New York City, especially for people that do not have cars. The power of the city, he said, in contrast to their competitors, the suburbs, is "walkability." The only trouble is that people, "are very particular about what [they] walk past." According to Duany's theory, they need to have short stretches of beautiful storefronts that everyone can enjoy. To achieve this, Duany outlined a set of changes he would like to see in Newburgh, including a new set of predictable laws in regards to zoning and building codes. "What this city needs," he said, "is a mas-

ter plan." The hope is that a good, "big-picture" plan will help investors feel more comfortable putting their money into Newburgh.

In a move that seems counterintuitive for an experienced planner, Duany emphasized that he has arrived in Newburgh intentionally ignorant of its features. He believes that knowing next to nothing about the city will keep his mind open to the suggestions of the people, which he and the LeylandAlliance hope to empower during the charrette process over the coming days. Duany plans to help educate the participating public on what they need to know to provide good feedback on their plans. "If you're going to take the power onto yourself, you'd better know what you're doing," he said.

Charrette events, open to all who attend, will run until Saturday, and will conclude with a closing presentation at Newburgh Free Academy on Tuesday, February 6, at 7p.m.. Duany hopes that all who do will speak candidly.

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PRESS

Joslyn, Chris. "Waterfront Charrette Commences," *Sentinel*, February 02, 2007.

LOCAL

Newburgh

Today's charette moved to Hudson Hall

Bigger than expected crowds at the public planning sessions for the waterfront project have made organizers seek a bigger venue.

The Yellow Bird Gallery was to host today's "pin-up review," an open house where residents could check out drawings of some of the ideas for the land tossed about this week. But the Leyland Alliance, the master developer of the 30 acres, worried the standing-room-only crowds at yesterday's charettes would be bigger today.

Therefore, today's 10 a.m. open house will be held at Hudson Hall on Mount Saint Mary's College campus, 330 Powell Ave.

John Doherty

Times Herald-Record/CHET GORDON
The Key Bank overlooking the Newburgh waterfront. The building is the site of the proposed SUNY Orange campus.

Waterfront plans need campus link

By John Doherty
Times Herald-Record
jdoherty@th-record.com

Newburgh – It's a little like lightning striking twice: After 40 years of nothing, there are suddenly two \$100 million projects lined up nose-to-nose on lower Broadway.

This week, the city began brainstorming publicly about what to build on 30 acres hugging Newburgh's postcard waterfront. Almost lost was news from the other big-ticket Broadway project: architects for SUNY unveiled sketches Thursday of what the expanded Newburgh campus based at the Key Bank building will look like.

"This isn't just a college campus," said Newburgh Mayor Nick Valentine. "This is a college campus bordering the biggest single development to ever hit this city."

Too bad, then, said Valentine, that he and other city officials had not seen the college plans until yesterday.

And though invited, designers for the college campus have not attended the planning sessions for the waterfront project that will be its closest neighbor.

In fact, the two projects are chugging along largely separately so far – despite City Hall's hope that the one-two punch of the waterfront project and college will have an impact far beyond the city's east end.

"Every question we hear basically boils down to, how does this project connect to the rest of the city," said Valentine. "That's been part of the mantra. You can't have

these 30 acres just isolated. They have to connect."

Connectivity was one of the buzz terms Andres Duany preached when he arrived here Wednesday night. Duany, the world-renowned planner and godfather of the New Urbanism school of design, told residents that they should give careful thought to the development of lower Broadway.

It was the gateway to whatever residents and developers built on the 30 acres, he said. He also singled out the Key Bank building as "really awful." A design misstep on the stretch of Broadway leading to the waterfront, Duany warned, could squash the energy building in the city down by the river.

Bill Richards, the president of SUNY Orange, attended a charette session in Newburgh yesterday and has met with Leyland Alliance, the Goshen firm chosen as the waterfront master developer in recent months.

But coordinating the designs of the two projects so far has been difficult.

JMZ, the architect hired by SUNY to design the Newburgh campus, has been at work for months, while the actual planning of the waterfront has just begun.

But Tenee Casaccio, a JMZ vice president, said she thinks the two projects will end up jibing. "Our concerns and Leyland's concerns are in concert," she said.

Monica Quigley, a spokesman for Leyland Alliance, said Duany has seen the drawings of the proposed campus and was "very excited, very pleased" with the design so far.

'OUR CONCERNS AND LEYLAND'S CONCERNS ARE IN CONCERT.'

– Tenee Casaccio



Illustration provided

An artist's rendering of the proposed SUNY Orange campus in Newburgh.

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Doherty, John. "Today's Charrette Moved to Hudson Hall," *Times-Record*, February 03, 2007.

Doherty, John. "Waterfront Plans Need Campus Link," *Times-Record*, February 03, 2007.

On the waterfront, but later

Planner cautions project needs time for development

By John Doherty
Times Herald-Record
jdoherty@th-record.com

Newburgh – Don't just think of the dream project on the waterfront here as being five to eight years away, Andres Duany told residents yesterday.

Think of your own age. Then add those five or eight years.

"It took eight years to get the permitting for the ferry (connecting Newburgh to the Beacon's commuter rail)," Duany reminded people. "That's twice as long as World War II."

In four days here, Duany, a Cuban-born jet-setting urban planner, has done much. As the face of Leyland Alliance, the master developer of 30 empty acres along the Hudson River here, he has charmed a city genetically skeptical of outsiders with big plans. He has coaxed hundreds to come to public planning sessions and to dream out loud. He has convinced them that, yes, this time, it could happen.

Yesterday, he woke them up.

TO THE RESIDENTS who had pulled on his sleeve this week and requested affordable housing for the land, he said "maybe a little." To those who stopped him and lobbied for spacious parks and playing fields on a big chunk of the riverfront land, he was blunt.

"This is not a Christmas tree, where you just get to hang things on," Duany announced to a room of about 300 residents at Mount Saint Mary College. "People somehow or another feel like we're taking orders. Like a waitress in a diner. 'Um, yes ma'am and what size did you want that gymnasium?'"

The audience laughed, but Duany was clear. After a flurry of meetings with interest groups and lively debate, the nitty-gritty was about to begin. Leyland has not announced a budget for the project, but early estimations by city officials predict a \$100 million or more price tag.

ON TUESDAY NIGHT, Duany will unveil sketches – detailed drawings of what Le-



ABOVE: Andres Duany, of the firm Duany Plater-Zyberk and a member of the Leyland Alliance, during a presentation yesterday of proposed plans for the 30-acre Newburgh waterfront site. **RIGHT:** Newburgh residents listening to a presentation yesterday at Mount Saint Mary College in Newburgh.

yland's work on the steeply pitched hillside leading to the river could look like.

Duany dropped hints: Developers, eyeing the bottom line, are figuring on some 500 housing units – maybe condos, maybe town houses, probably some apartments. Several street-plan drawings shown yesterday included the footprint of a hotel, and Duany mentioned that Beacon, with its own hotel plans, must be thought of as a competitor.

Many residents had hoped to catch glimpses of that yesterday at a meeting that was billed as a "pin-up review" – a chance to see rough sketches of some of the ideas batted about this week.

But the turnout this week was so great, Leyland changed venues.

Among the questions residents peppered Duany with yesterday was whether enough was being done to reach out

to the 75 percent of Newburgh that is black and Hispanic and get their input. Yesterday's audience, like most so far, was largely white.

BUT ONE ELDERLY black resident said the public sessions this week were a welcome improvement from the days when city officials and developers met behind closed doors. The black neighborhood on the empty land now up for discussion was razed with no opinion asked from the residents there.

"I feel like we can really move ahead now," said Gail Fulton. "I've been here my whole life, and they've never asked us our opinion before now."

Duany's tough talk yesterday seemed to do little to blunt the enthusiasm of residents who have been swept up in the so-called charette process.

"This is providing an energy I haven't seen in the 24 years I've been here," said Josh Smith. Smith is a member of the city's Zoning Board of Appeals and was a member of the site selection committee that sorted through proposed locations for a new SUNY campus. He admits he has sometimes gotten jaded about the pace of progress in Newburgh.

"To see this process, it gives me hope," he said.

The Yellow Bird Gallery will be open for residents who want a closer look at some ideas sketched so far, says Leyland Alliance. But the most detailed look will be Tuesday night at Newburgh Free Academy, when Duany rolls out his preferred plans.

Then, as he reminded the city, another long public debate, and a permitting process, and study and more work, will begin.

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PRESS

Doherty, John. "On the Waterfront, but Later,"
Sunday Record, February 04, 2007.

NEWBURGH - As this city on the west shore of the Hudson ponders rapid adoption of a proposed redevelopment scheme, questions have been raised about the goals - and targets - of the proposal. The project's lead planner boasts of shaping the redevelopment of post-Katrina Louisiana, and has thus far presented to a largely white audience, despite the fact that the Newburgh community predominantly consists of people of color.

In the past week, the city has sponsored two large public sessions and several smaller meetings in a process termed a "charrette." However, some have instead mused if the charrette wasn't actually a charade, conducted to provide political cover for the gentrification of the city.

On the table is the future of 30 acres of city-owned land in the heart of the city's waterfront. Off the table, according to the planner - Andres Duany, a founding principal at Duany Plater-Zyberk & Company - is affordable housing. In reply to community interest in developing a sizable part of the waterfront with parks and ball fields, he said "This is not a Christmas tree, where you just get to hang things on - people somehow or another feel like we're taking orders, like a waitress in a diner. 'Um, yes ma'am and what size did you want that gymnasium?'"

Duany is one of the planners circling New Orleans for a crack at its redevelopment. But according to many in that city, the biggest problem of all is the lack of true democratic participation. With almost half of the city's population still missing, with renters, public housing residents, and residents of the worst hit neighborhoods distracted by more mundane concerns like returning home, securing employment, a roof over their heads, or cleaning up property that will otherwise be deemed blighted soon, it appears that most residents of the Big Easy simply don't have the resources to participate.

In Newburgh last week, the two public sessions were both held outside of walking distance from the downtown area which is home to much of the Black community. Although each meeting drew at least 200 people, only a small number of attendees were from the areas likely to be affected.

In New Orleans, Duany himself faced criticism for not addressing the claim that the new urbanist "mixed-income" design which he favors has historically created social inequality by

catering to the urban needs of more affluent classes and ignoring the political and economic causes of poverty.

For those seeking some insight into his vision for Newburgh, this quote from Mr. Duany in the New Orleans Times-Picayune might be of interest: "The Gulf Coast offers the rare opportunity to start over from scratch, potentially with quick results," said Mr. Duany, to some local skeptics.

"For a city to become a city that's planned, it has to destroy itself; the city literally has to molt," he added.

"Usually this takes 20 years, but after a hurricane, it takes five years. The people can see the future in their own lifetime."

A final meeting is scheduled to take place on Tuesday, February 6, from 7:00pm to 9:00pm at the Newburgh Free Academy, 201 Fullerton Ave, Newburgh.

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Debar, Don. *Newburgh Redevelopment: New Orleans-On-Hudson?* WBAI-FM, February 04, 2007.

Charrette Sparks Interest Of Newburgh

By Chris Joslyn

Due to overwhelming interest, the second to last event of the Newburgh Waterfront charrette was relocated at the last minute to Hudson Hall at Mount Saint Mary College. This "Pin-Up Design Review," which took place last Saturday, February 3, was the final presentation of brainstormed drawings from the LeylandAlliance developers and consultants before they were to begin throwing out unrealistic ideas. It was an opportunity for the people to see the designs that they had helped to build.

"We're now in the middle of process. The momentum in building, excitement is building," said City of Newburgh Mayor Valentine, who has been diligently attending the charrette events. "If we had not seen such leadership," said Steve Maun, president of the LeylandAlliance, "We would not have had the courage to go forward," but also said that, "As much public interaction as we've had...the process is really just beginning. There are a lot more messages filtering in than you may

think."

New Urbanist Andrés Duany again took to the lead for this event, telling folks that the pictures he would show were rough and out of order, and covering a variety of scales, as they were meant only to present innovations rather than plans. The pictures showed various birds-eye views of the Waterfront, the nearby parks, and even Broadway. Ideas ranged from the radical in one, the streets of the city would slope diagonally towards the Hudson, offering everyone a valley-view to the pragmatic where a Broadway trolley makes a connection between the Newburgh-Beacon Ferry to Stewart Airport and the very green which push large park spaces, city squares, or even solar panels. "This is your presentation to the world. This is your heart," said Duany, who repeatedly praises the turnout at these events. "Last night, I lost my voice for the first time," he said, "There's a lot of input."

And there was more. The question and answer session was as

(Continued on page 3)

filled with comments as the room was, which by then was standing room only. Concerns and hopes were wide ranging. Suggestions came in which addressed geothermal energy, traffic, competition, and park design. Many are still seriously concerned with how the development will affect the city's natural beauty and, most especially, the housing prices. "We can't forget about the fact that rent is escalating," said Dextro Tiller, an attendee. "We want to see the city beautified too... [but] who is going to afford it?" Duany acknowledged that this is an important issue, and assured audience members that it would be taken into account, but that mostly city law would need help to fight the problems caused by "slum lords" and the like.

New York State Senator Bill Larkin, who was present at the re-

view, praised the Leyland Alliance's efforts, but addressed most of his speech to the audience. "This is your city," he said, "Many of you started out here in the City of Newburgh." He encouraged people to see the charrette as an active, productive, and communal project. "If you listen to what [Duany] said, it has to be done for the benefit of everybody. Is this what you want your city to look like? If not, then tell them. We can have it, if you participate. Not by pointing out faults. Nothing's perfect. Let's allow these people to move forward and our city the proud city it once was."

The closing presentation for the charrette is scheduled for Tuesday, February 7, at 7 p.m. in the Newburgh Free Academy Auditorium. "This is a golden opportunity," said Senator Larkin, "You're the losers if you don't come."

Joslyn, Chris. "Charrette Sparks Interest Of Newburgh," *Sentinel*, February 06 2007.

Doherty, John. "Unveiling a Dazzling Plan for Waterfront," *Times Herald-Record*, February 07, 2007.



Provided illustration

A rendering of one of two parks that would occupy the empty land between Broadway and the Hudson River.

Unveiling a dazzling plan for waterfront

By John Doherty
Times Herald-Record
jdoherty@th-record.com

Newburgh – A five-story hotel. Two eight-story flatiron-style buildings, with their signature triangle look. The rebirth of Clinton Square, a neighborhood completely wiped out during urban renewal in the 1970s.

The plans to redevelop 30 acres along Newburgh's waterfront unveiled last night are dizzying in their scope. They go beyond the physical boundaries set aside for Leyland Alliance, the Tuxedo-based developer expected to spend \$100 million or more here in the next five to eight years. Plans include ideas for land not even part of the designated 30 acres.

Andres Duany, the planner who got rock-star billing in leading last week's public discussions of the project, was blunt. This project was a chance to reverse decades of planning mistakes – and tragedy – for Newburgh, he said.

"Your community has been very

roughly treated," he told about 400 residents at Newburgh Free Academy. "This is a chance to make this city the front door to the region."

The price tag, the chances Leyland can secure all the permits for the project and whether City Hall and residents will go for it – all that is for other nights.

Duany estimated that optimistically the next two years at least will be "wasted" obtaining permits.

Last night, he led residents through his thinking for the proposal that flashed on a big screen in a series of artist renderings and street plan drawings.

Among the highlights:

▶ Rebuilding Clinton Square, a neighborhood plowed under decades ago. It would feature the newly christened bust of Martin Luther King Jr. in a plaza surrounded by new, red-brick warehouse-style buildings with huge windows. It would be connected to Broadway by a restored Colden Street, meandering diagonally south to north up the steep hillside.

▶ An improved Vaux Park, the odd, empty piece of grassland sitting where Broadway ends. The view is terrific, noted Duany. But his plan calls for two flatiron buildings, their classic "needle-nosed" corners facing Broadway, and their widening opposite ends blocking the view of the Key Bank building when viewed from the river. They would flank an improved park.

▶ The Consolidated Iron property, the only chunk of the "waterfront project" which actually borders the Hudson, would become a city within a city. A five-story building could house a river-view hotel. Soccer fields open up behind it, and existing Washington Street would now end in a new plaza, flanked by both town houses and two office buildings.

"There isn't just one show here," Duany said of the plan. "There's a lot going on."

Hard copies of the proposal will soon be available through City Hall, and comments about the plan can be posted at www.newburghwaterfront.com.

Planner beats drum for light-rail project

By John Doherty
Times Herald-Record
jdoherty@th-record.com

Newburgh – Of all the features in the proposed rebuilding of Newburgh's waterfront, there is one designers are adamant about.

"Fight for this," Andres Duany, the project's planner, told residents Tuesday at a public planning session. "Fight hard for this."

Duany wasn't talking about the minicity he envisions on the old Iron Works site on the riverbanks. And he wasn't pushing the rebuilding of Clinton Square, a neighborhood plowed under by urban renewal.

No, the aspect of the plan he wants residents and city officials to get behind so strongly is an idea that has been kicked around for years: a light-rail connection between Stewart International Airport and Newburgh's Broadway.

"It's so obvious, such a no-brainer that the only people who wouldn't come up with it are planners," joked Duany, part of Tuxedo-based Leyland Alliance's development team for the waterfront project. "The compelling simplicity of this plan will make it happen."

Duany spoke at the unveiling of Leyland's plan at the Newburgh Free Academy.

The rail wouldn't just connect Stewart to Newburgh, Duany said, it would allow commuters to catch the ferry to Beacon and then take Metro-North to Manhattan.

Being within easy reach of Manhattan is Newburgh's biggest asset, Duany said.

The idea may seem simple, but such a rail line faces big obstacles.

"We've studied this at least twice, and it's been posed numerous times," said David Church, Orange County's planning commissioner. "For some reason, all forms of train have a sex appeal, an appeal over other modes like bus. But it isn't something that's going to happen right away."

For one thing, Church said, it's expensive both to build and it's expensive to move should other work on Broadway force a route change.

All the talk of rail service to Stewart lately has centered on connecting the airport with the Port Jervis/Salisbury Mills line of Metro-North.



Rendering by David Carrico, courtesy of LeylandAlliance LLC

An artist's rendering of the redeveloped Newburgh waterfront.

Duany sees a connection from Stewart to the ferry as a critical way to bring energy to Broadway. Invigorating Broadway was as much the charge to Duany and developer Leyland Alliance as designing buildings for the waterfront.

In Duany's design, Broadway would be narrowed. A wide median would be built and square or plazas would break up Broadway into smaller sections.

Duany suggested fast, frequent buses be the first step to light rail on Broadway.

"Leyland wants that on the front burner," said Newburgh Mayor Nick Valentine. Updating the spotty county bus service down Broadway, to include trips to Stewart and the businesses along Route 17 is a natural start, he said. The idea of light rail or a trolley on Broadway is attractive, he said, but a long way off.

Covering the waterfront

Residents have gotten a glimpse of Leyland Alliance's proposal for the waterfront. So what's next?

Under their contract with the city, Leyland has until mid-March to deliver a final draft of its proposal, providing far greater detail. The city then gets a chance to respond.

In the meantime, Leyland and the city will be negotiating purchase and sales agreements for the city-owned land Leyland will build on. They will be formalizing the Tuxedo-based company's contract.

Bob McKenna, the city's economic development chief, said he expects public comment sessions on both the Leyland contract and the proposal's final draft to be scheduled before the City Council signs off on them.

EDITORIAL

Visions of a new Newburgh

Step by step, day by day, a vision of what could be the birth of the new Newburgh has emerged over the past couple of weeks. It's not bad. In fact, it's downright appealing and encouraging.

First, planners for a new campus of SUNY Orange unveiled their conception of what that might look like. Then, planners for the redevelopment of 30 acres of neglected land along the Hudson River dazzled city residents with their dream for the waterfront. It was enough to make even longtime skeptics take notice and, perhaps, even hope that this time it's for real.

The planner for the waterfront developer put it succinctly Tuesday night in presenting drawings for a reborn riverfront. "Your community has been very roughly treated," said Andres Duany. "This is a chance to make this city the front door to the region." Wow! From doormat to front door, now there's a renaissance worth pursuing. Duany, who represents Leyland Alliance, carries the cachet of an internationally known urban planner, so when he speaks, people pay attention. He also speaks in a way that people can understand and he does not sugarcoat his message, both worthwhile traits when it comes to addressing a city that's had its share of double talk and double-cross.

That the two major developments holding the key to the city's revival sit along the river is not surprising. It's the most desirable, developable part of Newburgh. Unsuccessful efforts to put the SUNY campus on Broadway – which would have

developers and planners something around which to build dreams. The challenge for them and for all city residents is to make sure the waterfront projects reach out beyond the Hudson and its vistas and offer hope for all the city's residents – rich, middle class, poor, white, black, Hispanic. Urban gentrification, in other words, should not be an end in itself. To be blunt, since the 30 acres along the water were home to many poor minority families until leveled by urban renewal, any redevelopment that profits the well-to-do without providing opportunity for the city's less-well-off would be, well, immoral.

The new college campus is intended to address those concerns.

It will bring educational and economic opportunity within easy reach of thousands of county residents, while also helping to create a cultural focus at the foot of Broadway. The surrounding neighborhood cannot help but improve. How the college plans meld with the plans of Duany and his Leyland Alliance is important. How they look, what they offer, how they work together in creating a livable urban neighborhood will affect how they influence development in the rest of the city.

New housing, new jobs, new recreation, new cultural activity, new businesses, new tax revenues, new hope. This is what lies behind those artists' renderings of the new Newburgh waterfront. City leaders have a major responsibility to make sure the plans are practical, non-exclusionary and complementary of each other and all residents

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APPENDIX PRESS

Editorial. "Visions of a New Newburgh," *Times Herald-Record*, February 09, 2007.

Doherty, John. "Planner Beats Drum for Light-Rail Project," *Times Herald-Record*, February 09, 2007.

BUSINESS JOURNAL

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Skrliff, Dylan. Newburgh Envisions its Waterfront," *Hudson Valley Business Journal*, February 09, 2007.

Newburgh envisions its waterfront



photo collage by Marlis Momber

Internationally known architect Andres Duany guides a weeklong charrette focused on envisioning a new waterfront.

BY DYLAN SKRILOFF

Newburgh residents turned out in droves last week to participate in the city's Waterfront Charrette - a public discussion on the proposed development of 30-acres of waterfront property that have not been in productive use since their demolition in the 1960's.

After a week of public discussion, project architects with Leyland Alliance, LLC, based in Tuxedo, have drawn a preliminary plan that includes about 1,000 units of higher income housing, as well as 200,000 square feet of commercial zones, 200,000 square feet of retail zone, 2,470 parking spaces and considerable open space and parkland.

The aim is to create a beautiful, walkable area on the waterfront that will connect seamlessly to the rest of the city and attract wealth. Besides looking beautiful, this will create a tax base and ultimately benefit the entire city. The project is being led by world renowned architect and planner Andres Duany of Duany Plater-Zyberk Associates.

The general response to the plan from residents and community leaders was overwhelming support and enthusiasm and overflow crowds were the norm all week long.

"These are great ideas. This is the most active I've seen the community," a noticeably enthusiastic city mayor Nicholas Valentine

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Waterfront charrette draws overflow crowds

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said following the February 3 design review.

Mayor Valentine said the city would be going ahead with plans to get sites permitted so the project could happen in "real, doable timeframe."

"We're the hottest ticket in town," a city organizer said to those who showed up at Yellow Bird Gallery in Newburgh for the February 3rd Waterfront Charrette Design Review, before directing them to the event's new location at Mount Saint Mary's College. The review was moved because it attracted over 200 people, far more than originally anticipated.

The night before an expected turnout of 30 for a commercial/retail/amenities meeting, turned into a 150 person horde. On January 31 at the Newburgh Free Academy about 500 people were in attendance to hear the initial presentation by Duany. The charrette's closing presentation at the Academy on February 6 attracted at least 350 - there Duany revealed in detail the designs his team had drawn up over the weekend.

Duany is a leader in the new urbanism movement that seeks to design walkable, mixed-use, high-efficiency communities - in fact he has earned the nickname "the Godfather of new-urbanism." His work is well-known in the field, particularly his renovation of Seaside, Florida in 1980. He was hired to handle the charrette and lead the planning process by Tuxedo-based general contractors Leyland Alliance LLC. The Newburgh City Council chose Leyland over 18 other contractors for the waterfront project precisely because they were willing to do a public charrette process.

Duany presented slides of many specific ideas at the February 6 closing presentation including a 1.4 acre waterside park, outdoor sporting fields, an indoor sporting "bubble" on the south side of the waterfront and a brand new park replacing the old Downing Vaux Park that would be the "centerpiece" of the water-

front from the audience. Duany harshly criticized the 1960's era planners from the federal government who destroyed Clinton Square to begin with, as it was clearly the heart of the community. Other plans include a multiple star hotel and

He described Broadway as being "mis-erably wide" and suggested the middle of the road could be the site of a bus-rapid transit system connecting to Stewart Airport. Residents should do everything possible to lobby for the bus-rapid transit



photo collage by Marlis Momber

underground parking garages.

The general architecture of the waterfront will be classical Newburgh style, including an emphasis on brickwork. The windows on the new developments will be bigger however, because modern people appreciate sunlight a lot more than their predecessors. Martin Luther Kind Boulevard will be changed from a highway into more of a city boulevard; parking can be added and a median with trees can be placed in the middle, he said.

Duany is not fond of the looks of Orange County Community College - he consistently referred to it as the horrible "orange building." His desire to block it off from the view of those boating on the Hudson led him to design two tall buildings modeled after the famous New York City Flat-Iron Building. From the Hudson, these two buildings would sit atop the new Downing Vaux park and create the look of a definitive corridor lead-

through downtown Stewart to the Newburgh-Beacon ferry because without it development would be lost to the outlying suburban areas, he said. Chris White, an aide to Congressman Maurice Hinchey, offered the Congressman's support in gaining BRT.

He said that Newburgh is like many small American waterfront cities - once prosperous due to industry, it has lost its business out of state and overseas and lately had a reputation for its poverty and crime problems, more so than its illustrious history and architecture. Duany opined that Newburgh was actually lucky

to have missed out on the last 40 years of development. "You missed out on the worst 40 years in the history of American architecture," he said, garnering laughter and applause.

Duany is a veteran of charrettes - a term derived from French architecture schools. He told Newburgh residents at the opening presentation on January 31, that far from being an impediment, public input was very helpful to the development process. Some of the best ideas he's worked with through the years had come from local architects.

At that presentation Duany also explained the philosophy of new urbanism and some of the history of architecture and city planning. He pointed to the "progressive era" of architecture and city planning during the late 1800's and early 1900's as the hope of history. In the mid-1800's most cities were horribly constructed mazes often lacking basic necessities. The progressive period quickly transformed American cities into a model of sensible planning and the envy of the world.

New urbanists were hoping for a similar renaissance in the 21st century. Over the past 20 years, "we've done idiotic things to ourselves," he said. Sometimes well-meaning federal policy had hampered the success of cities. Duany said highways made cities too accessible to suburban people who no longer needed to live there to enjoy the benefits. Following World War II, cheap loans were made available to build new homes but not fix old ones, leading to the rapid expansion of suburbs and the deterioration of cities.

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Charrette process a success

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Duany pointed to several positive factors Newburgh has going for its future – a close proximity to a revitalized New York City, a close proximity to a growing Stewart Airport, a diverse population and an excellent ferry across the river. The future of renewable energy and energy efficiency was also an issue on the mind of residents at the charrette. Applause was garnered when it was announced the waterfront development was seeking the first ever LEED Certified Gold neighborhood standard.

“How would you like to be the first certified LEED-ND community,” Duany asked the crowd on February 3, which responded with a rousing ovation. LEED is a green-certification developed by the U.S. Green Building Council. Duany said 75 communities will be competing to receive the first ND designation, which stands for Neighborhood Development. The ND concept is based on the new urbanism development that Duany has helped popularize and looks at factors like walkability, energy efficiency and renewable energy usage.

A member of the Scenic Hudson environmental group stood at the meeting and praised Newburgh’s open charrette as being a positive example to other communities in the region.

“Right on Newburgh,” he said.

Aaron Justice, representative of Johnson Controls, an energy conservation company, said the business was investing heavily in Newburgh.

“Newburgh can be a national model of green development,” he said.

Newburgh resident and business owner John Lonczak said he felt the energy of the charrette process was providing the city with a wonderful shot of hope. It was

the first time in his 20 years in the city he felt such a good buzz going around.

“It’s an interesting point in our culture. We have an opportunity to design our own city. There’s new hope. Leyland and Duany are playing conductor,” Lonczak said.

Many residents peppered Duany with questions about the fate of the entire city and whether lower income people might be further disenfranchised if property values started increasing and rent prices went up. Duany said he was not the expert to address that matter and that what the city really needed to do was have a similar charrette for citywide planning and create a master plan inclusive for one and all, possibly including rent controls.

He did suggest that citizens enforce the laws on the books and take quality of life measures. Passing a law that requires building managers to live in apartment buildings is one measure that could help remedy “slumlord” problems residents were concerned about, he said.

“Sue whoever deserves to be...get yourself a good lawyer,” said Duany, to a round of applause.

Duany’s interesting, curt sense of humor played well to the crowd, who laughed often. When he described Newburgh as a “nice, plump city” lacking any unnecessary protrusions and doing things that made sense, like having a main street that went through the center of the city, the crowd was in near hysterics. Duany also said nearby Beacon was a competitor of Newburgh.

“Be a progressive place or else Beacon will be cooler,” he said, garnering laughs.

State Senator Bill Larkin was on hand at the February 3 meeting as well and he implored the community to stay involved

with the project.

“This is your city. This is a golden opportunity. You are dealing with people who get things done. It’s a chance to make this the all-American city it once was,” Larkin said.

A former city council woman Elsa Figueroa-App was happy to take some credit for saving the waterfront properties that are now the subject of development. Two years ago there had been a plan floated to sell seven acres for \$100,000. She opposed it and organized people in her community to help stop those plans. Soon after, the city council developed the 30-acre package idea.

“I am very inspired (by the project), but do see the need to take the entire city into consideration,” she said. Like most others, she was impressed with Duany.

“He’s like a living legend. This place is filled with architects and planners from all over the world,” she said.

Official Waterfront Development Goals

To restore Newburgh as the gateway to the Hudson Valley and as a distinctive American waterfront city.

To connect the heart of the city to its waterfront and the city to the region.

To create a mixed-use, pedestrian oriented neighborhood in which a diverse public can live, work, learn and play.

To establish Newburgh as a world-class regional destination for citizens and tourists – a mix of local, national and international shopping venues – with a multi-cultural flavor.

To build upon Newburgh’s historic legacy and architectural heritage.

To create economic prosperity, fostering an enterprising spirit.

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APPENDIX TEAM PHOTO

Left to Right Standing: Paul Roggeman, Lou Marquet, Andres Duany, David Carrico, Alex Latham, Kim Mathews, Senen Antonio, Greg Leonard, Lourdes Castaner, Matt Lambert, Adam Rak, Cory Babb, Eusebio Azcue, Mike Weich, Tom Calabro, Don Powers, Russell Preston, Douglas Kalfelz, Mike Watkins, Mike Farrell, Brian Gitt

Left to Right Sitting: Paul Van Gelder, Giovanni Palladino, Chrissy Amato, Rachel Merson, Andrew Moneyheffer, Iva Dokonal, Maria Mercer, Ela Dokonal

Not Pictured: Steve Maun, Howard Kaufman, Paul Gratzel, James Titolo, Monica Quigley, Roger Wood, Macon Toledano, Tom Sayles, Chris Knasiak, Max Reim, Lisa Israelovitch, Michael Noda, Dan Miller, Jackie Benson, Tara Hilferty, Todd Zimmerman, Norman Garrick, Phil Baldoni, Joe Marcellus, Charles Consagra, Harry Lassiter, Larry Wolinsky, Jim McGiver, Alex Gorlin, Josh Bartlett, Vincent Linarello, Nikola Gakovic

Newburgh Waterfront

NEWBURGH

APPENDIX
PROJECT SUMMARY

Newburgh, New York

D U A N Y P L A T E R ~ Z Y B E R K & C O M P A N Y



0635-project summary.indd

Type: Urban Infill
Designed: February 2007
Status: Pending Approval
Size: 30 Acres
Program: 511 Residential Units
475 Additional Units Off Site
1407 Parking Spaces
1161 Additional Spaces Off Site
Contact: Leyland Alliance
845-351-2900
info@leylandalliance.com
www.newburghwaterfront.com

Located sixty miles north of New York City in the Hudson River Valley, Newburgh is a small city which lost its waterfront area to the Urban Renewal movement of the 1960s. The proposed waterfront masterplan, developed through a public-private partnership, uses traditional neighborhood planning mechanisms to both rejuvenate the district and provide waterfront civic space to the City.

The planned area comprises ten, discontinuous parcels directly adjacent to the Hudson River on moderate to steeply sloping land. Beyond planning for new construction on these sites, the masterplan also offers recommendations for other undeveloped sites within the waterfront district and adjacent areas, in order to fully connect the existing downtown with the proposed waterfront development. The plan also advocates historic preservation measures, including the restoration of key historic buildings and public spaces damaged by Urban Renewal, such as Colden Street and Clinton Square.

More than five hundred residential units are provided, most of which are multi-family units in keeping with the dense, urban nature of the project and its context. In addition to the residential component, the plan features several riverside parks, plazas, a hotel, office buildings, a fishers' market, fishing piers, an amphitheater, and a rapid transit terminus. A boardwalk and tree-lined waterfront promenade also provide space for relaxation and enjoyment of the natural environment.

Broadway, which is downtown Newburgh's main thoroughfare and one of the widest streets in the State of New York, is reconfigured and enhanced, creating an improved connection between the existing downtown and the waterfront. Intermittently-placed squares are introduced along the street, transforming the wide thoroughfare into a pedestrian-friendly parkway. Lined with shops, restaurants and cafés, the parkway will also be able to accommodate a rapid transit line to the Newburgh airport, which is currently accessible from downtown despite its nearby location. At the end of Broadway, the parkway widens to accommodate a new college quadrangle.

The City's signature public space is a green and terraced staircase at the base of Broadway, on the edge of the Hudson. The space, which includes an amphitheater, is framed by tall gateway buildings with the Hudson River at the base, providing a space for public performances and other city-wide gatherings.



[Signature]
Steve Mann
Cl. Kasul

[Signature]
M. Pinsky
R. H.

Ela Doloual
A. M.
U. C. L. J.

Michael Watkins

[Signature]
Adam Pak
W. S. L.
Donald F. Powers

[Signature]
Monica Quigley

Howard Kaufman
D. J. P. L. I.
A. S. L. M.

D. P. K.
P. S. P. R. E. S. T. O. N.
L. C. C. P. S. - R. A. W.

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Kim Matthews

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Nehal W. J.
L. O. Y. B. A. H. L.
K. S. J.

