

The City of Cohoes

Route 470 Corridor Study

Spring, 2002
John T. McDonald III, Mayor



Table of Contents

Executive Summary	1A - 1 D	V. Implementation and Staging	38
		Funding Resources	39
		Organization and Promotion	40
I. Introduction	2	VI. Acknowledgements	47
Vision for the 470 Corridor Study	2	Project Participants	
Goals of the Study	3	Sub Consultants	
Study Area Boundaries	4		
II. Inventory of Existing Conditions	5		
Community Overview	5		
Market Area Definition	12		
Transportation Concerns	14		
Existing Land Use and Zoning	20		
III. Corridor Development Framework	22		
Development Policy and Objectives	23		
Future Market Based Development	24		
Future Land Use	26		
Future Land Use Plan	31		
IV. Demonstration Site Designs	32		
Demonstration Site Design Sheets			
AREA 1 Hudson River Waterfront South	35		
AREA 2 Northern Gateway	36		
AREA 3 Historic Business District	37		





I. Introduction

Cohoes is taking progressive steps to rebuild its reputation as the Capital District's premier small city. The City is fortunate to have a wealth of natural, cultural and historic resources to build upon, making it a unique place to live, work and play. Of paramount importance to the success of this time of rediscovery is the City's ability to identify and attract economic development, improve its urban character and promote a positive image both locally and regionally.

The Route 470 Corridor Study is the first step in a multi-phased process that will identify strategies for redevelopment in the City of Cohoes. The purpose of this document is to provide a coherent framework for corridor improvements, economic development opportunities and resource preservation which will guide future public and private capital investments. The Plan will provide the City with a wide variety of improvements to enhance the 470 Corridor as well as specific development concepts for three demonstration sites:

- Hudson River Waterfront South (AREA 1);
- Northern Gateway (AREA 2);
- Historic Business District (AREA 3).

Land use recommendations, preferred development guidelines and transportation improvements are provided for the for each demonstration sites, as well the corridor in general.

Route 470 Corridor Study Vision

The revitalization of the Route 470 Corridor, which serves as the "spine" of the primary economic activity areas, is an important initial step in the City's overall redevelopment efforts. As the major connective feature of the city, the corridor traverses Van Schaick and Simmons Island neighborhoods, intersects with State Route (SR)787 and bisects the Central Business District. In essence, it is the common thread of Cohoes urban fabric.

The Route 470 Corridor is envisioned as the primary inter-urban transportation corridor that brings the essential components of the City, including the Hudson River Waterfront, the Central Business District and neighborhood areas, together as one. The Corridor should accommodate a mix of uses within its borders, promote safe pedestrian, mass transit and automobile transportation and signify the beginning of Cohoes's rebirth as a great urban area.

470 Study Goals

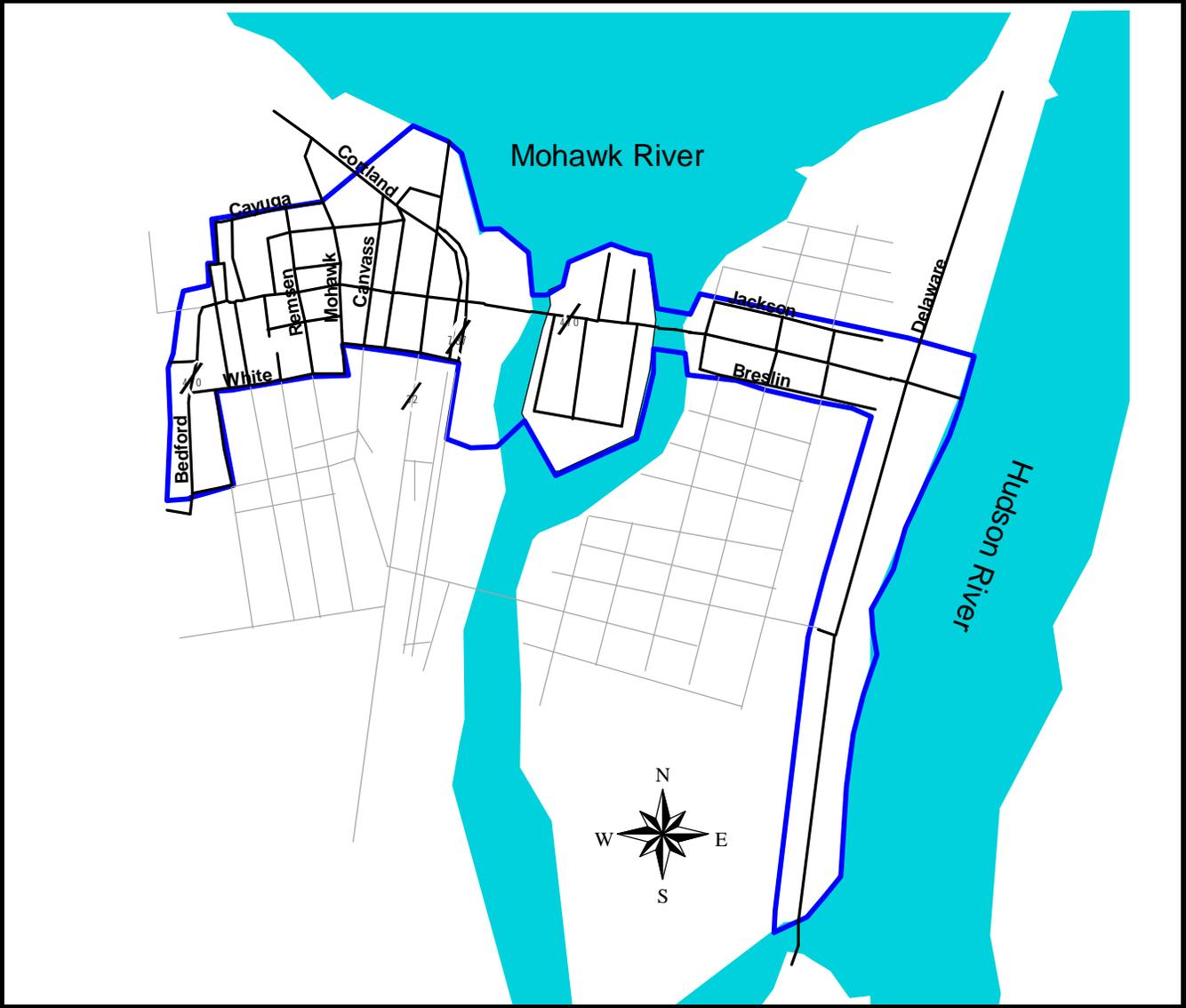
The 470 Corridor Study has four primary goals that build directly upon the vision described above.

1. To advance the City's progressive rediscovery effort by identifying options for improving traffic flow, promote pedestrian safety, allocate areas for public waterfront access and reconnect neighborhoods to the Central Business District.
2. To identify untapped economic development opportunities, improve relationships with local merchants and promote prime development areas within the City.
3. To develop conceptual redevelopment plans that can be used as a guide for public and private investment.
4. To rebuild the City of Cohoes reputation by promoting the community's strengths including its residents, natural and cultural resources and affordable real estate.

The Study Area Boundaries

As seen on the map on the following page, the Route 470 Corridor Study is not confined to the immediate road and associated road front development. The study area encompasses many different neighborhoods and business districts and, therefore, a wide array of opportunities for improvement. The scope of this project extends well beyond Route 470 itself to include areas essential to the revitalization process. The eastern terminus of the study area is the 112th Street Bridge. Delaware Avenue south of Route 470 is included in the study area and will be discussed in detail in Section III and IV. Heading west, the study area traverses Van Schaick Island and Simmons Island maintaining a one block width until the intersection with Route State Route 787. At this intersection the study area extends north to the intersection of SR787 and SR32. From the SR787 and 470 intersection, the study area continues west in one block width until the intersection with Mohawk Street where it extends north and south for two blocks on each side. From the Remsen Street intersection the study area continues west and terminates at the Columbia Street intersection.

Study Area Boundaries



II. Inventory of Existing Conditions

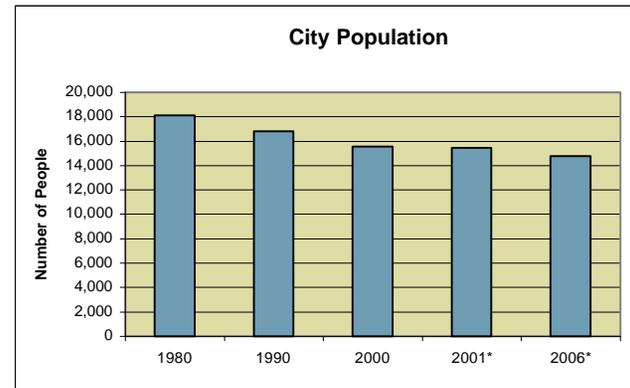
Community Overview

This section of the report will provide information about the City of Cohoes in a variety of subject areas that will help paint an accurate picture of the community's existing social, physical and economic conditions. Although this study is focusing primarily on the Route 470 Corridor, a complete understanding of the challenges facing the city as a whole is needed to develop useful strategies for improving the area. In addition to the city data provided in this section, comparisons to Albany County will be made where appropriate. This comparison to the county will provide a level of context that is required to understand the health of Cohoes compared to the County.

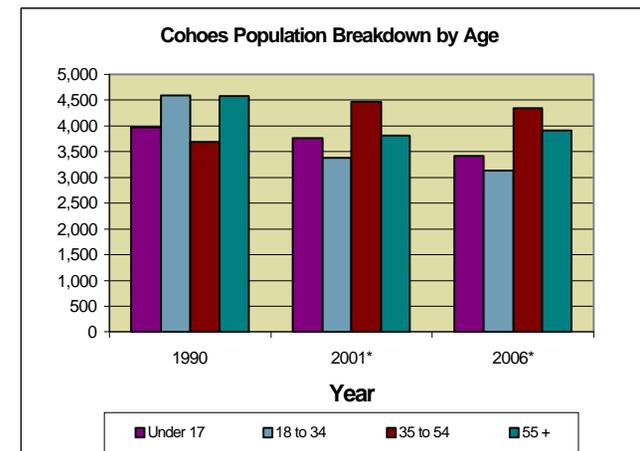
Demographics

The City of Cohoes currently has 15,849 residents and 6,932 households within its limits. As you can see in the chart to the right, this represents a 7 percent decrease in population since 1990. And according to future estimates, the City's population will continue to decrease by roughly 4 percent over the next five years. In any city, declining population can have a significant impact on the tax base, job and business development, and housing. It also impacts decisions regarding future development and revitalization. The City of Cohoes should develop short-term strategies that address the current decline in population and work on long-range plans to attract new residents to the area.

In addition to knowing how many residents live in a community, it is often helpful to know the age breakdown of its citizens. Age groups require different levels and types of service from the City. For example a community with a high percentage of senior citizens might expect a higher demand for public transportation and senior related activities. On the other hand, a community with a high proportion of the 18-34 and 35-54 cohorts may require services such as day care, youth sports and public health assistance. In Cohoes, projections indicate that the number of people aged 17 and under and 18 to 34 years will decrease over the next five years, while the number of 35 to 54 year olds and 55 and above will increase. Although the community will probably benefit from the high levels of consumption commonly associated with the 35 to 54 year old age group that results from rais-



Source: US Census Bureau, 2000; Claritas, Inc. 2001.



Source: US Census Bureau, 2000; Claritas, Inc. 2001.

ing a family and buying a home, the decrease in young people should be addressed. Cohoes needs to examine whether it has the business and housing opportunities to attract young people.

Regional Population Growth

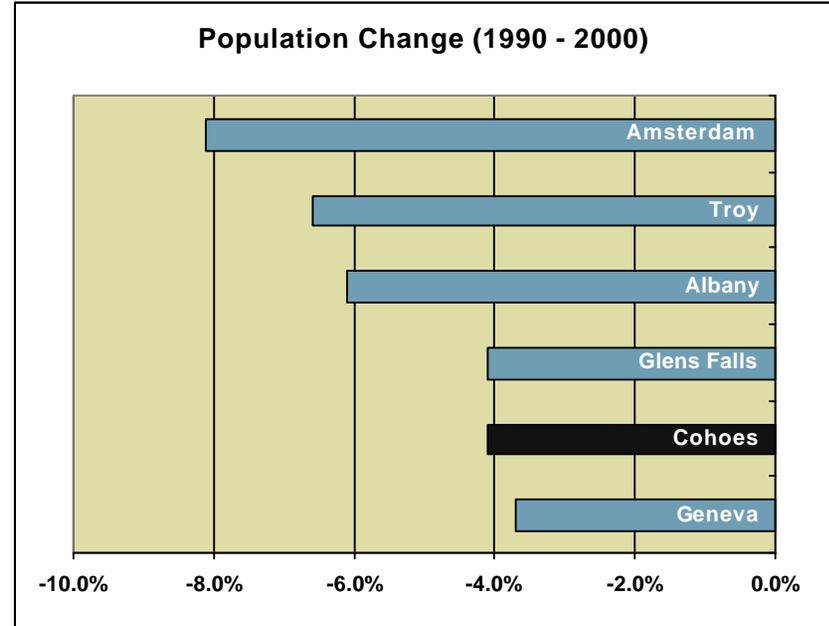
Local growth is often dependant on several factors that are regional in nature including economic expansion, environmental capacity, and overall regional desirability.

For example, the City of Cohoes is partially dependant on the success of Albany and New York State as a whole, and New York State is partially dependant on the success of the North Eastern United States. Therefore, it is important to understand not only local factors contributing the growth of a region but regional ones as well.

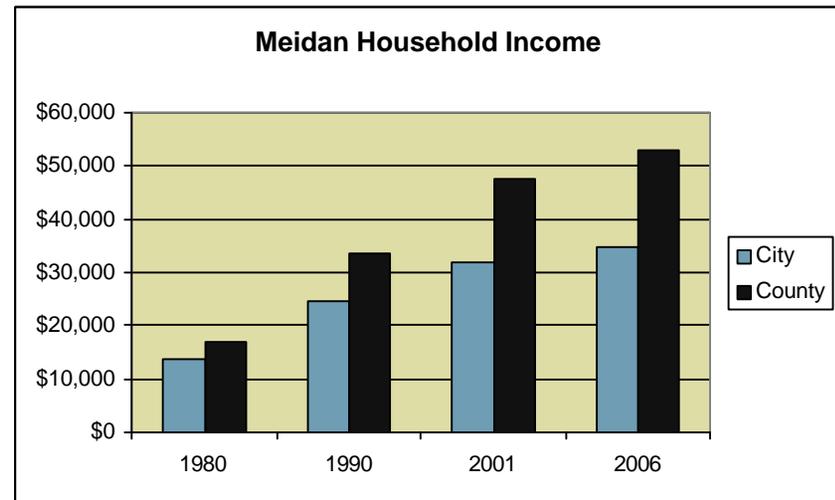
The graph to the right clearly indicates the common trend of population loss in Capital District as well as other New York State cities. However, Cohoes’s rate of population loss is the second lowest of the cities compared. So while there is definitely a population down swing in the Capital District area, Cohoes seems to be suffering the least.

Income

As you can see in the chart to the right, the median household income in Cohoes is significantly less than that of Albany County. And although the income levels increased each year, the percent change between 1980 and 2001 is roughly 7 percent for the City of Cohoes and just over 30 percent for the County. Therefore, the City is not keeping pace with the County’s income growth. This slow growth significantly impacts other community dynamics such as homeownership, consumer confidence and buying power, and education. The city needs to attract business and industry that provide high income opportunities for its



Source: US Census Bureau, 2000.



Source: US Census Bureau, 1990.

residents.

Another indicator of a community's income status is the percent of its population living in poverty. Over 13 percent of Cohoes's entire population is living in poverty. It is interesting to note that the youth and elderly age groups are being hit hardest by poverty. As the chart to the right indicates, the age group with the largest percentage living in poverty is children under 5, followed by residents over 75. Cohoes should review existing community services that are provided through the public and non-profit sectors to ensure the proper mix of public assistance is available.

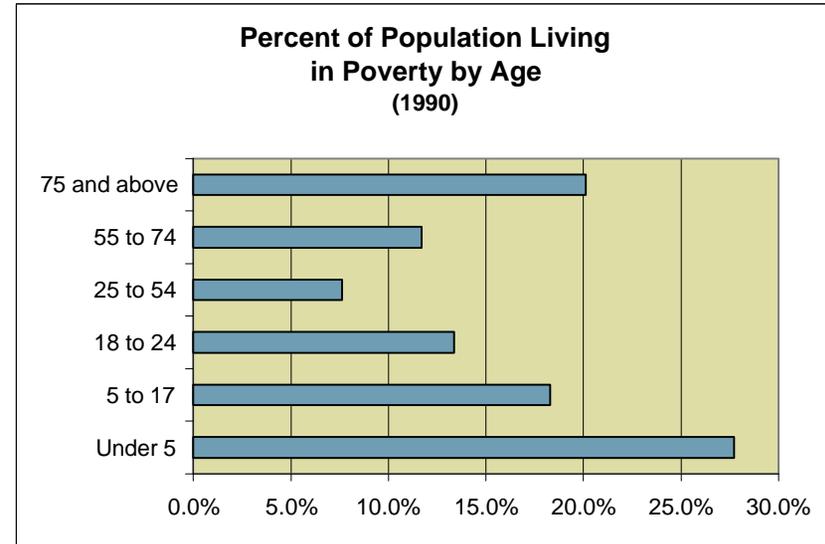
Cost of Living Index

Several factors come into play when determining how much it will cost to live in a particular place. The graph to right incorporates utility costs, transportation costs, groceries, health care, entertainment, and all taxes into an index where 100 is the U.S. average cost of living. Cohoes came in just under the national average with a rating of 97.3, which tied with Troy. Only Glens Falls and Albany were rated above the median cost of living for the nation at 101.3 and 112.9 respectively.

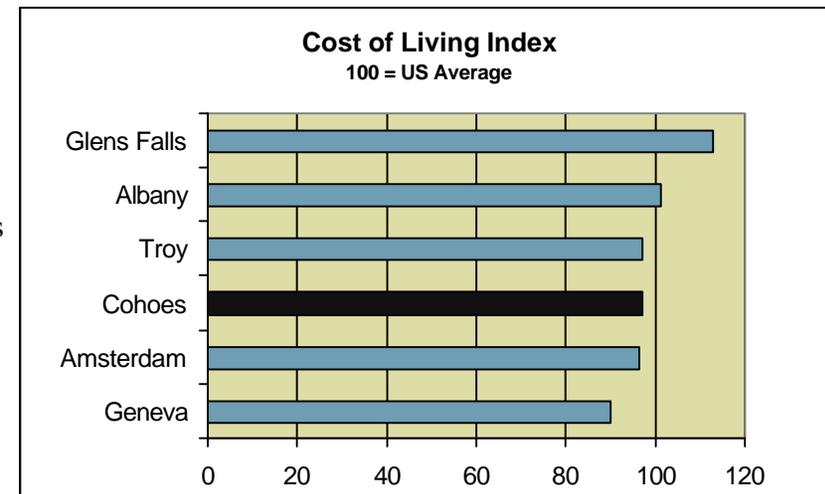
Although a key indicator, the Cost of Living Index is not equivalent to a region's quality of life. For example, areas with higher costs of living generally have higher family and household incomes associated with them as in the New York City or San Francisco metropolitan areas. However, if household incomes have not kept pace with the cost of living, the quality of life for residents drops due to the increased financial burden associated with living in a particular place.

Employment

Every community wants to have plenty of jobs that pay well and



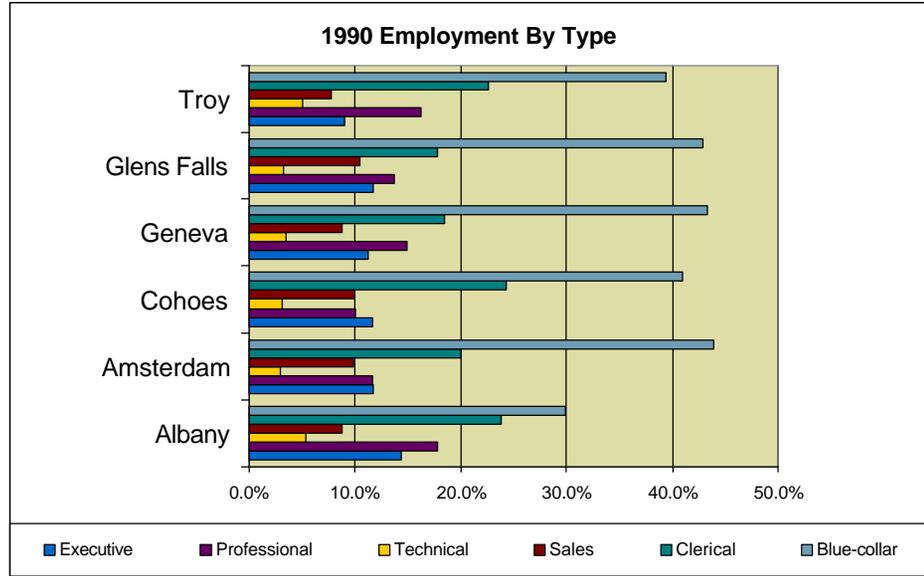
Source: US Department of Housing and Urban Development, 1990.



Source: www.bestplaces.net

keep money flowing into the local economy. The demand for labor is often associated with a community’s economic health. In addition, the types of employment available to a community’s workforce also provides insight into the levels of income and amount of opportunity available in a community.

Because unemployment rates are gathered at the Metropolitan Statistical Area (MSA) level, and four of the cities are in the same MSA, comparing unemployment rates is not a great way to compare employment among the benchmark cities. However, it should be noted that in February, 2002, Cohoes along with the other cities in the Albany-Schenectady-Troy MSA (Albany, Amsterdam and Troy), the unemployment rate was 4.6 percent which is below the statewide average of 5.4 percent and above the Albany County unemployment rate of 3.4 percent.



Source: US Census Bureau, 1990.

The chart to the right provides comparative information regarding the type of employment held in each community. In Cohoes, the largest percentage of people employed were either blue-collar or clerical workers, with 41 percent and 24 percent respectively. The blue-collar category had the highest percentage of employees in all of the benchmark communities. However, Cohoes had the second lowest percentage of technical jobs, and the lowest percentage of professional, which indicates an opportunity for future development in this job sector.

Housing

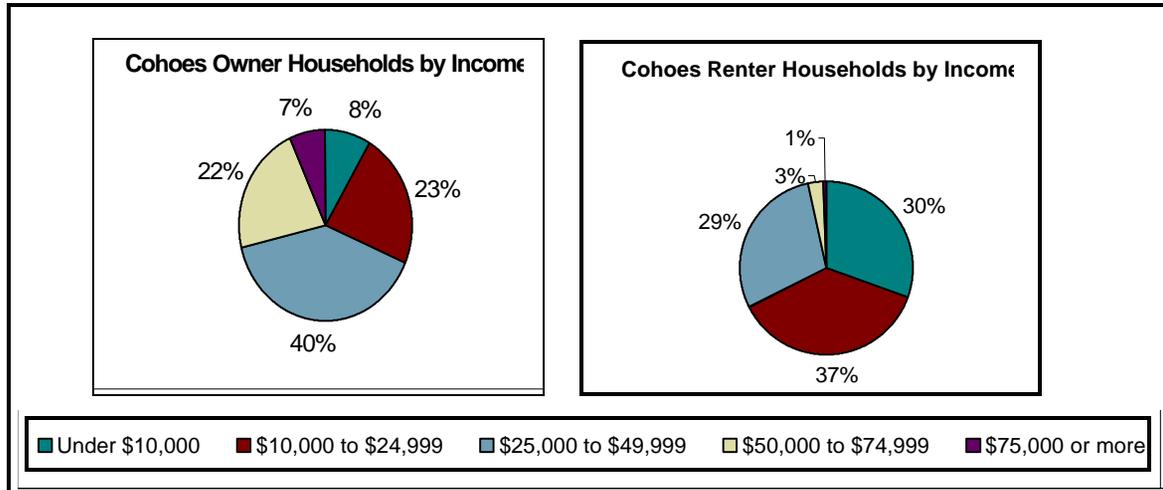
Housing stock in Cohoes consists of various period architectural styles and a diversity of housing types. Although some of the city’s homes date back to the late 1800’s, a period of rapid growth in this Capital District city, a majority of the existing housing stock was built between 1930 and 1970. There are several historically significant homes located throughout the city, most notably the Van Schaick Mansion now owned by the Daughters of the American

City of Cohoes 1990	Total Households	
	Percent Own	Percent Rent
Under \$10,000	18.7%	81.3%
\$10,000 to \$24,999	34.1%	65.9%
\$25,000 to \$49,999	52.7%	47.3%
\$50,000 to \$74,999	86.6%	13.4%
\$75,000 or more	91.5%	8.5%
Total	45.2%	54.8%

Source: US Census Bureau, 1990.

Revolution..

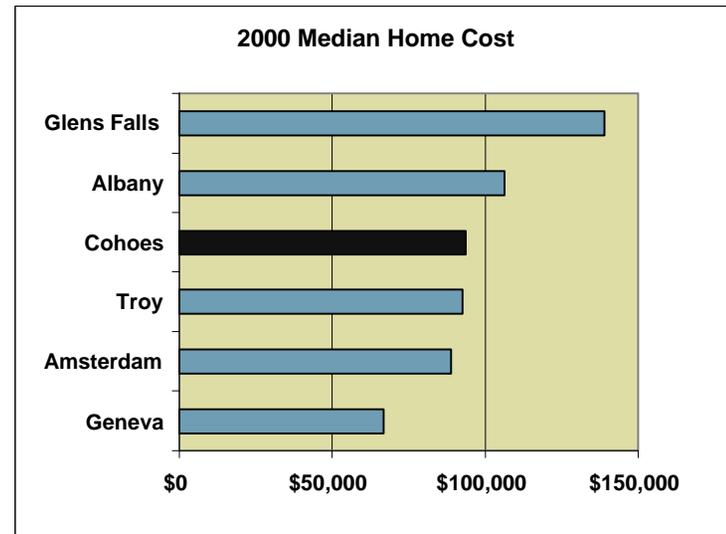
According to the 2000 Census, more Cohoes residents rent than own, 55 percent and 45 percent respectively. This suggests that Cohoes may have a significant transient population that is unwilling or unable to purchase a home in the area. The chart to the right shows that of the households earning less than \$10,000, approximately 81 percent are renting while 66 percent of households with incomes between \$10,000 and \$24,999 rent. This information indicates a significant proportion of the community is living in state subsidized low-to-moderate income housing. It is interesting to note that households with a \$25,000 to \$49,000 median income have a high percentage of renters. The factors leading people in this income bracket to rent raises some interesting questions as Cohoes undertakes this planning effort. Are people choosing to rent because they do not want to commit to staying in Cohoes? Are people renting homes and apartment because they are unaware of the programs and opportunities available to buy a home? Is the city's economic conditions making it difficult for people to buy a home? Does Cohoes have a unique niche in the housing market that is attractive to households that can afford higher rent apartment and town homes?



Source: US Census Bureau, 1990; US Department of Housing and Urban Development, 1990.

Buying a Home

Owning a home is part of the “American Dream.” Typically, it is also the largest investment an individual or family will make in their lifetime. Therefore, it is important to understand if Cohoes’s housing stock is affordable and desirable when compared to other communities. Several factors come into play when determining the purchase price of a home including: cost of living; quality and condition of the housing stock; neighborhood appeal (appearance, safety); and community and neighborhood reputation.



Source: www.bestplaces.net

The bar graph on the previous page represents the median selling price for a house in each benchmark community. Median home cost is determined by taking the middle selling price of all houses sold annually. The City of Cohoes, at \$93,650, has the third highest median home cost of the benchmark communities. By comparison, Glens Falls was the highest at \$139,100 and Geneva the lowest at \$66,800.

Another indicator of housing affordability and desirability in an area is the number of housing units owned, rented or vacant. As can be seen in the chart to the right, the renters slightly outnumber the owners in Cohoes. It is important to note that Albany and Troy also had less owners than renters, which suggests that there may be a regional dynamic related to the transient population associated with higher education institutions. In addition, Cohoes has the lowest vacancy rate of any of the benchmark communities.

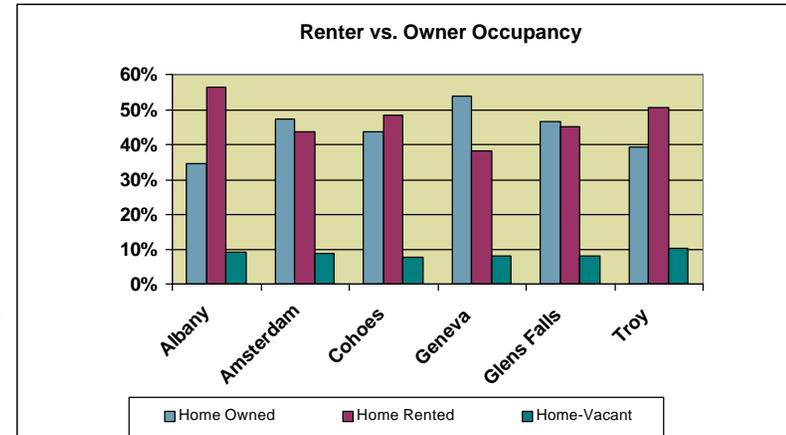
What does all of this say about the housing market in Cohoes? While Cohoes housing values are strong, the high percentage of renters might indicate residents financial inability to buy a home in the city or the presence of a substantial transient population. In addition, it may indicate a high proportion of low income housing.

Crime Rates

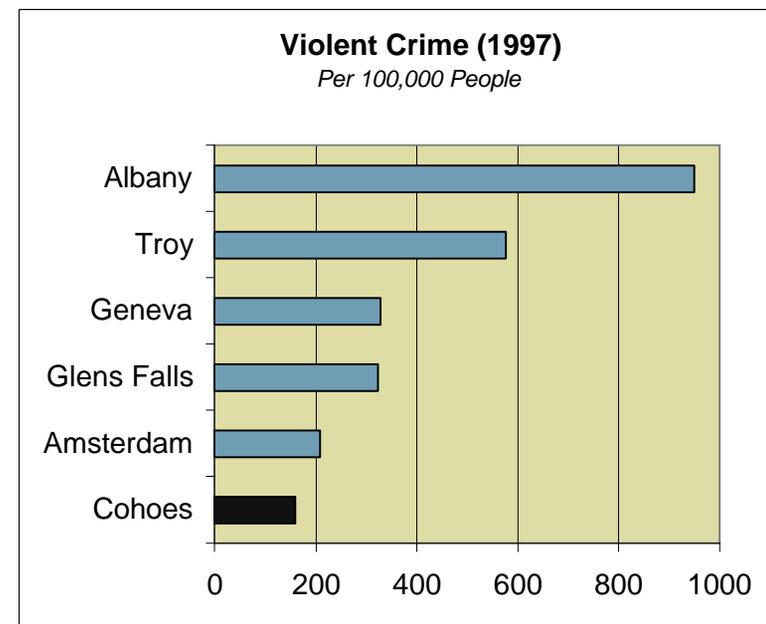
People desire safe places to live, work, and play. The image of a City is often tainted by the perception of crime even though the reality is that crime levels per capita can be very similar in suburban areas. Therefore, understanding how safe Cohoes is can provide opportunities for focused improvement. For this project, annual rates of violent and property crimes have been recorded for each benchmark community.

Violent Crimes

Violent crimes including robbery, assault, rape, and murder impact the way we perceive the safety of a City. Cohoes had the lowest violent



Source: US Department of Housing and Urban Development, 1990.



Source: www.bestplaces.net

crime rate of all benchmark communities reviewed.

Property Crimes

Vandalism, burglary, and arson are examples of property crime. Property crime is often a significant indicator of quality of life, with a low number signifying a community that is safe and easy to live in. Cohoes had the second lowest property crime rate as compared to the other benchmark communities, thereby confirming Cohoes is a relatively safe place to live, work and play.

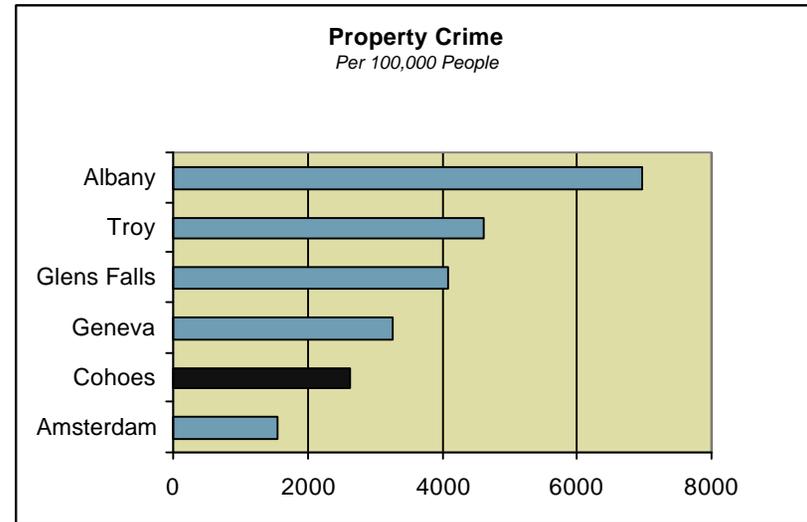
Assessment

Last year, the City of Cohoes converted to 100 percent valuation for its assessment. The total assessment in 2000 for the City of Cohoes was \$539,071,699. This includes all taxable commercial, residential, industrial and open space parcels within the city’s boundary. The graph to the right, which was based on partial property valuations, shows that Cohoes’s total assessments have increased slowly but steadily over the last twenty years. According to current assessment estimates, next year’s assessments will increase as well. While rising property assessment may be viewed negatively by residents due to the tax implications, increasing assessments can be a positive indicator of growth and development in a community.

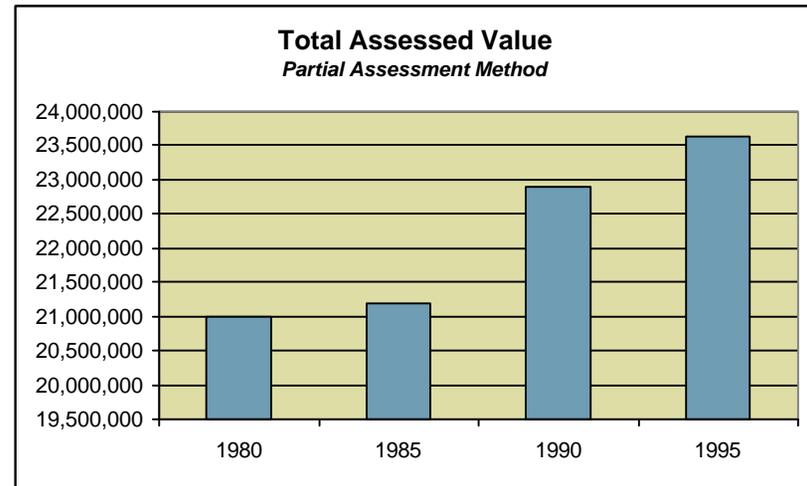
General Market Considerations

There are several factors that affect the overall marketplace; chief among them is population. The declining population in the City of Cohoes means that local stores will need to reach out to a larger market area in order to achieve economic success. Although projections that go beyond a decade out begin to lose reliability, they do reflect the “official view” from the regional planning perspective. Addressing this decline will be an integral part of the planning for the Route 470 Corridor Study area.

In addition to the change in population, in this case a decline, it is important to understand the age dynamics that might affect the eco-



Source: www.bestplaces.net



Source: City of Cohoes’ Assessor’s Office, 2001.



conomic conditions of this community. By 2010, it is likely that the over 40 populations will be 40 percent of the total population - up from 35 percent in 1990. The fact that the senior citizen populations is declining means that retirees are leaving the area, retiring in Florida and elsewhere. The goal should be to keep some of these people in the area and strategies to achieve this end will need to be developed.

Market Definitions

For the purpose of this section's analysis, there are three areas to consider:

- Primary Market - the City of Cohoes;
- Secondary Market - the City plus adjacent areas within five miles of the city line (including parts of Waterford, Troy, Green Island and Colonie); and
- Albany County - the entire county boundary.

Expenditures by Market Area

Expenditure indicators reflect some income figures. As the charts below indicate, all of the measures of retail spending in the primary and secondary market areas are relatively low. The largest category under retail is non-prescription drugs. The second largest is grocery shopping (food at home). Market area residents spend far less eating out or on other discretionary items than comparative national populations. For most retail categories, per capita expenditures in Cohoes and the immediate area are one half to two thirds below the "average" US household. Prospective developers may be reluctant to invest in businesses outside the realm of grocery stores, gas stations or convenience stores since that is where a bulk of the money in Cohoes is being spent. The low levels of spend-

Population and Households, 1980-2001: Primary and Secondary Market Areas and the Albany MSA				
		Primary Market Area (City)	Secondary Market Area*	Albany MSA
Population:	1980 Total	18,144	74,471	824,726
	1990 Total	16,825	72,286	861,424
	2001 Total	15,431	67,942	878,607
	2006 Total	14,790	66,020	882,246
	% Change 90-01	-8.3	-6.0	2.0
	% Change 80-90	-7.3	-2.9	4.4
Households:	1980 Total	7,106	27,706	296,948
	1990 Total	7,133	28,625	330,484
	2001 Total	6,732	27,693	348,085
	2006 Total	6,517	27,145	353,269
	% Change 90-01	-5.6	-3.3	5.3
	% Change 80-90	0.4	3.3	11.3
Av. HH Size:	1990	2.33	2.34	2.51
	2001	2.26	2.27	2.44
	2006	2.23	2.24	2.41

Source: Claritas Inc., 2001; Thomas Point Associates, Inc.

Population by Age Cohort: City of Cohoes, 1990-2010						
	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
Total	16,825		15,849		15,497	
Under 5	1,208	7.2%	1,192	7.5%	1,112	7.2%
5 to 14	2,131	12.7%	2,108	13.3%	2,126	13.7%
15 to 24	2,361	14.0%	1,903	12.0%	2,018	13.0%
25 to 34	2,829	16.8%	2,204	13.9%	1,847	11.9%
35 to 44	2,374	14.1%	2,487	15.7%	1,982	12.8%
45 to 54	1,344	8.0%	2,126	13.4%	2,279	14.7%
55 to 64	1,463	8.7%	1,214	7.7%	1,964	12.7%
65 and Over	3,115	18.5%	2,615	16.5%	2,169	14.0%

Source: Capital District Regional Planning Commission and Thomas Point Associates, Inc.

ing in other categories (both product and store types) will be one of the significant issues that the city will need to address as part of this planning effort.

Expenditures by Selected Store 2001: Comparison of Primary and Secondary Market Areas and the Albany MSA						
Categories	Primary Market Area (City)		Secondary Market Area		Albany MSA	
	U.S. Index		U.S. Index		U.S. Index	
	Exp. (\$000)	Index	Exp. (\$000)	Index	Exp. (\$000)	Index
Building Materials & Supply Stores	\$ 2,760	56	\$ 12,180	60	\$ 235,238	92
Hardware Stores	\$ 198	54	\$ 880	59	\$ 16,934	90
Lawn/Garden Equip./Supply Store	\$ 1,027	62	\$ 4,466	65	\$ 82,111	96
Home Centers	\$ 618	54	\$ 2,741	58	\$ 53,909	90
Gas Station w/ Convenience Store	\$ 7,844	84	\$ 33,405	87	\$ 480,513	99
Gas Station w/out Convenience Store	\$ 3,357	76	\$ 14,674	80	\$ 225,011	98
Grocery Stores	\$ 29,315	85	\$ 123,102	87	\$ 1,730,772	97
Health and Personal Care Stores	\$ 5,342	69	\$ 22,388	70	\$ 341,510	85
Eating Places	\$ 13,950	72	\$ 62,812	79	\$ 908,429	90
Drinking Places	\$ 937	54	\$ 4,636	65	\$ 71,872	80
Department Stores (Excl. Leased)	\$ 12,502	62	\$ 56,878	69	\$ 953,240	92
Clothing and Clothing Accessory Store	\$ 6,382	61	\$ 30,371	71	\$ 507,498	94
Shoe Stores	\$ 985	60	\$ 4,646	69	\$ 75,893	89
Furniture	\$ 2,281	55	\$ 10,298	61	\$ 191,599	90
Other Home Furnishing Stores	\$ 1,606	53	\$ 7,403	59	\$ 142,536	91
Household Appliance Stores	\$ 731	58	\$ 3,237	63	\$ 58,299	90
Radio/TV/Computer/Music Stores	\$ 1,588	55	\$ 7,393	63	\$ 129,297	87
Computer and Software Stores	\$ 529	49	\$ 2,551	58	\$ 46,397	83
Electronic Shopping and Mail Order	\$ 3,358	62	\$ 15,647	71	\$ 255,886	92

Source: Claritas, Inc. 2001; Thomas Point Associates, Inc.

Expenditures by Selected Product, 2001: Comparison of Primary and Secondary Market Areas and the Albany MSA						
Categories	Primary Market Area (City)		Secondary Market Area		Albany MSA	
	U.S. Index		U.S. Index		U.S. Index	
	Exp. (\$000)	Index	Exp. (\$000)	Index	Exp. (\$000)	Index
Food at Home	\$ 26,865	88	\$ 111,623	88	\$ 1,556,678	98
Food Away from Home	\$ 19,538	71	\$ 87,187	77	\$ 1,296,108	91
Alcoholic Beverages at Home	\$ 3,146	65	\$ 15,542	78	\$ 225,721	90
Alcoholic Bvges. Away from Ho	\$ 2,497	52	\$ 12,557	64	\$ 195,024	79
Personal Care Products	\$ 2,869	82	\$ 12,638	88	\$ 176,820	98
Personal Care Services	\$ 1,045	53	\$ 4,871	60	\$ 82,962	81
Nonprescription Drugs	\$ 1,041	90	\$ 4,282	90	\$ 59,419	100
Women's Apparel	\$ 5,121	60	\$ 24,404	70	\$ 413,767	94
Men's Apparel	\$ 2,972	60	\$ 14,573	71	\$ 241,421	94
Girl's Apparel	\$ 1,100	58	\$ 4,909	63	\$ 84,374	87
Boy's Apparel	\$ 859	59	\$ 3,793	63	\$ 64,781	86
Infant's Apparel	\$ 612	71	\$ 2,668	75	\$ 41,730	93
Footwear (excl. Infants)	\$ 1,784	60	\$ 8,436	69	\$ 137,197	90
Housekeeping Supplies	\$ 1,636	83	\$ 6,777	83	\$ 98,419	96
Lawn/Garden Supplies (Incl. Pl:	\$ 537	51	\$ 2,331	54	\$ 44,946	83
Domestic Services	\$ 349	32	\$ 1,649	37	\$ 38,259	69
Household Textiles	\$ 2,100	56	\$ 9,777	64	\$ 177,946	92
Furniture	\$ 2,490	55	\$ 11,245	60	\$ 210,733	89
Floor Coverings	\$ 1,341	57	\$ 5,906	61	\$ 109,092	90
Major Appliances	\$ 2,427	58	\$ 11,094	65	\$ 196,072	91
Small Appliances and Housewa	\$ 2,961	52	\$ 13,034	55	\$ 266,266	90
TV, Radio & Sound Equipment	\$ 6,457	61	\$ 29,753	68	\$ 489,749	90
Transportation	\$ 19,400	53	\$ 89,431	59	\$ 1,698,492	89

Source: Claritas, Inc. 2001; Thomas Point Associates, Inc.



Transportation

The original layout and design of the City of Cohoes was developed prior to the automobile. The primary means of transportation was by foot. Another mode of transportation in the City was by boat due to the proximity to the Hudson and Mohawk Rivers and the Erie and Champlain Canals. Many of the textile mills that eventually earned Cohoes the nickname “The Spindle City” provided worker housing in walking distance to work. Excellent examples of this unique style of housing still exist in the City primarily in the Harmony Mills area and on Olmstead Street. As the use of the automobile increased, needed modifications to the existing street grid were made. Often, these modifications fragmented City neighborhoods, decreased the walkability of the downtown and demolished significant structures to improve traffic flow and efficiency. In addition, the problem of storing automobiles in the downtown area required additional structure demolitions for parking lots.

Today, cities across the United States are wrestling with the modifications made to their downtowns to accommodate the automobile. Unfortunately, transportation improvements often required the removal of significant buildings, streets and parks that were essential to the urban character of the community. An excellent regional example exists in the Empire State Plaza in the City of Albany. Numerous neighborhood blocks, parks and the streets that helped tie the City together were eliminated to erect the State Plaza. Very little effort was put into integrating the Empire State Plaza into the existing neighborhoods, creating a significant fragmentation in Albany. Today, 40 years later, the neighborhoods are rebounding and in some instances flourishing. However, areas directly surrounding the Empire State Plaza are still underutilized and blighted. This is primarily due to the lack of connectivity and flow, which in this case directly correlates with the loss of storefront activity and a perceived decrease in safety. Cohoes can learn from this example and utilize this Plan to help protect the essential characteristics of the City while allowing for growth that enhances the economic and aesthetic well being of the community.

Cohoes Transportation Network

The primary means of transportation in the City of Cohoes is by automobile. Streets are generally classified according to administrative authority and function, that is who owns and maintains them and what types of uses they are designed to handle. Cohoes’s road network is owned and maintained by two administrative levels including City and State.

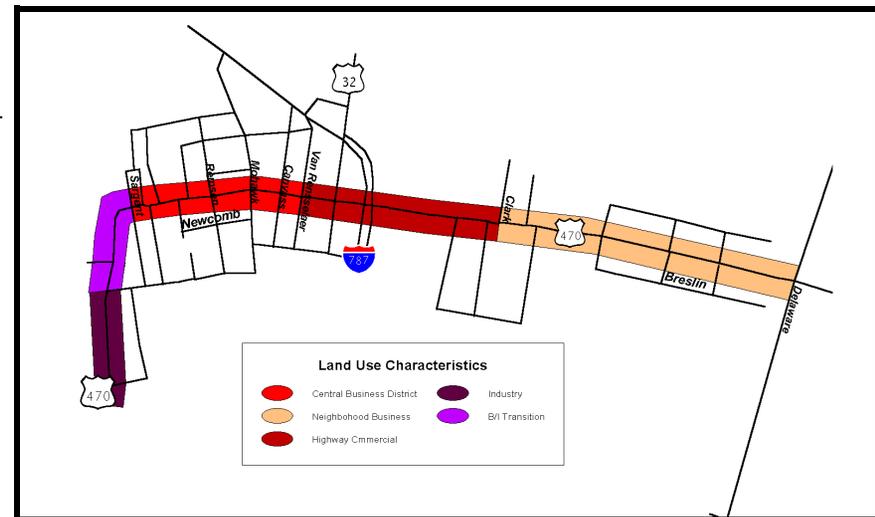
There are three functional categories of roads in Cohoes including:

- **Arterials:** These roads carry traffic between communities and connect major intra– and interstate highways. Route 470 and State Route (SR) 787 are examples of arterial roads in Cohoes.
- **Collectors:** Collector streets “collect” traffic from residential and limited-use roadways and funnel it to arterials. They also function residential streets in some instances. Mohawk and Remsen Streets are examples of a collector street in Cohoes.

- Local Roadways:** Residential and limited use roadways are primarily used for access to private properties and do not have the capacity to handle heavy traffic flows like the collector and arterial. Adams Avenue is an example of a residential street on Van Schaick Island.

Route 470 Characteristics

Route 470 is the primary east-west route in the City of Cohoes. The land use characteristics for Route 470 are shown on the diagram to the right. The eastern portion of Route 470 on Van Schaick Island to the 112th Street Bridge is best classified as a neighborhood area with several retail and residential uses mixed together. On the west side of the Route 470 and SR 787 intersection it is apparent that the construction of SR 787 accelerated the conversion of SR 32 into a highway strip commercial area with numerous chain store uses, front lot parking, automobile scaled signs and typical corporate architecture. After the railroad tracks to the west of SR 32, Route 470 enters the historic Central Business District (CBD) of the City. This area extends approximately from Mohawk Street to Sargent Street. Remsen Street is the “Main Street” of the City that providing an exceptional stretch of intact historic storefronts. The CBD of Cohoes is highly walkable with numerous civic uses including the Post Office, City Hall, the Library and the Cohoes Music Hall all within a two block radius. The Remsen Street and Route 470 intersection is the central point of the CBD. To the west of Sargent Street, uses on Route 470 are sporadically placed primarily due to steep slopes and limited usable land. This pattern continues until the intersection with White Street where the 470 takes on the character of an industrial access road to the terminus of the study area on Columbia Street.



Bicyclists and Pedestrians

Accommodating the pedestrian and the automobile is essential to a successful downtown redevelopment strategy. Separating the pedestrian from the automobile completely is not feasible nor desirable in an urban setting. Therefore, it is important for the City of Cohoes to maintain and improve existing pedestrian amenities including sidewalks and crosswalks. In addition, Cohoes should consider safety improvements for bicyclists within the City including signage, dedicated lanes and bicycle racks. Opportunities for regional linkages of bicycle routes, walking trails and sidewalk extensions should be given priority in order to provide commuter and recreation options for residents.

Route 470 does not provide dedicated bicycle lanes and has numerous curb cuts that decrease the safety of the road for bicyclists. State Bicycle Route 9 is present to the west of the study area and State Route 5 is to the south. Trail systems are located outside the study area including the Mohawk-Hudson Hike-Bike Trail in Albany and Schenectady Counties. Recreation trails that are not officially open to the public, although frequently used, include the two former railroad beds, one on the eastern terminus of the study area and one on the western terminus of the study area. The City and Albany County should explore opportunities to convert these railroad right-of-ways into trails.

Additional studies should be completed to address the pedestrian crossing issues associated with State Route 787. This plan provides pedestrian enhancement concepts for the Route 470 and SR 787 intersection in the Northern Gateway Demonstration Plan included Section IV.



Sharing the road with alternative forms of transportation including bicycles increases transportation options.



Safe pedestrian crossing areas create links throughout the City inviting people to explore both sides of the street.

Route 470 West	Central Business District	Route 470 East
<ul style="list-style-type: none"> • Lack of Sidewalk and Planter Strip on East Side, south of Bridge Ave Intersection • Stormwater grates above grade in various locations • Rutting apparent – Medium to High Severity • Longitudinal Cracking - High Severity • Transverse Cracking - High Severity • Pavement Ravelling • Curbing in Poor Condition 	<ul style="list-style-type: none"> • Asphalt Concrete Overlay Patch Spalling at 32/470 Intersection - High Severity • Crosswalk Marking are High Severity between N. Mohawk and 32 • Transverse Cracking - High Severity • Longitudinal Cracking - Medium Severity • Rutting apparent - Medium to High Severity • Curbing in Poor Condition • Lack of Sidewalks closest to railroad crossing on North Side of 470. • No Sidewalk Entrance Ramps Between Route 32 and N. Mohawk • Rutting Apparent - Medium to High Severity 	<ul style="list-style-type: none"> • Rutting Apparent - Medium to High Severity • Longitudinal Cracking - Medium Severity • Full Width Transverse Cracking - Medium to High Severity • Longitudinal Cracking - Medium to High Severity • No Curb Reveal in Areas on Van Schaick and Simmons Island • Curbing in Poor Condition • Lack of Crosswalks • Spalling close to curb areas on Van Schaick Island • No Sidewalk on Simmons Island North Side in Front of DPW and U-Haul • No Defined Egress or Ingress in front of U-Haul • Sidewalk Ramps Lacking at Various Intersections

Route 470 Road Infrastructure Condition

Route 470 was divided into three areas to address corridor transportation infrastructure conditions: Route 470 West; Central Business District; and Route 470 East. Results are provided in the table above for each section. Standard Pavement Evaluation Techniques provided by the New York State Department of Transportation were used to determine appropriate measures of highway pavement conditions.

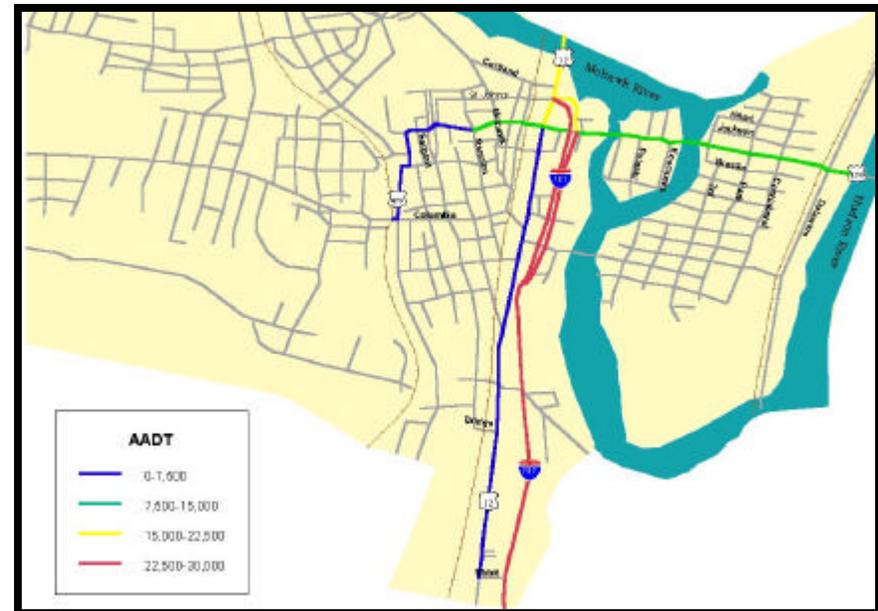
The City of Cohoes should commission a complete Pavement Engineering Study to determine the required improvements to Route 470. At a minimum, the Study should document lane widths, right of way, sidewalk and planter strip widths, identify pavement sections, catalog the repair history and make recommendations for pavement improvements or additional studies. In addition, Cohoes will need to develop a Route 470 Redevelopment Design Study that provides concept plans and cost estimates for the entire corridor including pavement replacement, roadway modifications, sidewalks, street lights, street trees and sewer and water infrastructure. The concept plans should be provided to the public for review prior to selecting a preferred redevelopment alternative. Construction ready designs should be generated from the preferred alternative and sent out for bid to construction firms. This level of analysis and implementation will require funding assistance from state and federal resources. It is important to remember that Route 470 is the common thread of the City. Design elements and roadway infrastructure will play an integral role in developing an attractive corridor that participates in redefining the City’s image. Therefore, improvement plans should take into consideration the traditional scale of the urban form and the importance of the corridor for pedestrian and bicycle transit. Traffic calming measures, improved sidewalks, pedestrian scaled streetlights, trees and properly defined crosswalks will play an integral role in defining the importance of the corridor to the character of the City.

Annual Average Daily Traffic (AADT)

There are three major roads that this study is concerned with: Route 470, SR 787 and SR 32. In order to determine the traffic demands on these main roads, we can use the Annual Average Daily Traffic (AADT) measure supplied by the New York State DOT. AADT is a measure of the average number of cars traveling in a specific road segment on a given day. AADT information can be helpful in determining future uses and development along a given roadway. The table to the right provides the AADT information collected for each route in the study area. It is no surprise that SR 787 has the greatest daily traffic volumes indicating that it is the primary thoroughfare in the City. SR 32 traverses neighborhood areas in the City, which decreases the speed in which people can drive, reducing its usage for through traffic. Route 470 has numerous lights, neighborhood and commercial areas and associated pedestrian conflicts, making it unattractive for through traffic.

Each route has significant opportunities for redevelopment and revitalization in the City of Cohoes. The traffic volumes on Route 470 and SR 32 provide an excellent place for small scale neighborhood businesses, residential units and some limited office and professional uses. Pedestrians should have defined sidewalks, crosswalks and proper buffering from the automobile traffic. SR 787 is primarily a thoroughfare. Future land uses, as based on the traffic volume, can include a wide variety of retail, office and industrial uses. However, this is the primary gateway into the community so any development, including the placement and appearance of signage, should be designed to have a positive impact on the corridor. According to the NYS DOT, direct access curb cuts are not allowed on SR 787. Access roads from existing intersections and shared parking areas can be utilized to organize, accept and release traffic from future development areas.

Annual Average Daily Traffic (AADT) Routes 470, 787, 32				
AADT - 470				
		1995	1998	
Central Avenue to Remsen Street		6,226	5,561	
Remsen Street to Route 32		8,256	8,172	
Route 787 to Rensselaer County Line		13,294	13,137	
AADT - 787				
	1990	1995	1998	2000
Tibbets Street to Dyke Avenue	na	26,869	27,607	na
Dyke Avenue to Bridge Avenue	25,628	na	na	26,032
Bridge Avenue to Route 470	18,940	19,506	26,785	na
Route 470 to Route 32	na	16,758	19,844	na
AADT - 32				
		1995	1998	
Tibbets Street to Dyke Avenue		5,708	6,048	
Dyke Avenue to Route 470		4,552	4,829	
Route 470 to Saratoga County Line		17,840	17,491	



Route 470 and SR 787 Intersection Evaluation

In the Fall of 2001, data was also collected regarding traffic flow at the intersection of Route 470 and SR 787. The chart to the right details the peak morning and afternoon traffic flow through the intersection. The diagram below (bottom right) illustrates these numbers. Next to each arrow there are two numbers. The first number is the morning car count, and the second number, in parentheses, is the afternoon car count.

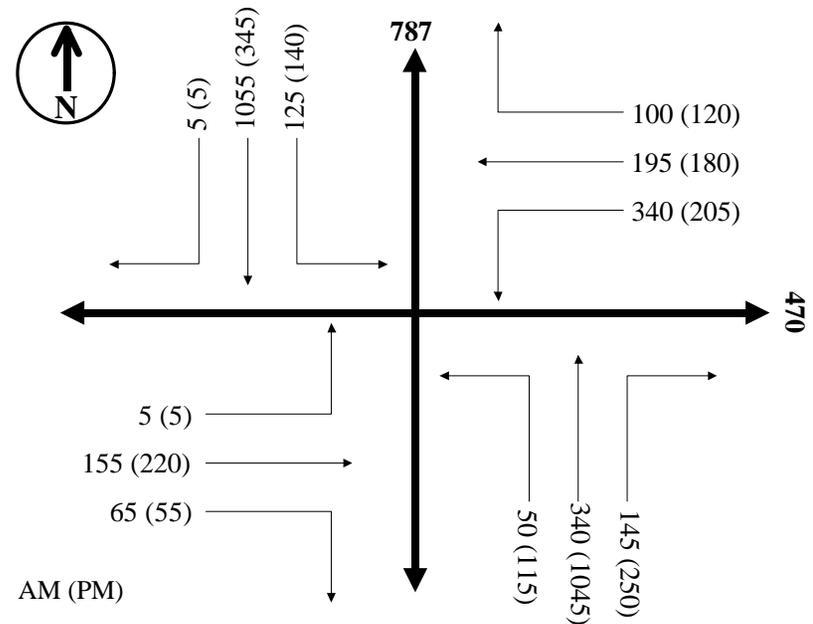
In the morning, heavy and high speed traffic can be found heading southbound through the intersection on SR 787, with a significant number of additional vehicles turning left from Route 470. The second busiest travel routes through this intersection in the morning is northbound on SR 787 and from westbound left hand turns to SR 787 south. In the afternoon, the traffic patterns are reversed and the heavy and high speed traffic through the intersection is northbound on SR 787, with southbound travel on the same road second. Currently, at peak traffic times, the intersection functions at a Level of Service "D."

There is a significant amount of vehicular traffic through this area which presents both opportunities and threats for future development. While the high number of travelers may be potential customers to area retailers and service providers, the heavy traffic flow presents significant safety concerns for pedestrians and bicyclists. The City must develop strategies that carefully protect and support the interests of both.

Mass Transit

The only form of mass transit present in the City of Cohoes is the Capital District Transportation Authority bus service. Bus Route 29, Albany/Cohoes Via Route 9, is the primary connection to the City of Albany. Weekday pick-ups occur hourly at the Cayuga/Renssen Street intersection. Saturday pick-ups occur every other hour between 10:00 am and 6:00 pm. Bus Route 82 is a local route providing service between Cohoes and Troy. Weekday pick-ups occur every half-hour at Tibbits Road and the Cayuga/Renssen intersection. Saturday service is available every hour at the same station areas as the weekday service.

2001 Route 470-787 Intersection				
AM Peak Hour (7:15 - 8:15)				
	Northbound	Southbound	Eastbound	Westbound
Left	50	125	5	340
Through	340	1055	155	195
Right	145	5	65	100
Pedestrians	0	0	11	4
% Heavy Vehicles	9.1	3.7	2.1	3.4
PM Peak Hour (4:30 - 5:30)				
	Northbound	Southbound	Eastbound	Westbound
Left	50	140	5	340
Through	1045	345	220	195
Right	250	5	55	120
Pedestrians	0	0	16	17
% Heavy Vehicles	2.4	3.9	0.6	2.0



Existing Land Use

Understanding how land is being used in the City is essential to developing realistic redevelopment strategies for the Route 470 Corridor. The study area consists of seven general land use characteristics as can be seen in the Existing Land Use Map on this page. When considering land use it is important to remember that often there is limited correlation with the official zoning map, especially in older urban areas. Cohoes is no exception. For this reason, a land use analysis often requires a level of detail above the zoning map. As an example, the Route 470 study area on Van Schaick Island is zoned B-2 (Business) and A-3 (Residential). In reality, the residential and business uses are mixed together and also include religious uses, open space, vacant land and some light manufacturing. Therefore, this area is best described as Mixed Use from a land use perspective.

Existing Land Use Categories

The following summary provides an overview of land use characteristics for each category identified in the Route 470 Study Area.

Mixed Use: The traditional urban neighborhood that has a mix of residential, commercial, light industrial, open space, parks, religious institutions, civic uses and vacant land.

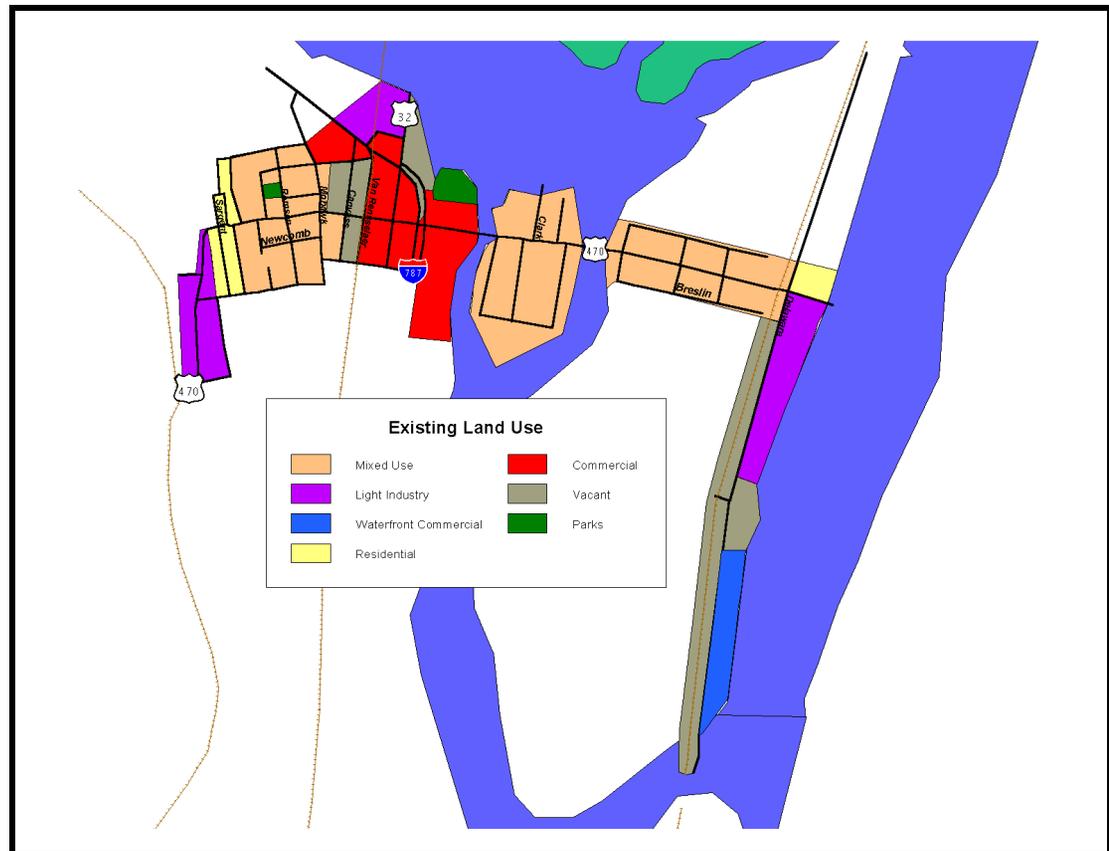
Light Industry: An area primarily used for low impact industrial production such as machine shops, distribution centers and warehouses.

Waterfront Commercial: A commercial area that depends upon the waterfront for its clientele or identity, including uses like marinas, boat services and sales, and theme restaurants.

Residential: An area primarily used for residential purposes.

Commercial: An area primarily used for retail purposes.

Vacant: Areas within the study area where land is not being used for any particular purpose.

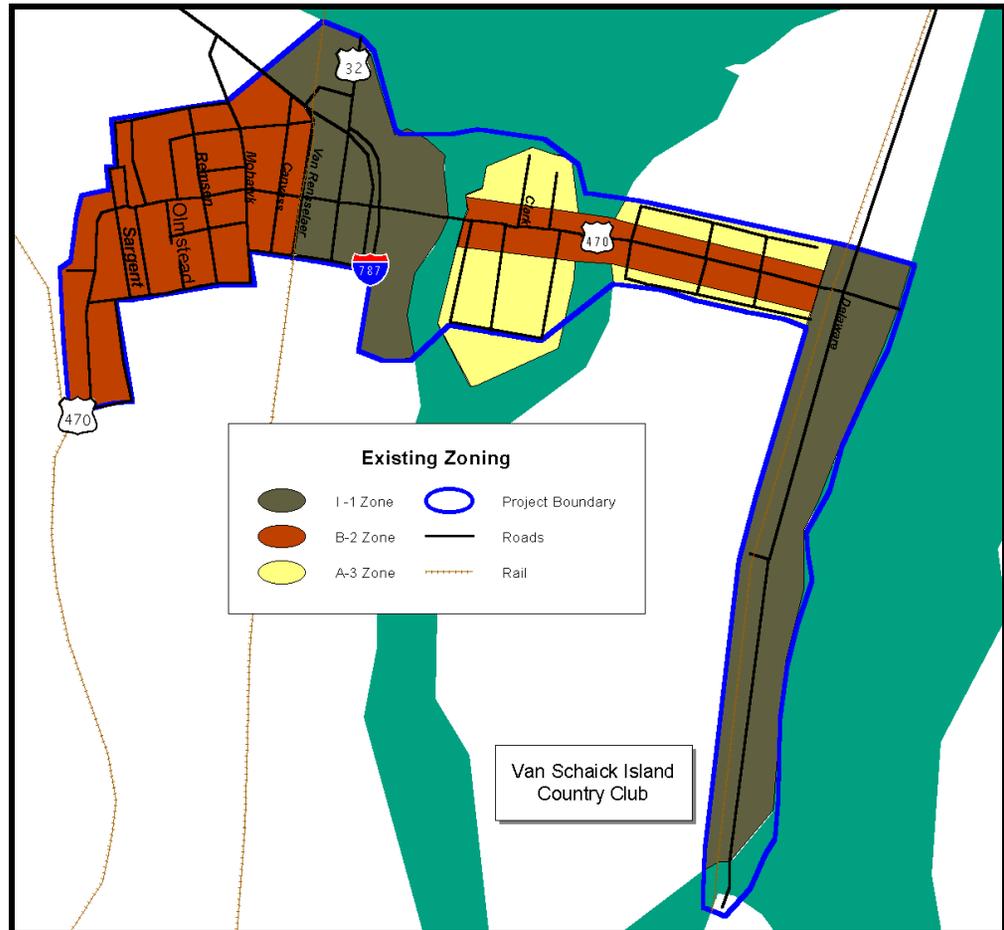


Zoning

Zoning provides the City of Cohoes with a means to regulate development in such a manner as to protect the health, safety, morals and general welfare of the community. The ability to regulate land use and development is granted to municipalities in Article IX, Section 2, of the New York State Constitution and by the various state enabling statutes. It is essential that Cohoes makes every effort to maintain an accurate zoning code to ensure consistent rules about acceptable development patterns.

The current zoning district map was originally adopted by the Cohoes Common Council in 1969. In 1973, the zoning map was amended to its current form. Over the last three decades, there have been several amendments and additions to the zoning code, but the district classes have remained the same.

In the Route 470 Study Area, there are three primary classifications: B-2, General Business District; A-3, Residence District; and I-1, Industrial District. Three B-2 areas are in the study area including the Central Business District and Route 470 frontage on both Simons and Van Schaick Island. A Historic District overlay zone provides an added level of restriction in the Central Business District to protect the character, quality and heritage of the structures and urban form. All of Delaware Avenue within the study area is classified as an I-1 Industrial District. In addition, the areas surrounding the Route 470 and SR 787 intersection extending north to include lands surrounding the Route SR 32 and SR 787 intersection and extending west to Van Rensselaer Street are zoned for industrial uses.



III. Corridor Development Framework



The redevelopment strategies for the Route 470 Corridor Study require a policy framework by which the City of Cohoes can make future decisions. In order to develop this framework, input and ideas were solicited from city officials, community members and regional decision makers. One of the primary tools used to identify areas of concern and opportunity was a SWOT Analysis. This exercise identifies the Strengths and Opportunities for the Corridor as well as the Weaknesses and Threats that need to be overcome through the redevelopment efforts. The objectives of the Corridor Development Policy were identified by the Advisory Committee throughout the planning process based on existing information and the desired redevelopment vision for Route 470.

A Public Workshop held on January 12, 2002 provided several opportunities for community participation. The Corridor Development Framework was

City of Cohoes Route 470 Corridor Study Summary of SWOT Results from the Public Workshop			
Strengths	Weaknesses	Opportunities	Threats
Architectural Diversity Canal History Cohoes Falls Community Diversity Harmony Mills History Location in Capital District Long Term Residents Progressive Attitude Remsen Street Route 787 Schools Size Spirit of Community Water Resources (Rivers/Canals)	Absentee Landlords Deteriorating Infrastructure High Taxes Image(Local/Regional) Lack of Parking Lack of Public Greenspace Property Maintenance Route 787 Signage Vacant Lots/Buildings Weak Economy	Gateway Improvements Harmony Mills Hudson and Mohawk River Incubator Location Lighting Cohoes Falls Loft Space North Mohawk Corridor Pebbles Island Power Plant on Falls Regional Location Remsen Street Route 787 Small Business Attraction Tourism Vacant Lots	Building Condition Business Community Erosion Continued Deterioration of Infrastructure Current Zoning Fire hazards Lack of Funding Lack of Long Term Planning Lack of Support for Local Businesses Loss of Population Negative Attitude Traffic Conflicts Transient Population

created using input including the SWOT Analysis results listed above. The products include a Corridor Development Policy, Market Based Economic Development opportunities and Future Land Use recommendations.

Corridor Development Policy

It is the policy of the City of Cohoes to guide future development in the 470 Corridor Study Area in a manner that advances economic development initiatives, reintegrates neighborhoods with the Central Business District, improves pedestrian and bicycle safety and promotes traditional urban design. Cohoes recognizes that Route 470 is the common transportation thread of the City that connects the Hudson waterfront, neighborhoods and the Central Business District with one another. Future development should focus on infilling existing vacant lots with structures that compliment the historic architectural qualities of the City and respect the density and scale of surrounding buildings. Roadway improvements should ensure safe pedestrian and bicycle access, mitigate the negative visual and functional impacts of the Route 470 and SR 787 intersection and promote effective access management techniques.

Corridor Development Objectives

1. Develop conceptual demonstration sites within the corridor that can be used as pilot programs for future public and private investment.
2. Identify and actively solicit businesses and service providers that can fill a market demand in the City of Cohoes and locate in the 470 Corridor.
3. Coordinate private development and public investment in the corridor, allowing for a balanced revitalization approach.
4. Encourage a mix of uses within the corridor as a way of encouraging vibrant nodes of activity.
5. Create a distinctive destination-oriented image and identity for the Corridor by encouraging high quality design and organized public investment.
6. Improve the connective function of Route 470 through roadway improvements and pedestrian safety measures.
7. Capitalize on the traffic generated by SR 787 in the City of Cohoes.
8. Strengthen regional relationships with surrounding municipalities to identify opportunities of shared services and promote the coordination of inter-municipal planning efforts.
9. Improve navigation within the City of Cohoes and the corridor for pedestrians and automobiles.
10. Develop linkage strategies to connect downtown to the Hudson Waterfront.
11. Maintain the historic character and quality of the corridor to the extent practical to ensure the Spindle City heritage is present for residents and visitors to enjoy.
12. Provide guidance for future development regarding building materials, scale and design features, to ensure consistent quality and an efficient permitting process.

Corridor Development Measures

Measures are designed to help the City gauge its success in implementing the objectives outlined in the Corridor Development Policy. Each of the measures below can be correlated with one or more of the objectives listed above.

1. Linear Feet of New or Improved Sidewalks
2. Number of New or Improved Crosswalks
3. Number of New Businesses
4. Number of New Jobs
5. Number of Design Guidelines Given to Developers
6. Public Dollars Invested in Capital Improvements
7. Private Dollars Invested in the Corridor
8. Number of Pedestrian/Auto Accidents
9. Land Value
10. Buildings Receiving Landmark Status.
11. Linear Feet of New Road Surface Material
12. Number of New Street Trees
13. Number of Tourists Visiting Riverspark Museum
14. Weekday and Weekend Parking Usage
15. Number of Signage Site Plans Reviewed by Planning Board



Future Market Based Development

Redevelopment strategies require cooperation between public and private stakeholders, which helps to ensure a balanced approach to revitalization. The Route 470 Corridor Study provides the guidance needed to focus efforts and investments in an effort to protect the welfare of the public while promoting a business friendly environment. In order to compete with surrounding suburban and urban municipalities, the City of Cohoes should focus on promoting its assets. Its central location, access to interstate highway systems, existing infrastructure, well-situated structures, and its reuse and infill opportunities make Cohoes an appealing place for redevelopment. The City needs to capitalize on these amenities and redefine its image in the Capital District as a great place to live, work and play. This will require a concerted promotions effort coupled with public investment in capital improvements.

Residential

Residential development is essential to any economic development strategy. The continued loss of population in the City creates an obstacle to supporting a mix of retail and service related uses. Therefore, a primary strategy for revitalization should be to slow the population decrease in the short term and attract new residents in the long term. This will require a focused promotion effort that will change the perception of potential residents of the City.

Special focus should be placed on assets that future residents are looking for in their community, especially education and safety. Cohoes can take advantage of having affordable housing opportunities in the short term. With an effective capital improvements plan, the City can improve the public realm of neighborhoods instilling a sense of pride in residents and spurring private investments. However, special effort should be given to attracting high end new homes to the City. Cohoes has significant waterfront development areas along the Hudson and Mohawk River shorelines which may be one opportunity to attract a more diverse population to its community.

Waterfront development along the Hudson River that includes a mix of small detached single family homes, condominiums and apartments is an attractive and feasible option for private developers. Initial estimates recommend that the market can support housing ranging from \$150,000 to \$200,000 or \$900 a month for rental units. The City should work with developers to ensure that any waterfront development maintains a certain level of public access to the waterfront, including a trail and small park. Cohoes can promote this concept to private developers by getting the area development ready. This will require the purchase and clearance of several properties. However, the capital invested by the City can be recouped after the sale of the property to the developer.

Commercial Office and Industrial Development

In addition to residential development, the City of Cohoes can focus efforts on developing an aggressive approach to attracting commercial office and industrial uses. The City needs to have a solid commercial and industrial tax base in order to facilitate capital improvements, including investments in the public school system. Moreover, it needs a to provide a mix of job opportunities for existing and future residents.

There are two kinds of office-industrial development that the City of Cohoes should pursue:

1. Reuse of older industrial building(s) for technology office space. There is a thin market in the region for this type of reuse right now but it will deepen as the economy rebounds. The “right opportunity” in Cohoes will require the combination of a good building in a strong location that can rent at a low price and deliver amenities that make it stand out in the regional market. Cohoes should test this segment of the market and create a product that responds to the need.

2. A small complex of office and flex space in new buildings in a good location in the SR 787 corridor could provide local jobs and improve the City's tax position. A credible developer with a good site could create a very successful product in this market. There may be an opportunity to use EDA funding leveraged by HUD money to construct a portion of the needed infrastructure.

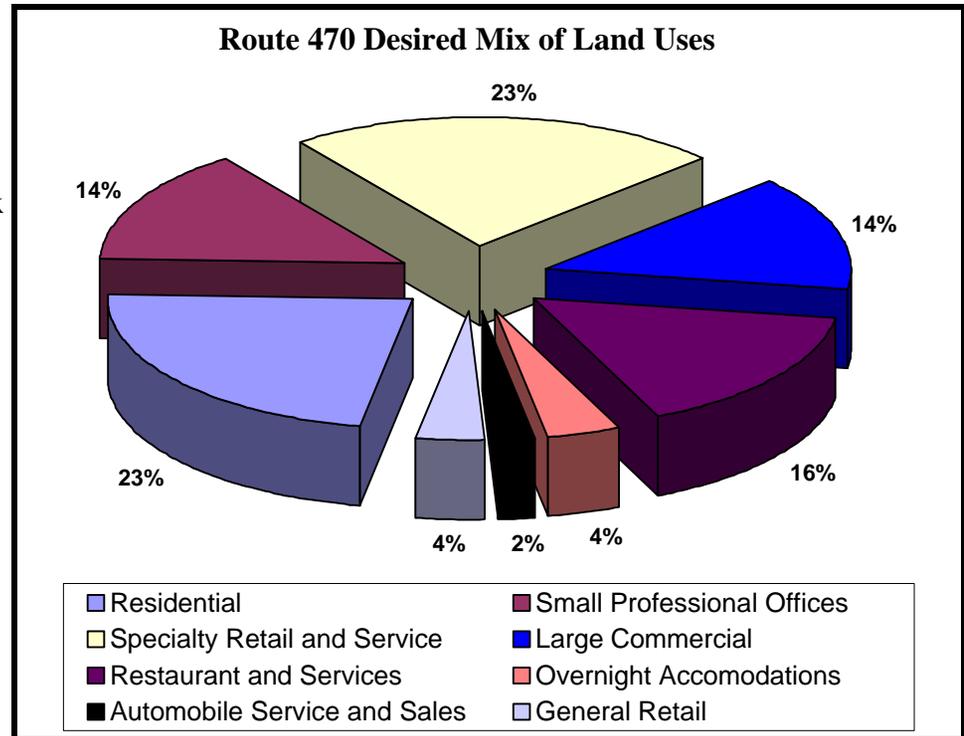
This type of development would really require initiative and leadership on the part of the City. It will have to assemble and acquire the properties and pass them to a capable developer. There may be site development needs that the City itself would have to assume in order to make this kind of project happen. However, the benefits associated with having this kind of project in the City would be important in terms of taxes, jobs and secondary effects on the image of the City in the region.

Future Land Use

Identifying appropriate land use categories and boundaries is essential to guiding future development in the Route 470 study area. The Future Land Use Map, as seen on the next page, is the legal basis for future zoning revisions. The City can use this section of the Route 470 Corridor Study to re-evaluate the existing Comprehensive Plan and Zoning Ordinance and make changes required to develop the desired mix and organization of uses. However, it is recommended that the City undergo a full Comprehensive Planning Process in order to address the non-physical issues that may influence future land uses.

At the Public Workshop held on January 12, 2002, participants were asked to provide their opinions on the desired mix of land uses for the Route 470 Study Area. Using a blank chart, each participant was asked to determine the percentage that each land use should be assigned in the corridor.

The chart to the right represents the average land use distribution as determined by the participants. This exercise helped to guide the development of the Future Land Use



Plan. Residential and Specialty Retail and Service were identified as the desired predominant uses and accounted for almost 50 percent of the total land mass within the Corridor. Restaurant and Services, Small Professional Offices and Large Commercial uses (offices) combined for almost 40 percent of the total land uses within the Corridor. Uses such as General Retail (Big Box), Overnight Accommodations and Automobile Service and Sales represented about 10 percent of the land uses in the Study Area.

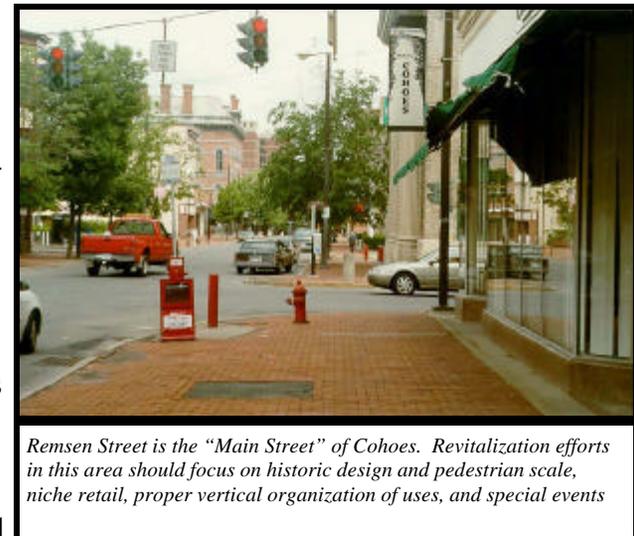
It is important to understand that the information in the chart was used for guidance and not as a rigid requirement. Once the balance among land use types is determined, the next step is to assign these uses to particular areas of the corridor taking into consideration existing uses, whether or not the area is in transition, transportation limitations and the overall character of the area.

Land Use Categories

Central Business District

The Central Business District is the historic downtown of the City of Cohoes. This area should support a mix of uses including residential, office, retail and, in instances where nuisances are limited, light industrial uses. The CBD is the heart of the City where all civic resources should be located including City Hall, the Public Library, the Post Office and public parks. Civic uses are essential to the health of the CBD for many reasons. Chief among them is the role civic uses play in generating activity and supporting nearby retail uses.

The CBD should be recognizable as a special place. Capital improvements should make this area of the City stand out as an attractive place to locate a business, spend time and money as a consumer and provide a place to live. Uses should be organized so that retail is located on the first floor while offices and residential uses are on the upper floors. This will help to improve pedestrian accessibility, increase visibility of goods and services and instill a sense of activity downtown. Opportunities for sidewalk dining and retail sales should be permitted where feasible in order to further create a sense of activity and excitement. The CBD should also avoid gaps in the building wall.



Remsen Street is the "Main Street" of Cohoes. Revitalization efforts in this area should focus on historic design and pedestrian scale, niche retail, proper vertical organization of uses, and special events

Parking should be shared and placed in the rear of the buildings. The historic character of Cohoes CBD is one of its greatest selling points. Efforts to preserve historic character should be of top priority for the City. Future infill development should respect the scale, massing and materials of neighboring structures. A Central Business District Demonstration Plan was prepared during the Public Workshop and is included in Section IV of this Plan.

Neighborhood Business

The Route 470 Corridor has one area, located on Simmons Island between Pulaski and Page Street, that can be classified as a Neighborhood Business area. It is envisioned that this area can serve as a walkable limited retail area for residents on Van Schaick and Simmons Island. The scale of this area should be limited to a 500-foot radius from the center of Route 470. Redevelopment in this area should maintain the existing scale of the neighborhood with buildings no greater than three stories in height. All new buildings should front directly on the sidewalk. Since this area is to be a neighborhood core, it should be distinct and clearly identifiable. Therefore, capital investments should include new sidewalks, street lights, tree plantings unique paving and crosswalk treatments, and aesthetic enhancements such as planters and banners.

Office Commercial

Office Commercial uses require an area with high visibility and efficient transportation access. The most appropriate area for new Office Commercial development in the City and the Route 470 Corridor Study Area is primarily the area north and east of the Route 470 and SR 787 intersection. This area functions as the northern gateway of the City and provides the first impression of the community. This area should be identifiable as the entrance to Cohoes and present itself as a community that is moving forward. Capital improvements should include redesigning SR 787 into a boulevard to improve the appearance and safety of the area. Sidewalks, street lights and improved crosswalks should also be required to improve the overall safety of the Northern Gateway. Buildings should utilize attractive natural materials, be limited to four stories and have minimal distance between the front building edge and the sidewalk. Parking should be located to the rear or side of structures. Parking in front of the buildings should be prohibited due to the impact on the visual character of the gateway. A mix of office space and restaurants may be appropriate if parking requirements can be managed. The area southeast of the intersection is also seen as a possible commercial office area depending on access constraints. A Northern Gateway Demonstration Plan was prepared during the Public Workshop and is included in Section IV of this Plan.



Neighborhood Business Areas should maintain the street edge and avoid gaps created by frontage parking lots. New buildings should respect and compliment neighboring structures as well as the heritage



This building is a good example of what could be found in Cohoes's Office Commercial areas in the future.

Commercial Industrial

Currently, the section of Route 470 between High Street and Columbia Avenue is a transitional area where some limited industrial uses are mixed with housing. This area is seen as a good location for small scale manufacturing like machine shops and offices that require limited parking and smaller building footprints. Significant improvements to road condition, sidewalks, planter strips and lighting are required for this area.



Route 470 between High Street and Columbia Avenue is an appropriate area for small scale manufacturing uses due to its proximity to SR 787 and Interstate 87.

Waterfront Commercial

The City of Cohoes is fortunate to have ample development opportunities on the Hudson and Mohawk Rivers. Within the Route 470 Study Area two sub-areas were identified as appropriate for Waterfront Commercial uses, Delaware Avenue just south of the Route 470 intersection and Delaware Avenue where the Van Schaick Marina is currently located. Waterfront uses may include boat launches, marinas, restaurants, specialty stores and limited office space. Development in the Waterfront Commercial areas should be sensitive to the environmental constraints found along the Hudson River. Special attention should be given to storm water management. Moreover, visually attractive structures that respect the scenic quality of the Hudson River should be required. Ample space should be provided for public access to the waterfront which may include a dock, park and/or a trail.

Downtown Transition Area

Downtown transition areas are primarily limited to north and west of the Olmstead and Route 470 intersection. This is an area of the City where the mix of commercial and residential uses gradually becomes more predominantly residential. This area of the City is complex and requires a site specific review of uses in order to avoid potential nuisance issues. The Downtown Transition Area should receive similar capital improvements as recommended in the Central Business District. At minimum, sidewalks and street lights would be required in this area. Improved crosswalks and curbing would help to enhance pedestrian safety and better define Route 470. A mix of high density residential, between 16 and 20 dwelling units per acre and a floor to area ratio (FAR) of 3.0 to 3.5, is appropriate for this area. In addition, a mix of retail and small offices can be integrated into the urban fabric of the area assuming they are placed on the ground floor of existing or new structures. Light manufacturing may also work in this area if traffic impacts are limited and nuisance issues can be mitigated.



Higher density residential is appropriate for the Downtown Transition Area. This will help to support the businesses and shops in the CBD by providing a large population within walking distance.

City Neighborhood

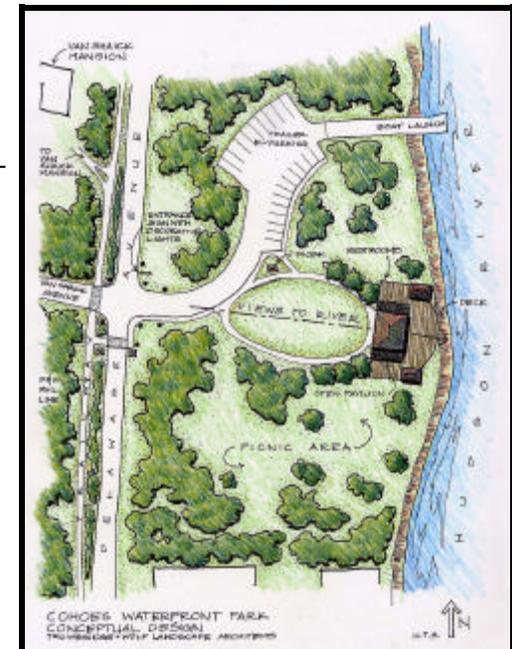
City neighborhoods are the life blood of Cohoes in general and the Route 470 Study Area in particular. Neighborhoods are traditional residential areas that provide a mix of housing types, with a majority being single family homes, in walking distance to a central node of commercial uses. Cohoes has excellent City neighborhoods still intact on Van Schaick and Simmons Island. It is essential to provide sidewalks, street lights and street trees in the City Neighborhood Area that will improve the public realm and spark private investment. Cohoes may want to consider strategies to improve the owner occupied status within this area to improve home values. This land use category is highly transferable to other areas of the City.

Waterfront Residential

The greatest opportunity for development in the City of Cohoes is waterfront residential development. High-end residential development on the Hudson River can help to stop population loss, improve the tax base and provide shoppers for local merchants. One area on Delaware Avenue, further explained in Section IV, has been identified as appropriate place for condominium and townhouse development on the Hudson River. Structures should be limited to three stories in height and be constructed of high quality materials including brick, stone and natural wood. Parking lots should be internalized to reduce their visibility from the roadside or the waterfront. An attractive option may be to include private boat slips, a boat house and recreation facilities in a master planned community. A Hudson Waterfront Demonstration Plan was prepared during the Public Workshop that integrates residential and public park space and is included in Section IV of this Plan.

Public Waterfront Park

The City of Cohoes is lacking good public access to its waterfront. Having access to the river is a highly attractive asset to existing and future residents. A small public park is recommended on Delaware Avenue to compliment the Van Schaick mansion. Historically, the Mansion had a lawn that provided a pastoral view of the Hudson River. The proposed park would restore the historic lawn and view of the Van Schaick Mansion while providing much needed public access to the waterfront.



A Public Access Park on the Hudson River will provide residents and visitor's with a recreation opportunity unique to the Capital District.

IV. Demonstration Site Designs

This section of the Route 470 Corridor Study outlines improvement projects that represent the future identity of the City of Cohoes. The primary goal is to provide design and development examples that can be transferred to other areas of the City. The concepts provided are based on the development framework presented in Section III.

In addition to general corridor improvements, the City identified three areas that will function as demonstration sites for future development. Additional explanation is included below.

The Central Business District

The purpose of this demonstration site is to provide a redevelopment plan that focuses on future capital investment projects that will enhance the public realm of the Historic Central Business District. Some of the key elements of this site plan include the provision of an Urban Heritage Park, a City Square, a Farmers Market and various streetscape improvements. Design elements and images that were viewed as appropriate by the public during the January 12th, 2002 workshop are included for guidance and possible inclusion in future zoning revisions. Of specific importance is the protection of the historic character and quality of the areas between Remsen and Mohawk Street. Sidewalk and crosswalk materials including a combination of brick and slate, period style street lights, bollards, fencing, signage and building materials should be of a consistent and complimentary style and color.

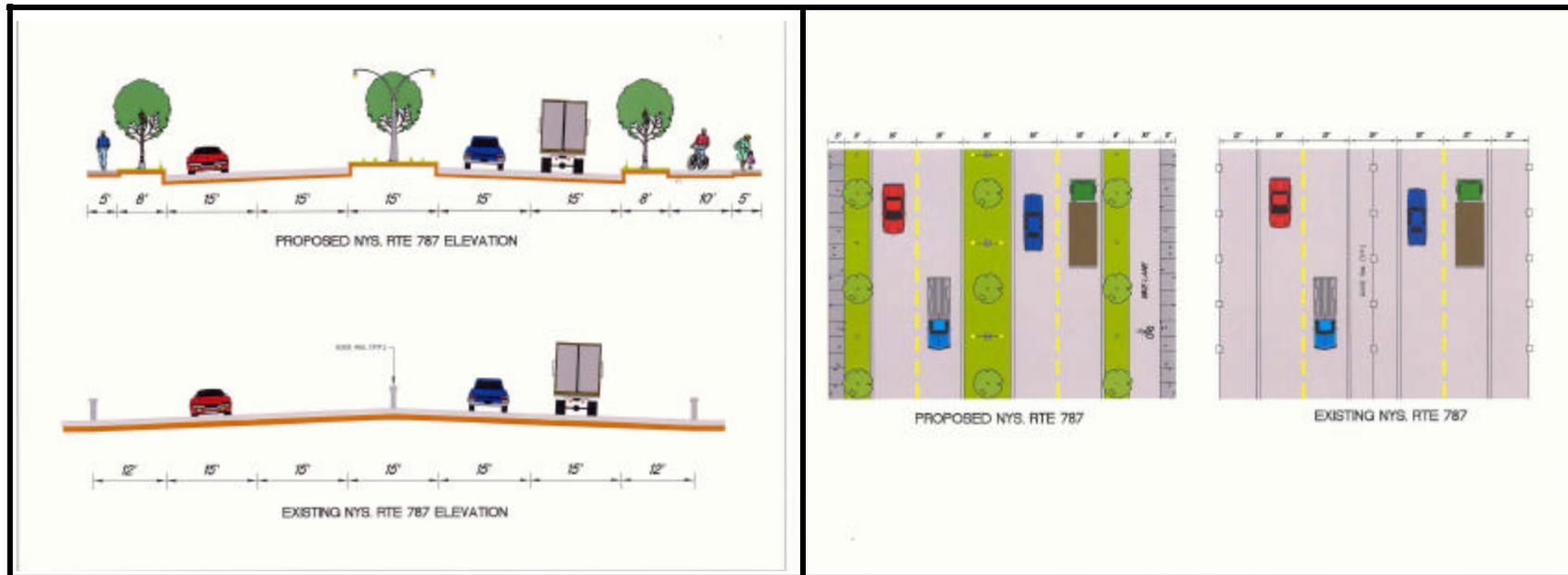
The public voiced concern over the appearance and safety of the Route 470 Railroad crossing just east of City Hall. Possible improvements to the safety of the crossing that are cost effective may include improved pedestrian crossing surfaces, signage, road painting and lighting. More costly improvements may include changes to the grade of the railroad right of way resulting in a reduction in the grade of Route 470 at the crossing. This option will provide the greatest safety and appearance benefits to the City but will require D&H to complete the improvements.

The Northern Gateway

The Northern Gateway demonstration site includes the area from the Route 470 and SR 787 intersection to the SR 32 and SR 787 intersection. This area is the primary northern entrance to the City. The Northern Gateway plays an integral role in how people formulate perceptions of the City and, therefore, should be attractive, well defined and memorable. The site plan for this area includes two development options. The first scenario shows small offices on the current DPW site while the second shows a grocery store. There are several improvements duplicated in each development scenario including photo-simulations showing improvements to SR 787, improvements to Canal Park and the redevelopment of the SR 32 and SR 787 intersection.

The Plan also explains how the corner of Route SR 32 and SR 787 should be developed. There are three essential elements that should be mandatory for any development of this site. First, any new structure should be between 2 and 4 stories and front directly on SR 32. This will enforce the sense of entrance into the City of Cohoes and re-establish the urban character of the area. A building that is set back from the road is suburban in design and should be avoided for this site. Second, parking areas should be internalized on the site and located to the side or rear of the building. This will minimize the adverse visual impact of the parking lot and is more in character with a traditional urban area. Finally, public access to the waterfront should be maintained. This will allow future local and regional trail connections.

During the January 12th, 2002 public workshop, residents explored options for the redevelopment of SR 787. The primary concerns included pedestrian safety, reintegration into the downtown, improved appearance at the gateways to the City and automobile traffic congestion. The boulevard concept, as seen below, was the only option that adequately answered all of the issues raised by the public. The 787 Boulevard would replace the existing side shoulders with treelawns, sidewalks and street trees, reducing the distance a pedestrian would have to cross without restricting traffic travel lanes. A raised central tree-lined median with lights would provide the pedestrian with a safety island in the center of the road. The boulevard concept also creates visual friction for the driver, increasing the sense of caution resulting in a reduction in speed. Lane widths could be reduced to further improve pedestrian safety by reducing the operating speed of the road.



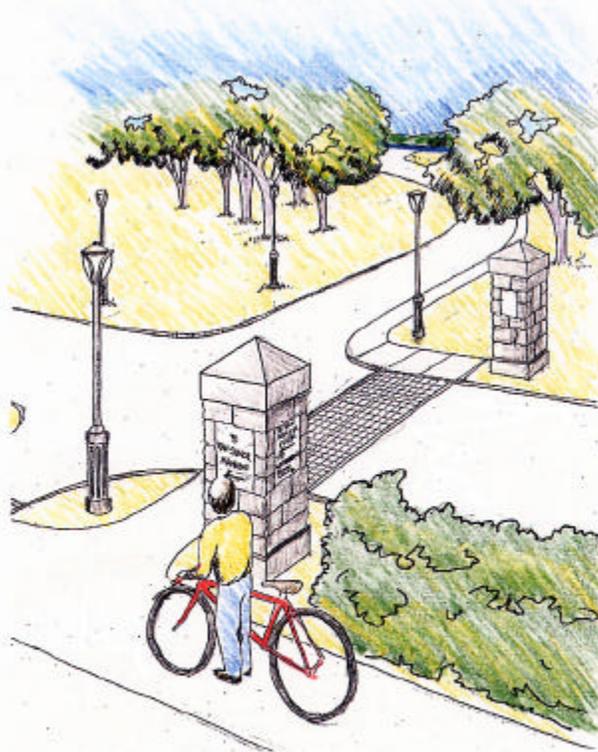


The public also voiced concern over the effective management of traffic generated by the development proposed on the DPW site. The most effective traffic management technique for the site would be to have one defined ingress and egress driveway at the westernmost corner of the parcel. This would provide adequate distance from the Route 470 and SR 787 intersection for automobiles that need to turn right and enter traffic. Signal timing changes will be required to improve traffic flow. However, SR 787 from the Route 470 intersection to SR 32 may have an increase in traffic congestion during peak traffic hours. One possibility for handling the additional traffic at the SR 787 and SR 32 intersection is to replace the intersection with a small roundabout. Similar in function to a traffic circle but smaller in scale, a roundabout will allow for constant traffic flow, avoiding backups created by signalized intersections.

The Hudson River Waterfront

The Hudson River Demonstration Site is located to the south of Route 470 on Delaware Avenue. During the January 12th, 2002 workshop, the public expressed a desire to see residential development in this area incorporated with a moderately sized public access park.

The existing railroad right of way provides an excellent opportunity for extending the Mohawk-Hudson Regional Hike-Bike Trail through the City of Cohoes. Continuing the hike-bike trail through the City of Cohoes will provide local residents with an exceptional recreation asset, improve accessibility to the Hudson River, increase awareness of local heritage at the regional level and bolster local economic development initiatives. Moreover, the Cohoes section of the hike-bike trail will provide a critical link to Peebles Island, Waterford and the statewide Canalway Trail system to the north and the City's of Watervliet, Albany and potentially Troy and Rensselaer to the south.



COHOES RAILWAY TRAIL
 CONCEPTUAL DESIGN
 TROWBRIDGE + WOLF LANDSCAPE ARCHITECTS

V. Implementation and Staging

Making the Plan into a reality requires dedication and constant use. The development of the Plan is only one step in the process of revitalizing the Route 470 Study Area. Therefore, the most fundamental implementation item will be to use the Plan in everyday decision making activities. Keeping the plan off the shelf, both physically and philosophically, will require the City to review and benchmark the implementation strategies provided in this section as a way of tracking success and determining the need for modifications.

Corridor Development Implementation Items

Immediate: Less Than One Year

1. Review and update the City's Comprehensive Plan to address land use, transportation and community development recommendations outlined in this plan.
2. Revise Zoning Ordinance to include recommended changes in this plan.
3. Draft and adopt design guidelines for the CBD and Route 470 Neighborhood Business Areas.
4. Develop an Economic Development Organization Plan for the Corridor and the City.
5. Coordinate with CDTC to ensure future capital improvements outlined in this Plan are included on the TIP.
6. Develop strategic plans for the revitalization of Remsen Street, the redevelopment of SR 787 and the Hudson River Waterfront.
7. Organize a Local Development Corporation (LDC) to organize and facilitate redevelopment efforts.

Short Term: 1-3 Years

1. Organize a promotion campaign for infill and reuse sites in the Corridor and downtown Cohoes.
2. Develop a riverfront trail system along the Hudson River.
3. Complete an urban corridor linkages study to develop strategies for connecting the Hudson River waterfront to Downtown Cohoes, the Harmony Mills area, historic canal locks and the Mohawk/Hudson Hike-Bike Trail.
4. Identify funding resources for Downtown Capital Improvements.
5. Develop a façade improvement program and revolving loan pool.
6. Coordinate with CDTC and NYS DOT to initiate a SR 787 Improvements Plan that includes a boulevard concept with identifiable crosswalks, sidewalks, period lighting, and proper landscaping.
7. Develop a downtown catalog of existing buildings.
8. Organize a Main Street Program for the Remsen Street that will organize residents and business owners, provide merchant support and restructuring assistance, promote available sites to potential businesses and ensure consistent, attractive and historically relevant design guidance.



Intermediate Term: 3-6 Years

1. Include Route 470 and Remsen Street capital improvements in the City's Capital Improvements Plan.
2. Identify funding resources to supplement local investments for capital improvements to the pedestrian areas of Route 470 east of the Route 470 and SR 787 intersection.
3. Review the potential for a Business Improvement District (BID).
4. Work with NYS Canal Corporation for funding assistance for historic lock restoration and interpretation.
5. Build a City Square Park and Farmers Market at the corner of Mohawk Street and Route 470.

Long Term: More Than Six Years

1. Implement a capital improvements program to address Route 470 east of the SR 787 intersection to include road surfaces, lighting, signage, median and planter strips and sidewalk improvements.
2. Identify funding resources for capital improvements on Route 470, past Sargent Street.
3. Review promotion and marketing campaign for success and revisions as needed.
4. Review and revise the Comprehensive Plan as needed.

Funding Resources

The following list is designed to provide a sample of grant resources Cohoes can actively pursue to provide funding assistance for planning and capital projects contained in this plan. This list is not exhaustive and should be considered a good starting point.

GRANT RESOURCE	WEB SITE	USE
NYS Small Cities Comprehensive Grant	http://www.nysmallcities.org/	Public Facilities, housing rehab, comprehensive capital improvements
NYS Small Cities Economic Development Grant	http://www.nysmallcities.org/	Public Facilities, housing rehab, micro-enterprise assistance
NYS Small Cities Technical Assistance Grant	http://www.nysmallcities.org/	Preparatory grant for planning and organization to apply for NYS Small Cities Comprehensive Grant
NYS Quality Communities Initiative	http://www.dos.state.ny.us/qcp/qcp2.html	Smart Growth Planning
NYS DOS Waterfront Revitalization Grants (EPF Fund)	http://www.dos.state.ny.us/cstl/epfba2.html	Local Waterfront Revitalization Program Planning
CDTC –TIP	http://www.cdtempo.org/tip.htm	Transportation Improvements, Design and Construction
CDTC - SPOT Improvement Program	http://www.cdtempo.org	Transportation Improvements, Design and Construction
USE EPA Clean Air Clean Water Grant EPF FUND/PERFORMANCE PARTNERSHIP	http://www.epa.gov	Wastewater Treatment Improvements, Aquatic Habitat Restoration, Pollution Prevention
US EPA Livable Communities Grant	http://www.epa.gov/livablecommunities/grants/overview.htm	Community Redevelopment, Integrated Community Planning, Protection of Watersheds, Smart Growth Initiatives
TEA-21 Enhancements Program (NYS DOT)	http://www.fhwa.dot.gov/tea21	Multi-Modal Transportation Infrastructure Improvements and Planning
New York State Center for the Arts	http://www.nysca.org/home.html	Urban Design Studies, Historic Preservation

Organization and Promotion

The City of Cohoes is putting substantial effort towards defining strategies for revitalization. In order to efficiently manage this effort, it is essential to develop an organization plan that provides guidance to city officials. The following Organization Plan for the Revitalization of the Route 470 Corridor can be modified to include the entire City.

Organization and Promotion Team

The revitalization process is a long-term activity that requires an active group of individuals that represents the major stakeholders and beneficiaries of the effort. The Organization and Promotion Team should consist of city officials, community members and local merchants.

1. Primary Role of the Team

The Organization and Promotion Team is responsible for providing guidance and assistance in re-creating the image of the Route 470 Corridor and the City of Cohoes. The Team should report directly to the Mayor and meet on a monthly basis. The Team will be charged with developing a balanced strategic approach to revitalization that integrates capital improvements with economic restructuring and the promotion and organization of festivals and events. The Team will oversee all revitalization efforts to ensure that the proper phasing of projects is accomplished. The Organization and Promotion Team will take a lead role in developing a year-round events schedule. The Team should eventually strive to develop a Business Improvement District or Main Street program for the City of Cohoes.

2. Individual Responsibilities

Chairperson: The chairperson of the Organization and Promotion Team would be appointed by the Mayor. The primary role of this position would be to facilitate effective meetings and communicate the team's viewpoints to the Mayor. The chairperson will be responsible for identifying members of the Organization and Promotion Team, excluding the community and merchant liaison, and ensuring the team works towards the vision and goals of the Plan.

Secretary: The secretary of the Organization and Promotion Team would be appointed by the chairperson. The secretary would be responsible for taking meeting minutes, preparing notifications, developing presentations and handouts and providing assistance for events coordination.

Treasurer: The treasurer of the Organization and Promotion Team would be appointed by the chairperson. The treasurer would be responsible for recording any contributions or budget provided to the Organization and Promotion Team. The treasurer would



also be responsible for managing funds for events and festivals.

Community Liaison(s): The community liaison position would be a position appointed by the Mayor. This position would provide the primary conduit of communication between the community and the Organization and Promotion Team. The community liaison may be responsible for surveying the community and providing opportunities for participation and volunteering.

Merchant Liaison(s): The merchant liaison position is a position that would be appointed by the Mayor. This position would provide the primary conduit of communication between the merchants and the Organization and Promotion Team. The merchant liaison may be responsible for surveying the store and business owners and providing opportunities for participation and volunteering. The Merchants liaison would also be responsible for providing assistance in developing merchant organized events and festivals.

City Public Works Representative: The City Public Works Representative should be staffed by the current City Engineer. The responsibilities of this position would primarily be to provide information about the timing and phasing of capital projects, the capacity of City facilities and general input for events organization.

Police Department Representative: The Police Department Representative should be staffed by the police chief or an officer that reports directly to the police chief. The primary responsibility of this position would be to provide guidance on public safety concerning any projects identified and organized by the team.

Fire and Safety Department Representative: The Fire and Safety Department Representative should be staffed by the current fire chief or an individual that reports directly to the fire chief. This position would be responsible for developing evacuation plans for special events and providing general safety guidance for projects identified and organized by the team.

Promotion

The Route 470 revitalization efforts are dependant on a multi-faceted promotion strategy. The City, through the Organization and Promotion Committee, should focus on tw primary types of promotion:

1. Image Development;
2. Special Events (Merchant and/or City Sponsored)

Each type of promotion, while inter-related, requires a unique approach to develop a well organized strategy.

1. Image Devel opment

The image of the City, and specifically the Route 470 Corridor, is impacted by several factors, including physical condition, perception of residents, business owners and visitors, the types of goods or services available and the variety and mix of uses. The existing promotional activities used to promote these factors can have a significant impact on image as well.

Although image is based on several objective factors, it is also subject to personal opinion. For example, the image of the 470 Corridor may be positive to residents but negative to visitors, or vice versa, depending on their perspective and personal experience. Achieving a positive identify for a city or an area in a city can be a complex endeavor as a result.

Visitors to Cohoes have limited time exposure to the area and therefore will build a perception based on physical condition and the mix of uses available. In general, the types of goods and services available and the initial interaction with residents and business owners will be the basis for a visitor’s opinion of a place.

These initial perceptions are shaped by a very limited time exposure, usually occurring in the time it takes people to drive through an area or stop quickly into an area store or service provider. This is why areas that depend on tourism are frequently very attractive and well maintained places that rely on friendly employees and residents to help maintain their image.

Residents, on the other hand, have more exposure to a given area and are more familiar with the types of stores or services available



The City of Manayunk, PA is an old industrial community located on the banks of the Susquehana River. Over the past 15 years, Manayunk has established a successful Downtown Redevelopment Initiative that started with redefining its image

in a particular area. Their perceptions are often based on availability of services or goods and the appearance of the corridor. The two factors are often the primary basis for the opinion and attitude the residential base has for their shopping districts. This is also the case for residents in the City of Cohoes.

A successful promotional strategy for the City of Cohoes will require a balanced approach to improving the physical condition of the study area and improving the variety of goods and services available. This approach will change the perception of residents and visitors and ultimately image of the City.

Re-Creating the Image of Route 470

There are six primary steps to developing an image for the Route 470 Corridor including:

1. Identification of Assets;
2. Collection and Analysis of Market Data;
3. Identification of Perceptions;
4. Development of a Position Statement;
5. Organization of a Marketing Strategy; and
6. Designing a Logo and Signage.



Steps One and Two - DONE!

A SWOT analysis was conducted as part of the 470 Corridor Study that identifies numerous assets, which would be applicable to developing an image of the Corridor. However, the City should not limit itself to the strengths and opportunities identified during the analysis. Visions and ideas about Cohoes's future image that seem farfetched today should be included in the redevelopment strategies outlined for the 470 Corridor. In addition, the 470 Corridor Study also provides market data that can be used to guide future business recruitment efforts and in the development of a Marketing Strategy.

Step Three - Identification of Perceptions

The Route 470 Corridor Study Advisory Committee provided insight into the common perceptions of the study area and City. Participants, which include residents, county and state representatives, used descriptions including run-down, dirty, dark, old, stagnant, boring, and forgotten to describe the study area. Obviously the City would like to change this perception so that the study area is described and perceived as vibrant, diverse, clean, safe, attractive, exciting and well maintained. These positive terms should be used in every promotional opportunity possible in an effort to diminish ingrained negative perceptions and to create the new image in the study area and the city.

Step Four - Position Statement Development

A primary responsibility of the Organization and Promotion Team is to develop a position statement. A position statement promotes the market area, identifies the environment of the area, highlights any significant cultural or historical components of the corridor and identifies the future economic base. The position statement should provide a clear introduction to the purpose of the promotional effort. As an example:

“The City of Cohoes, located at the confluence of the Mohawk and Hudson River, is a community that provided the foundation of the Country’s industrial growth. A diverse population call Cohoes home and live in diverse neighborhoods within walking distance to the downtown business district. Route 470 is the primary thread that connects the City to its natural, cultural and residential assets. The Corridor provides a conduit for activity and plays an essential role in the communities redevelopment efforts.”

Route 470 is the common thread of the Spindle City. No other transportation corridor in the City connects the Mohawk and Hudson River waterfronts, the Downtown Business District, neighborhoods and light industrial job centers. The connective attributes of the Corridor should be integrated into the promotion of the area.

Step Five - The Organization of a Marketing Strategy

Based on data collected during the market analysis, a marketing strategy is highly focused framework that should provide insight into the types of business that are needed and can be supported in the City of Cohoes. The businesses included in a marketing strategy can be local, regional, national or international. The City, with the assistance of the Organization and Promotion Team, can actively recruit the businesses identified in the marketing strategy. The strategy should include information about demographics, local and regional incomes, how people spend their money, sources of financial and technical assistance for new businesses, available sites for future use and a ranking system for each business type. The strategy should be based on a timeline that takes into account future capital improvements to infrastructure in order to ensure investments are phased correctly.

Step Six - Designing a Logo and Signage

One of the most important components of defining an image for the Study Area will be the development of a common theme that represents the key concepts of the Position Statement. The development of a logo that can be used by local merchants and by the City in **every** publication will help reinforce the area’s theme and image. The logo can also be used for street banners to create a recognizable gateway and a sense of place.





2. Special Events

An area's image is important in influencing how visitors and residents feel about a particular place. But it is the special events held there that will attract repeat visitors and keep residents from leaving. Festivals, parades, shows and other special events can be an effective tool in putting a city or town on the map. There are typically two types of special events—city sponsored or merchant sponsored. The City of Cohoes and the merchants along the 470 Corridor must work together to provide diverse activities and events to attract visitors and residents.

Developing an Events Schedule

Developing an events schedule is one way to ensure that Cohoes capitalizes on its cultural and natural resources. As mentioned previously, the City of Cohoes should develop an annual events/festival schedule that attracts the local and regional population. Events that celebrate significant historical events or cultural diversity are often very successful. As an example, the City of Cohoes has a substantial Italian population. A festival that builds on Italian or Polish heritage including music, food and activities could be very successful as a local and regional draw. Another opportunity may be celebrating the City's significant role as the eastern gateway of the Erie Canal. Finally, utilizing natural resources such as the Hudson River can provide an inviting backdrop to a weekend festival. The Hudson River Waterfront Demonstration Site could be the sight of the "Van Schaick Bluegrass Festival" or "Holland Days on Van Schaick Island."

In addition to special events and festivals, local merchants should work together to develop retail/business promotions. Merchant organized business promotions can be holistic and include all businesses or focus in on a specific niche such as the senior or family population. In the City of Cohoes, developing holistic strategies is probably most feasible due to the limited diversity of businesses currently in the 470 Corridor. A very successful, and transferable, example is a restaurant festival. The provision of food from area restaurants provides the enticement to get people to the festival. Local shops can set up booths or sponsor a sale to get the festival visitors to purchase merchandise. The restaurant festival should be held in the Central Business District, preferably at the intersection of Remsen Street and 470. This will allow visitors to spend time downtown and change their image of the City.

It is important to remember that all events should have adequate safety measures. Local police or security professionals can help enhance safety and ensure that the City and merchants are protected legally. A plan for evacuation, in case of emergencies, will need to be developed and explained to event staff, security and organizers.

Publicizing Events

An event or festival is only as successful as the publicizing effort put forth. It is essential that the Organization and Promotion Team develop a universal events notification list that includes local and regional media resources, politicians and clubs. It is essential that

the event is sold to the media. The Organization and Promotion Team *MUST* be able to spark media interest in order to get a prominent plug that is highly visible. Always send a written events description that includes a relevant picture or logo and quotes from the mayor or other well known community leaders. Pictures draw the attention of the newspaper reader and quotes from officials can sway the those who are undecided to come to the event.



VI. Acknowledgments

The City of Cohoes would like to thank the Advisory Committee for taking time out of their personal schedules to participate in the development of the Route 470 Corridor Study.

Danielle Cherniak	Barbara McDonald	Jamie Reppert
June Cherniak	Sandy Misiewicz	Bill Ricard
Walter Cherniak	Jeff Myers	Harry Robinson
Robert Gullie, Jr.	Norm Ouimet	Patricia Sweeney
Glenda Kelman	Ford Oxall	Beverly Signoracci
Jeff Marko	Albert Pasinella	Ed Trembly

Clark Patterson Associates would like to thank the following agencies for their assistance in data collections and guidance throughout the planning process.

- The City of Cohoes
- Albany County
- Albany County Chamber of Commerce
- New York State Department of Environmental Conservation
- New York State Department of Parks, Recreation and Historic Preservation
- The United States Department of Housing and Urban Development

Clark Patterson Associates would also like to thank our sub-consultant team for this project.

Trowbridge and Wolf, Landscape Architects, Ithaca, New York.

Thomas Point Associates, Economic Development and Market Analysis, Annapolis, Maryland.



186 North Water Street
 Rochester, New York 14604
 1-800-274-9000
www.clarkpatterson.com