Village of Hoosick Falls, New York
Parking and Pedestrian Project

FOR: THE STUDY ADVISORY COMMITTEE
FUNDED BY: THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE, ALBANY, NEW YORK

DESIGN REPORT
BY: DUFRESNE-HENRY, NORTH SPRINGFIELD, VERMONT
SUBMITTED JUNE 26, 2003

PROJECT VICINITY MAP
Hoosick Falls Parking Lots and Downtown, prior to Top Gas removal
Picture provide by Louis Miller Museum

Creating Better Places To Live, Work And Play
June 26, 2003

Mayor Laura Reynolds  
Village of Hoosick Falls  
80 Church Street  
Hoosick Falls, NY  12090-1901

RE: Village of Hoosick Falls Parking and Pedestrian Project  
Hoosick Falls, New York

Dear Mayor Reynolds:

Dufresne-Henry is presenting to you our final report for the Village of Hoosick Falls Parking and Pedestrian Project. We have submitted to the Village six reports and electronic files on two CD’s for your future use. Two additional report copies and CD’s were sent to the Capital District Transportation Committee.

We have been pleased to undertake this project and work with the Study Advisory Committee and the CDTC.

Please keep Dufresne-Henry in mind when you are ready to advance this project to other levels as well as any additional projects for Hoosick Falls. Dufresne-Henry provides landscape architectural and all phases of engineering including civil, electrical, mechanical, wastewater and environmental services. You may view our website at www.dufresne-henry.com.

If you have any comments, questions or would like more information you may contact me at 800.786.2261 x2321 or email at pmclean@dufresne-henry.com.

Sincerely,
DUFRESNE-HENRY

Patrick T. McLean, ASLA, RLA  
Project Manager / Landscape Architect
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1.1 Project Scope and Direction

General Introduction

The Village of Hoosick Falls, located in Rensselaer County, is pursuing methods to revitalize its downtown business area. This report describes the planning process and conclusion for the analysis of three municipal parking lots within the downtown core.

The process began with collecting site and document data, reviewing pending downtown improvements and meeting with the Study Advisory Committee (SAC). Products of the analysis were concept plans, probable costs analysis and funding and implementation options. Plans and discovery information were presented at a community meeting for their input as well. This is a summary of those events.

Project Funding and Administration

The Village of Hoosick Falls Parking and Pedestrian Project, as proposed by the Village of Hoosick Falls, obtained funding through The Capital District Transportation Committee’s (CDTC) Community and Transportation Linkage Planning Program. The study was included in the 2002-2003 Unified Planning Work Program as a planning activity. The CDTC, acting on behalf of the Village of Hoosick Falls, administered the consultant’s contract for the study and assisted the Village as project manager.

Project Data and Available Resources

Early project discussions with the consultant, Dufresne-Henry (DH), used parcel tax mapping and aerial photography. Additional mapping of the proposed Route 22 improvements with survey information became the preferred project base.

In cooperation with the SAC, New York State Department of Transportation NYSDOT Region 1 and the CDTC, mapping and planning documents were made available to review and utilize in the planning process. This multi-agency cooperation aided DH to coordinate design efforts with measurable data. In addition, the Louis Miller Museum provided historical and cultural material for use in the study.

The Village stressed the importance to link parking enhancements with historical or cultural preservation. Themes such as these aid the community to identify with space, creating a foundation and sense of belonging. Hoosick Falls has a wealth of history from the past local industry Walter A. Wood Mowing and Reaping Machine Company. In addition, the Village has a connection to the river and falls. Artifacts and site photos, shown on the proceeding page, could be displayed or inscribed to durable plaques and boards. Historically significant site photos strengthen the context of place. Additional examples are in Chapter II.
Interpretive signs could be attached to either bollards, walls or rails, as shown here, to provide the public a visual connection to historically significant sites and settings.

Example of Interpretive Plaque. Etched Data on Metal, Attached To Handrail. Shelburne Falls, MA. DH 1999

Machinery or parts may be displayed for hands-on interaction and play.

Walter A. Wood Mowing and Reaping Machine Company: Enclosed Gear Mower. Picture provided by Louis Miller Museum

Some machinery may allow for working levers or turning gears.

Walter A. Wood Mowing and Reaping Machine Company: Twine Binding Harvester. Picture provided by Louis Miller Museum
Project Limit and Study Area

The intention for the Parking and Pedestrian Project is to go beyond improvements proposed under the recently awarded Route 22 Reconstruction and Church Street Bridge Replacement Projects. DH suggests reincorporating the predefined themes from these projects, such as materials and design, to create uniformity and aesthetic quality. Cooperation exists between the Village and NYSDOT to coordinate improvements with the municipal parking area enhancements. Although these are separate projects, it is the desire to create a uniform appearance between them to look as though it was one effort.

Municipal parking lots traditionally have potential to take away aesthetic qualities of downtown area. Parking lots are visual voids and cause increased environmental heating. A previous study, Concept Plan for Downtown Hoosick Falls, NY by Argus Architecture & Preservation, February 2000, noted good streetscape has well defined “street-walls”. Street-walls define streetscape and serve as scale referencing to pedestrians and vehicle channeling. Parking areas adjacent to streetways should maintain a buffer with closed vistas complementing the streetscape character. Pedestrians circulation through open lots should be defined with elevated walkways or separation barriers. Inadequate lighting levels also compromise pedestrian safety and vehicular visibility.

The Route 22 improvements eliminate some on-street parking but will be replaced with the proposed construction of a 16-space parking lot across from the old St. Mary’s Building. The Village needs to maximize the use of the three existing lots within the downtown core. General observations show the municipal lots are sufficient in volume capacity. With the additional lot recreated in the Route 22 improvement project, there is not a need to build additional parking facilities than already planned.

Design issues lacking in the municipal lots are:

- Streetscape appeal or identity to Village historical character
- Accommodations for pedestrian safety and amenities
- Organized mechanisms to control traffic flow

Shown in the preceding aerial map are the three municipal parking areas within the downtown core. Adjacent to the Thorp Block Building is the larger parking lot #1, located along Church Street, which has an exit onto Main Street near Woods Park. Connected to parking lot #1, near the Hoosick Falls Armory Building, is parking lot #2 at Elm and Church Streets. The smaller lot, parking lot #3, is along the Hoosic River at Church Street.
Aerial Photography of Downtown Hoosick Falls
Early Conditions Affecting Parking Lot Study

The Village of Hoosick Falls is looking to complement the improvements planned by NYSDOT to Route 22. As noted in the Final Design Report/Environmental Assessment, March 1998, the objectives are to:

- Restore pavement and riding quality to good condition using cost effective pavement treatments which provide a service life of 30 years
- Improve truck turning radii and reduce accidents
- Improve storm drainage
- Upgrade the facility to accommodate the handicapped and improve the facility for pedestrian and bicyclist use
- Preserve the historic character of the Village

NYSDOT has also coordinated the replacement of the Church Street Bridge over the Hoosic River. These two major reconstruction projects incorporate site amenities, which further enhance the downtown area. These enhancements include:

- Segmented block retaining wall systems
- Colored and imprinted concrete at various locations along the sidewalks and crosswalks with brick red color and a basketweave pattern
- Landscape bed areas
- Street trees with cast iron black grates and frame
- Black metal ornamental bollards, Victorian benches and trash receptacles
- Aztec jade black, concrete pole street lighting and a decorative metal arm and luminare colored federal green
- Complete reconstruction of parking Lot #3 near Hoosic River
- Partial reconstruction of parking Lot #1 near the Thorp Block
- New off-street parking development near the old St. Mary’s Building
- At the Village’s request, salvage and store the existing paving bricks along Church and John Street (see picture below when bricks were the primary pavement)

The ownership and maintenance jurisdiction for these improvements will be the responsibility of NYSDOT from curb to curb while the Village will maintain the sidewalks and the closed drainage system. Because of the level of service and traffic volume, the improvements do not include any traffic signals. Pedestrians will use the existing sidewalk network within the Village while bicyclists may either share the Route 22 roadway or use alternate side streets. Route 22 is a state touring route for bicyclists.

*Picture shows paving bricks that if salvageable will be stockpiled for possible use in pedestrian specialty areas.*

*Village of Hoosick Falls*  
*Church Street near Lot 1 Entrance*  
*Early 1970’s*  
*Picture provided by Louis Miller Museum*
1.2 Village of Hoosick Falls, NY Parking and Pedestrian Project

Project Scope and Process

DH coordinated with the SAC, NYSDOT and the CDTC, to develop improvement plans for the three public parking facilities. The project goals are to:

- Make the facilities fully functional for the vehicles they are expected to accommodate
- Make the facilities safe, convenient and sensitive to pedestrian scale and use
- Encourage pedestrian interaction between the parking area, village streets and stores
- Create visually appropriate facilities that are compatible with the historic character of the village
- Develop a relationship to surrounding village features and the waterfront
- Reflect the consensus of village residents, merchants and the SAC
- Identify project funding sources

DH responded to four comprehensive tasks throughout the project. Descriptions of those tasks are as follows:

Assessment of the Existing Conditions

This task involved obtaining and reviewing existing mapping prior to the start-up meeting. At this meeting, an open discussion developed with the SAC and CDTC. Each committee member expressed issues, past history and expected project goals. DH performed a site analysis and field survey, documented existing parking patterns and problems and inventoried surrounding uses, amenities and historical features. DH made a presentation of their findings as well as presented preliminary concepts to review options and directions toward the next phase.

Parking Area Alternative Design Concepts and Recommendations

DH formulated two design alternatives for lots #1 and #2. Three concepts were developed for lot #3 near the Hoosic River, which addressed treatment along the river’s edge. Planning level estimates of probable costs and recommendations for implementation were presented.

Implementation and Funding

Efforts were to provide updated descriptions and contact information on various funding options available. Additional environmental and liability issues focused upon realistic implementation.

Public Meeting and Preparation of Final Report

The Village will advertise a public meeting for reviewing the project progress and findings, including all planning level concepts. The public will be encouraged to participate for project acceptance and address any concerns. Upon the project conclusion, all findings are incorporated in the final report.

Village of Hoosick Falls
Replica of Grandma Moses Mural
At Main Street
Chapter II
PROJECT SITE ANALYSIS

2.1 Assessment of Existing Conditions

Analysis Overview
The SAC noted current municipal parking under-utilizes its potential because of improper configuration, signage and convenience. Making the parking areas more aesthetically attractive, functional and safe would encourage usage. Key Bank’s parking lot serves as an overflow during park events. The municipal lots should be able to handle such overflow instead of area merchant parking.

Winter maintenance and snow storage are problems with the existing municipal lots. Raised parking islands and curbing that divide parking layouts will improve snow storage and maintenance. Drainage controlled by surface flow utilizes some catchbasins. Existing storm drainage will link underground to the Route 22 improvements. The bridge replacement project will elevate the roadway and change the parking configuration and capacity of Lot #3. Lot #1 will receive paving treatments and parking realignment while Lot #2 will have only the entrance formalized along Church Street.

2.2 Site Analysis of Individual Parking Areas

Parking Lot #1, near the Thorp Block and Church Street
Existing parking capacity is about 77 vehicles with the primary entrance off Church Street and secondary entrance from the lower parking lot #2. There is an exit-only single access drive towards Main Street. Vehicle arrangement is 90 degrees along the periphery and double stacked within the center portion of the lot. Refer to the Site Analysis plan that shows the existing parking layout and circulation routes. The following photos are existing conditions observed near Parking Lot #1.

SITE ANALYSIS COMMENTS:
An informal pedestrian pathway exists alongside the Old Fire Station, accessing Church Street. This pathway could develop into a plaza, interpretive center or eatery.

Municipal Lot #1 Pedestrian Access Near Old Fire Station Along Church Street. DH January 2003
An alleyway adjacent to the Thorp Block should continue as a pedestrian link to John Street. Specialty paving within the alleyway is part of the Route 22 improvements. The Thorp Block alley has tremendous potential to expand upon those improvements and create an enhanced pedestrian corridor. This attractive corridor, would likely increase foot traffic and provide area businesses the incentive to expand along street level.

**SITE ANALYSIS COMMENTS:**
Pedestrian access and visual link to John Street should be further expanded utilizing proposed paving improvements included in NYSDOT Route 22 reconstruction project.

Pedestrian Access by The Thorp Building Behind Post Office Looking Toward John Street. DH January 2003

Opportunity exists to expand and enhance pedestrian scale and organize spaces adjacent to existing buildings and parking.

Pedestrian Access Exiting to John Street by Thorp Building Looking Back to Lot #1 DH January 2003

As noted earlier in Chapter I, and from the previous study, Conceptual Plan for Downtown Hoosick Falls, NY, Church Street needs more “street-wall” definitions similar to John Street. Lot #1 Church Street entrance should be contained to soften distant views to the rear Post Office and adjacent buildings.

**SITE ANALYSIS COMMENTS:**
Entrance from Church Street needs streetscape character and reinforcement. Accomplish this with street trees, planting or replicate architectural building facades along the street edge.

Design opportunities are to enhance “sense of arrival” and reduce the vast visual scale.

Municipal Lot #1 Primary Entrance at Church Street DH January 2003
The one-way exit to Main Street has the potential to be a pedestrian route link to Woods Park. This drive is not a primary exit for lot #1, rather it was developed by convenience as part of the adjacent funeral home right-of-way. Coordination between this business and the Village is necessary to transform the corridor as a pedestrian route and function as vehicular stacking during funerals.

SITE ANALYSIS COMMENTS:
Access drive currently utilized as a vehicular connection to Main Street and stacking for adjacent funeral home. Some pedestrian usage noted during site observations.
Drive lacking in pedestrian scale, needs space definition and site attractiveness. Area lacks any visual buffering to adjacent properties.

Municipal Lot #1 Exit Only to Main Street Wood’s Park in Background
DH January 2003

Lot #1 is the largest parking area with an opportunity to enhance the “sense of place” for both motorists and pedestrians. Site improvements may include the introduction of a focal feature with historical or cultural significance. Focal features are great ingredients for a small park. A traffic calming technique that improves pedestrian safety is by dividing larger parking into smaller sections. Any site amenities are to be compatible with the Route 22 reconstruction project.

SITE ANALYSIS COMMENTS:
Enhance pedestrian movement by limiting vehicular use and installing brick paving, trees, fencing and lighting.
Opportunity exists for a possible pedestrian link from the municipal parking to Woods Park and area businesses.
Reduce the overall visual scale along the street edge trees and site amenities.

Municipal Lot #1 Vehicular Exit Only to Main Street
Post Office Along the Right and Funeral Home at the Left.
DH January 2003
Parking Lot #2, near the Armory Building at Church and Elm Street

The existing parking capacity is about 23 spaces. Current access is off Church Street and Elm Street. Vehicles gain access to Lot #1 by crossing through Lot #2. There are no connected pedestrian crossings or designated pathways between the two lots. Refer to the Site Analysis plan that shows the existing parking layout and circulation routes. The following photos are existing conditions observed near Parking Lot #2.

SITE ANALYSIS COMMENTS:
Direct off-curb parking from Elm Street allows backing out to on-coming vehicles resulting in potential vehicular and pedestrian conflicts along Elm Street. There lacks a “sense of arrival” from Church Street. Opportunity exists for Village entry feature or visitor orientation.

Municipal Lot #2 Corner of Church and Elm Street. Old Fire Station in Background with Brick Tower
DH January 2003

SITE ANALYSIS COMMENTS:
Opportunity exists here to organize the vehicular circulation patterns to create better pedestrian safety. Amenities such as curbing, walks, fencing and planting help direct traffic and pedestrians. An entry feature to downtown should be located at the corner of Elm and Church Street.

Existing streetscape lacks pedestrian scale. Improvements along Church Street with planting, fencing and defined entrance will improve street edge.

Municipal Lot #2 Looking from Elm Street
DH January 2003
Site Analysis Mapping Plan for Lot #2
Parking within the municipal Lot #2 currently is shared with an adjacent business with its own parking area. Both lots should be treated as one during concept development. An option to close Church Street access may provide additional loading space and a larger area for a park, feature or activity. This would reduce the amount of access close to the Elm Street intersection and reduce stacking along Church Street. The feasibility and practicality of an alternate entrance needs further investigation as a local senior center across Church Street uses this access because of its close proximity.

SITE ANALYSIS COMMENTS:
Need for defined entrance to parking.

Improvements needed to “street-wall” effect. Improve pedestrian safety and implement traffic calming along the Church Street corridor.

Municipal Lot #2 at the Left along Church Street. Armory Building to the Left in the Background. DH January 2003

Access off Elm Street to adjacent northerly parking area has a visual alley effect; an opportunity exists to break the space into smaller areas and provide green space and access for pedestrians.

SITE ANALYSIS COMMENTS:
Provide some visual relief from “string of vehicles” with vegetation buffering or screening.

Vehicular parking and access connection to larger lot provides no protection for pedestrian crossing or movement.

Municipal Lot #2 Looking From Elm Street Entrance. Old Fire Station with Brick Tower In Background to the Left. DH January 2003

Lot #2 becomes a significant entrance to downtown northbound along Route 22. As the first open space along the Church Street corridor, it becomes a possible corner area for visitor orientation. Possible features include an information kiosk, historical artifact or cultural interpretation feature. The Armory Building seasonally utilizes the adjacent parking for their outdoor events. This is an excellent opportunity to create a compatible space allowing such activities and provide use for other groups.
Parking Lot #3, near the Hoosic River Bridge at Church Street

Lot #3 utilizes approximately 20 spaces. This site has the most interests by sight and sound as it borders the Hoosic River. A former railroad bed runs along the river’s edge that could provide a pedestrian trail. Current pedestrian movement is along the bridge with some casual use on the former railroad bed. The proposed bridge replacement project plans to define the parking entrance with a new arrangement and grading. Refer to the Site Analysis plan that shows the existing parking layout and circulation routes. The following photos are existing conditions observed near Parking Lot #3.

Immediately adjacent to this site is a large building block with frontage along Classic Street. Lot #3 lacks “street-wall” along Church Street and a portion of Classic Street. However, most of the viewing and orientation is toward the river. Available river views are:

- Upstream at the bridge
- Hoosic Falls and sounds of rushing water
- The former Woods factory site
- Downstream at the gravel island
- Hilltop view of the old St. Mary’s School building.

This site is currently graveled paved compared to the other two, which are asphalt paved lots. Parking is an informal 90 degree layout using as reference the Classic Street retaining wall. Access is off Church Street and will remain this way after the bridge project. There is intermediate use of a right-of-way along the backside of the Classic Street buildings. Uses include utility services and access to a storage garage. Any improvements to this site may need to retain access to these rear properties or coordinate alternative paths.

SITE ANALYSIS COMMENTS:
Adjacent building offers definite boundary with small visual reference link to downtown view of mural. Street side enclosures orient views to Hoosic River.

Opportunity to improve “sense of arrival” and pedestrian connection to downtown.

Municipal Lot #3 Looking Down Classic Street from Church Street  DH January 2003
LOT #3 SITE ANALYSIS MAPPING
VEHICULAR AND PEDESTRIAN CIRCULATION
EXISTING MUNICIPAL PARKING PATTERN
EXISTING ADJACENT PARKING
VEHICULAR CIRCULATION PATH
PEDESTRIAN CIRCULATION PATH
STREET-WALL OPPORTUNITY

Analysis Mapping Plan for Lot #3
SITE ANALYSIS COMMENTS:
Parking layout needs organizing and connection to the river. Visual separation needed from sidewalk and streetway along Church Street. Great off-site views along Hoosic River and old St. Mary’s School building.

Opportunity to expand river connection or become trailhead utilizing former railroad bed.

Municipal Lot #3 Entrance to parking area from Church Street  DH January 2003

SITE ANALYSIS COMMENTS:
Currently lacks pedestrian friendly access to Hoosic River. Could utilize former railroad bed as a possible trail connecting downtown.

Opportunity to expand river connection providing passive recreation and extend historical context relating to downtown

Municipal Lot #3 Looking Downriver Towards The Gravel Island  DH January 2003

Lot #3 offers excellent opportunities for future waterfront development. Concepts include possible trailhead for biking and walking incorporating the abandoned railroad bed. This may encourage small restaurants and eateries along Classic Street and Route 22 to orient their businesses riverside, taking advantage of increased pedestrian traffic. Interpretation kiosks or markers located along the parking boardwalk and at other connections could display “yesterday’s” river views that link Hoosick Falls’ historical past.

This Hoosick Falls Riverfront Park could provide historical and cultural interpretation as an identity of its own and unique to the existing character and scale of the downtown. Site improvements include “high-end” facade murals at nearby buildings, landmark statues and industrial artifact displays. Access to the river in the form of a boat carry-down facility is another option, as the slope would allow. Other site amenities such as benches, bike bollards, trash receptacles, trees, passive bench swings and lighting should be similar to the proposed Route 22 improvements to maintain uniformity and consistency.

The following are examples of possible interpretive photos to incorporate adjacent to Lot #3 and along the river walk area.
An excellent opportunity for historical interpretation is to site these photos close to the original view parameter. Visitors would reference the past picture to the current view. Graphics with explanatory text would be etched onto a durable metal plaque that attaches to a granite bollard, metal rail or wall.
2.3 Preliminary Conclusions

Directions to Pursue

- Encourage paved pedestrian pathways, tree-planting and defined parking layout in similar character as NYS DOT Route 22 improvements.

- Define an entrance to Lot #2 with green space serving as a downtown welcome center. Provide for activities sponsored by Armory or others.

- Develop a kiosk or bulletin board as part of the green space at Lot #2.

- Encourage pedestrian pathways to Lot #1 by the Old Fire Station, near the Post Office and the alleyway by Thorp Block.

- Develop waterfront concept at Lot #3 with boardwalk, seating steps, pavilion that incorporates proposed bridge improvements.

- Develop community waterfront connection compatible to Hoosick Falls.

- Include amenities such as interpretive signs and bollards, telephone kiosk, gateway arches, tree grates and wayfinding.

- Where possible, identify pedestrian surfacing for salvaged Church Street brick pavers.

- Utilize similar products for waterfront or site improvements as pictured below.
Concept Sketch of Information Shelter / Kiosk
Bennington, VT
DH 1980's

Examples of a Plant Container and Street Clock

Information Shelter / Kiosk
Randolph Train Station, Randolph, VT
DH late 1990's

Swings Converted From Park Benches
Burlington Waterfront Park, Burlington, VT
DH 1990's

Village of Hoosick Falls
Replica of Grandma Moses Mural
At Main Street
3.1 Design Process

Direction

The DH design and technical team approach is on communication and decision-making. Our goal is to assemble relevant and accurate information. From the project understanding, we are able to develop alternatives for analysis and review as well as foster consensus building in the best interest for the Village of Hoosick Falls. This accomplishment is through project management, communications, information collection, resource identification, community involvement and an evaluation of alternatives.

Lots #1 and #2 were formatted together to show their relationship in parking capacity, pedestrian movement and traffic circulation. DH formulated two design alternatives for Lots #1 and #2. Lot #3 has three concepts with treatment alternatives along the river’s edge.

A narrative of each concept is included below with an attached colored plan. Any comments or modifications by the SAC, CDTC and NYSDOT to these concept plans are in the narrative text section.

Following the narrative and plan is a description of probable cost associated with each concept. NYSDOT item numbers and descriptions were used. Where serialized item numbers are listed, the suffix of “XXXXX” was used. Site amenities proposed in the Route 22 improvements are cross-referenced.

3.2 Design Alternatives

Concept A: Parking Lot #1 and #2

Concept A utilizes approximately 114 parking spaces. This capacity does not include parking for the adjacent business near the Armory Building or those at the rear of Thorp Block. Existing access points including any streetscape amenities remain as detailed in the Route 22 improvements. Existing parking for Lots #1 and #2 was approximately 100 spaces.

The pedestrian pathway adjacent to the Old Fire Station has expanded with accent paving and amenities. This pathway opens to a rear courtyard for picnicking. The courtyard proposes an opportunity for additional concessions hosted by a possible Village Fire Museum. Historical Village fire apparatuses or equipment, if available, could be on display. If hands-on equipment are not available, picture boards or historic markers are another possibility. Below are examples of past fire equipment used in the Village that could be incorporated.

![Hoosick Falls Fire Department Hand-Pumper. As In Days Gone By, A Pictorial Portfolio of Hoosick Township Past, 1976](image-url)
The alley link between the Thorp Block and the Upsy-Daisy restaurant has expanded into a continuous paved walk. The stamped pavement pattern proposed with the Route 22 improvements will be continued and expanded under this concept. The walk opens at a parking island providing trees, benches and bollards. The pathway continues directly to the newly created pedestrian corridor between the Post Office and funeral home. Since this is not a significant vehicular exit, plans show to block future access out of Lot #1, providing space for an informational kiosk, phone and trees. However, the old exit drive maintains 3.5 m (11.5’) width for funeral home vehicle queuing. A crosswalk with paving accents links to additional pathways towards the Old Fire Station and Armory Building parking.

Adjacent to the Armory Building is an “entry feature” with an informational kiosk, site amenities and historical display sculpture or replica of a “Wood’s Machine”. See Chapter II for examples of old reaping machines. The ornamental railing design stays consistent with the proposed Route 22 improvements.

All parking corners utilize flowering shrubs and larger shade trees. Lighting standards are located at intervals of 18-21 m (60-70’).
## Village of Hoosick Falls, New York
### Dufresne-Henry
#### Parking and Pedestrian Project

**Estimate of Probable Costs for Concept Plans**

Prepared June 26, 2003

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**SUBTOTAL PHASE COSTS**  
$434,920

**ENGINEERING AND PERMITTING**  
10%  
$43,492

**SUBTOTAL**  
$478,412

**CONTINGENCY**  
20%  
$95,682

**PHASE COSTS**  
$574,094
Concept B: Parking Lot #1 and #2

Concept B utilizes approximately 115 parking spaces. This capacity does not include parking for the adjacent business near the Armory Building or those at the rear of Thorp Block. The existing parking available is approximately 100 spaces.

The pedestrian pathway near the Old Fire Station site continues with accent paving, amenities and rear courtyard for picnicking. Additional benches introduced with ornamental fencing follow the path along neighboring properties. The courtyard proposes an opportunity for additional concessions or an entrance feature for a Village Fire Museum.

The alley link between the Thorp Block and the Upsy-Daisy restaurant has expanded into a continuous paved walk. The stamped pavement pattern proposed with the Route 22 improvements will be continued and expanded under this concept. Designated crosswalks throughout protect pedestrian movement. All designated pedestrian interest areas are to utilize recycled Church Street paving bricks removed from the reconstruction. These interest areas are larger than the standard walkways and include benches, historical bollards, flower containers and other amenities that are compatible to the Route 22 improvements.

Parking spaces are at 90-degree layout squarely centered on a fountain feature and park. Within this park are shade trees with grates, benches, and flower containers. High canopy and thinly branching trees and lighting would maintain visibility and aid policing. Paving patterns within the travel way at 1 m (3’) width frame the parking spaces.

The former exit drive continues to maintain a 3.5 m (11.5’) width for funeral home vehicle queuing with a new ornamental fence, accent paving and shade trees. There are no flower containers proposed within the travel way which will minimize the amount of maintenance upkeep between vehicle queuing. Terminating the pedestrian route at the parking end is the informational kiosk with several site amenities. An additional pathway runs along the southerly edge of Lot #1 that parallels the Sutton residence, which allows pedestrian access to Church Street. This pathway includes paving accents, shade trees, benches, lawn and lighting.

Adjacent to the Armory Building is a reconfigured “entry feature” comparable to Concept A, with informational kiosk, flagpole and site amenities. Ornamental railing along Main Street wraps the park space edge. Lighting standards are located at intervals of 18-21 m (60-70’).

An alternate to Concept B (shown to the left) is to remove the “winged-out” raised parking islands. This would reduce the Village winter maintenance by allowing plows to edge straight across rather than maneuver around small islands. Additional cost reduction would concentrate paving around the park edges instead, as depicted in Concept B.
### Concept Plan B-Parking Area One and Two

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**SUBTOTAL PHASE COSTS** $569,109  
**ENGINEERING AND PERMITTING** 10% **$56,911**  
**SUBTOTAL** **$626,020**  
**CONTINGENCY** 20% **$125,204**  
**PHASE COSTS** **$751,223**
Overview for Parking Lot #3 Concepts

Each concept utilizes the nine parking spaces as proposed in the bridge replacement project. Currently there are approximately 20 parking spaces available on a gravel surface. The proposed parking lot reconstruction provides for 90-degree parking layout, full depth pavement construction and a slight grade change that uses a segmented retaining wall system. The proposed plans indicate new ornamental fencing and guide railing along the sloped edge. Concepts relocate the ornamental railing but remove the guide rail. In place of the guide rail is an expanded walkway allowing the curb to act as a wheel stop. Additional studies review concepts along the riverfront having connections back to downtown through two underutilized vacant lots.

Concept 1: Parking Lot #3

Concept 1 begins from the back edge of curb with a 3 m (10’) wide wooden or stamped concrete boardwalk. Along the steps and outer edge is an ornamental rail. Attached to the boardwalk surface are low-level bollard lighting and benches. The extra walking surface eliminates the need for a guide rail as previously mentioned. The boardwalk opens access to river viewing and passive recreation possibilities. Visitors choosing to remain in their vehicles while at the park still have an accessible view. See example section below.

Stepping from the upper boardwalk is a 3.5 m (12’) gazebo structure on a lower deck. Additional walking space with lawn, benches, trees and interpretive bollards is along this lower deck. An ornamental railing keeps visitors on the paved surface. The lower deck reuses the Church Street pavers. As part of the example amenities in Chapter II, the lower benches are swings. All site amenities would be compatible to the Route 22 reconstruction project.

The concept plan shows an additional wooden overlook cantilevering the river edge. The Village has concerns for the higher engineering costs, Village liability and maintenance. Improvements along the river should remain on grade and not cantilevered over the bank. The section above does not show this wooden overlook. A secondary access from Classic Street steps down alongside the proposed parking lot and adjacent building to access the lower deck level. This terminates to a small kiosk then continues along the path down river.

The drawing includes future outdoor seating, restaurants, eateries and a “Hoosick Falls Botanical Garden” that opens up to Main Street. Coordination with the Village and landowners are required to further along any interests including access to the rear right-of-way. An example in Concept 2 shows an alternative to the right-of-way access.
## Village of Hoosick Falls, New York

### Parking and Pedestrian Project

#### Estimate of Probable Costs for Concept Plans

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**SUBTOTAL PHASE COSTS** $313,220

**ENGINEERING AND PERMITTING** 10% $31,322

**SUBTOTAL** $344,542

**CONTINGENCY** 20% $68,908

**PHASE COSTS** $413,450
Concept 2: Parking Lot #3

Introduced within the parking is a rectangular brick 1 m (3') wide paving band similar to previous paving accents from Lot #1 and #2 of Concept B. Specialty paving within the parking area provides three elements:

- Visually reduces the surface scale
- Adds interests and unique qualities to a specific area
- Relates to other paving design throughout downtown

Along the curb edge is a 3 m (10') wide wooden or stamped concrete boardwalk with a larger semi-circular opening. The outside edge frames an ornamental railing as it steps to a lower deck level. Amenities along the upper level include low-level bollard lighting, benches, interpretive bollards, flower containers and trash receptacles. The lower level, made of asphalt or concrete, follows the abandoned railroad bed. Additional amenities at this level are lawn areas, picnic tables and trees. The outside river edge includes a railing to keep visitors on the pathways.

Replacing the existing fencing along Classic Street sidewalk is an ornamental rail with low shrub plantings. A secondary access from Classic Street steps down alongside the proposed parking and adjacent building to access a lower deck, terminating to a gazebo. Along the secondary access includes two picnic benches and trees that provide shade, and buffer the adjacent brick building.

Along the Hoosic River, following the abandoned railroad bed continues an asphalt path. This path crosses a terraced plaza with an upper access to Main Street. Two vacant lots offer the Village a river access in addition to providing possible business ventures that tailor to foot traffic. Opportunity exists for Main Street pedestrians to filter through garden spaces, restaurants or commercial ventures. Current landowners would need contacting to further along any concepts for feasibility and interests.

Additional right-of-way access issues need to be resolved as development occurs. An alternate for the right-of-way access is to provide limited use over the abandoned railroad bed. This would have the capacity to serve both pedestrian uses as well as allow vehicular service trucks. There would be a slight incline for trucks to get back onto the existing drive from the pathway. Visual barriers would prevent vehicles traveling further.
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**SUBTOTAL PHASE COSTS** $306,038

**ENGINEERING AND PERMITTING** 10% $30,604

**SUBTOTAL** $336,642

**CONTINGENCY** 20% $67,328

**PHASE COSTS** $403,970
Concept 3: Parking Lot #3

As in Concept 2, specialty brick paving 1 m (3’) wide bands are within the parking layout. This concept shows a semi-circular pattern that reaches into the parking lanes. This paving formalizes the entrance as well as provides an extended plaza. Classic Street improvements integrate ornamental railing and shrubbery along the existing upper walk.

Visitors walk out to a boardwalk 3 m (10’) wide as in Concept 2. A center feature includes a durable bronze stamp insert with historical significance. An example is shown below.

Examples of Bronze Inserts by:
Gregg LeFevre, New York, New York
Medallions located in Virginia and New York

Along the entire upper walk provides benches, low-level bollard lighting and interpretive bollards. A decorative railing follows along the outer edge. Stepping down from the boardwalk brings the visitor to the abandoned railroad bed level. This space allows for swing benches similarly used in Burlington, Vermont’s waterfront. Additional amenities here include shade trees, low-level bollard lighting, railings and interpretive bollards. The lower walkway utilizes the Church Street pavers.
A secondary access from Classic Street steps down alongside the proposed parking, and adjacent building to access the lower level. This terminates to a gazebo structure and additional walking path along the river edge. Along the secondary access and continuing pathway includes several picnic benches, lighting and shade trees.

The concept shows an example descending to the river with a wooden decking structure. This descending walk may lead to higher maintenance due to ice flows potentially damaging the structure. Other accesses may be available further along the river that may not need to be as elaborate. Opportunities are available along the river edge for a boat carry-down site.

Concept studies continue along the river edge including terraced outdoor seating with small eateries and a possible Hoosick Falls Interpretive Center and botanical gardens. Historical display opportunities, benches and lighting could circulate up to Main Street creating a walking loop for downtown. Other possible uses for the vacant lots along the water’s edge include housing with river views and access. Current landowners would need contacting to further along any concepts for feasibility and interests. Additional right-of-way access issues need to be resolved as development occurs.
## Village of Hoosick Falls, New York

**Parking and Pedestrian Project**

**Estimate of Probable Costs for Concept Plans**

Prepared June 26, 2003

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**SUBTOTAL PHASE COSTS** $355,862

**ENGINEERING AND PERMITTING** 10% $35,586

**SUBTOTAL** $391,448

**CONTINGENCY** 20% $78,290

**PHASE COSTS** $469,737
4.1 Project Implementation

Introduction

Following the Parking and Pedestrian Project, the Village of Hoosick Falls would decide an appropriate developable phase that meets their criteria and available funding resources. Implementing the next phase prior to construction would include additional engineering, permitting and approval. It is the consultant’s intention that this report would support the Village’s downtown enhancement goals, as well as support their efforts to obtain future grant funding.

Dufresne-Henry is willing to aid the Village in their grant application process by submitting this report, pictures and plans in an electronic format compatible with Microsoft word. This file would help the Village with necessary plans and language when preparing an application. The consultant would be available to answer questions the Village may have regarding the grant application process. This Chapter provides guidance for the Village to pursue the funding resources necessary to implement the grant application. The consultant has prepared:

- Program descriptions, governing agency and context review
- Project qualifications and applicable criteria
- Funding amounts available or increments
- Application schedule or program availability
- Funding contact and additional resources or links

There are many federal and state administered grant programs available that intended to provide municipalities with funding assistance for the implementation of various types of community improvement projects. The funding sources with grant descriptions and requirements that most closely correlate with the nature of this project have been identified as follows:

4.2 Available Funding Sources

**State Administered Community Development Block Grant (CDBG)**

The State Administered CDBG Program is a federally funded program, which was previously administered by HUD under the CDBG Small Cities program. New York State has assumed responsibility for distributing funds to non-entitlement areas. Non-entitlement areas are cities, town and villages with a population of less than 50,000.
Grants are awarded on a competitive basis, and can be used for a variety of community development and revitalization projects. The project must address one of the following categories:

- Local infrastructure (public facility improvements and sewer and water line upgrades)
- Economic development (a project that promotes business expansion and new job opportunities)
- Housing rehabilitation, expansion of affordable housing.

The program is divided into two sections, or rounds. They are the Single Purpose and Comprehensive Competitive Round, and the Economic Development Open Round.

**Single Purpose and Comprehensive Grants** fall into three categories: Housing, Public Facilities and Micro Enterprise. The proposed project can focus on one particular need (Single Purpose), or it may include a combination of improvements that comprehensively address a situation. The maximum grant allowance for cities, towns and villages is $400,000 for Single Purpose grants, and $650,000 for Comprehensive grants. The application deadline for 2003 is April 11, and is typically around mid-April each year.

**Economic Development Grants** may be used for publicly owned infrastructure improvement projects, which will create, expand or retain local businesses that can create and/or retain permanent, private sector jobs for low and moderate-income persons. The maximum grant allowance is $750,000 and the minimum is $100,000. The maximum grant amount per full time equivalent (FTE) job created or retained is $15,000. The Economic Development Grant application process is open year round. The first step in the application process is to contact the Governor’s Office for Small Cities (GOSC) to complete a preliminary evaluation. If it is determined by the GOSC that the project meets the program requirements, the applicant will then be invited to submit a formal grant application.

To obtain an application for either grant, contact Stephen McGrattan or Chris Hunsinger, Economic Development Program Administrators at the GOSC at 518.474-2057. The applications are also available on their website: [http://www.nysmallcities.org](http://www.nysmallcities.org). Additionally, Linda Van Der Heide with Renssalaer County Economic Development & Planning is available to offer assistance with the application process. She can be contacted at 518.270-2921.

**Transportation Enhancement Program (TEP)**

The Transportation Enhancement Program is a component of the Transportation Equity Act for the 21st Century (TEA-21), and is administered by the State. The types of projects that are funded through this program are ones that deal with enhancing cultural, aesthetic, historic and environmental aspects of transportation systems. The project must satisfy one of 12 categories to be eligible for funding. Some of the categories that this project may fall under are:

- Provision of facilities for bicyclists and pedestrians
- Landscaping and other scenic beautification
- Preservation of abandoned railway corridors, including conversion and use for pedestrian and bicycle trails

Details of all 12 categories are discussed in depth in the TEP Guidebook. A copy of this guidebook is available by visiting the website: [http://www.nymtc.org/FILES/tepguide.pdf](http://www.nymtc.org/FILES/tepguide.pdf).
TEP is a reimbursement program rather than a grant program. The applicant will be reimbursed upon completion of the project, or through progress payments. In addition, the applicant is required to fund a minimum of 20% of the total project cost.

It is too late to apply for TEP funding under the current TEA-21, which is due to expire at the end of this federal fiscal year, but the program will most likely be continued under the next Federal Transportation Act (TEA-3). To obtain information on the latest TEA-3 developments, visit their webpage: http://www.tea3.org, and visit the TEA-21 reauthorization webpage for NY: http://www.isteaworksnv.org. The local information source for the TEP is the Capital District Transportation Committee (CDTC). The phone number at the CDTC is 518.458-2161.

Transportation and Community and System Preservation Pilot Program (TCSP)
The TCSP is a federally funded grant program authorized through TEA-21. It is a nationwide discretionary program administered by the Federal Highway Administration (FHWA). To be eligible for TCSP funding, projects must achieve one of the following objectives:

- Improve the efficiency of the transportation system
- Reduce environmental impacts of transportation
- Reduce the need for costly future public infrastructure investments
- Ensure efficient access to jobs, services and centers of trade
- Examine development patterns and identify strategies to encourage compatible private sector development patterns

The TCSP is a pilot program to develop new strategies and techniques, which if proven successful can be used as a model for other public and private organizations throughout the country to follow. TCSP grantees are required to perform a detailed evaluation of their project. Each grant application should include an evaluation plan, which describes how the grantee proposes to evaluate the project.

Applications for the current federal fiscal year are not being solicited until Congress completes the 2003 U.S. DOT Appropriations legislation. It has yet to be determined if TCSP will be continued under TEA-3 or not, or if it will be replaced with a similar program.

For additional information regarding this program, visit the FHWA website: http://www.fhwa.dot.gov/tcsp. The New York State contact at the FHWA is Tom Kearney, 518.431-4128 ext. 218.

Land and Water Conservation Fund (L&WCF) / Environmental Protection Fund (EPF)
Through the NYS Office of Parks, Recreation & Historic Preservation (OPRHP), municipalities can submit applications for grant money from both the L&WCF and the EPF.

L&WCF grants are used to help communities acquire, develop and enhance outdoor park and recreational facilities. The National Park Service allocates L&WCF funds to the states each year for local distribution. Communities are required to match 50% of the project cost.

The EPF program is divided into three programs: the Open Space Program, the Parks Program, and the Recycling and Solid Waste Program. Within these programs, 20 initiatives (project types) can receive EPF funding. The most suitable initiative for the Villages’ Parking and Pedestrian project (more specifically the Lot #3/riverfront improvements) is the Local Parks & Historic Preservation Grant under the Parks Program. Some fitting descriptions of eligible projects are “projects that enhance quality communities through the revitalization of downtown business districts and main streets” and “projects that will reconnect the public to currently inaccessible waterfronts”. Communities are required to match 50% of the project cost.
Applications will be made available on the OPRHP website, http://nysparks.state.ny.us/grants/ starting sometime in the week of April 21st. The application deadline will be approximately 2 ½ to 3 months thereafter. Questions regarding these funds and the application process should be directed to John Albert, the regional grant representative with OPRHP. The phone number is 518.584-2000.

Transportation Improvement Program (TIP)
The TIP is a staged multi-year program of proposed transportation improvement projects within a defined region. Metropolitan Planning Organizations (MPO) are responsible for programming federal transportation funds for local highway and transit projects through the TIP. The designated MPO for the Capital Region is the CDTC.

The CDTC receives and reviews applications for potential TIP projects submitted by local municipalities. The TIP includes projects programmed for a 5 year period and is updated every 2 years. The project scope can range from preliminary engineering studies and right-of-way acquisition to construction. The community match for funded projects is 20%.

The current TIP covers the period from 2001 – 2006, but will be replaced by the 2003 – 2008 program which has already been developed and is scheduled for final approval in the upcoming months. If funds are available, the CDTC will solicit project applications for inclusion in the 2005 – 2010 programs once they initiate the update process again. A packet of information will be mailed to the Village once this process has begun. An application with instructions on how to fill out and submit it will be included. For questions regarding the TIP, contact the CDTC at 518.458-2161.

Rails to Trails Conservancy (RTC)
The RTC is a non-profit organization, which assists communities interested in converting railroad corridors into pedestrian trails. RTC provides assistance with public education, regulatory action, negotiating and funding sources. RTC does not offer direct financial support for these projects, but they will help you pursue funding. The headquarters of RTC is located in Washington, DC, and the local field office, which supports New York State, is in Harrisburg, Pennsylvania. The contact person is Tom Sexton, and his phone number is 717-238-1717. Check out their website at http://rtc.railtrails.org.

Another very useful source of information for the rails-to-trails process is the Trails and Greenways Clearinghouse (http://www.trailsandgreenways.org). The Clearinghouse is a by-product of the RTC. They provide extensive areas of technical assistance including information and references on the acquisition and abandonment process. You will also find guidance on obtaining funding and grants through federal, state and private sources. A funding database search engine is available and is continuously updated.

4.3 Grant Application Workshops and Training

The Village should receive information in the mail regarding various grant application workshops that are held throughout the State. These workshops offer valuable information regarding the overall application process. The presenters answer questions and help identify the most appropriate funding program for your project. There is usually a workshop held in the Saratoga area.
5.1 Public Presentation and Comments

General Introduction

Beginning the presentation the consultant reviewed the overall goal of the Pedestrian and Parking Study and the intentions of the Village planners. Following the brief project introduction, explanations of each concept and its related costs were presented as well as implementation strategies.

This Parking and Pedestrian Study is to go beyond improvements proposed under the recently awarded Route 22 Reconstruction and Church Street Bridge Replacement Projects. These parking improvements could be underway as the Route 22 work is completed. To maintain downtown uniformity and aesthetic quality, the consultant recommends the project retain some of the predefined themes from the Route 22 site amenities. The advantage of maintaining design consistency is that once the projects are completed, the downtown will look as though the improvements were one effort.

Public Reactions and Comments

Presentation and review of each concept were positive with an emphasis that downtown needs improvement and an economic stimulus to maintain vibrancy and vitality.

Generally the public felt that as improvements are implemented the process for filling vacant buildings with commercial and residential opportunities might begin. As downtown amenities encourage development, it may set standards for the level of improvements desired. As new tenants with their own ideas and goals are established, additional demands for parking may need further review and engineering due to any expansion. As this project advances to the next level, the Village would include the additional engineering costs in their grant application.

Improvements along the Hoosic River with an historical and educational link to the Village were favored. Consensus felt a small waterfront park would set a stage for tourism and passive recreation opportunities for area residents. Opening views to the river with a park and trail network would encourage entrepreneurs to take advantage of additional pedestrian traffic with informal eateries, shops and housing.

The public sees the need for improvements and realizes that to implement them would be costly. Village planners would be responsive to costs by developing phasing options and prioritizing each project.
6.1 Summary

General Introduction

The next step is for the SAC to select one or a combination of concepts presented and advance the design phase to design development, final design and then to implementation. This report provides the SAC with the necessary plans and language when preparing their funding applications. The consultant has provided electronic text and plans files allowing for any format adjustments to fit within the application requirements.

Concept Goal Review

The concept goals for this project were to show alternatives that:

- Make the facilities fully functional for the vehicles they expect to accommodate coordinating with the proposed Route 22 improvements and utilizing the planned access and egress points.

- Make the facilities safe, convenient and sensitive to pedestrian scale and use providing specialty-paved pathways, tree-planting, benches, lighting and green space. Include additional site amenities such as an informational kiosk, gathering pavilions, bollards and trash receptacles.

- Encourage pedestrian interaction between the parking area, village streets and stores with logical circulation paths that are attractive, in scale and safe.

- Create visually appropriate facilities that are compatible with the historic character of the village. Provide opportunities for historical interpretive displays either freestanding or mounted upon fencing or attached to large bollards. Where possible reuse Church Street brick pavers at pedestrian areas to emphasize important gathering spots.

- Develop a relationship to surrounding village features and the waterfront through proper circulation routing and “in-character” site materials.

- Reflect the consensus of Village residents, merchants and the SAC by phasing, if necessary, to match available funding and remain sensitive to the Village share. Further, refine parking system to accommodate additional uses and demands from area expansions.

- Identify project funding sources and directions for additional resources through direct contact, web links and workshop sessions.
Funding Types Available

There are many programs available providing municipalities with funding assistance for community improvement projects. Sources most closely correlate with the nature of this project are as follows:

- State Administered Community Development Block Grant (CDBG)
- Single Purpose and Comprehensive Grant
- Economic Development Grant
- Transportation Enhancement Program (TEP)
- Transportation and Community and System Preservation Pilot Program (TCSP)
- Land and Water Conservation Fund (L&WCF) / Environmental Protection Fund (EPF)
- Transportation Improvement Program (TIP)
- Rails to Trails Conservancy (RTC)

Further information is available by attending grant workshops that discuss the overall application process and detail information relative to each grant. Some workshops maybe locally held in the Saratoga and Albany area.

T-21 Applications for the current federal fiscal year will not be accepted until Congress completes the 2003 U.S. DOT Appropriations legislation. It has yet to be determined if TCSP will be continued under TEA-3 or not, or if it will be replaced with a similar program. Updates on these federal funds can be found at [http://www.tea3.org/news.asp](http://www.tea3.org/news.asp).

Prioritizing Need and Phasing

Both parking lots #1 and #3 under the Route 22 improvements will receive upgrades with both resurfacing and stripping or complete overhaul and reconfiguration of the lot itself. Under the proposed improvements, all of the parking lot entrances and exits have sidewalks, pavement treatment and some site amenities within the Route 22 corridor.

Phasing options will depend upon available funding as well as economic and social pressures in the downtown. If downtown enhancement and parking improvement were the goal, then the Village would explore further refinement of Lots #1 and #2. Recreational opportunities would be on Lot #3 providing waterfront access and trails along the Hoosic River. Additional amenities such as education, historical interpretation and wayfinding could be best utilized at Lot #3.

Conclusion

Hoosick Falls is building a momentum that if properly managed will be able to realize its goals. The energy behind the Village of Hoosick Falls planning efforts on safety, efficiency and historical awareness issues helps the Village gain public support and build interest. As the Route 22 improvements are underway, the Village will be able to expand upon the infrastructure and set the stage for encouraging commercial and residential opportunities in the downtown.