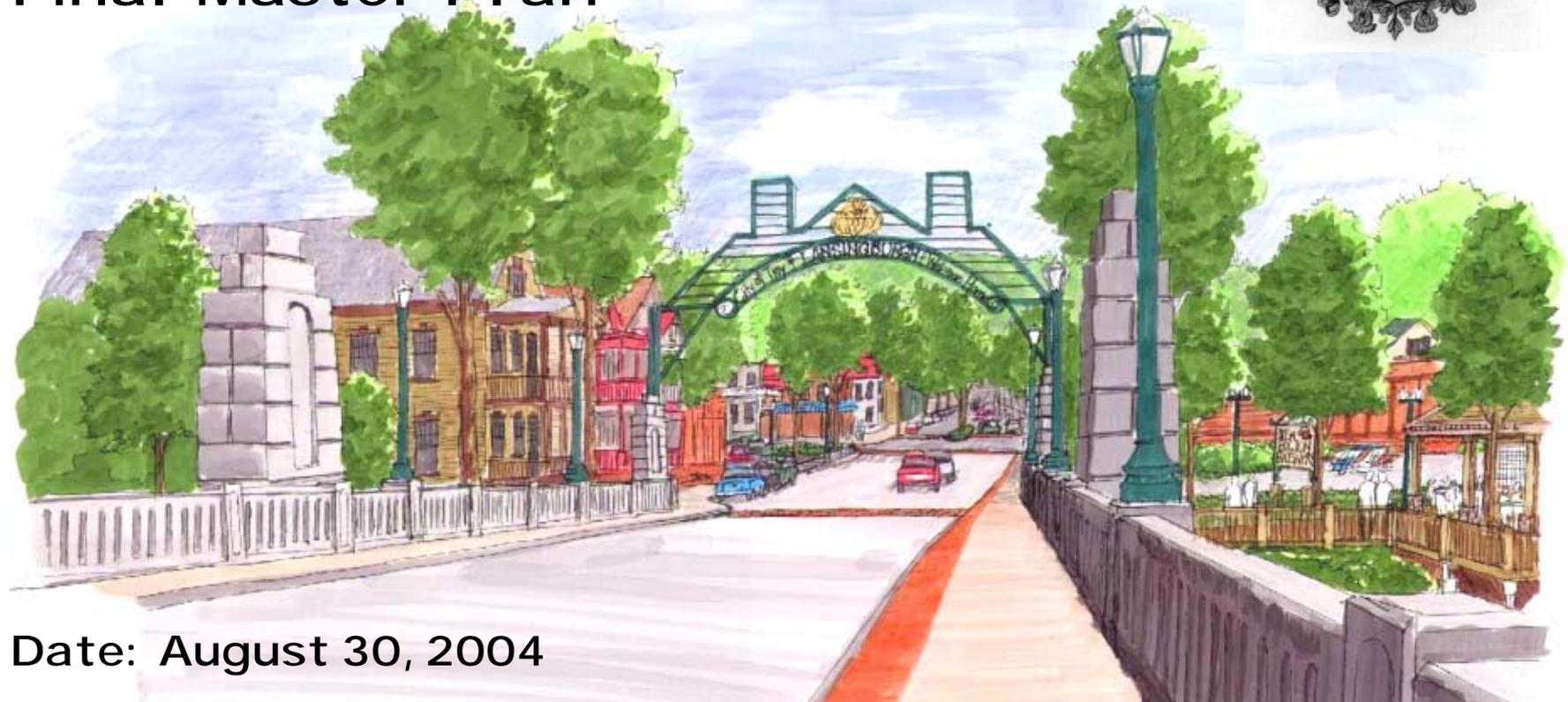


# Lansingburgh Village Study Final Master Plan



Date: August 30, 2004

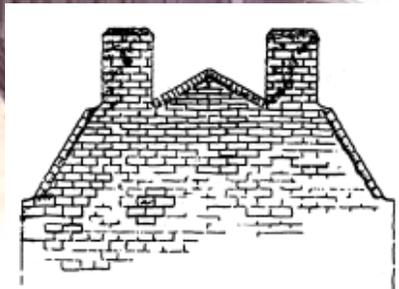
Prepared For: **TROY**

Prepared By:

**FRASER**  
CONSULTING ENGINEERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS & PLANNERS  
J. KENNETH FRASER AND ASSOCIATES, P.E., L.S., L.A., P.C.  
22 Third Street, Saratoga Springs, New York  
Tel. (518) 483-4400 Fax. (518) 433-8110

**G** GLATTING  
JACKSON  
KERCHER  
ANGLIN  
LOPEZ  
RINEHART

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK



# TROY



## Acknowledgments

### City of Troy

Honorable Mark P. Pattison, Mayor  
Honorable James Conroy, Deputy Mayor

Harry J. Tutunjian, Council President  
Frank LaPosta, Council President Pro Tem  
Robert E. Armet, At Large Councilman  
Mark D. Wojcik, District #1 Councilman  
Wayne A. Foy, District #2 Councilman  
Arthur T. Judge, District #3 Councilman  
Daniel J. Doran, District #4 Councilman  
Laurel A. Welcome, District #5 Councilwoman  
Caroline M. Collier – Skriptshak, District #6 Councilwoman

Walter Vandeloo, PE, City Engineer  
Frederick J. Ring III, Engineer  
Viestarts Zubkov, Senior Planner

### Capital District Transportation Committee

John Poorman, Executive Director  
David Jukins,

### New York State Department of Transportation

Kevin Novak, Engineer Region 1

### Advisory Committee

Doug Melnick, Capital District Community Gardens  
Joseph Fama, Troy Architectural Partnership, Inc.  
James Farley, Owner of Jimmy's Pizza  
Kevin Vandenburg, Owner of Pip's Athletic Club  
Vito Ciccarelli, Better Burgh Club  
Robert Speece, PE, Neighborhood Resident  
Michael Verdile, Owner of Verdile's Restaurant  
Dan Marchese, Owner of J. and J. Auto Sales  
Doug Ladd, Neighborhood Resident  
John Quackenbush, Neighborhood Resident  
Terry O'Brien, Neighborhood Resident  
Donald O'Brien, Neighborhood Resident  
Kathleen Tivnan, Lansingburgh Historical Society  
Joann Corrigan, Neighborhood Resident  
Michael Cocca, Neighborhood Resident  
Stephanie Pettit, Neighborhood Resident  
Russell Ziemba, Historic Action Network  
Judy Breselor, Hudson River Valley Greenway

### Consultant Team

J. Kenneth Fraser & Associates, PE, LS, LA, PC:  
Roger H. Murman, RLA, Vice President  
Ted M. Kolankowski, RLA, Senior Landscape Architect  
Kevin S. Kelly, RLA, Project Landscape Architect  
Glattig Jackson Kercher Anglin Lopez Rinehart:  
Walter M. Kulash, PE, Transportation Engineer  
URS Corporation: Michael Chevalier, PE

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## Executive Summary

The project developed out of a desire to improve conditions in the residential neighborhoods in Troy. Funding for the project in Lansingburgh became available through the Capital District Transportation Committee's Community and Transportation Linkage Planning Program. The city hired a consultant, Fraser and Associates, to help them attain the objectives of the project which included: to provide a plan for making Lansingburgh a livable community in which the "urban village" is safe and humane and to provide a basis for decisions and plans to be incorporated into a city-wide comprehensive plan at a later date. While the project began as the '112<sup>th</sup> Street Corridor Study' the City realized that the project needed to identify opportunities beyond just the 112<sup>th</sup> Street Corridor and it was thus re-titled the Lansingburgh Village Study.

The project began with an inventory and analysis of the existing Lansingburgh Village centered on the 112<sup>th</sup> Street Corridor (see [Study Area Map](#)). Solutions to challenges in transportation systems; open space and recreation; history, heritage and interpretation; and business improvement and economic development were analyzed. Local residents were offered several opportunities to participate in the development of the final plan including a series of public workshops and open public progress review meetings.

Information gathered during the inventory and analysis phase formed the basis for the Public Design Workshops were held on May 7<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, and 20<sup>th</sup>, 2003. Public input during the workshops was summarized in a list of objectives in a 'Vision Plan'. During the final workshop the public was able to prioritize a list of projects that became the basis for the selection of five demonstration sites.

The transportation corridors, parks, historic residential areas and riverfront were the focus of attention during the workshops. These areas were selected for more detailed analysis in what were called 'demonstration sites'. Under the contract with City a minimum of five demonstration sites were to be studied.

### *Background*

- Jointly funded project of CDTC and City of Troy
- Community Linkage Study Program
- Originally 112<sup>th</sup> Street Corridor
- Expanded to include most of central 'Burgh
- City wanted to maximize public input

### *Project Scope*

- Scoping Meeting with Committee
- Survey, data gathering and Analysis
- Public Visioning Workshops
- Project prioritization
- Demonstration Site Concept Plans and Budgets
- Other Implementation Measures
- Implementation Schedule
- Funding Mechanisms
- Adoption by City of Troy

### *Project Objectives*

- Improve Livability and Property Value for Residents
- Capture Commuters for Local Businesses
- Attract New Visitors
- Attract New Residents and Business Investment
- Celebrate Wealth of Local History
- Better Define Public Spaces
- Provide Public Participation Opportunities
- Minimize Financial Burden on the City

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Key areas of need were also discussed, allowing the consultant team and advisory committee to focus further discussions, develop priority projects and access funding opportunities while the plan was still in the development stage.

Detailed concept plans and budget estimates were prepared for each of the five demonstration sites which included: 1. the main transportation and commercial routes of 2<sup>nd</sup> Ave., 112<sup>th</sup> St. to 5<sup>th</sup> Ave, 5<sup>th</sup> Ave. between 112<sup>th</sup> and 114<sup>th</sup>, and 114<sup>th</sup> Street from 5<sup>th</sup> Ave. to Gurley Ave.; 2. Powers Park and 111<sup>th</sup> Street Riverfront; 3. Lansingburgh Riverfront from 112<sup>th</sup> Street to 117<sup>th</sup> Street; 4. The Lansingburgh Commons (112<sup>th</sup> Street Park); and 5. the 3<sup>rd</sup> Avenue Residential Historic District.

Other implementation measures were developed beyond those demonstration sites including creation of bump-outs, mini-traffic circles, additional boulevards, new and improved sidewalks, alley rehabilitation, street tree plantings. The existing zoning in some parts of the study area appears to be incompatible with the goals developed during the master plan. The creation of new districts and adjustment of some existing boundaries is recommended, as well as the potential creation of new overlay districts to foster the goals and objectives developed. Other planning tools including the development of design guidelines for historic architecture, street amenities and signage will help realize the goals of the plan. Establishment of one or more thematic historic districts is also recommended based upon a variety of local historic eras including colonial, revolutionary war, and industrial revolution.

A detailed list of actions keyed to a schedule for implementation provides a suggested framework for completion of the Lansingburgh Village Study recommendations. The actions are primarily to be completed by the City of Troy, including the formal adoption of this plan. A unique idea presented were the establishment of Private Investment Encouragement zones or PIE Zones. The PIE Zones would involve the packaging of real estate, financing and other incentives by the City for issuance of a targeted Request for Development Proposal that would ensure through incentives and streamlined approvals that compatible development takes place in the community. The recommendations also encouraged a number

### *Key Strategies*

- *Address areas of greatest need and highest visibility first*
- *Address areas that take advantage of grant funding program priorities*
- *Address areas by taking advantage of opportunities to package projects for private development*

### *Implementation Concepts and Budgets*

- *Demonstration Site Plans and Budgets – Funding-ready Projects*
  1. *Powers Park and 111<sup>th</sup> Street Riverfront (fig. 5)*
  2. *3<sup>rd</sup> Avenue Historic District (fig. 6)*
  3. *Lansing Common (fig. 7)*
  4. *Transportation Improvements (figs. 8, 9, 10)*
  5. *Riverfront Revitalization (fig. 11)*
- *Small Capital Projects: bump outs, mini-traffic circles, boulevards, sidewalks, alleys, street trees*
- *Zoning and Land Uses*
  1. *New District Creation*
  2. *Bulk and setback changes*
- *Design Guidelines*
- *Historic District Establishment*
- *Private Investment Encouragement Zones (PIE Zones)*

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of grass-roots community efforts including organization of businesses, collaboration into not-for-profit community improvement organizations, creation of community-based special events and marketing the neighborhood.

A glimpse into the future of the Village after the implementation of the master plan was prepared in a slide show. That future might include the might include the following:

### THE FUTURE OF LANSINGBURGH



Photo: Lew Kib

### *City Actions:*

1. *Adoption of the Plan – Strengthens Grant Funding Possibilities*
  - a. *CDTC – Transportation Improvement Plan*
  - b. *DOT*
  - c. *DOS, OPRHP, Greenway*
  - d. *CDBG*
2. *Make Capital Improvements – Plan Guides Yearly Programs*
3. *Adopt Zoning Changes recommended as part of New Comp Plan*
4. *Develop Design Standards, Rehabilitation Standards*
5. *Increase Policing, Maintenance and Code Enforcement*
6. *Create Business Incentive Programs (PIE Zones)*
  - a. *Financial Packaging for Desirable Development*
  - b. *Use Site Control and RFP's to attract Developers*
7. *Help the Community Self Promote*
  - a. *Develop a unique 'Brand' for Lansingburgh  
(Lansingburgh Welcomes You Home)*
  - b. *Assist in Creation of New Community Events*
  - c. *Assist in the Creation of Neighborhood Groups*
  - d. *Assist in Community Collaboration Efforts with not-for-profits*

## Background

### Origination of the Project

The formation of a master plan for the area is a project of the City in conjunction with the Capital District Transportation Committee and the New York State Department of Transportation. Professional consultants J. Kenneth Fraser and Associates, PE, LS, LA, P.C. of Rensselaer, URS Corporation of Latham and Glatting, Jackson of Orlando, Florida also worked with Troy, CDTC and NYSDOT to develop a plan. The group's mission was to provide a blueprint for making the 112<sup>th</sup> Street corridor a livable, safe, functional 'Urban Village' and to develop concepts that could be applied elsewhere throughout Lansingburgh.

The idea for a re-establishing a 'village' around the 112<sup>th</sup> Street area of Lansingburgh has been discussed for many years, and was proposed by Mayor Mark Pattison in his State of City address in February 2003. Mayor Pattison's goal is to include residents, businesses and the city to draw increased investment and improve the quality of life in that area of Troy. "I'm excited that the task force is going to meet and begin preliminary discussions on how to improve the livability of the 112<sup>th</sup> Street corridor," the Mayor stated. "Input from residents and area businesses is vital to making this idea successful, and I'm confident that the enthusiastic group that's been assembled will come up with a workable plan that will take that area into the future."

### Project History

Initially the project was conceived as a 'highway corridor master plan' as a follow-up project to the Route 470 Corridor Study completed in Cohoes in 2002. The planning was to be centered on the 112<sup>th</sup> Street Corridor and the connection of 112<sup>th</sup> Street to Gurley Avenue. City planning staff recognized an opportunity to expand the scope of the project within the guidelines proposed by the Capital District Transportation Committee, and proposed that 2<sup>nd</sup> Avenue and several blocks adjacent 112<sup>th</sup> Street be included in the '112<sup>th</sup> Street Corridor Master Plan' project area. The result was a study area that included both sides of 114<sup>th</sup> Street, south to both sides of 109<sup>th</sup> Street with the Hudson River and Uncle Sam Bikeway forming the west and east boundaries. The project was kicked-off in February 2003 following a scoping meeting at City Hall between the consultant team and City Planning and Engineering staff. During that meeting it was decided to expand the project limits again to include 2nd Avenue north to 117<sup>th</sup> Street. The project was renamed the 'Lansingburgh Village Plan' to reflect the more comprehensive approach of the City.

### Approach to Project

The City desired an open public participation process that would utilize an advisory committee that represented a cross section of the Lansingburgh community to carry out the planning effort. Four conveniently timed and located public 'visioning workshops' would ensure that all Lansingburgh residents would have an opportunity to participate in the planning and design work. The



## Introduction

### Summary Statement

The Lansingburgh Village Plan is intended to provide a blueprint for making the 112<sup>th</sup> Street corridor area of Lansingburgh a 'livable, safe, functional Urban Village'.

### Presentation of this Master Plan Document

The following master plan is presented in the chronological order with which the various tasks were completed. This presentation reflects the order of the planning process. A summary is provided at the beginning of each section.

### Project Planning and Organization

Upon award of the contract to Fraser and Associates, City planning and engineering staff and Fraser met to strategize and fine tune the scope of the master plan and review the proposed schedule. The City had a strong desire to include representation on the project advisory committee that was inclusive. The City also desired a well thought out and intensive opportunity for Lansingburgh residents to participate in the planning effort. City staff familiarized the consultant team with issues and opportunities that exist in the project area. The limits of the Study Area were expanded from the original borders of the Hudson River, 114<sup>th</sup> Street, the Uncle Sam Bikeway, and 109<sup>th</sup> Street to include important riverfront and 2<sup>nd</sup> Avenue commercial district up to 117<sup>th</sup> Street. The city was persuaded to pursue an aggressive schedule for the public participation

project which included 4 public workshops over a 2 week span.

### Project Scope and Focus



The master planning effort was to focus on the primary goal of creating a Livable Urban environment in Lansingburgh that is safe and humane. To that end aesthetics, transportation systems, pedestrian systems, security, public involvement and historic rehabilitation were identified as important factors early on. A desire to reconnect Lansingburgh to the river was also expressed. The recommendations for the study, to the extent possible, were to apply to the rest of Lansingburgh as well.

### Survey, Data Gathering and Analysis

A familiarity of the project area was gained through extensive photography, several site visits and on-site meetings. Several hundred digital photographs were taken to document conditions and important landscape and architectural features. The City of Troy provided several existing studies that included analyses of traffic, gateways, the riverfront, trails, and economic statistics for Lansingburgh. The City also provided digital data from its geographic information system that included street mapping, parcel data, zoning information, land uses, and historic districts. Digital orthophotos from the New York State Office of Technology provided a visual base map on which other information could be overlaid. Census data was obtained utilizing the U.S. Census Bureau's on-line Data Finder. Valuable insights were gained through interviews with residents, and during meetings with the City Planning Department and the project advisory committee.

Data was summarized in a series of maps including an overall Opportunities and Constraints Map, Land Use and Zoning Inventory Map and Transportation System Inventory Map. Written analyses of census data, transportation systems, economic conditions and land use data were also completed.

### Public Participation Process and Results

Outreach during the project included regular meetings with the Advisory Committee, posting information on the City's website and a series of open public 'Visioning Workshops' held at the Lansingburgh Boys and Girls Club. Advisory

Committee meetings were also held at the Boys and Girls Club and were open to the public. Several new advisory committee members were added following the Visioning Workshops. Those new members expressed an interest in a continuing involvement in the implementing the recommendations of this study after completion. The city planning staff mailed invitations to advisory committee meetings to everyone that participated in the workshops.



The four afternoon-evening eight-hour workshops were attended by over 100 residents, contributors and City Officials. The sessions yielded valuable insights into the desires and needs of Lansingburgh residents and businesses. The first session held on May 7<sup>th</sup>, 2003 introduced the process to be used during the design work

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to be done later. The workshop included a presentation by renowned livable communities expert and traffic engineer Walter Kulash. During that workshop a series of four discussion groups was assembled to test the appropriateness of the four categories of discussion which included transportation systems, parks/open space, history/heritage/interpretation and business improvement/economic development. Those four categories became the focus for the development of specific goals, project objectives and master planning at the design charrette phase of the Visioning process which took place in eight hour sessions on May 13<sup>th</sup> and 14<sup>th</sup>, 2003. A final workshop held on May 20<sup>th</sup> produced the Vision Plan and provided an opportunity for participants to prioritize a list of capital improvements and a list of government actions developed during the earlier sessions. Two 'star charts' were produced which illustrated community preferences by way of the placement of stars directly onto project lists to indicate priorities. Based on the star charts, a list of priority projects and potential demonstration sites was produced.

These public meetings produced a clear vision for how to proceed with the rest of the master planning project and resulted in the development of a prioritized list of projects and objectives summarized in the Vision Plan included later in this report.

### Demonstration Sites

The purpose for selecting demonstration sites was to take potential priority projects that were identified during the visioning workshops and develop detailed sketch plans and

budget estimates. This effort provided a valuable resource to the City for use in obtaining grant funds and assistance in implementing plans for those projects and in identifying concepts for application elsewhere.

A clear list of about ten potential capital improvement projects appeared to have a great deal of public support.

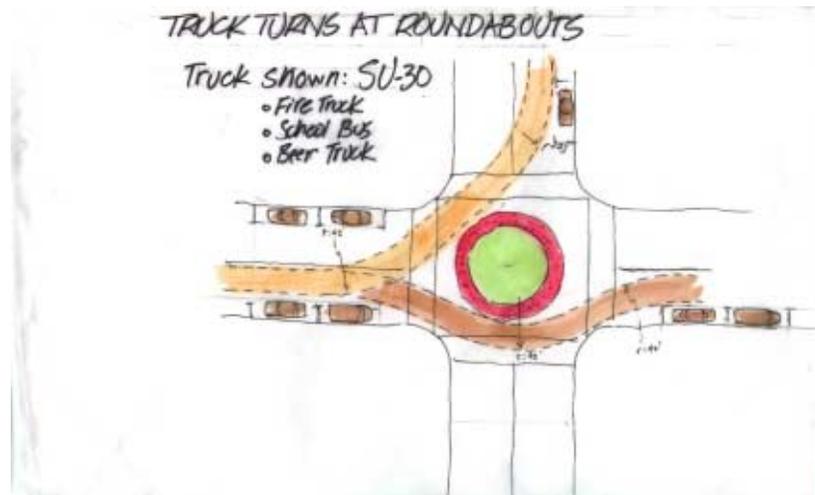


Those potential projects followed the common themes of streetscape improvements, safety improvements, maintaining the current transportation patterns, historic preservation/interpretation, open space/park rehabilitation, community gateways, and reconnecting to the Hudson River.

The final list of five demonstration sites was chosen in consultation with the Advisory Committee. Several projects

were combined in order to include as many of the highly desirable areas as possible while limiting the number of sites to five. Those sites represented not only the perceptions of priority and need, but were also highly feasible and would make a significant positive impact on the community. The sites chosen included: Transportation and Commercial Corridors including 2<sup>nd</sup> Avenue from 112<sup>th</sup> to 117<sup>th</sup>, 112<sup>th</sup> from the bridge to 6<sup>th</sup> Avenue, 5<sup>th</sup> Avenue from 112<sup>th</sup> to 114<sup>th</sup> and 114<sup>th</sup> from 5<sup>th</sup> Avenue to Gurley Avenue at the Bike Trail; Powers Park and the 111<sup>th</sup> Street Park; The Riverfront and 1<sup>st</sup> Avenue from 112<sup>th</sup> to 117<sup>th</sup>; 3rd Avenue Historic Residential Area from 112<sup>th</sup> to 114<sup>th</sup>; and the 112<sup>th</sup> Street Park (Lansing Common).

### Implementation Measures



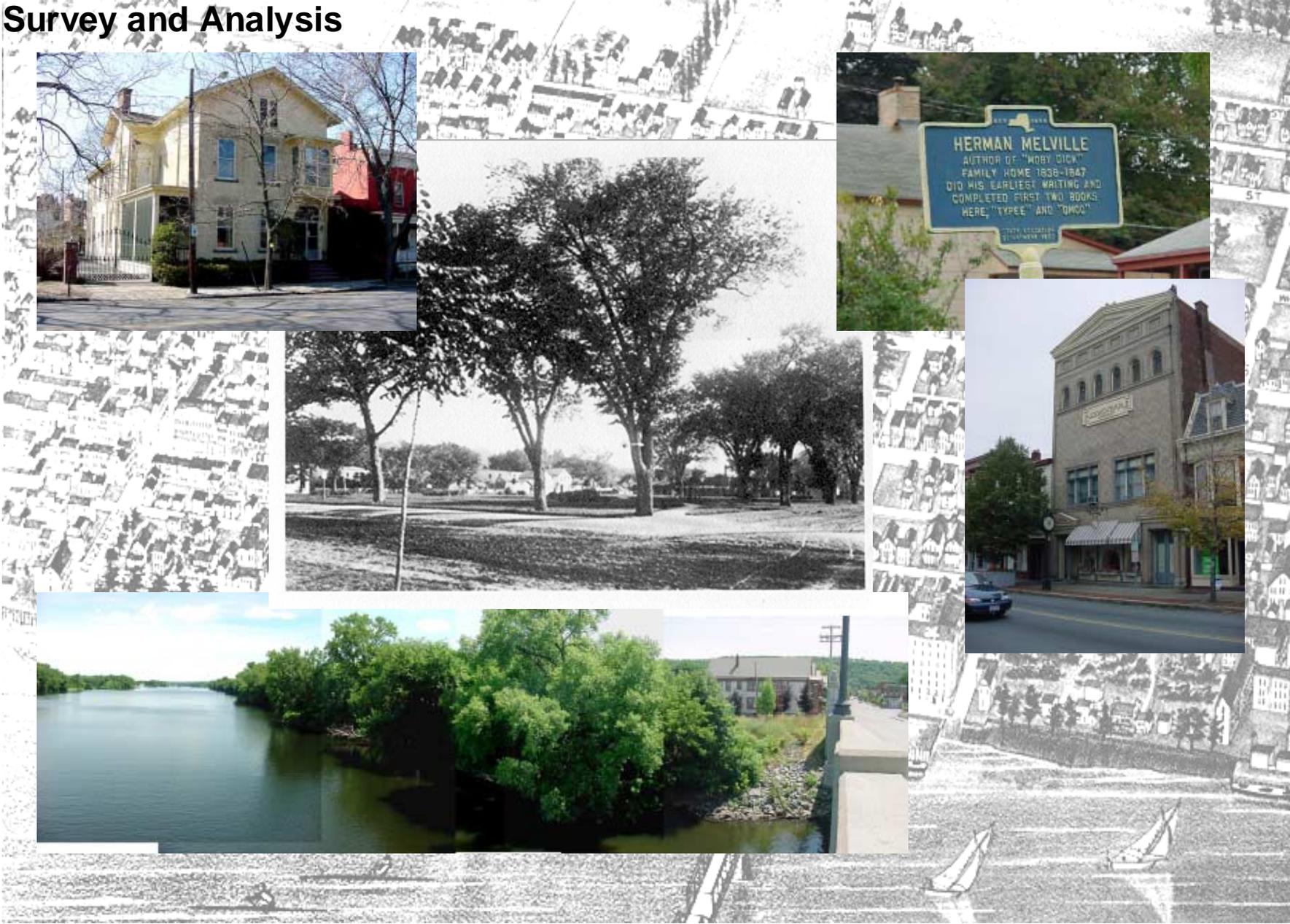
It was not the intent of the project to limit implementation measures to those proposed in the demonstration sites.

Additional implementation measures included small or isolated capital projects, planning actions by the City, County or State, and community actions. Additional capital projects included rehabilitation of existing boulevards; construction of new boulevards; construction of roundabouts; pedestrian improvements; alley rehabilitation; land acquisition; development of new public parks; and expanded on-street parking. Non-capital measures include historic district designation; signage, façade and streetscape improvement standards; zoning changes; community outreach; economic development projects; and community promotion.

### Funding Mechanisms

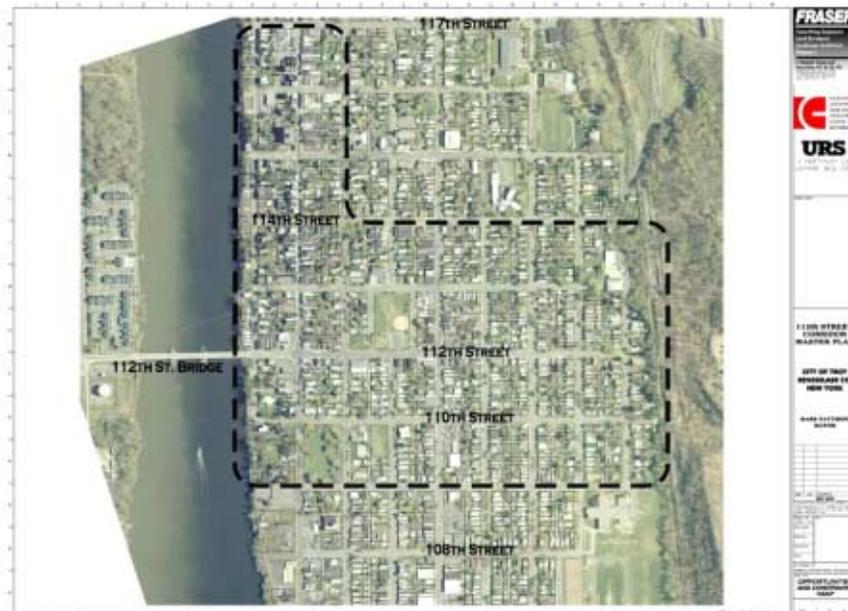
A list of the appropriate funding mechanisms was assembled based on the details of the demonstration sites and other implementation measures. The likely grant funds were anticipated from a mix of private, local, state and federal programs. The very historic nature of the Village, the potential to improve connections to the river, and the dedication and support of the public and private sectors to the projects, will prove valuable during the search for financial assistance to meet the objectives of the project.

# Survey and Analysis



### Existing Lansingburgh Village

The Study Area encompasses much of what is considered to be Colonial Lansingburgh, the original Village center. It was laid out in the typical gridiron pattern of late 1700's village and included dedicated residential and commercial districts as well as a central village common. That original structure remains today, and is almost completely intact. Land uses may have changed, industry has come and gone, historic pavements and facades have been modernized, but the basic structure of a village remains. This existing structure is extremely important, especially in the context of the potential of Lansingburgh to attract



history-minded tourists from either the canal system, Hudson River or those tourists bound for Saratoga or the Adirondack Region.

Several important assets and opportunities exist that complement the village including undeveloped and vacant land along the river shoreline on 1<sup>st</sup> Avenue, highly regarded dining establishments, a high concentration of important historic sites, sites of many nationally significant historic events, and most importantly a thriving residential based community. Lansingburgh has many unique assets not common in other communities including several streets with boulevards, the Uncle Sam Bikeway, its' own independent school district, and a wide variety of businesses and residences all in a small, walkable geographic area. In short, Lansingburgh is what many communities desire to become, a walkable, livable community with a strong sense of place.

The weaknesses in the community are easily overcome. Among the important areas of concern are the conversion of single family homes into apartments, maintenance of street amenities such as walks, curbs and plantings, maintenance and function of parks, modifications of the historic facades, and the lack of a clear sense of entry into the community. While much of the evidence of Lansingburgh's contribution to the industrial revolution such as oil cloth manufacturing and shipbuilding is gone, the village appears to be intact in its' colonial village form today.

### Site Visits and Photographic Documentation

Extensive digital photography of the study area was obtained during site visits over several project phases. During the development of plans for the demonstration sites, additional photography was taken focused on those specific sites. Photographs were annotated to illustrate points of discussion related to site analysis during committee meetings and the visioning workshops. Photographs were also used as a basis for renderings and digital simulations of future scenarios later in the project.



### Digital Data and Other Mapping

Base mapping from the project was created by combining orthophotographic image files available from New York State with digital mapping provided by the City of Troy. The orthophotos, taken in 2000 or 2001, provided an up-to-date overview of Lansingburgh. The City GIS data included property lines and a wide variety of parcel data including owners, lot size, land uses, zoning, and other information. Additional mapping was developed utilizing census data from the US Census Bureau datafinder.

This mapping provided a visual sense of the community that is not normally available. The overlay of property lines on aerial photography proved a valuable aid in the development of sketches during the visioning workshops and provided for an easy visual assessment of land uses and overall character.

### Related reports and data

Several existing local reports contained pertinent information related to the Lansingburgh Village Study including a citywide Economic and Real Estate Market Study, the Troy Waterfront Plan, the Gateways Initiative, the Cohoes Route 470 study, and the River Street Signal Project report.

The “**Economic and Real Estate Market Study**” (EAREMS), dated September 2000, by RKG Associates, Inc. compared economic and housing demographics for several Troy neighborhoods, the entire city and Rensselaer County. In general Lansingburgh was at or exceeded the

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City averages for categories discussed in the report, positioning the Lansingburgh area as one of the best in the city. However, overall Troy compared poorly to the county and Capital District in almost all comparisons.

The City of Troy was characterized as experiencing a transition from industrial to knowledge, technology, and services. The EAREMS recognized several trends that appear to be taking place in Lansingburgh as well, such as, increased ethnic diversity, an increase in vacant housing and an increase in vacant industrial space.

Of critical importance to Lansingburgh was the revelation that “demand for retail services exceeds what can be captured in Troy”, RKG estimated in 1999 that “\$76.0 M was leaking in retail sales, sales that could be captured by the City”.

The EAREMS went on to recognize “opportunities in drugstores, groceries, eating, drinking, and niche retail sales.” RKG recognized the “riverfront, attractive building stock, responsive government, educational entities with a vested interest in the city” as significant assets. Especially relevant to Lansingburgh, the report recommended that restaurants be utilized to help establish vitality in the community after 5:00 PM.

Another economic factor that RKG identified was the assessment that the residential real estate tax burden is higher in Troy than in comparable cities. This fact has particular relevance to Lansingburgh which bears the majority of the residential tax burden for Troy, reportedly around 80%.



Recommended actions suggested in the in the EAREMS relevant to Lansingburgh included encouraging Target Industries such as health services, IT/computer technology, education linked to local colleges and distribution/transportation. RKG recommended other areas to expand including government, retailing, personal services and entertainment/tourism. Tourism would be a natural complement to the historic “colonial” theme that could be developed in Lansingburgh utilizing it’s wealth of historic interpretive opportunities.

Another observation made by RKG that is particularly relevant to Lansingburgh is the lack of water-dependent industry city-wide. The EAREMS reported that only 104 people were employed city-wide in water-dependent

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industry during 1999 and few industries were actively using the river.

RKG presented several development recommendations relevant to Lansingburgh related to the riverfront including: riverfront improvements, a boat house for “crew”, riverside housing and the development of a trail link along the river between north and south Troy.

The “**Route 470 Corridor Study**” Dated Spring 2002 Prepared By Clark Patterson Associates identified a “Desired Development Plan for 470 Corridor” which is likely to impact Lansingburgh. Route 470 was “envisioned as the prime inter-urban transportation corridor” in the City of Cohoes. The 470 study’s “Desired Development Plan for 470 Corridor” recommended paying “...Special attention to high-end homes - significant waterfront development areas...” and an opportunity to “...attract a more diverse population...” with “... mixed attached single family homes, condos, apartments ...”.

The implementation of the Route 470 Corridor Study recommendations would significantly impact Lansingburgh in many potentially beneficial ways. It is unlikely traffic would be significantly impacted as the desired route will always be to access Route 787, but the established commercial and retail infrastructure of 112th Street and 2nd Avenue would most likely be a desired destination for people who will work and live in this area of Cohoes. Thought should be given to encouraging pedestrian interconnections between Lansingburgh and Cohoes to reduce the vehicular pressures on local traffic and parking.

Of significant importance is the opportunity for Lansingburgh to entice those living in the multi-family housing in Cohoes to cross the river and re-establish single family uses in large residential structures that have been converted for multi-family uses.



The “**Troy Waterfront Plan**”, prepared by the LA Group, dated September 2003, made several recommendations for Lansingburgh including: continuing to maintain, improve access to the Uncle Sam Bikeway, make improvements transforming 1st Avenue into an informal pedestrian street, reclaiming public R.O.W.’s along the river of East-West Streets as access points to the shoreline, and

## Lansingburgh Village Study City of Troy, Rensselaer County, New York

enhancement of the East-West Streets connecting to the river and 2nd Avenue.

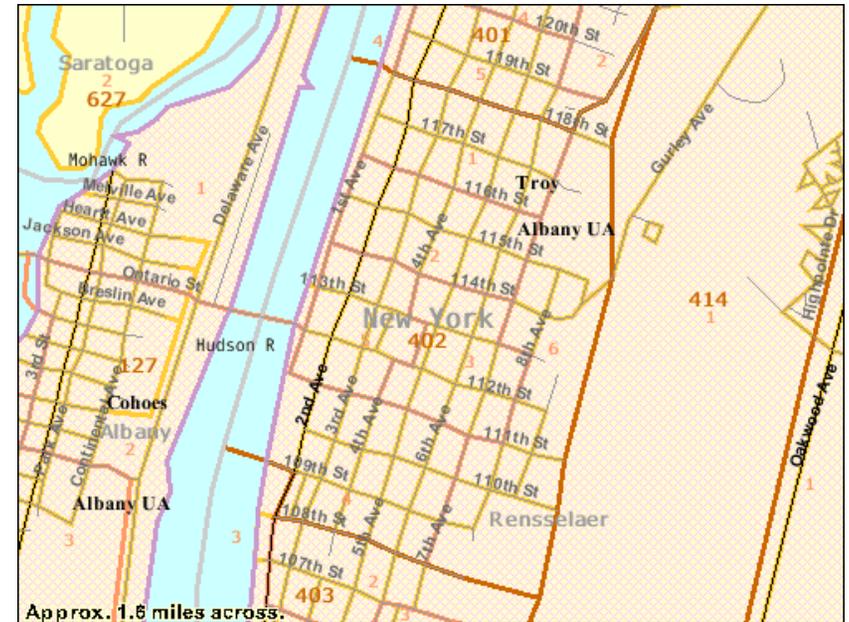
Many of these recommendations have become public priorities as evidenced in discussions during the visioning workshops.

The “**Troy Gateway Initiative**” is dedicated to the establishment of clear gateway entrances in the City of Troy. Minutes of the Community Outreach Meeting Proceedings from March 9, 1999 included several discussion points related to Lansingburgh.

Among the key points was a desire to: make landscape and visual improvements on 112th Street at 2nd, 3rd and 5th Avenues; build on views of Oakwood Cemetery; make improvements to Lansing 112th Street Park and Powers Park; request “Period” light fixtures be installed; approach store-owners about “period” signage to replace existing contemporary signs; install signage to mark the entrance to Lansingburgh from 112th Street Bridge/Cohoes and to provide directions to important sites at 112th Street and 2nd Avenue; and create informational kiosk is needed to assist pedestrians or bicyclists with directions and information at 112th Street and 2nd Avenue.

### Demographic data

The recent Draft Community Profile, part of Troy’s 2003-4 Comprehensive Plan revision, contains extensive discussion of census data and the associated demographic, housing and land use trends. While Lansingburgh’s demographic characteristics were near or



above the most desirable for the city overall, those characteristics still lag well behind the rest of Rensselaer County and the Capital District. A comparison of Census Tract 402, illustrated above in a map provided by the US Census Bureau Data finder, provides a more precise assessment of demographics specific to the project limits. Census tract 402 covers Lansingburgh from 108<sup>th</sup> street to 118<sup>th</sup> and from the Uncle Sam Bikeway to the Hudson River.

The City’s Draft Community Profile identified several citywide trends of importance to Lansingburgh including a continuing loss of population, a more youthful population, a more diverse population and an increased number of low-moderate income persons. Lansingburgh maintains levels

## Lansingburgh Village Study City of Troy, Rensselaer County, New York

of those statistics that are closer to Rensselaer County than to the City of Troy with the notable exception of the number of low-moderate income persons which is similar to that of the City overall.

Other demographic statistics of interest indicate that there are fewer unemployed persons compared to the city but at a higher percentage than the county, Capital District and the state. Information Technologies (IT) and service employment in Tract 402 were also noticeably lower than the city, county, Capital District and the state.

The comparison table to the right illustrates the unemployment rates and employment statistics reported in the 2000 Census. The bold numbers indicate statistics for Census Tract 402 that was significantly lower than all the other areas compared. These figures suggest that there is an opportunity to develop some service sector, and professional employment in Lansingburgh. Notably, a high percentage of persons are employed in manufacturing when compared to the city, county and Capital District.

Commuting statistics from the 2000 Census in Census Tract 402 revealed two interesting departures from local trends related to employment. A lower percentage of residents in the Census Tract 402 walked to work or worked at home than any other comparison category.

**Table 1: Employment Statistic Comparison (2000 Census Data)**

	Census Tract 402	City of Troy	Rens. County	Capital District	New York State
Percent Unemployed	5.1%	7.4%	4.1%	3.7%	4.3%
Employment					
Agriculture	0.00%	0.10%	0.80%	0.50%	1.90%
Construction	6.10%	4.40%	6.40%	5.40%	6.80%
Manufacturing	12.70%	7.70%	8.30%	8.00%	14.10%
Wholesale	3.30%	2.50%	2.90%	3.00%	3.60%
Retail	12.20%	11.60%	10.60%	11.20%	11.70%
Transportation	6.90%	5.10%	4.90%	4.30%	5.20%
I.T.	<b>2.10%</b>	3.30%	3.00%	2.90%	3.10%
Finance, Insurance, Real Estate	<b>3.60%</b>	6.20%	6.50%	7.40%	6.90%
Professional	<b>7.00%</b>	7.90%	8.10%	9.10%	9.30%
Health and Education	26.70%	28.80%	26.00%	24.80%	19.90%
Arts, Entertainment, Recreation	7.20%	8.00%	6.10%	6.90%	7.90%
Other Services	<b>2.80%</b>	4.60%	4.60%	4.70%	4.90%
Public Administration	9.40%	9.80%	11.60%	11.80%	4.80%

Lansingburgh Village Study  
City of Troy, Rensselaer County, New York

Table 2: Commuting Statistics Comparison (2000 Census Data)

	Census Tract 402	City of Troy	Renss. County	Capital District	New York State
<b>Commuting Statistics</b>					
Alone	79.90%	69.90%	78.90%	79.60%	56.30%
Carpool	10.70%	10.80%	11.10%	9.70%	9.20%
Public Transportation	5.30%	6.60%	2.80%	3.40%	24.40%
Walked	<b>2.40%</b>	9.70%	3.90%	3.70%	6.20%
Other	1.50%	1.00%	0.70%	0.60%	0.80%
Worked At Home	<b>0.30%</b>	2.00%	2.60%	2.90%	3.00%

A comparison of housing statistics from the 2000 Census data also yields some interesting information. The Draft Community Profile recognized that about one half of the residents of the City of Troy live in either Lansingburgh or Sycaway. Median home values in Census Tract 402 are lower than the City of Troy and considerably lower than Rensselaer County and the Capital District creating a very affordable local housing market. Some unfortunate trends also exist, most importantly the movement away from single family homes towards two or more family homes. As a result many formerly single-family residences have been converted to two or more family homes. Most of these conversions are allowable under existing zoning.

Table 3: Housing Statistics Comparison (2000 Census Data)

	Census Tract 402	City of Troy	Renss. County	Capital District	New York State
Median Home Value	\$82,500	\$88,000	\$102,900	\$112,261	\$148,700
Median Rent	\$508	\$519	\$547	\$612	\$672
<b>Number Units per Residence</b>					
One Detached	<b>29.6%</b>	23.9%	55.3%	55.4%	41.7%
One Attached	3.0%	3.7%	3.0%	3.7%	4.9%
Two Family	<b>36.3%</b>	32.2%	16.3%	14.7%	10.9%
3-4 Family	14.8%	17.8%	9.2%	8.5%	7.3%
5-9 Family	4.1%	7.4%	4.7%	5.2%	5.3%
10-19 Family	3.0%	4.0%	2.8%	3.4%	4.3%
20 or more Family	8.4%	10.2%	4.7%	5.1%	22.9%
Mobile Home	0.9%	0.7%	4.0%	4.1%	2.7%

The chart above illustrates that one family housing is higher in Census Tract 402 than the entire city, however, based on county-wide and Capital District statistics, it appears that the one family detached units should be closer to the county and Capital District levels (near 55%), perhaps closer to the statewide percentage of 41.7. The high

percentage of two-family homes in Census Tract 402 is also a notable statistic, exceeding the percentage for the entire city.

A reversal of the trend to multiple family homes from single family will have a beneficial impact on the community. The affordability of the housing stock and historic ambience of Lansingburgh provide for very attractive and marketable real estate. The potential exists to attract professionals and families based on the amenities that exist in the community such as the river shoreline, parks, Oakwood Cemetery and the Second Avenue Commercial District. Long-term home owners may be more able than renters to support service industry and local professional employers in Lansingburgh.

### **Existing Traffic Characteristics**

URS Corporation conducted field investigations, and compiled traffic data from NYSDOT and CDTC. Based on that information the most traveled route into Lansingburgh is the 112<sup>th</sup> Street Bridge with Average Annual Daily Traffic (AADT) of 13,300 vehicles. Second Avenue is the next most heavily traveled road with an AADT of 8,750 south of 112<sup>th</sup> and an AADT of 9,950 north of 112<sup>th</sup>. Fifth Avenue was also a heavily traveled route with an AADT of 7,600 in the study area. Other notable routes and their associated traffic levels included 112<sup>th</sup> Street between 2<sup>nd</sup> and 5<sup>th</sup> Avenue with an AADT of 5,400; 114<sup>th</sup> Street between 5<sup>th</sup> and Gurley Avenues with and AADT of 1,488; 3<sup>rd</sup> Avenue with an AADT of 800 and 114<sup>th</sup> Street from 2<sup>nd</sup> to 5<sup>th</sup> Avenue with an AADT of 540. Signalized intersections exist only at 2<sup>nd</sup> Avenue at 112<sup>th</sup> Street, 112<sup>th</sup> Street at 3<sup>rd</sup>

Avenue, 112<sup>th</sup> Street at 5<sup>th</sup> Avenue and 114<sup>th</sup> Street at 5<sup>th</sup> Avenue. A summary of this information and other related transportation information is illustrated on the Transportation Inventory Map in the Analysis Chapter of this report.

This information appears to mirror the public perceptions of the transportation system which is that 2<sup>nd</sup> Avenue and 5<sup>th</sup> Avenue are the main heavily traveled north-south routes and the 112<sup>th</sup> Street to 5<sup>th</sup> Avenue to 114<sup>th</sup> Street/Gurley Avenue is the primary east-west route. As a result, over the years these routes have been developed as the community commercial strips with retail and service land uses concentrated along them. In a few instances the historic fabric of the village has been interrupted by large parking or used car lots, especially along Second Avenue and Fifth Avenue.

The heavy volumes of traffic on these routes also represents potential additional commercial economic stimulus. It is also along these key routes that commuters form opinions of the community based on what they experience as they pass through Lansingburgh.

### **Environmental Factors**

The project is bounded by two significant natural features: on the east the escarpment on which Oakwood Cemetery is situated; and to the west the Hudson River. Due to those constraints, there is little opportunity for the community to expand geographically. As a result, most of the valuable open space in the community has been developed. There are no other remaining natural features within the project

limits. The Hudson River shoreline has become overgrown with vegetation along many of the vacant areas, creating a visual barrier that masks the existence of the commercial and residential village.



Many attractive mature street trees exist in the study area. Some have become overgrown, blocking eye-level views of public spaces, facades and the river. Some nuisance varieties are established in alleys and other non-maintained spaces and have damaged homes, walks and streets.

The topography between the river shoreline and the escarpment is essentially flat in all directions, offering an ideal location for the settlement that became Lansingburgh.

### Public Dialogues

A number of formal and informal conversations took place with Lansingburgh residents, the Advisory Committee and local elected representatives, from which an assessment of perceptions and desires of the community were gathered. Most importantly, Lansingburgh residents are long-time residents with a strong sense of autonomy. They maintain a separate school district and several other autonomous social and sports entities including a private soccer club, a historical society and the Lansingburgh Boys and Girls Club. Many newcomers to the 'Burgh have expressed a strong attachment to the community and a desire to maintain their residence in Lansingburgh. This attraction to new and long-term residents alike is probably a result of the classic village organization that exists in what is sometimes called Colonial Lansingburgh, which is central to the study area. City Engineer Walter Van de Loo describes the 'Burgh as a "...classic urban village area, with economic decline and changing land-uses." This perception is shared by many residents who voiced strong concern about the recently constructed CVS store as an example of replacing of the original urban village fabric with a less compatible 'strip-mall' development pattern.

The future looks bright to Lansingburgh residents like Vito Ciccarella, a member of the project Advisory Committee, founder of the Better Burgh Club and organizer of this past September's Uncle Sam Block Party. "We want to capture apartment dwellers, like the people that live in the new apartments in Cohoes and entice them, with our quality of life, to buy homes in Lansingburgh."

## Lansingburgh Village Study City of Troy, Rensselaer County, New York

The residents also seek to reverse the trend towards increased crime with an increased police presence and would like to see improved maintenance of public spaces, especially the 112<sup>th</sup> Street Park and Powers Park. Burghers also want to see the historic character of the village preserved in the existing architecture, important historic sites and places sacred to those who grew up, live, learn and work in Lansingburgh.

More valuable public input was garnered during the several open public visioning workshops held in May 2003. A summary of those workshops appears later in this document.



*The Phoenix Hotel was so named for it rose from the ashes and upon the foundation of the original inn, built in 1780, which burned in 1834. Many fables and legends surrounded the building. In the cellar were rings fastened to the walls to fetter runaway slaves.*



*The Phoenix Hotel, then above and now below.*





*Second Avenue between 116<sup>th</sup> and 117<sup>th</sup> offers a textbook example of a livable urban street.*

## Analysis

First impressions are often deceiving when visiting a new place. Often some exploration is necessary to get a better sense of what makes a place unique and special. To some extent this is true of Lansingburgh, especially when traveling in the main vehicular corridors. Pedestrian scale villages are not experienced very effectively from swiftly traveling motor vehicles. The best way to experience a place like Lansingburgh is to walk.

What is revealed is that the infrastructure for a wonderful New Urbanist 'Village' is all in place, a street grid, central public open spaces, well organized commercial and residential districts, and human scale architectural and landscape elements. Simply stated, Lansingburgh already is what communities across the United States are trying to become, a livable community.

This quality of Lansingburgh is currently changing and has been changing for several years. The transition from single-family to multi-family residences, especially in some important historic residences, must be stemmed and preferably reversed. The 'suburbanizing' of Lansingburgh's main thoroughfares must also be stopped. Highway improvements that create more travel-lanes, suburban-style strip mall commercial developments and franchise architecture are cheapening the appearance and history of Lansingburgh. Burgher's have long resisted such changes but have lacked the backing of local zoning and building codes to enforce the preservation of the historic village aesthetic.

## Lansingburgh Village Study City of Troy, Rensselaer County, New York

Fortunately there is a large body of knowledge garnered from the trial and error historic preservation efforts across the United States and worldwide to draw from. In the final assessment, the revitalization of Lansingburgh can only be considered first and foremost a historic preservation project. The history packed into this intimate several block community is a built-in asset that can never be lost, but can be forgotten. Lansingburgh's rich history includes the colonial era, significant civil war events, nationally significant contributions to the industrial revolution, and the development of national icons including crackers, the dollar sign and Uncle Sam. Given the move towards eco-tourism, home-based tourism and water-based tourism on the canal system, the potential to develop a tourism based port-of-call in Lansingburgh based on historic interpretation is a key opportunity to consider. A historical tourism based economic development goal is most likely to result in new projects that are sensitive to the historic preservation and livability goals of the community than other potential goals such as internet technology or manufacturing. The final strategy should not however rule out any potential avenue of economic development, it should encourage those most compatible with other community goals.

Revitalization efforts should seek to establish a sense of entry; improve the pedestrian experience; calm traffic; establish physical and visual links to the river; and preserve the history of the village in architecture and streetscape. The work of the Gateway Committee should be drawn upon to develop village entrances that announce and inform at the critical locations, the 112<sup>th</sup> Street Bridge and Gurley Avenue. The pedestrian experience can be enhanced by returning to historic materials (or modern interpretations of

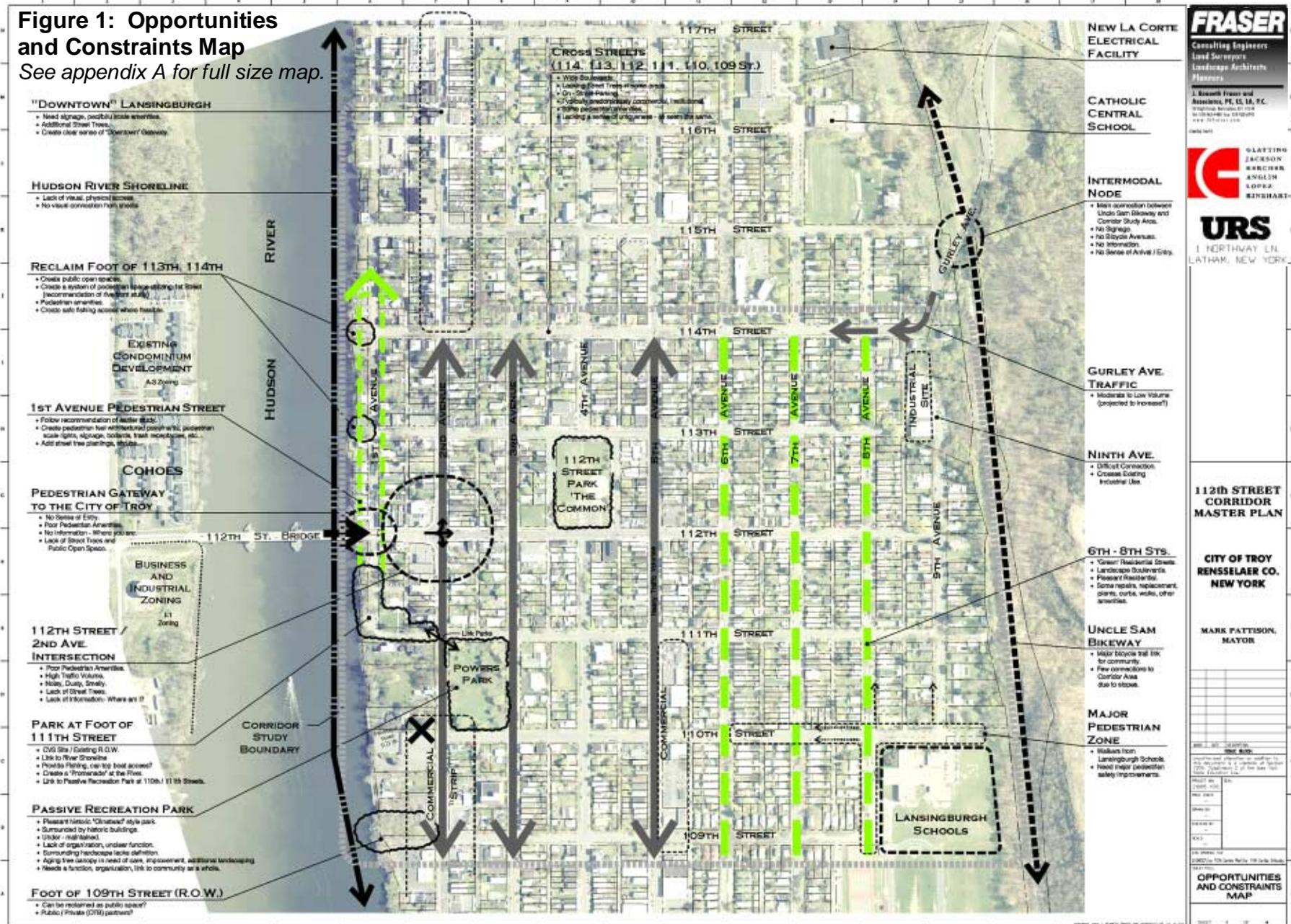
them) such as stone, slate and brick pavers. A well defined system of signage, crosswalks, and boulevarded streets linking important destinations, the river, parks, shopping, and schools will clearly identify the village as a 'pedestrian' place. Traffic calming and safety improvements including the addition of new boulevards, bumpouts, bike lanes, and roundabouts will serve not just to slow traffic but also to better delineate the preferred vehicular route and protect residential areas from cut-through traffic.



### Opportunities and Constraints Map

The following map was compiled to illustrate the opportunities and constraints observed in the Study Area. The final map incorporates the comments of the city, advisory committee and the public.

**Figure 1: Opportunities and Constraints Map**  
See appendix A for full size map.



**FRASER**  
Consulting Engineers  
Land Surveys  
Landscape Architects  
Planners  
J. Bennett Fraser and Associates, P.C., P.E., P.L., P.C.  
1000 West 10th Street  
Troy, NY 12180-1000

**G** GLATTING  
JACKSON  
SARTER  
ANGLEN  
LOPRA  
BISHHART

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

**112th STREET CORRIDOR MASTER PLAN**  
**CITY OF TROY RENSSELAER CO. NEW YORK**

**MARK FATTISON, MAYOR**

DATE: 08/11/2010  
SCALE: 1" = 100'

PROJECT NO.	112th Street Corridor Study
DRAWN BY	URS
CHECKED BY	URS
DATE	08/11/2010

FOR OFFICE USE ONLY

**OPPORTUNITIES AND CONSTRAINTS MAP**

Figure 2: Transportation Inventory Map



See appendix A for full size map.

**FRASER**  
Consulting Engineers  
Land Surveyors  
Landscape Architects  
Planners

J. Research Fraser and Associates, P.E., L.S., L.A., P.L.  
1000 ROUTE 100  
PO BOX 1000  
TROY, NY 12180-1000

**PLATTIGN JACKSON ANDERSON LOBBE BISHART**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

1. GENERAL NOTES AND SPECIFICATIONS APPLY TO THIS PLAN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NYS ENGINEERING AND SURVEYING LAW.
3. THIS CONTRACT SHALL BE GOVERNED BY THE STANDARD CONDITIONS OF CONTRACT FOR PROFESSIONAL SERVICES.

**112th STREET CORRIDOR MASTER PLAN**

**CITY OF TROY  
RENSSELAER CO.  
NEW YORK**

**MARK PATTISON,  
MAYOR**

DATE	NOV 2010
BY	FRASER
DESCRIPTION	112th AADT

PROJECT NO.	112th AADT
DATE	NOV 2010
BY	FRASER
DESCRIPTION	112th AADT

**TRANSPORTATION INVENTORY MAP**

**Figure 3: Land Use and Zoning Map**  
 See appendix A for full size map.



**FRASER**  
 Consulting Engineers  
 Land Surveyors  
 Landscape Architects  
 Planners  
 J. Kenneth Fraser and  
 Associates, P.C.  
 1000 West 10th Street  
 Troy, NY 12180  
 www.fraserinc.com

**GLATTING  
 JACKSON  
 KARCHER  
 ANDERSON  
 LOPEZ  
 RIVIERA**

**URS**  
 11 NORTHWAY LN  
 LATHAM, NEW YORK

**112th STREET  
 CORRIDOR  
 MASTER PLAN**

**CITY OF TROY  
 RENSSELAER CO.  
 NEW YORK**

**MARK PATTISON,  
 MAYOR**

DATE	NOV 2010
SCALE	AS SHOWN
PROJECT NO.	2005-100
DATE	NOV 2010
DATE	NOV 2010
DATE	NOV 2010

**LAND USE  
 AND ZONING  
 MAP**

## Public Visioning

### Public Participation Plan

The City expressed the desire to keep the public involved and well informed during the development of this plan. This goal was accomplished first by assembling an Advisory Committee that included local business owners, local politicians, neighborhood group leaders, and private citizens. The committee met regularly with the consultant team to review progress, discuss upcoming events, and to help establish approaches to special events such as the public visioning workshops. The city maintained a web page for the project that was regularly updated with project information.

“Getting the word out” became a critical part of the success of the public visioning workshops held in May. The City Planning staff circulated flyers, posted them throughout Lansingburgh and rented a portable sign to advertise the workshops. The visioning workshops became a key opportunity for the public to participate in the master planning process. During the 4 days of workshops the public could participate alongside city officials, local politicians, members of the Advisory Committee and the consultant team.

After the visioning workshops, the City Planning staff began scheduling the Advisory Committee meetings at the Lansingburgh Boys and Girls Club where the visioning workshops were held. Everyone who participated in the workshops was included on a mailing list and kept informed of the meeting schedules.

### Public Visioning and Design Charettes



The public visioning was presented in four separate workshops held at the Lansingburgh Boys and Girls Club during the month of May. The program to be used in the workshops was tested during a planning meeting with the Advisory Committee in late April. A group discussion guide was developed as a result of that meeting, which included a list of several challenges for groups to address in the May workshops.

The goal of the first workshop held in the evening on May 7, 2003 was to identify the challenges facing the Study Area. Participants were presented with the Inventory and Analysis Mapping which identified several challenges to be

addressed. Walter Kulash, a nationally renowned livable cities advocate and member of the consultant team made a presentation which included a slide show depicting several ways in which the community could accomplish traffic calming, streetscape improvements, and neighborhood preservation. After the presentation the participants were divided into four groups based upon their preferences. These groups discussed transportation systems; open space and recreation; history, sacred places, heritage and interpretation; and business improvement and economic development. Each discussion group was facilitated by a consultant or member of the Advisory Committee and was required to elect a spokesperson to present their findings later in the meeting. Each group then developed a list of issues, discussed how to address those issues, and presented their work to the entire group for comments.

The May 13<sup>th</sup> and May 14<sup>th</sup> workshops were held in an afternoon and evening format with a early session beginning at 1:00 PM and a late session beginning at 6:00 PM. During those



workshops the participants came up with a number of ways to address challenges with construction projects and by other means such as promotion, enforcement, policy changes, regulation changes, and neighborhood participation.

### Formulation of the Vision Plan

The workshop summary meeting held on May 20, at 7:00 PM at the Lansingburgh Boys and Girls Club concluded the public visioning process. The products of the earlier workshops were displayed for public review and comment. This provided an opportunity for participants to catch-up on the work of other groups and for non-participants in the workshops to see the work for the first time. A rough draft of the Lansingburgh Village Study Vision Plan was also presented. This brief document summarized the Visioning process in a series of categorized recommendations and was intended to form the basis for the final Master Plan. The contents of the final Vision Plan is in the next section of this document.

### Establishing Priorities

The final purpose of the May 20 workshop was to seek public input to establish priorities for the actions needed to implement the master plan. Priorities were established by using 2 separate 'star charts', one listed construction projects and the other non-construction projects. Each participant was given 5 stars with which to 'vote' for projects on large charts. The resulting 'vote' tallies were used to help establish priorities and help determine the five

sites to be studied in greater detail as 'Demonstration Sites'.

**Lansingburgh Village Study  
Public Workshop Summary  
Construction Projects**

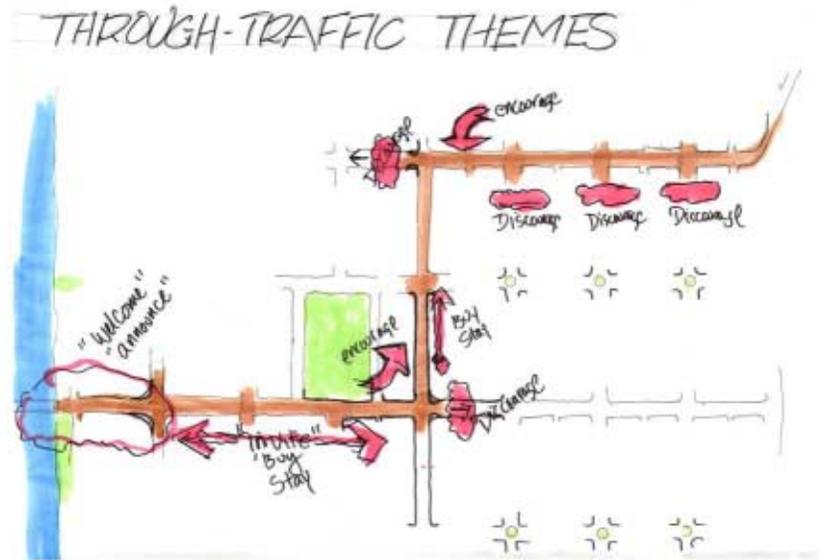
<b>1 Modify Traffic Control Devices to Promote Through Traffic</b> <ul style="list-style-type: none"> <li>Change traffic light at 112th St 3rd Ave. to blinking</li> <li>Change traffic light at 112th St 5th Ave. to add left turn arrow</li> <li>Change traffic light at 114th St 5th Ave. to add left turn arrow</li> <li>Remove stop sign at 114th from 5th to 8th Avenue</li> <li>Construct bus stop on 8th Thru and 8th at 114th Street</li> <li>Install way finding signage on 112th, 5th and 114th</li> <li>Install additional roadway signage on 114th and 5th</li> </ul>	
<b>2 Revise Bike Route from Uncle Sam Bikeway to 112th Street Bridge</b> <ul style="list-style-type: none"> <li>Modify route over 114th St, 112th St</li> </ul>	
<b>3 Streetscape Improvements on 112th</b> <ul style="list-style-type: none"> <li>From 2nd Avenue to 114th Avenue</li> </ul>	
<b>4 Streetscape Improvements on 5th Ave.</b> <ul style="list-style-type: none"> <li>From 112th to 114th</li> </ul>	
<b>5 Intersection Improvements 112th at 2nd</b>	
<b>6 Gateway Features</b> <ul style="list-style-type: none"> <li>At East end of 112th Street Bridge</li> <li>At Intersection of Uncle Sam Bikeway and Curlew Ave</li> </ul>	
<b>7 Sidewalks on 8th Avenue</b> <ul style="list-style-type: none"> <li>Both sides from 112th to 114th</li> </ul>	
<b>8 Alley Restoration</b> <ul style="list-style-type: none"> <li>Restore Begun Alley (Beverly)</li> <li>Remove Curlew Alley, remove or relocate playground</li> </ul>	
<b>9 Boulevard Restoration</b> <ul style="list-style-type: none"> <li>Regrade all non-vehicle with Grassy Cutting</li> <li>Construct new Bluewalks where removed on 8th, 10th, 6th</li> <li>Regrade curbs, install new curbs and trees</li> </ul>	
<b>10 112th Street Park Rehabilitation</b> <ul style="list-style-type: none"> <li>Replace Kiosk and Play Structure</li> <li>Replace existing shelter</li> <li>Install new amenities, including a fountain</li> <li>Change layout of parking around park perimeter</li> <li>Install new landscaping in non-foot areas</li> </ul>	
<b>11 Powers Park Rehabilitation</b> <ul style="list-style-type: none"> <li>Rebuild aged and unstable band stand</li> <li>Establish a bridge element, such as a statue or fountain</li> <li>Establish an arboretum and formal gardens</li> <li>Provide historical and historical tour information</li> <li>Reinstall all historic fencing, pavements, cuttings and plants</li> </ul>	
<b>12 Historic &amp; Interpretive Signage System</b> <ul style="list-style-type: none"> <li>Establish system of historic markers and interpretive signage</li> <li>Establish system of historic markers and guide maps</li> </ul>	
<b>13 Improve Security and Use on the Uncle Sam Bikeway</b> <ul style="list-style-type: none"> <li>Use appropriate system of lights intended to reduce glare/light pollution</li> <li>Rebuild access points at the bridge</li> </ul>	
<b>14 Establish Riverfront Access and Parks</b> <ul style="list-style-type: none"> <li>Close up of 114th to create new connection</li> <li>Recover lands adjacent to 114th for historic reuse park</li> <li>Establish park &amp; public art space along 114th and other recreation</li> </ul>	
<b>15 Establish Riverfront Park at Foot of 111th Street</b> <ul style="list-style-type: none"> <li>Install informational kiosk to guide visitors to important sites</li> <li>Establish an attractive viewing promenade</li> </ul>	
<b>16 Establish Combined Pedestrian/Vehicle Street along 1st Avenue</b> <ul style="list-style-type: none"> <li>Make 1st Avenue One Way southbound north of 112th</li> <li>Install pedestrian walk amenities and pavement along the avenue</li> <li>Install 1st Ave Water Downward Flow on selected sections of 112th</li> </ul>	
<b>17 Improve Sidewalks and Amenities throughout the Study Area</b> <ul style="list-style-type: none"> <li>Install additional bench seating</li> <li>Install additional benches</li> <li>Install additional public amenity lighting</li> <li>Install additional street trees and other plants</li> </ul>	
<b>18 Restripe Parallel Parking in Commercial Areas</b>	
<b>19 Establish Designated Parking</b> <ul style="list-style-type: none"> <li>On streets adjacent 2nd Ave Commercial</li> <li>At Major parks</li> </ul>	

## Visioning Results

The excitement and interest generated by the public workshops added significant momentum to this planning project and several related projects. As a result of the public excitement generated during the visioning workshops, the City decided to prepare and submit a grant application for the restoration of Powers Park. During the preparation of the application John Quackenbush, a member of the Advisory Committee, was able to obtain over 100 letters in support of the Powers Park project and over 25 pledges of donated labor in a span of two weeks.

The opportunity for Lansingburgh residents, city officials, local business owners and professional consultants to work closely produced additional positive results. During the workshops there was a clear expression of public preferences and needs. There were frank discussions between public and city officials regarding maintenance, code enforcement and policing. Much of the discussions validated the work of other groups in preparing the Gateways Plan and the Waterfront Plan. Most importantly, the workshops bolstered the perception that a positive change was possible and that the city has the best interests of Lansingburgh residents for the future.

## Vision Plan



### Transportation

1. The preferred through transportation route should be maintained along 112<sup>th</sup> from the river to 5<sup>th</sup> Avenue, 5<sup>th</sup> Avenue between 112<sup>th</sup> and 114<sup>th</sup> Streets, and 114<sup>th</sup> Street from 5<sup>th</sup> Avenue to Gurley Avenue.
2. The preferred North/South transportation Routes are 2<sup>nd</sup> Avenue and 5<sup>th</sup> Avenue (south of 114<sup>th</sup> Street).
3. Maintain truck routes on preferred transportation routes above or relocate Truck Route 4.
4. Preserve, maintain, enhance and expand the system of boulevards in Lansingburgh.
5. Improve the appearance of streets, especially the preferred transportation and commercial routes.
6. Improve pedestrian, bicycle, and transit rider facilities.
7. Increase the parking capacity of roads by installing diagonal on-street parking where feasible.
8. Implement traffic calming measures such as bulb-outs, boulevards, roundabouts, and on-street parking to “quiet” traffic on roads outside the preferred transportation routes.
9. Improve pedestrian safety near schools including St. Augustine’s, Lansingburgh Elementary, and Catholic Central by adding sidewalks where they are non-existent, improving crosswalks and implementing additional traffic calming.
10. Realign the bicycle route connecting the Uncle Sam Bikeway to First Avenue by moving it to 113<sup>th</sup> Street from 114<sup>th</sup> Street to reduce the potential for conflicts with vehicles.

## Lansingburgh Village Study City of Troy, Rensselaer County, New York

### Open Space and Recreation

1. Re-establish access points to the river at City-owned road rights-of-way including the establishment of piers, docking, and small boat launching sites.
2. Improve lighting, policing, visibility and maintenance of the Uncle Sam Bikeway.
3. Create a more distinct open space system in Lansingburgh by developing a signage system especially at major intersections and gateways.

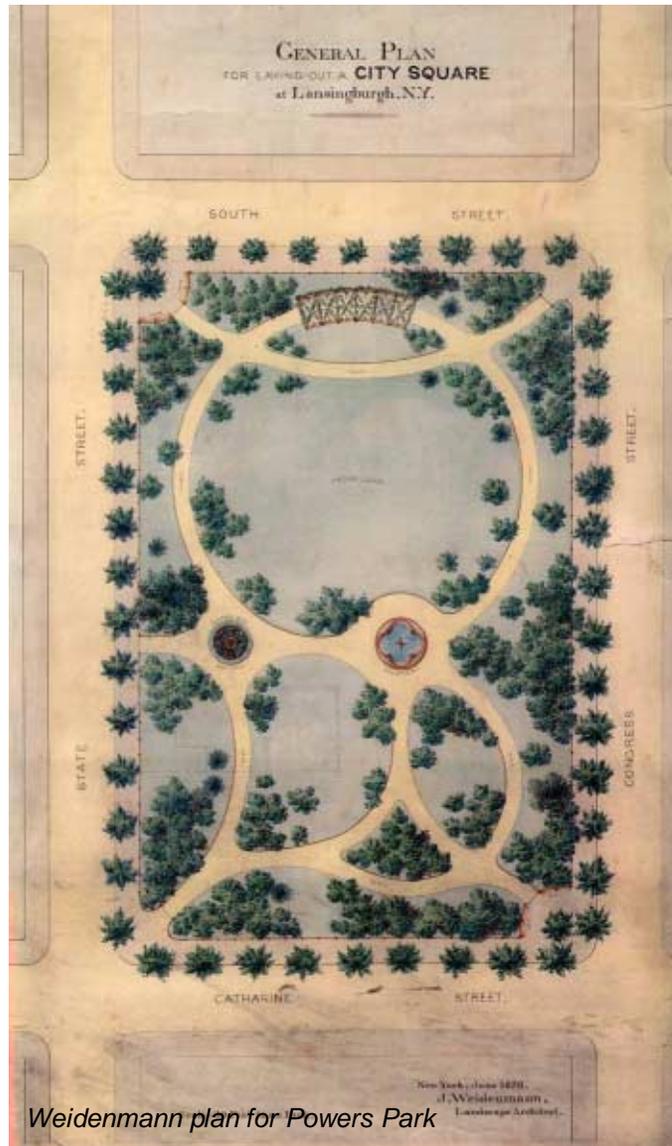


4. Initiate an “adopt-a-space” program to assist with the maintenance and improvement of important open spaces including parks, boulevards, street trees, etc...
5. Rehabilitate existing parks to re-assert a public use, provide expanded recreation opportunities, make them more attractive and make them more self-policing.



## Lansingburgh Village Study City of Troy, Rensselaer County, New York

### History and Heritage



1. Strengthen the sense of Village history by recalling important people, places and events with markers, signage, kiosks, and history related features and special events.
2. Redesign Powers Park to a more historically correct appearance, keeping the park for passive recreation including a new bandstand, gardens, a gazebo and a fountain.
3. New work in the Village including streetscape improvements, new buildings and new site developments should lend themselves to local history through architectural style, building size and location, land use pattern and site amenities.
4. Preserve the historic residences, commercial districts, and institutional buildings of Lansingburgh by establishing historic districts and by developing rehabilitation guidelines.
5. Encourage preservation throughout Lansingburgh by developing a system of grants, loans and tax credits for sensitive preservation, rehabilitation and improvements of private homes, institutions and commercial structures.

**Lansingburgh Village Study**  
**City of Troy, Rensselaer County, New York**

**Business Improvement and Economic Development**

1. Encourage business in the priority business locations which include (in order of priority) 2<sup>nd</sup> Avenue north of 112<sup>th</sup> to 117<sup>th</sup> Street, 5<sup>th</sup> Avenue from 114<sup>th</sup> Street south, 2<sup>nd</sup> Avenue from 112<sup>th</sup> Street south to 109<sup>th</sup> Street, 112<sup>th</sup> street from the bridge to 5<sup>th</sup> Avenue.
2. Provide improvements to commercial areas such as better lighting, more trash receptacles, more benches and more parking that will create more secure and attractive commercial areas fostering growth for local businesses.



3. Establish a 'Business Improvement District' (BID) to help organize market and support local business efforts.
4. Support and encourage compatible business uses in the priority Village commercial areas such as dry cleaning, hair salons, banks, restaurants, specialty food retail, dining, auto supplies, and compatible franchise uses (ie. Starbucks, Brueggers...).
5. Maintain support for existing small businesses in Lansingburgh including several long-term local institutions by encouraging compatible new developments that serve public needs.

## Vision Plan Analysis

The workshops and Vision Plan provided direction for the development of the plan. The priorities and proposed projects had to be subjected to an evaluation of feasibility and practicality. The Vision Plan objectives would also need to be evaluated based on the appropriate local, state and federal regulations. Many of the implementation measures presented herein was discussed in detail during the workshops, other measures are presented in this document. A discussion of each of the categories is presented below including the main themes that developed during the workshops.

## Main Themes

The simple theme that underlies the development of the Vision Plan was related to City's desire to create a livable, safe, and human 'Urban Village'. Additional themes developed including Marketing the Village by reestablishing links to the past by using historic names for streets and places, developing a more visible historic interpretive system in the village, and making improvements to authentically restore historic places like Powers Park. The Marketing the Village theme became central to aesthetic changes in the plan such as gateway improvements, improvements along the Hudson River shoreline and streetscape improvements especially along the preferred transportation routes. A public participation theme manifested in the desire for the establishment of strong Village business owners group, a strengthened neighborhood watch, a higher profile for the Better 'Burgh Club, creation of new public celebrations, and the potential

maintenance of public spaces by groups of residents. A final theme was gentrification of Lansingburgh and transfer of the same principles for improvements to the north and south beyond the study area.

## Transportation



The central discussion regarding transportation in the study area was the establishment of a desired main route for east/west traffic through the study area. Once established as 112<sup>th</sup> Street to 5<sup>th</sup> Avenue to 114<sup>th</sup> Street, the challenge was to reinforce the perception of the route and discourage transient traffic from taking cut-through routes through residential areas. Traffic calming, aesthetic improvements, parking, pedestrian comfort, lighting, and safety were

considered not just in the preferred east/west corridor but throughout the study area.

### **Functional Transportation Changes**

The only structural change to the road network in the study area was the suggested closing off of the north intersection of 1<sup>st</sup> Avenue and 112<sup>th</sup> Street. This change would eliminate dangerous left turns from 112<sup>th</sup> onto 1<sup>st</sup> and from 1<sup>st</sup> onto 112<sup>th</sup>. To accomplish this closure, a cul-de-sac would be constructed and 1<sup>st</sup> Avenue would be returned to two way traffic from 117<sup>th</sup> Street south to the cul-de-sac at 112<sup>th</sup> Street.

The change from three colors to blinking yellow or the elimination of the traffic light at the intersection of 112<sup>th</sup> Street and 3<sup>rd</sup> Avenue was suggested. The rationale being that given the current and future traffic pattern, the light is unlikely to be warranted and could increase the risk of rear-end collisions. In addition the existing lights at 112<sup>th</sup> and 2<sup>nd</sup>, and at 112<sup>th</sup> and 5<sup>th</sup> are likely to provide adequate gaps for pedestrians wishing to cross 112<sup>th</sup> Street at 3<sup>rd</sup> Avenue.

A traffic study might be necessary to determine whether a new light between the 8<sup>th</sup> Avenue and 5<sup>th</sup> Avenue intersections of 114<sup>th</sup> Street is warranted. The MUTCD bases need for a traffic signal on the number of adequate gaps in the traffic stream to permit safe crossings and a minimum of 20 students crossing during the highest crossing hour.

There was considerable conversation about the creation of roundabouts in streets as a traffic calming measure and to

create a desired perception of 'closed' street in certain residential areas, thereby reducing 'cut-throughs'. Transportation professionals correctly pointed out that there is inadequate space for roundabouts in the intersections where they were recommended. Nomenclature was the culprit in this argument, as pointed out by Walter Kulash, a traffic mini-circle as described in several design resources **will** fit in the desired intersections. Traffic mini-circles can be effective with roadway widths as narrow as 20'. A circle diameter of up to 22' feet can be used for roadway widths of 30'. Typical street widths in Lansingburgh exceed 30' on all the streets where traffic mini-circles were recommended. Additional discussion of traffic mini-circles is in the Implementation Measures chapter.

On street parking was also considered and while an expansion of the local capacity was desired, additional pavement was disdained. Angled on-street parking was recommended in areas where the existing pavement width of 50' or more could accommodate a one-way aisle and double loaded 45 degree angled parking.

### **Street Pedestrian and Aesthetic Improvements**

Traffic calming measures favored included bump-outs, boulevards and mini-circles. These improvements would be historically correct, introduce greenspace, could be implemented without prohibitive costs and create the perception of a more residential appearance to cross streets intersections. The use of historical street names to name traffic mini-circles would re-establish a link to Village history.

The need for improved lighting was discussed throughout the study area. This need was identified to respond to pedestrian safety and security concerns. Lights would be used to brighten areas perceived as unsafe, but could also reinforce the hierarchy of the route with brighter white lights installed on the main transportation and commercial corridors and more subtle light utilized to illuminate open spaces and residential streets. This hierarchy could also be reinforced in the style of light fixtures used.

The recommended pedestrian improvements went beyond replacing deteriorated walks. Highly visual improvements included color contrasting and textured pedestrian crosswalks, creation of pedestrian refuge areas in boulevards, and improved signage. The materials and type of sidewalks could be used to reinforce the route hierarchy and more clearly identify residential and commercial areas. Efforts should be made to use historical materials such as slate, brick and granite (or the appropriate cost effective equivalent) for new and replacement walks. The installation of new sidewalks near the Lansingburgh School where children are currently forced to use the street is a priority.

The Uncle Sam Bikeway was discussed at length and the perception of those attending the workshops was that the trail was underused, dangerous and isolated. It has the additional stigma of being a traditional place for teenage mischief and crime. Improvements to the trail are intended to increase its' visibility from the village and to attract additional users. At present the 'rail-trail' segment that



traverses along the eastern edge of Lansingburgh is an isolated segment without a strong functional connection to a larger system and without an important terminus to the north or south. While a resolution of these issues is clearly beyond the scope of this study, some improvements are suggested that could be replicated along the rest of the trail. By defining 114<sup>th</sup> Street between 5<sup>th</sup> and the trail as part of the primary east/west transportation corridor, 114<sup>th</sup> Street's function as a bicycle route comes into question. The solution developed was to relocate the main bicycle route from 114<sup>th</sup> Street to 113<sup>th</sup> Street.

Other recommended improvements included planting additional street trees, an improved system of directional signage and installation of new benches, bollards and trash receptacles.



### Open Space and Recreation

Central to the discussions of open space and recreation were three topics, improvements to existing parks, acquisition of vacant parcels for development of new spaces and the integration of open spaces in a cohesive system. Three critical sites were identified, the river shoreline, Powers Park and the 112<sup>th</sup> Street Park. Each area was viewed as having a distinct function in support of other goals including historic preservation and streetscape improvements. All of those sites were viewed as critical image-makers for the promotion of the community. Other opportunities attracted the attention of workshop attendees including the Uncle Sam Bikeway, the alleys, and the boulevards.

Visual and physical access to the shoreline coupled with the transformation of vacant lands and mobile homes into parklands was perceived as having a major positive impact on the perception of Lansingburgh. The acquisition of parcels and development of riverfront parks was identified as a priority. A series of mobile home sites exists along the 1<sup>st</sup> Avenue along the riverside. These parcels are likely too small for development of single family homes. Should these parcels be acquired, in combination with existing city owned right-of-ways they would create one large contiguous park opposite Melville House and another at the foot of 116<sup>th</sup> Street.

The historic restoration of Powers Park became another priority project, resulting in the submission of an application for grant funding from the NYS Office of Parks, Recreation and Historic Preservation. During the course of this study a copy of the original design prepared by renowned Landscape Architect Jacob Weidenmann was obtained. The plan will form the basis for the parks restoration and rehabilitation. The proximity of a parcel on the riverfront at the foot of 111<sup>th</sup> Street donated to the city by CVS presented an opportunity to link the riverfront open space to Powers Park along 111<sup>th</sup> Street. The profile of the shoreline at the foot of the street right-of-way would make an ideal access spot for boaters including the launch of car top boats. The high visibility of the site from the 112<sup>th</sup> Street Bridge would make it a logical spot for a visitor center or orientation kiosk which would attract and then direct visitors to Powers Park, other historic sites, businesses and historic interpretive tours. By bundling the development of the riverfront access with the historic

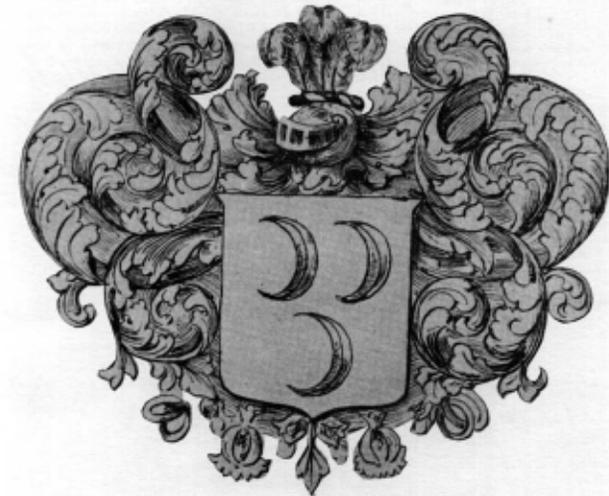
restoration of Powers Park, significant interest in the project from multiple funding agencies can be generated.

The rehabilitation of 112<sup>th</sup> Street Park posed several fundamental challenges including safety, compatibility of existing uses and appearance. The ability to maintain the existing playground, basketball courts and softball field seemed contradictory to historic preservation and aesthetic improvements. A compromise solution which retained and improved the existing functions while attracting new users was determined to be the most appropriate way to proceed. East and West Park Avenues were viewed as opportunities to introduce expanded angled on-street parking without additional paving. Removal or replacement of fencing with a more appropriate style and the planting of additional street trees and ornamental shrubs would improve the park's curb appeal. New updated playground facilities would replace the existing antiquated and unsafe ones and functional barrier would be erected to separate the basketball courts from the children's playground.

Other open spaces receiving attention included vacant land away from the riverfront which could potentially be used for pocket parks or community gardens. The improvement and utilization of the alleys was explored including mobilization of the public and city to remove rubbish, repair derelict structures, re-establish cobblestone pavements and encourage aesthetic improvements. Lansingburgh's boulevards have become sacred spaces on many of the local streets, however many are in need of maintenance, curb replacement and replanting. The perception of the boulevards as a unique and valued local innovation led to discussions not only of preservation and improvement, but

of replacement where removed and new construction in areas where none have existed.

### History and Heritage



*The Lansing Family Crest*

Many of the previously discussed improvements are compatible with the historic preservation and heritage interpretation goals developed during the workshops. The critical key to maintaining the historic character of Lansingburgh is the preservation and sensitive rehabilitation of the village's historic architecture. Some measures for protection of historic structures exist in Troy; however several actions could be taken to strengthen preservation efforts. Currently, there are no rehabilitation guidelines in effect to ensure that sensitive treatment of facades and interiors is part of construction work on historic buildings. The establishment of a historic district which

was begun several years ago but never completed should be reinitiated and revised. In support of that effort a program of grants and loans specific to the Lansingburgh historic district should be established to defray preservation costs.

Interpretation of the Villages rich history is another key element in the preservation and marketing of the study area. Important persons, places and events span several significant historic eras including the revolutionary war, civil war, and the industrial revolution. The commercial, institutional and residential architecture throughout the 'Burgh represent some of the finest examples of American architecture. Interpretation would be accomplished by development of interpretive signage, site plaques, tours, brochures and themed celebrations. Historical themes should be central to the development and rehabilitation of open spaces. Powers Park and its immediate vicinity should appropriately celebrate the industrial revolution and the birth of the oil cloth industry. Melville Park and the adjacent shoreline would be themed based upon shipbuilding, the novelists work and other river history/folklore.

Rededication of historic street and place names would also serve to reestablish history as the primary amenity in the village. Changing the actual street names could cause some confusion; however, the names could be established in a secondary set of historical markers, names of traffic circles, open spaces, riverfront piers, parking lots, etc...

## Business and Economic Development



A stronger network amongst local business owners was the main objective discussed to improve the village economy. Several local networks have been formed in the past with mild success, but a more contemporary group such as the formation of Business Improvement District (BID) is more likely to attain longevity. Local business expressed a desire to see more street amenities in commercial areas including improved lighting, additional trash receptacles, and benches. Residents felt it was important to retain local businesses, many of which have become local institutions. There was also a desire to diversify the businesses,

particularly retail businesses to include a wider variety of service and shopping opportunities. Among desired new businesses discussed were specialty foods, a franchise coffee shop like Starbucks, small retail, and furniture retail. The accepted encouraging business development perspective was that proposed improvements related to history, aesthetics and open spaces would create a desirable climate for new and more diverse businesses.



## Demonstration Sites

### Selection of the Demonstration Sites

A key recent innovation in community master planning has been the preparation of targeted concept plans and budget estimates for areas where clear public priorities exist. Five such sites, called 'demonstration sites', were to be selected for the Lansingburgh Village Study. Those selected demonstration sites were not intended to limit the study of implementation measures and recommendations to those five sites. Additional implementation measures including non-construction measures were developed for the entire Study Area that are independent of the five demonstration sites.

Following the public visioning workshops several key projects emerged as community priorities. Across the four discussion groups certain projects or sites were consistently considered key to revitalization efforts. Among those sites were the existing public parks, Powers Park and 112<sup>th</sup> Street Park. Several opportunities along the riverfront were also identified. The main commercial and transportation routes emerged as key areas as well.

A detailed list of potential projects was prepared and mounted on two large presentation boards for the final public workshop. Participants in the final workshop were asked to rate the presented projects by affixing self-adhesive stars to the projects that they considered most important. This process offered an affirmation of the

assumptions made about public preferences and project priorities.

<b>Lansingburgh Village Study Public Workshop Summary Construction Projects (Star Chart 1 Tallies)</b>		<b>Stars</b>
<b>1</b>	Powers Park Rehabilitation	<b>20</b>
<b>2</b>	Modify Traffic Control Devices to Promote Through Traffic	<b>16</b>
<b>3</b>	Establish Riverfront Access and Parks	<b>11</b>
<b>4</b>	112th Street Park Rehabilitation	<b>10</b>
<b>5</b>	Streetscape Improvements on 112th	<b>9</b>
<b>5</b>	Alley Restoration	<b>9</b>
<b>5</b>	Boulevard Restoration	<b>9</b>
<b>6</b>	Improve Sidewalks and Amenities throughout the Study Area	<b>8</b>
<b>7</b>	Historic & Interpretive Signage System	<b>5</b>
<b>7</b>	Improve Security and Use on the Uncle Sam Bikeway	<b>5</b>
<b>7</b>	Establish Riverfront Park at Foot of 111th Street	<b>5</b>
<b>8</b>	Streetscape Improvements on 5th Ave.	<b>4</b>
<b>9</b>	Establish Combined Pedestrian/Vehicle Street along 1st Avenue	<b>3</b>
<b>9</b>	Intersection Improvements 112th at 2nd	<b>3</b>
<b>9</b>	Gateway Features	<b>3</b>
<b>10</b>	Revise Bike Route from Uncle Sam Bikeway to 112th Street Bridge	<b>2</b>
<b>11</b>	Sidewalks on 9th Avenue	<b>0</b>

Based on the 'star chart' tally, a list of potential demonstration sites was prepared and presented to the Advisory Committee. In addition to the areas discussed

## Lansingburgh Village Study City of Troy, Rensselaer County, New York



*Classic early American architecture is common along Third Avenue in Lansingburgh.*

during the visioning workshops, Mayor Pattison requested that some attention be paid to historic residences in the Study Area.

There was little discussion directed specifically towards residential needs during the workshops, and the Advisory Committee agreed with the Mayor. As a result, a demonstration site dedicated to a historic residential district on Third Avenue was proposed.

The final list of demonstration sites included several sites combined into a Preferred Transportation and Commercial Corridors demonstration site. A number of sites on the Hudson River Waterfront along both sides of First Avenue from 112<sup>th</sup> Street to 117<sup>th</sup> Street were combined to form a second demonstration site. The 3<sup>rd</sup> Avenue Historic Residential District became a third demonstration site. Finally, demonstration sites were proposed for to the two public parks in the Study Area, the 112<sup>th</sup> Street Park (also known as Lansing Common); and Powers Park and 111<sup>th</sup> Street (South Street) Riverfront.

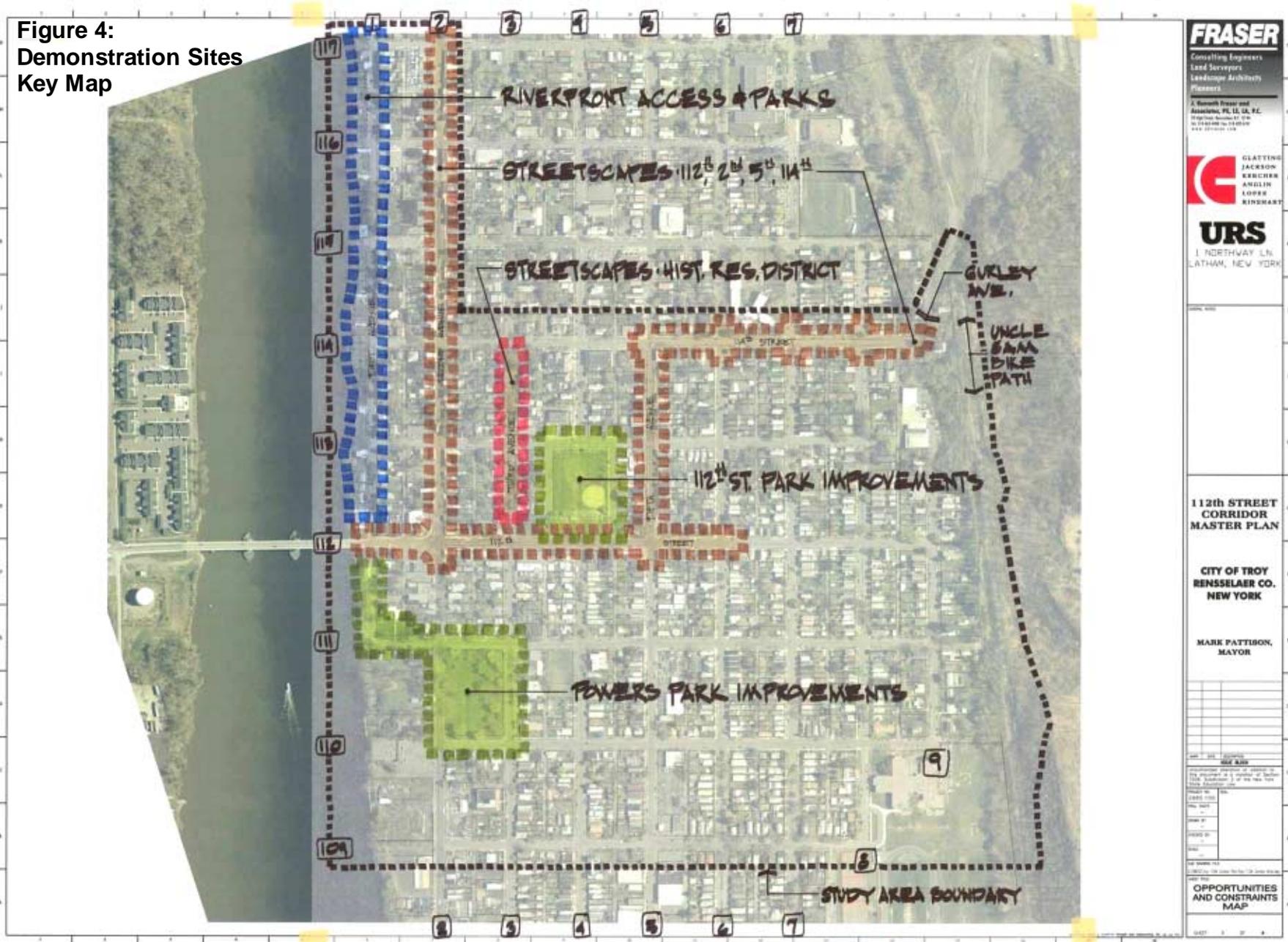
Prior to the finalization of the list of sites, Fraser and Associates identified a grant program that could provide funding for the rehabilitation of Powers Park. The grant application, under the NYS Office of Parks, Recreation and Historic Preservation's Heritage Areas System program had a deadline of June 2003. Preparation of a conceptual site plan for Powers Park was accelerated to meet that deadline.

### **Demonstration Site Budgets**

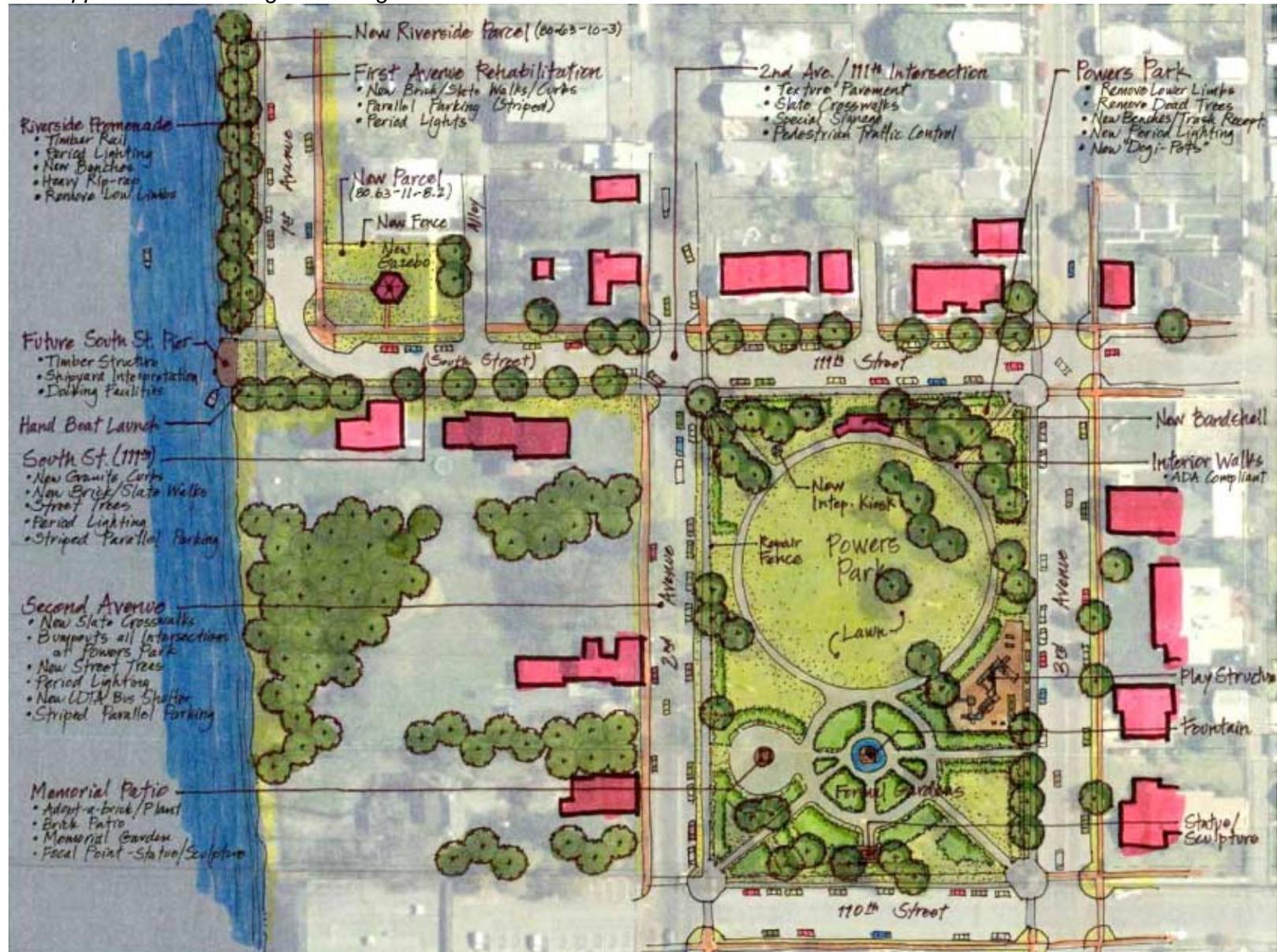
A probable construction budget was prepared for each demonstration site. For the Hudson River Waterfront and Preferred Transportation and Commercial Corridor, the demonstration site is broken out into likely sub-projects. A budget was prepared separately for each of the sub-project. Construction costs are 2003 Dollars and should be escalated accordingly for future years. The budgets are 'thumbnail' budgets and should be used as a guide. Hidden construction costs such as engineering, permitting, grant preparation, grant administration and archeology have also been included in each budget.

Notably, archeology costs have been included as a separate cost for each of the project budgets resulting in a pricey total archeology cost. The need for this archeological study was confirmed with the local State Historic Preservation Office. Considerable economy might be realized by preparing an archeological study that would cover all the improvements within the Study Area.

Figure 4:  
 Demonstration Sites  
 Key Map



**Figure 5: Powers Park Demonstration Site Sketch**  
 See Appendix A for a Larger Drawing.



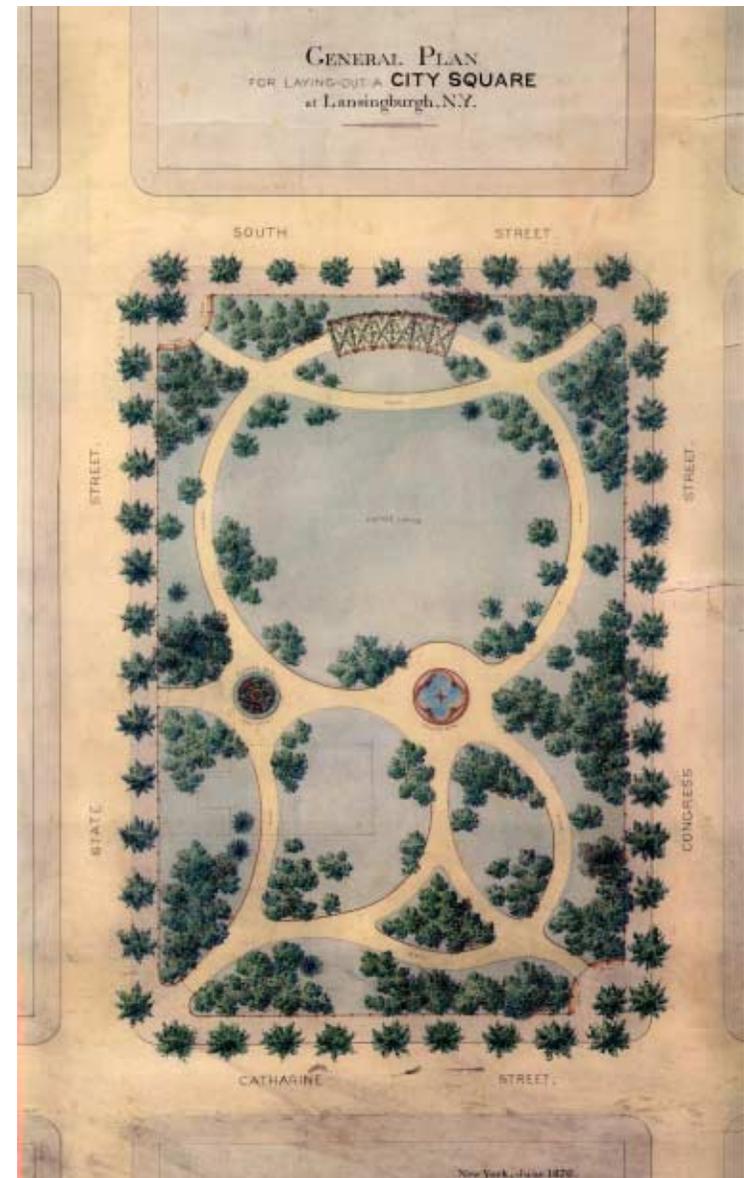
## Powers Park Rehabilitation and 111<sup>th</sup> Street Riverfront

### History

Prior to becoming a park, the site held a few residential properties. In the late 1800's the property was dedicated as a park by Deborah Powers in memory of her husband William Powers, a prominent oil cloth manufacturer in Lansingburgh. Mrs. Powers commissioned Jacob Weidenmann to design the new William Powers Park (illustration to the left). The original design included statuary, a fountain, and formal gardens. It has served as a passive recreation facility offering open and treed grounds within a close-knit residential neighborhood.

### Existing Conditions

The park has been maintained but has lacked needed improvements over the past several years. Many amenities have become broken, destroyed or dangerous and have been removed, but never replaced. Plants have become overgrown and over-run with invasive species. No evidence of the original Weidenmann-designed formal plantings exists at present. Many attractive and valuable mature trees exist in the park, but will need to be pruned as lower limbs limit visibility into and around the park. The park does not have any internal formal paved system of trails or walkways. The existing 70's era bandstand has withstood the test of time but the structure is architecturally incompatible with the historic period of the park. The park was surrounded on four sides by an attractive wrought iron fence. The fence exists only on three sides at present and it is hoped that the fourth side will be located in storage and



re-installed along 3<sup>rd</sup> Avenue. The park is surrounded by streetscapes that appear historic but in need of rehabilitation with uneven brick and slate walks becoming overgrown by grass. There is general lack of street and pedestrian furnishings and no informational or interpretive signage. The river shoreline has been vacant for many years and cannot be seen from Powers Park, 2<sup>nd</sup> Avenue or down 111<sup>th</sup> Street. Trees have become overgrown and the shoreline armor along the Hudson River has been washed away. There currently is no way to access the shoreline other than viewing it from a small informal parking area on 1<sup>st</sup> Avenue. Lighting does exist in the park but is incompatible with its' historic context. It is not known if all the light fixtures work.

### Work Proposed

The main objective for the rehabilitation of the park is to restore it to the design intent of the Weidenmann plan. This restoration should permit current uses such as outdoor markets and public events to continue to be held at the park, while restoring its' historic look and introducing new amenities such as formal gardens, a fountain, and possibly a monument to William and Deborah Powers. Proposed work will include clearing and grubbing; repairing existing iron fence; pruning trees, removal of dead trees; revitalize lawn; establish formal gardens; landscaping and ornamental shrubbery placement; creation of formal gardens; installation of period street lights and other lighting; bandstand replacement to create a more compatible structure; fountain construction; entrance arbors; playground equipment; sidewalk and curb repair and/or replacement; construction of a gazebo;

interpretative kiosk and signage; shoreline rehabilitation; timber rail placement. The Park will serve as a major hub for historic interpretation of Lansingburgh related to several themes, most importantly the Industrial Revolution and Oil Cloth industry. Other themes will include Colonial, Revolutionary War, Historic Sacred Places, Historic Commercial Sites and Historic Residences.



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**Probable Project Budget**

**Powers Park Rehabilitation Phase 1**

**PRE-DEVELOPMENT**

Component	Completion	Cost
Arborist	Apr-04	\$2,000.00
Survey	Dec-03	\$5,000.00
Archeology	Apr-04	\$10,000.00
Design	May-04	\$66,225.00
<b>Subtotal</b>		<b>\$83,225.00</b>

**ACQUISITION**

Parcels from CVS	Dec-02	\$58,550.00
<b>Subtotal</b>		<b>\$58,550.00</b>

**ADMINISTRATION**

Grant Administration	Dec-04	\$5,000.00
Audit	Dec-04	\$2,000.00
Construction Observation	Oct-04	\$12,500.00
Construction Administration	Nov-04	\$10,000.00
<b>Subtotal</b>		<b>\$29,500.00</b>

**DEVELOPMENT**

Clearing and Grubbing	Apr-04	\$5,000.00
Repair and Paint Iron Fence	May-04	\$10,000.00
Prune Existing Trees	May-04	\$5,000.00
Remove (2) Dead Trees	May-04	\$500.00
Revitalize Lawn (2 Acres)	Jun-04	\$5,000.00
Establish New Lawn (1 Acre)	Jun-04	\$5,000.00
Establish Formal Gardens	Jun-04	\$25,000.00
Ornamental Shrubs	Jun-04	\$5,000.00
Street Trees (12)	Jun-04	\$5,000.00
Pedestrian Architectural Lights	Sep-04	\$75,000.00
Large Architectural Floods	Sep-04	\$20,000.00
Rehabilitate, Expand Band Shell	Oct-04	\$50,000.00

Component	Completion	Cost
Install Architectural Fountain	Sep-04	\$35,000.00
Metal Arbor Hoops	Sep-04	\$6,000.00
Children's Play Structure	Jun-04	\$40,000.00
Repair, Replace Sidewalks	Jun-04	\$20,000.00
Slate Sidewalks/Pavement	Jun-04	\$40,000.00
Concrete Pavements	Jun-04	\$10,000.00
Asphalt Pavements	Jun-04	\$40,000.00
Brick Pavements	Jun-04	\$50,000.00
Gazebo	Aug-04	\$25,000.00
Interpretive Kiosk	Aug-04	\$12,500.00
Signage interp, directional	Sep-04	\$17,500.00
Shoreline Stabilization	Jun-04	\$50,000.00
Timber Guardrail	Jun-04	\$7,500.00
New Fencing (Metal Picket)	Sep-04	\$7,500.00
Hand Launch Boat Site w 50' Dock	Sep-04	\$10,000.00
Pedestrian Cross 2nd Ave/111th	Jun-04	\$10,000.00
<b>Subtotal</b>		<b>\$591,500.00</b>
<b>Total Project Cost</b>		<b>\$762,775.00</b>

Site Photographs



Existing slate walks along 2<sup>nd</sup> Avenue will be reset on a new base, new landscaping and architectural lighting will significantly enhance the streetscape.



The entrance to the park at the intersection of 111<sup>th</sup> Street and 2<sup>nd</sup> Avenue illustrates the need to increase visibility into the park.

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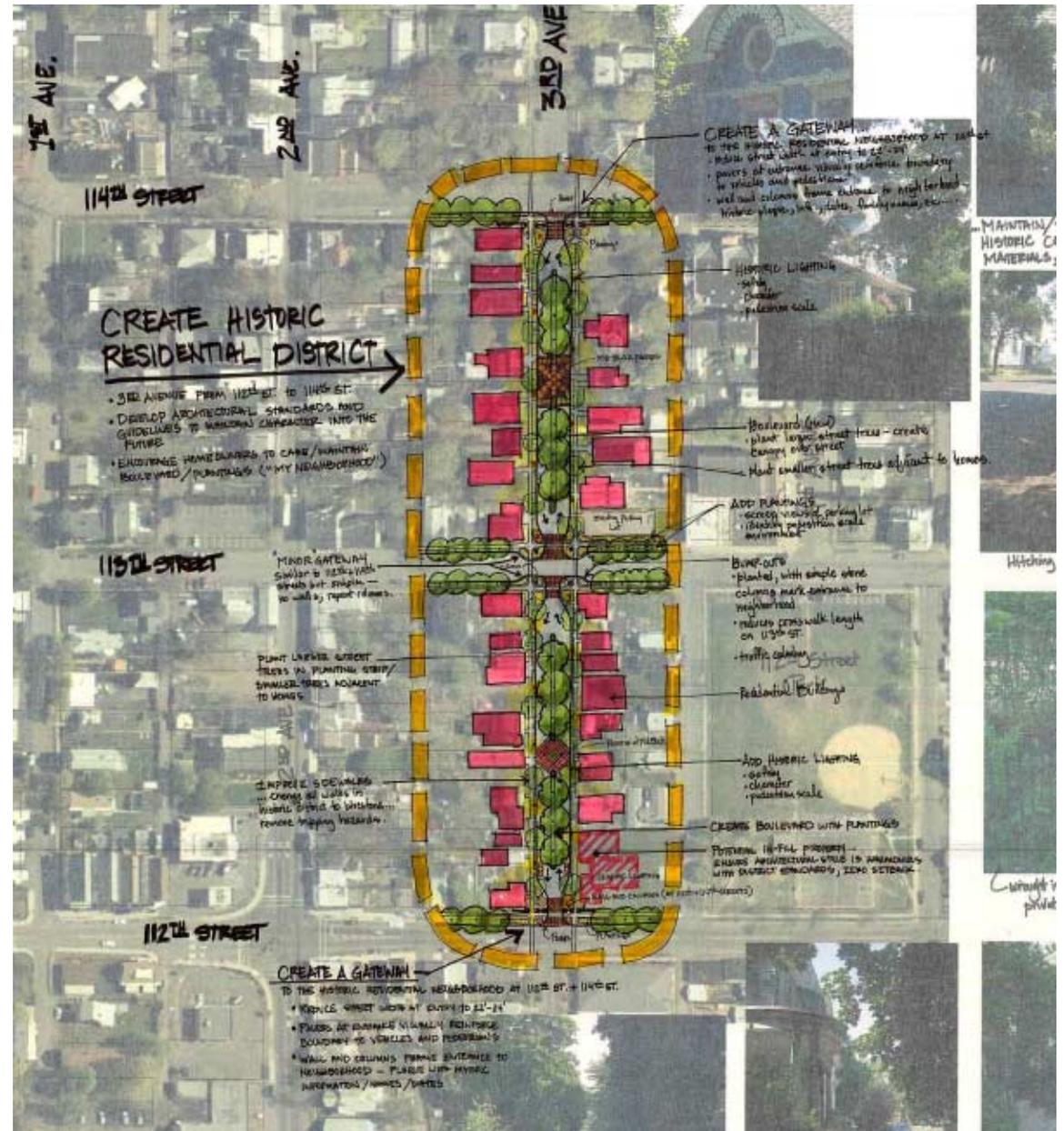


The existing 70's era bandstand is out of character with the historic setting of the park. This photograph also illustrates the need to remove lower limbs (center left to right along 2<sup>nd</sup> Avenue) to increase the visibility of the park.



Few amenities exist in the park today, and those that do are out of character with the historic park. A sense of security would be gained by better visibility and lighting.

Figure 6: 3rd Avenue Historic Residential District  
 See Appendix A for a Larger Drawing.



### 3rd Avenue Historic Residential District

#### Historic Background

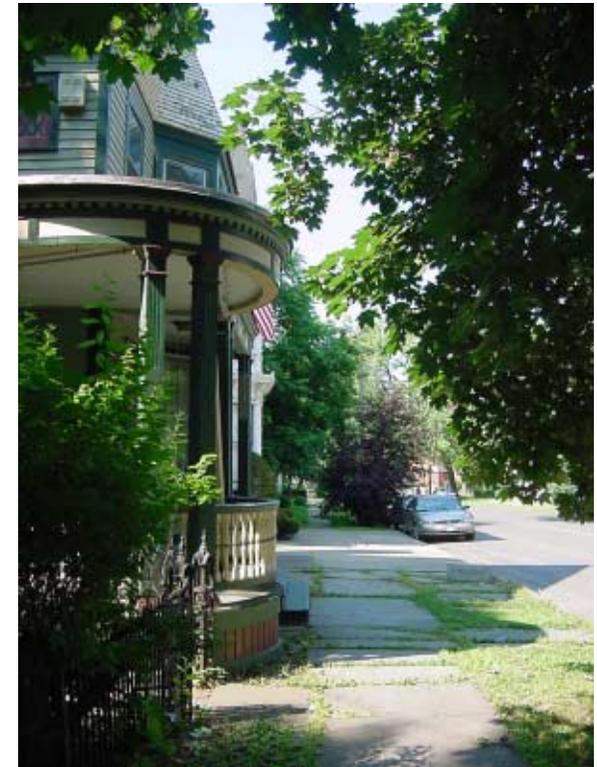
The residences and commercial buildings in the oldest districts of Lansingburgh are among the most historically significant in the Capital District. Many date from the original 'Colonial Lansingburgh' settlement of the late 18<sup>th</sup> Century. The architecture found along Third Avenue represents a diversity of American Architectural Styles spanning colonial, federal, romantic and eclectic periods. In addition, many of the residences remain well preserved single family homes. The establishment of a historic district and some infrastructure improvements will enhance the value of these places not just for their architectural preservation but also for the preservation of their historic function as stately single family homes.

#### Existing Conditions

The historic homes and private landscapes along Third Avenue are, with some obvious exceptions, well-kept. In spite of the great examples and diversity of building styles that exists, there is no celebration or interpretive communication to inform the casual passer-by. Curb appeal is lacking as overgrown trees have been allowed to screen important views of facades and damage



walks. Sidewalks are inconsistent with several different kinds of materials including brick pavers, slate, granite cobbles, concrete, and asphalt. Many of the walks have become uneven and overgrown with lawns and weeds. A number of historic curb-side elements can be found all along Third Avenue including attractive iron and wooden fences, hitching posts, carriage steps and bollards.



## Work Proposed

The proposed work to establish the historic residential district includes aesthetic improvements, establishment of the historic district, development of rehabilitation guidelines, creation of a system of historic architecture interpretive signage, and establishment of a historic homeowner's preservation incentive program.

The aesthetic improvements should be made under the guidance of local preservationists and be based upon recommendations of the street-side rehabilitation guidelines to be prepared for the district. The sketch plan illustrates a design concept for the public improvements needed to support the establishment of the historic district. A system of gateways, crosswalks, bumpouts and plant compositions help establish the points of entry and define the physical limits of the district. Major gateways would be located at the entrances to blocks along 3<sup>rd</sup> Avenue and minor gateways would mark the passage through the district on east-west routes. Gateways would be a composition of walls, columns, interpretive plaques and plantings. Bumpouts would be used to reinforce the gateways and establish interruptions in the lines of site along 3<sup>rd</sup> Avenue. Sidewalks would be standardized to bluestone slate walks. While every attempt should be made to locate authentic bluestone, it may be necessary to utilize modern faux substitutes that maintain the color and texture of the original material. The streets themselves would be modified to reduce the perception of a wide road by creating new treed boulevards, paver crosswalks and unique paver compositions mid-block. Infill development of vacant lots should be residential, possibly relocating

historic homes in danger of demolition from other areas of Lansingburgh. Parking and utility areas would be screened with metal fencing and plant compositions. Landscaping and site amenities should be carefully chosen to complement the historic architecture with the appropriate landscape garden styles. Modern plants should be eschewed for those commonly used in the 18<sup>th</sup> and 19<sup>th</sup> centuries. Careful compositions utilizing flowering annuals and perennials should be used to decorate some of the public spaces at gateways, boulevards and along walks. Finally a new system of antique style architectural lighting should be installed along both sides of 3<sup>rd</sup> Avenue.

A carefully assembled set of architectural and gardening guidelines should be developed for the district. This document would be applicable to other areas in Lansingburgh and other similar districts in the city as well.

Finally, to encourage single-family ownership and preservation, a package of grants, loans and tax incentives should be tailored to the needs of the owners in the district.



**Probable Construction and Implementation Budget**  
 Third Avenue Historic District Implementation

**Total Project Cost** **\$553,500.00**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$10,000.00
Arborist	\$2,000.00
Survey	\$5,000.00
Archeology	\$12,500.00
Rehabilitation Standards	
Architect	\$15,000.00
Design and Engineering	\$46,500.00
<b>Subtotal</b>	<b>\$91,000.00</b>

**ADMINISTRATION**

Grant Administration	\$10,000.00
Audit	\$2,000.00
Construction Observation	\$12,500.00
Construction Administration	\$15,000.00
<b>Subtotal</b>	<b>\$39,500.00</b>

**DEVELOPMENT**

Prune Existing Trees	\$5,000.00
Revitalize Lawns	\$5,000.00
Street Trees (24)	\$12,000.00
Historic Street Amenities	\$15,000.00
Pedestrian Architectural Lights	\$80,000.00
Slate Sidewalks/Pavement	\$60,000.00
Brick Pavements	\$50,000.00
Interpretive Signage	\$20,000.00
Major Gateways (bumpouts, columns, planting, signage, etc.)	\$30,000.00
Boulevards (4 @ 150' long)	\$80,000.00
Bumpouts at minor gateways (4)	\$56,000.00
Pedestrian Crossings	\$10,000.00
<b>Subtotal</b>	<b>\$423,000.00</b>

**Existing Conditions Photographs of the Third Avenue  
Historic Residential District**



The existing streetscape in portions of the district is pleasant and human-scale (see photograph on the left). This view could be enhanced with additional streetscape work, and replicated throughout the future historic district.



Photograph above illustrates an area that could benefit from aesthetic treatments that already exist elsewhere along Third Avenue.

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The existing intersection of Third Avenue and 112<sup>th</sup> Street is pictured to the left. Improvements will create a major entrance 'gateway' here, narrowing the pavement with bump-outs and landscaping, and providing a sense of entry and defensible space that currently does not exist.



Pavements in the district range from brick pavers in a herringbone, to slate, to concrete, and to asphalt. Many of the walk pavements have heaved, become uneven and are overgrown.



Architectural guidelines, grants and low-interest loans will, in combination, prevent incompatible modifications to historic homes in the district.



As a result of this investment, preservation of historic landscape amenities, sensitive landscape treatments and maintenance such as this photograph will be encouraged.

Figure 7: Lansing Common (112<sup>th</sup> Street Park)  
 See Appendix A for a Larger Drawing.



## 112<sup>th</sup> Street Park (Lansing Common)

### Historic Background

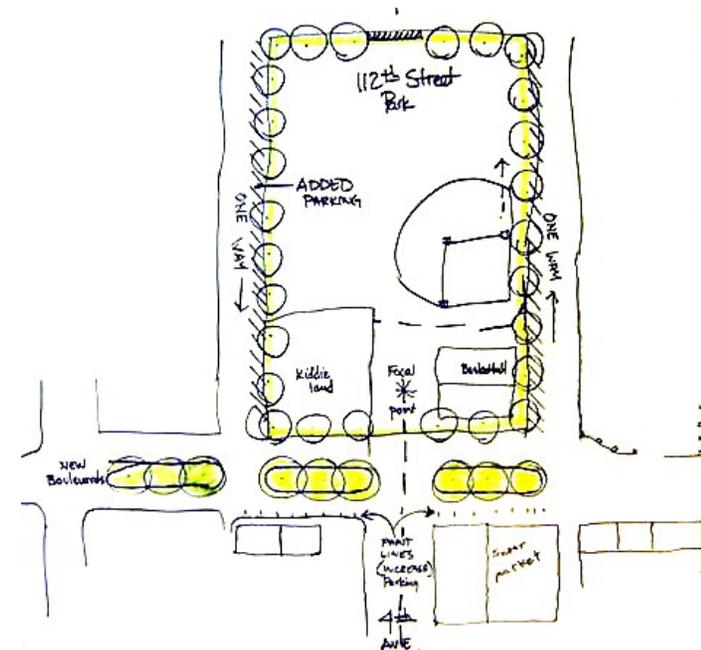
The 112<sup>th</sup> Street Park as it is now known is the oldest continuously public open space in the Village. It was established in Abram Lansing's plan in the 1700's as the public green and has remained a public open space ever since. It has been used as a common, parade ground, pasture and public park. Some early maps of Lansingburgh show Fourth Avenue continuing through the park, but there is no evidence that modern pavements ever crossed the 'Common'. The site has been used during the 20<sup>th</sup> century for athletics and as a playground. This use was formalized with the creation of a softball field, basketball courts and children's playground. The park has most recently been the site of successful public efforts to stop criminal activities from being carried out on parklands near 112<sup>th</sup> Street.

### Existing Conditions

The park is suffering from decades of neglect and lack of improvements. A fence has been installed to limit illegal activities and provide safety at the children's playground and basketball courts. The park at present is not a very inviting place and appears to be the fenced, private domain of basketball and softball players.

Near 112<sup>th</sup> Street the basketball courts were recently rehabilitated and are in excellent condition, but court users contrast sharply with users of the children's playground. The playground equipment is aged, unsafe and will

reportedly be replaced soon by the City. An existing bathroom facility is situated near 112<sup>th</sup> Street between the basketball courts and playground, but the structure is reportedly no longer used. The remainder of the site is used primarily as a softball field. The fields are lit by some bright, timber pole mounted floodlights. There is a skinned infield, backstops and dugouts.



*A concept developed at the workshops.*

### Work Proposed

It was difficult to reach a consensus about what to do with the 112<sup>th</sup> Street Park during the visioning process and two scenarios emerged. One plan, as shown above,

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maximized the potential to provide parking around the park. The other concept formed the basis for the demonstration site plan.

The perimeter of the park would be made more inviting by creating a perimeter screen using major street trees and screening and barrier plantings to reduce the dependence on fencing. Monuments would be placed at the northern and southern terminus of Fourth Avenue. These monuments could commemorate important military or civic events related to the Village. Additional monuments could be placed around the perimeter of the park in the future, recalling additional events or local sports celebrities. East and West Park Avenue would be narrowed, and made one way with on-street parking to reduce their use as cut-through streets. Additional greenspace would be created on the park side of both streets and this space would be planted with new street trees. Informal open spaces would

be used for new uses such as a picnic grove, chess table area, or other new use. New play equipment will replace the outdated and damaged facilities in the existing children's playground. The existing bathroom building will be demolished and replaced with an updated structure capable of functioning as a bathroom, concession area and storage facility. Alternatively, the bathroom facility could be removed from the park site and replaced on a vacant lot near the park. Because the park is used by so many diverse groups, some additional study involving the existing users should be undertaken before a development concept is finalized.

Below is a panorama of the 112<sup>th</sup> Street Park from West Park Avenue and 113<sup>th</sup> Street.



**Probable Construction Budget**  
**Lansing Common Rehabilitation**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Archeology	\$10,000.00
Design and Engineering	\$75,000.00
<b>Subtotal</b>	<b>\$90,000.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$20,000.00
Construction Administration	\$25,000.00
<b>Subtotal</b>	<b>\$52,000.00</b>

**DEVELOPMENT**

Prune Existing Trees	\$2,000.00
Revitalize Lawns	\$10,000.00
Street Trees (24)	\$15,000.00
Pedestrian Architectural Lights	\$20,000.00
Misc. Pavement	\$20,000.00
Brick Patios	\$25,000.00
Landscaping	\$25,000.00
Concrete Screen Wall	\$40,000.00
New Playground Equipment	\$75,000.00
Monuments (2 large, 4 small)	\$80,000.00
Interpretive Signage	\$20,000.00
New Program Facility	\$250,000.00
Stone Chess Tables	\$12,000.00
Picnic Tables	\$5,000.00
Site Furnishings	\$25,000.00
<b>Subtotal</b>	<b>\$624,000.00</b>

**Total Project Cost** **\$766,000.00**



**Lansing Common Existing Site Photographs**



The existing basketball courts at the corner of East Park Avenue and 112<sup>th</sup> Street. The floodlights for the softball fields are visible behind the courts.



A view of the softball field looking southwest from East Park Avenue.

**Figure 8: Transportation and Commercial Corridor  
Demonstration Site Concept Sketch – Second Avenue**  
*See Appendix A for a Larger Drawing.*





Figure 10: Transportation and Commercial Corridor  
Demonstration Site Concept Sketch – 114<sup>th</sup>/Gurley Ave.  
See Appendix A for a Larger Drawing.



## Transportation and Commercial Corridor

### Historic Background

During the early days of the Village of Lansingburgh in the 18<sup>th</sup> and 19<sup>th</sup> Centuries, commerce and industry was centered near 1<sup>st</sup> and 2<sup>nd</sup> Avenues. Piers and warehouses lined the waterfront and industries sprang up along those streets including ship building, brush manufacturing and oil cloth manufacturing. As private transportation transitioned to motor vehicles in the 20<sup>th</sup> century new routes developed as heavily traveled connectors. The 'Burgh' became the bedroom community for the major industries developing to the south in Troy during the latter half of the 19<sup>th</sup> Century, leading to the construction of many of the stately and attractive homes found in Lansingburgh. During the 20<sup>th</sup> Century, increased traffic on 2<sup>nd</sup> and 5<sup>th</sup> Avenues may have lead to the replacement of former residences with commercial enterprises. The most significant modern impact has been the construction of Route 787 which ends in Cohoes at route 470 which crosses the 112<sup>th</sup> Street Bridge into Lansingburgh. This major highway link combined with the development of major residential subdivisions to the east will likely result in increasing volumes of east-west traffic utilizing the 112<sup>th</sup> Street Bridge.

### Existing Conditions

The previously discussed analysis of traffic patterns revealed the heaviest north-south volumes on 2<sup>nd</sup> and 5<sup>th</sup> Avenues. Traffic on 112<sup>th</sup> Street between 2<sup>nd</sup> and 5<sup>th</sup> was somewhat lower and even lighter volumes were observed on 114<sup>th</sup> Street between Fifth and Ninth Avenues. The

current east-west traffic pattern is 112<sup>th</sup> to 5<sup>th</sup> to 114<sup>th</sup> to Gurley and the reverse. This jagged pattern results in a number of 'cut-throughs' by impatient motorists including 3<sup>rd</sup> Avenue, and 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Avenue via 112<sup>th</sup> Street or 113<sup>th</sup> Street.

The gateways into the community are not well marked and at present there is no signage to indicate main travelways or to provide directions or orientation. Aesthetically, there are a variety of settings from the pleasant and historic commercial district on 2<sup>nd</sup> Avenue between 115<sup>th</sup> and 116<sup>th</sup>, to the grittier 5<sup>th</sup> Avenue commercial area south of 112<sup>th</sup> Street. There is a general lack of appropriate street trees throughout the corridor. The loss of elms in the 50's and 60's has been devastating and replacement species have not adequately replaced the elms in function, utility and appearance.

Facades along the commercial routes maintain much of the historic architectural street-front, with occasional interruptions for off-street parking and new structures set-back from the road right-of-way 'suburban style'.

Sidewalks are in varied states from new concrete to historic slate and brick. A newer installation of concrete and brick pavers was made in the commercial district along Second Avenue which remains in good condition. Elsewhere the pedestrian experience would be greatly improved by replacement of walks, new street furnishings, street trees and street lighting.

## Proposed Improvements

A system of traffic pattern control devices, pedestrian improvements, signage and aesthetic improvements is proposed for transportation and commercial corridors.

New gateways will be created to greet, orient and direct travelers upon entering the village. Significant gateways will be created at the 112<sup>th</sup> Street Bridge and Gurley Avenue. At Gurley a gateway will be created at the crossing of the Uncle Sam Bikeway. The other major gateway at the 112<sup>th</sup> Street bridge features an arch and a continuation of pillars along 112<sup>th</sup> Street designed to include historic interpretive information.

Several changes to signalization and traffic control signage are suggested to improve the flow of traffic through the preferred east/west corridor routes. These changes include making the 3<sup>rd</sup> Avenue/112<sup>th</sup> Street signal a blinking yellow; adding left turn arrows at 5<sup>th</sup>/114<sup>th</sup> and 5<sup>th</sup>/112<sup>th</sup>; and the removal of stop signs along 114<sup>th</sup> at 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Avenues.

Strategically placed bumpouts, boulevards and mini-circles will be used along the main transportation routes to calm traffic and to discourage cut-through traffic. In addition stop signs are to be removed along 114<sup>th</sup> Street at 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Avenues. Lights at 112<sup>th</sup> and 114<sup>th</sup> and 5<sup>th</sup> Avenue will be re-phased to provide left turn arrows onto 5<sup>th</sup>. The light at 112<sup>th</sup> and Third will also be re-phased to blinking yellow on 112<sup>th</sup> and blinking red on 3<sup>rd</sup> Avenue. The intersection of Gurley and 9<sup>th</sup> Avenue will be realigned to remove

unnecessary pavement and create a perpendicular intersection.

Aesthetic improvements will feature plantings of an appropriate urban street tree on all of the streets. Sidewalk pavements will be standardized based on location, need and adjacent use (residential, open space or commercial). New garden walls and landscaping will be used to screen parking areas along the main transportation routes. Other aesthetic improvements include the removal of right turn lanes at 112<sup>th</sup> and 2<sup>nd</sup> Avenue and their replacement with landscaped green space.

Below is a close-up view of the sketch illustrating the gateway concept where Gurley Avenue crosses the Uncle Sam Bikeway.



The city should submit a request to the Capital District Transit Authority (CDTA) to conduct boarding counts in three locations, 116<sup>th</sup> Street and 2<sup>nd</sup> Avenue, 111<sup>th</sup> Street and 2<sup>nd</sup> Avenue and 112<sup>th</sup> Street and 5<sup>th</sup> Avenue. New attractive bus shelters will be constructed at these major stops should CDTA determine they are warranted based on their counts.

New bus shelters should be ornate and compliment the adjacent historical theme.



### Transportation Demonstration Site Budgets

The demonstration site budgets were organized to create five stand alone projects. The projects are prioritized

elsewhere and any of these projects would make a significant impact in the village.

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**Probable Construction Budget**

**Transportation and Commercial Corridor Improvements**  
**112<sup>th</sup> Street from 2<sup>nd</sup> to 6<sup>th</sup> Avenue**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Survey	\$5,000.00
Design	\$40,000.00
<b>Subtotal</b>	<b>\$50,000.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$10,000.00
Construction Administration	\$12,000.00
<b>Subtotal</b>	<b>\$29,000.00</b>

**DEVELOPMENT**

Pavement demolition and removal		\$5,000.00
Tree Removal		\$1,000.00
Lawns		\$2,000.00
Prune Existing Trees		\$1,500.00
Re-set existing pavements		\$2,000.00
Asphalt Pavement		\$2,000.00
Concrete Walks		\$40,000.00
New Granite Curbing		\$50,000.00
Pavers on Gravel		\$75,000.00
Paver crosswalks		\$80,000.00
Street Trees	(20)	\$9,000.00
Pedestrian Architectural Lights	(18)	\$50,000.00
Garden Walls with Landscaping	(100 LF)	\$25,000.00
New Bulb-outs	(4)	\$36,000.00
Medians		\$3,000.00

Signal Modifications	\$10,000.00
Signage interp, directional	\$5,000.00
<b>Subtotal</b>	<b>\$396,500.00</b>

**Total Project Cost** **\$475,500.00**

Below is a rendering of the intersection of 112<sup>th</sup> Street and 5<sup>th</sup> Avenue after minor streetscape improvements are made, compared to that intersection as it exists today.



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**Probable Construction Budget**

**Transportation and Commercial Corridor Improvements  
5<sup>th</sup> Avenue from 112<sup>th</sup> to 114<sup>th</sup>**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Survey	\$5,000.00
Design	\$60,000.00
<b>Subtotal</b>	<b>\$70,000.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$15,000.00
Construction Administration	\$18,000.00
<b>Subtotal</b>	<b>\$40,000.00</b>

**DEVELOPMENT**

Pavement demolition and removal		\$20,000.00
Tree Removal		\$2,000.00
Lawns		\$2,000.00
Prune Existing Trees		\$1,000.00
Re-set existing pavements		\$7,500.00
Asphalt Pavement		\$20,000.00
Concrete Walks		\$28,000.00
New Granite Curbing		\$35,000.00
Pavers on Gravel		\$63,000.00
Paver crosswalks		\$90,000.00
Street Trees	(40)	\$18,000.00
Pedestrian Architectural Lights	(20)	\$50,000.00
Garden Walls with Landscaping	(275 LF)	\$70,000.00
New Bulb-outs	(2)	\$18,000.00
Bus Shelters	(2)	\$50,000.00

Signal Modifications	\$10,000.00
Signage interp, directional	\$10,000.00
<b>Subtotal</b>	<b>\$494,500.00</b>
<b>Total Project Cost</b>	<b>\$604,500.00</b>

**Probable Construction Budget**  
 Transportation and Commercial Corridor Improvements  
 114<sup>th</sup> Street from 5<sup>th</sup> to Gurley

**Total Project Cost** **\$562,500.00**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Survey	\$5,000.00
Design	\$40,000.00
<b>Subtotal</b>	<b>\$50,000.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$10,000.00
Construction Administration	\$12,500.00
<b>Subtotal</b>	<b>\$29,500.00</b>

**DEVELOPMENT**

Pavement demolition and removal	\$10,000.00
Tree Removal	\$2,500.00
Lawns	\$7,500.00
Prune Existing Trees	\$5,000.00
Re-set existing pavements	\$5,000.00
Asphalt Pavement	\$10,000.00
Concrete Walks	\$40,000.00
New Granite Curbing	\$60,000.00
Pavers on Gravel	\$45,000.00
Paver crosswalks (12)	\$90,000.00
Street Trees (65)	\$30,000.00
Pedestrian Architectural Lights (24)	\$60,000.00
New Bulb-outs (12)	\$108,000.00
Signage interp, directional	\$10,000.00
<b>Subtotal</b>	<b>\$483,000.00</b>

**Probable Construction Budget**  
Transportation and Commercial Corridor Improvements  
2<sup>nd</sup> Avenue from 112<sup>th</sup> to 117<sup>th</sup>

**Total Project Cost** **\$789,510.00**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$10,000.00
Survey	\$5,000.00
Design	\$60,000.00
<b>Subtotal</b>	<b>\$75,000.00</b>

**ADMINISTRATION**

Grant Administration	\$10,000.00
Audit	\$5,000.00
Construction Observation	\$15,000.00
Construction Administration	\$20,000.00
<b>Subtotal</b>	<b>\$50,000.00</b>

**DEVELOPMENT**

Pavement demolition and removal	\$20,000.00
Tree Removal	\$2,000.00
Lawns	\$10,000.00
Prune Existing Trees	\$10,000.00
Re-set existing pavements	\$20,000.00
Asphalt Pavement	\$20,000.00
Concrete Walks	\$28,000.00
New Granite Curb	\$35,000.00
Pavers on Gravel	\$63,000.00
Paver crosswalks (8)	\$60,000.00
Street Trees (200)	\$90,000.00
Pedestrian Architectural Lights (50)	\$125,000.00
Garden Walls with Landscaping (450 LF)	\$112,500.00
New Bulb-outs (6)	\$54,000.00
Signage interp, directional	\$25,000.00
<b>Subtotal</b>	<b>\$664,510.00</b>

**Probable Construction Budget**

**Transportation and Commercial Corridor Improvements  
112<sup>th</sup> Street and Gurley Avenue Gateways**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$10,000.00
Survey	\$5,000.00
Design	\$35,000.00
<b>Subtotal</b>	<b>\$50,000.00</b>

**ADMINISTRATION**

Grant Administration	\$10,000.00
Audit	\$5,000.00
Construction Observation	\$10,000.00
Construction Administration	\$12,500.00
<b>Subtotal</b>	<b>\$37,500.00</b>

**DEVELOPMENT**

Pavement demolition and removal	\$2,000.00
Tree Removal	\$1,000.00
Lawns	\$10,000.00
Prune Existing Trees	\$2,000.00
Asphalt Pavement	\$10,000.00
Concrete Walks	\$10,000.00
New Granite Curbs	\$7,500.00
Pavers on Gravel	\$10,000.00
Paver crosswalks	\$15,000.00
Street Trees	(18) \$8,000.00
Pedestrian Architectural Lights	(12) \$30,000.00
Gateway Arch at 112 <sup>th</sup> Bridge	\$150,000.00
Balustrade at 112 <sup>th</sup> Street Bridge	\$40,000.00
Interpretive Plaques	\$20,000.00
Signage interp, directional	\$20,000.00
<b>Subtotal</b>	<b>\$335,500.00</b>

**Total Project Cost**

**\$423,000.00**

Below is a rendering of the 112<sup>th</sup> Street Bridge gateway entrance to the village after the gateway improvements are made. A much clearer sense of entry and place is established compared to the current photograph of the area shown on the next page.



**Existing Conditions Photographs**



Entering Lansingburgh from the 112<sup>th</sup> Street Bridge, there is no information, greeting or orientation to indicate where you are.



Second Avenue maintains a pleasant pedestrian feel while still one of the most heavily traveled routes in Lansingburgh.

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The Second Avenue commercial district between 117<sup>th</sup> and 115<sup>th</sup> is attractive and pleasant, but suffering for lack of maintenance of walks, and lack of updated street furnishings.



Fifth Avenue is developing into a typical commercial strip from 114<sup>th</sup> Street south to downtown. Several historic structures have been replaced with parking lots or contemporary 'suburban' developments. The street is lacking in street trees and is rather harsh for pedestrians with sidewalks of various materials and quality.

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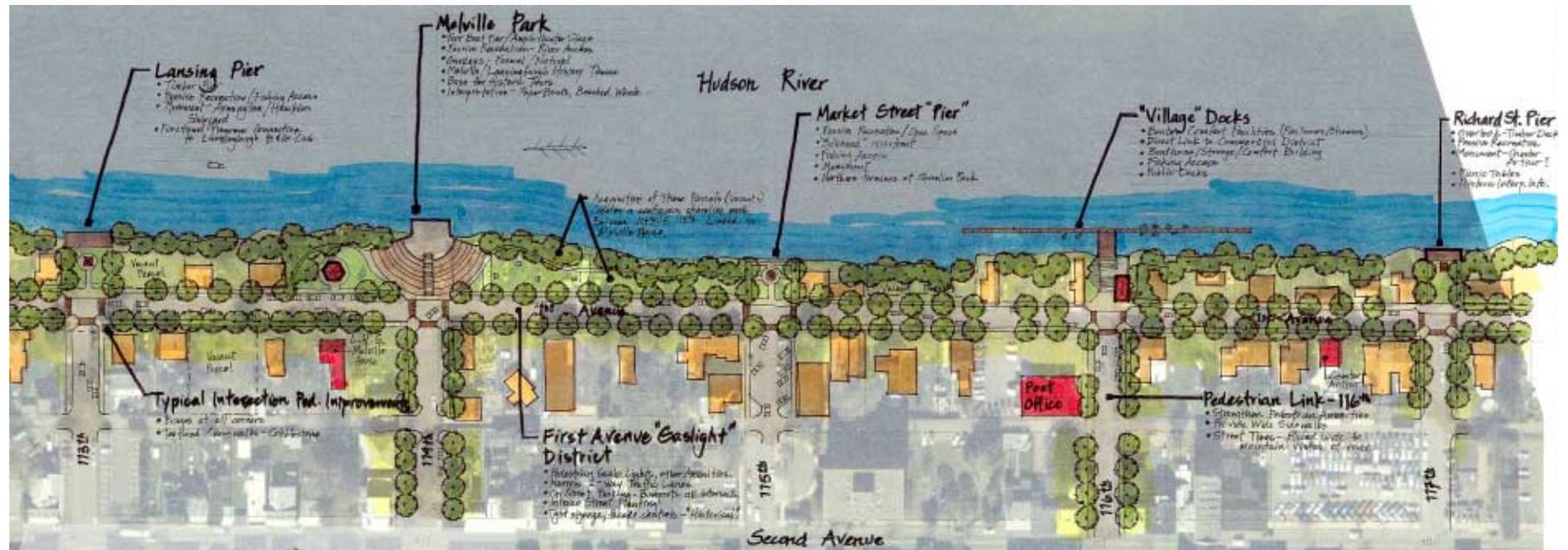
Sidewalks are in poor condition along 112<sup>th</sup> Street between 2<sup>nd</sup> Avenue and 5<sup>th</sup> Avenue. Many of the buildings along 112<sup>th</sup> Street in this area are vacant, for sale or being sold for back taxes. Revitalizing this corridor is critical to changing the perception commuters will have of Lansingburgh.



Conditions along 5<sup>th</sup> Avenue between 112<sup>th</sup> Street and 114<sup>th</sup> Street mirror those of 112<sup>th</sup> Street. Sidewalks are in poor condition, buildings are vacant and in a deteriorated condition. This stretch of 5<sup>th</sup> Avenue like the above section of 112<sup>th</sup> is a critical part of the impression commuters gain of Lansingburgh.

Figure 11: Lansingburgh Riverfront Demonstration  
 Site Concept Sketch

See Appendix A for a Larger Drawing.



## Lansingburgh Riverfront Demonstration Site

### Historical Background

The riverfront of Lansingburgh is the most critical historic link to the development of the village throughout its' early existence. As a small scale port in the 18<sup>th</sup> century, several piers were constructed at the ends of the cross streets and several important industries were located adjacent to them. Ship building, oil cloth manufacturing and paper products manufacturing were key industries that existed along 1<sup>st</sup> Avenue. Many of the industrial buildings and warehouses have been lost to fires and demolition, but several remain. The riverfront was also an important residential district with the homes of Chester Arthur, Herman Melville, and at 580 1<sup>st</sup> Avenue one of the oldest homes in Lansingburgh. Other historically significant homes on 1<sup>st</sup> Avenue include the Spafford, Curran and Janes houses.



### Existing Conditions

The present shoreline is inaccessible, overgrown and unprotected. Brick, concrete, stone and flotsam characterize the waters edge. Evidence of historic piers and bulkheads is still visible at many of the street rights-of-way. From the Cohoes side of the river, the overgrown vegetation screens views of Lansingburgh. The river is



barely visible from cross streets throughout the 'Burgh'. Land uses at present include many vacant parcels, trailer homes and residences on the river side of 1<sup>st</sup> Avenue. On the village side of 1<sup>st</sup> Avenue, several historic residences and other buildings exist in various conditions. Few of the historic sites, the one exception being Melville House, are marked. 1<sup>st</sup> Avenue is somewhat unique in comparison to most of the Avenues in Lansingburgh in that it has a gently

rolling profile, with low points at 114<sup>th</sup> and 116<sup>th</sup> Streets. The present circulation pattern with postings for one way circulation in opposite directions at certain cross streets is confusing. Sidewalks exist in various states with none typically on the river side to portions of concrete, brick pavers and slate sidewalks on the village site.



### Proposed Improvements

The objectives of the concept sketches are to reconnect Lansingburgh visually and physically to the Hudson River shoreline. These objectives are accomplished through various levels of public open spaces which accommodate viewing, boat access, and fishing access. The intimate narrowness of 1<sup>st</sup> Avenue is preserved by keeping the street narrow and creating a 'gaslight street' district, meant to look and feel like a historic gaslight district. Two way circulation between 113<sup>th</sup> and 117<sup>th</sup> Street is reestablished.

1<sup>st</sup> Avenue can either be closed at 112<sup>th</sup> Street for all but pedestrians, emergency vehicles and bicyclists or left open for right turns only. Historical interpretation will be a key element of the redevelopment plans which will include interpretive signage throughout the riverfront. The foot of each cross street will be punctuated with a public open space that will provide a monument or other elements intended to interpret local historic events.

The list of sub-projects to be completed under the demonstration site plan includes:

- 1<sup>st</sup> Avenue Gaslight District Development
- Lansing Pier (Foot of 113<sup>th</sup> Street)
- Melville Park (Foot of 114<sup>th</sup> Street)
- Market Street Pier (Foot of 115<sup>th</sup> Street)
- Elizabeth Street Docks and Boater Welcome Center (Foot of 116<sup>th</sup> Street across 1<sup>st</sup> Avenue from the Post Office)
- Richard Street Pier (Foot of 117<sup>th</sup> Street)
- Pedestrian Improvements on 114<sup>th</sup> and 116<sup>th</sup> Streets

**Sub-project Probable Construction Budgets**  
**First Avenue Rehabilitation**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Archeology	\$10,000.00
Survey	\$10,000.00
Design and Engineering	\$55,000.00
<b>Subtotal</b>	<b>\$80,000.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$3,000.00
Construction Observation	\$15,000.00
Construction Administration	\$17,500.00
<b>Subtotal</b>	<b>\$40,500.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$10,000.00
New Landscaping	\$20,000.00
Street Trees (100)	\$50,000.00
Pedestrian Architectural Lights	\$100,000.00
Asphalt Road Pavement	\$250,000.00
Bumpouts (10)	\$90,000.00
Screening Fencing (200 LF)	\$50,000.00
New Granite Curb	\$90,000.00
Storm Drainage Repairs	\$25,000.00
New Slate Walk	\$50,000.00
New Brick Pavers	\$150,000.00
New Crosswalks (15)	\$120,000.00
Street Furnishings and Signage	\$50,000.00
<b>Subtotal</b>	<b>\$1,055,000.00</b>

**Total Project Cost \$1,175,500.00**



**Lansing Pier (Foot of 113<sup>th</sup> Street)**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$2,500.00
Archeology	\$5,000.00
Permitting	\$10,000.00
Survey	\$2,500.00
Design and Engineering	\$30,000.00
<b>Subtotal</b>	<b>\$50,000.00</b>

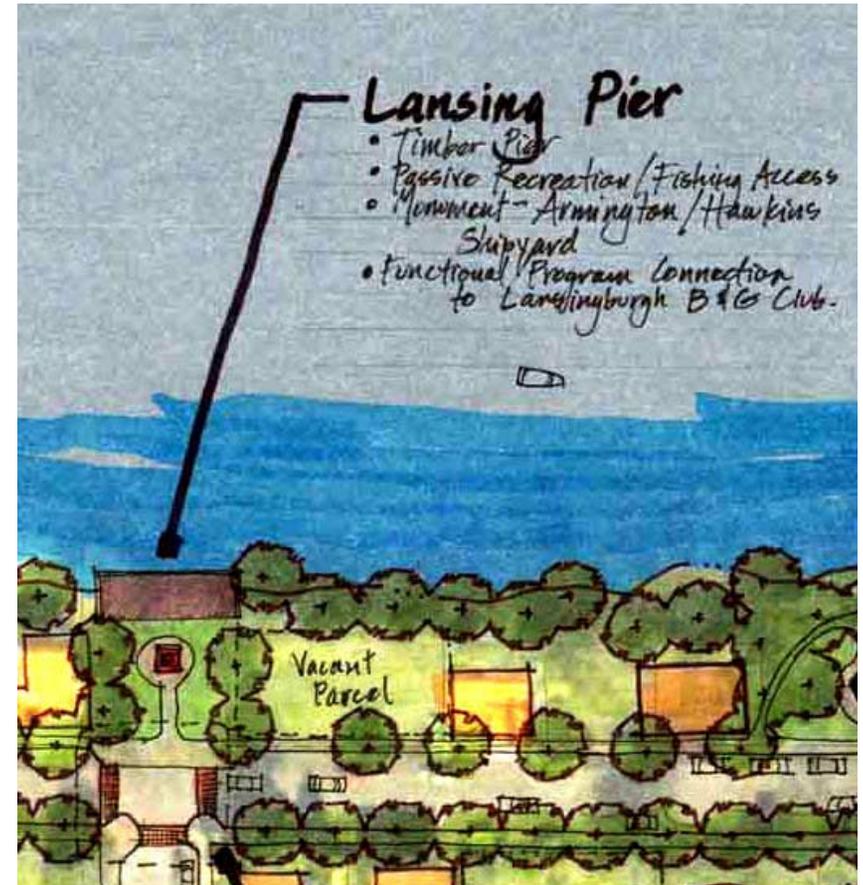
**ADMINISTRATION**

Grant Administration	\$2,500.00
Audit	\$2,000.00
Construction Observation	\$8,000.00
Construction Administration	\$10,500.00
<b>Subtotal</b>	<b>\$23,000.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$2,000.00
New Landscaping	\$10,000.00
Street Trees (4)	\$2,000.00
Pedestrian Architectural Lights	\$10,000.00
New Brick Pavers	\$10,000.00
Site Furnishings	\$7,500.00
Timber Pier	\$150,000.00
Monument	\$75,000.00
Interpretive Signage	\$10,000.00
<b>Subtotal</b>	<b>\$276,500.00</b>

**Total Project Cost \$349,500.00**



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**Herman Melville Park**

**PRE-DEVELOPMENT**

Component	Cost
Grant Applications	\$10,000.00
Permitting	\$10,000.00
Survey	\$5,000.00
Archeology	\$10,000.00
Design	\$80,000.00
<b>Subtotal</b>	<b>\$115,000.00</b>

**ACQUISITION**

Parcels from Private Owners	\$300,000.00
<b>Subtotal</b>	<b>\$300,000.00</b>

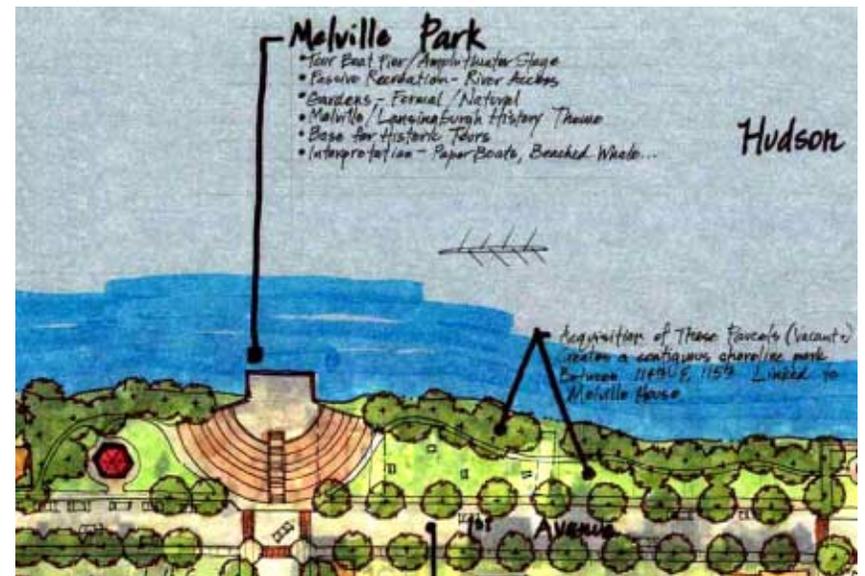
**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$20,500.00
Construction Administration	\$22,000.00
<b>Subtotal</b>	<b>\$49,500.00</b>

**DEVELOPMENT**

Clearing and Grubbing	\$10,000.00
Demolish and Remove Building	\$25,000.00
Prune Existing Trees	\$5,000.00
Remove Trees	\$5,000.00
Concrete Pier	\$100,000.00
Amphitheater	\$250,000.00
Establish Formal Gardens	\$25,000.00
Ornamental Shrubs	\$5,000.00
Street Trees (20)	\$10,000.00
Pedestrian Architectural Lights	\$50,000.00
Asphalt trail	\$15,000.00
Picnic Benches	\$5,000.00

Component	Cost
Brick Pavements	\$10,000.00
Gazebo	\$80,000.00
Interpretive Kiosk	\$25,000.00
Signage interp, directional	\$10,000.00
Shoreline Stabilization	\$60,000.00
Site Amenities (Benches Trash)	\$20,000.00
Picnic Barbeque Sites (4)	\$8,000.00
Screening Fence	\$10,000.00
Ornamental Picket Fence	\$10,000.00
<b>Subtotal</b>	<b>\$738,000.00</b>
<b>Total Project Cost</b>	<b>\$1,202,500.00</b>



**Market Street Pier (Foot of 115<sup>th</sup> Street)**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$2,500.00
Permitting	\$3,500.00
Archeology	\$10,000.00
Survey	\$2,500.00
Design and Engineering	\$22,500.00
<b>Subtotal</b>	<b>\$41,000.00</b>

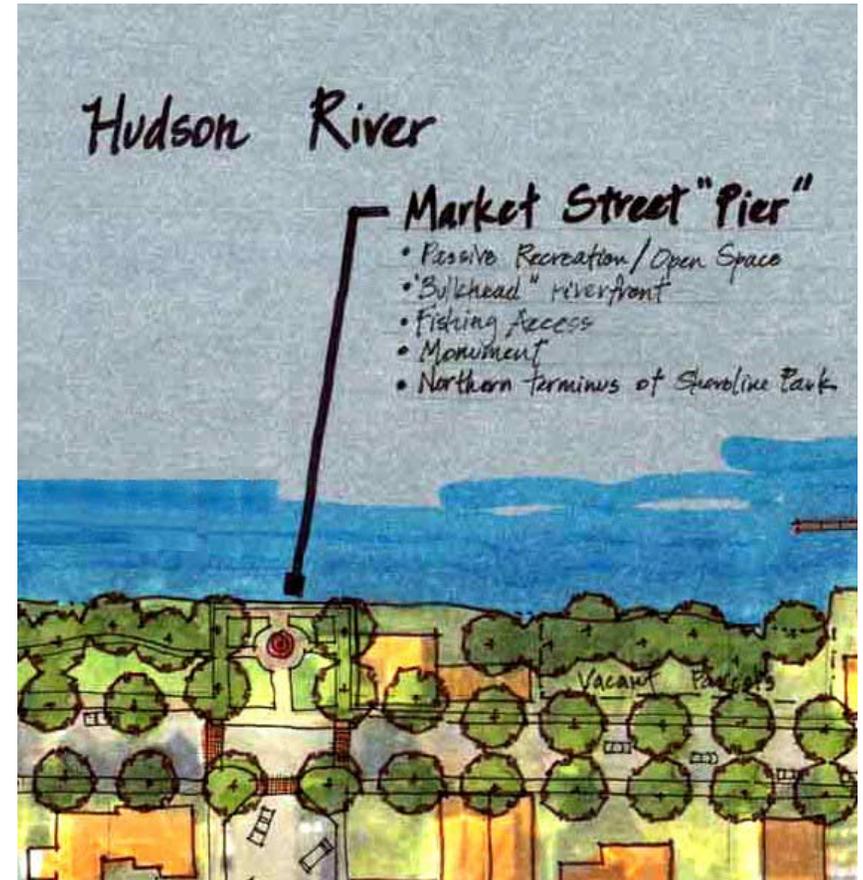
**ADMINISTRATION**

Grant Administration	\$2,500.00
Audit	\$2,000.00
Construction Observation	\$8,000.00
Construction Administration	\$10,500.00
<b>Subtotal</b>	<b>\$23,000.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$2,000.00
New Landscaping	\$10,000.00
Street Trees (4)	\$2,000.00
Pedestrian Architectural Lights	\$10,000.00
New Brick Pavers	\$10,000.00
Site Furnishings	\$5,000.00
Concrete Pier Wall	\$50,000.00
Monument	\$25,000.00
Interpretive Signage	\$10,000.00
<b>Subtotal</b>	<b>\$124,000.00</b>

**Total Project Cost \$188,000.00**



**Village Docks and Boater's Center (Foot of 116<sup>th</sup> Street)**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Permitting	\$10,000.00
Archeology	\$10,000.00
Survey	\$3,500.00
Design and Engineering	\$60,000.00
<b>Subtotal</b>	<b>\$88,500.00</b>

**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$15,000.00
Construction Administration	\$17,500.00
<b>Subtotal</b>	<b>\$39,500.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$4,500.00
New Landscaping	\$10,000.00
Pedestrian Architectural Lights	\$25,000.00
New Brick Pavers	\$20,000.00
Concrete Pier Wall	\$75,000.00
Timber Decking	\$20,000.00
Floating Docks (EZDock)	\$80,000.00
Segmental Unit Terraces	\$75,000.00
Boater Comfort Facility	\$150,000.00
Site Furnishings	\$10,000.00
Monument	\$25,000.00
Interpretive Kiosk and Signage	\$35,000.00
<b>Subtotal</b>	<b>\$529,500.00</b>

**Total Project Cost \$657,500.00**



**Richard Street Pier (Foot of 117<sup>th</sup> Street)**

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$2,500.00
Permitting	\$3,500.00
Archeology	\$10,000.00
Survey	\$2,500.00
Design and Engineering	\$22,500.00
<b>Subtotal</b>	<b>\$41,000.00</b>

**ADMINISTRATION**

Grant Administration	\$2,500.00
Audit	\$2,000.00
Construction Observation	\$8,000.00
Construction Administration	\$10,500.00
<b>Subtotal</b>	<b>\$23,000.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$3,250.00
New Landscaping	\$10,000.00
Street Trees (4)	\$2,000.00
Pedestrian Architectural Lights	\$10,000.00
New Brick Pavers	\$10,000.00
Site Furnishings	\$5,000.00
Timber Deck	\$50,000.00
Monument	\$50,000.00
Interpretive Signage	\$10,000.00
<b>Subtotal</b>	<b>\$150,250.00</b>

**Total Project Cost \$214,250.00**



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114<sup>th</sup> and 116<sup>th</sup> Street Pedestrian Improvements

**PRE-DEVELOPMENT**

Component	Cost
Grant Application Preparation	\$5,000.00
Survey	\$5,000.00
Design and Engineering	\$30,000.00
<b>Subtotal</b>	<b>\$40,000.00</b>

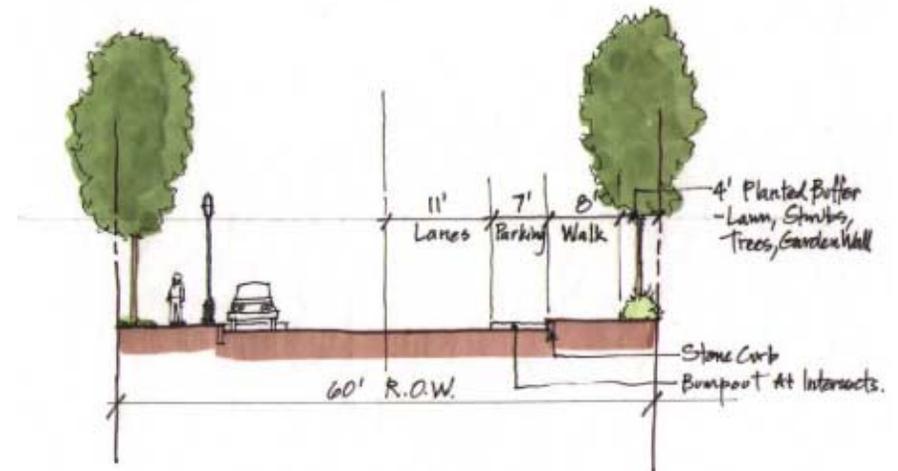
**ADMINISTRATION**

Grant Administration	\$5,000.00
Audit	\$2,000.00
Construction Observation	\$8,000.00
Construction Administration	\$10,000.00
<b>Subtotal</b>	<b>\$25,000.00</b>

**DEVELOPMENT**

Prune/Remove Existing Trees	\$2,000.00
New Landscaping	\$20,000.00
Street Trees (32)	\$15,000.00
Pedestrian Architectural Lights	\$40,000.00
Asphalt Road Pavement	\$20,000.00
Bumpouts	\$36,000.00
New Curb	\$25,000.00
Reset Existing Pavers	\$20,000.00
New Slate Walk	\$25,000.00
New Brick Pavers	\$25,000.00
New Crosswalks	\$30,000.00
Signage	\$5,000.00
Street Furnishings	\$10,000.00
<b>Subtotal</b>	<b>\$273,000.00</b>

**Total Project Cost \$338,000.00**



**Section Through 114/116<sup>th</sup> Improvements**

Site Photographs



Above is a panorama at the foot of 114<sup>th</sup> Street, a key opportunity to create a park adjacent Melville Park and Melville House. Below is a panorama of the foot of 116<sup>th</sup> Street another important site for linking to the river.



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A view down 115<sup>th</sup> Street illustrates the lack of visibility and connection between the village and the river.



A view down 117<sup>th</sup> Street, in this case offering a screened glimpse of the river.

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This panoramic view of the Lansingburgh village waterfront illustrates how overgrown and inaccessible the shoreline is.



The Hudson River shoreline near the foot of 116<sup>th</sup> Street.

## Implementation Mechanisms

Complementary to the Demonstration Sites, several other construction and non-construction actions will be necessary to complete the implementation of the Lansingburgh Village Study. Study area-wide issues related to improved security and maintenance of public spaces including parks, boulevards, alleys and street rights-of-way; implementation of additional traffic calming measures such as mini-circles (small roundabouts), bumpouts, and new boulevards; provision of additional parking; and pedestrian and streetscape improvements are critical to the revitalization of Lansingburgh. Also critical are potential changes in land use controls to encourage single-family homeownership; changes in standards to ensure land use, bulk and



architectural consistency with the goals of this study. Historic preservation should become a common objective of all implementation. Historic district nomination, architectural standards, and interpretation of Village history are all needed to build towards a potential tourism based economic development program. Private investment could be encouraged by providing clear objectives, gaining control of properties for redevelopment and offering fast-tracked approvals for developments that conform to standards.

### Additional Capital Construction Projects

Several capital construction projects are beyond the scope of the five demonstration sites. These projects include transportation improvements, sidewalk improvements, new boulevards, street tree replacement, mini-traffic circles, bumpouts, on-street parking improvements, and land acquisition.

Each of the following construction implementation measures is presented in detail on the following pages:

- Bumpouts
- Boulevards
- Mini-traffic circles
- Sidewalk Improvements
- Alley Improvements

**Bumpouts**

Bumpouts will serve two distinct purposes in Lansingburgh, as traffic calming devices and to improve the cone of vision at cross street intersections. There are a few locations in Lansingburgh where bumpouts already exist, so they are not necessarily an innovation. Two configurations of bumpouts are proposed, a simple bumpout that is located on the curbline of the primary street and a double bumpout that is located on the curblines of both streets. For ease of maintenance and to reduce damage from plows, the curbs should be mountable and lines should have smooth curving radii.

Locations:

All the demonstration site plans include bumpouts. Bumpouts should also be used along Fifth Avenue at 109<sup>th</sup> Street, 110<sup>th</sup> Street and 111<sup>th</sup> Street; and on the east side of Second Avenue at 109<sup>th</sup> Street.

**Probable Construction Budget**

For Each Bumpout:	Simple	Double
Pavement removal	\$ 1,000	\$ 1,500
New Granite Curbs	\$ 1,500	\$ 2,500
Brick pavers on grade	\$ 5,000	\$ 7,500
New Concrete Pavement	\$ 1,000	\$ 1,500
<u>Detectable Warning Pavement</u>	<u>\$ 500</u>	<u>\$ 500</u>
	\$ 9,000	\$13,500

More economical construction of bumpouts can be accomplished by including them in larger construction

projects. Engineering and construction period costs will also be more economical under this approach.



Bumpouts are not a new innovation in Lansingburgh as evidenced in this photo of the intersection of 2<sup>nd</sup> Avenue and 110<sup>th</sup> Street.

**Boulevards**

Boulevards are one of Lansingburgh’s unique and endearing features. Most of the residential avenues from Sixth through Eighth include planted boulevards. Most of the boulevards are well maintained but in need of repair. Many of the original street trees have died and have not been replaced. Gardening oriented residents have adopted, maintained and planted flowers in some boulevards, giving each street a unique identity.

Locations:

The Third Avenue Historic District; and the Transportation and Commercial Corridor demonstration sites.

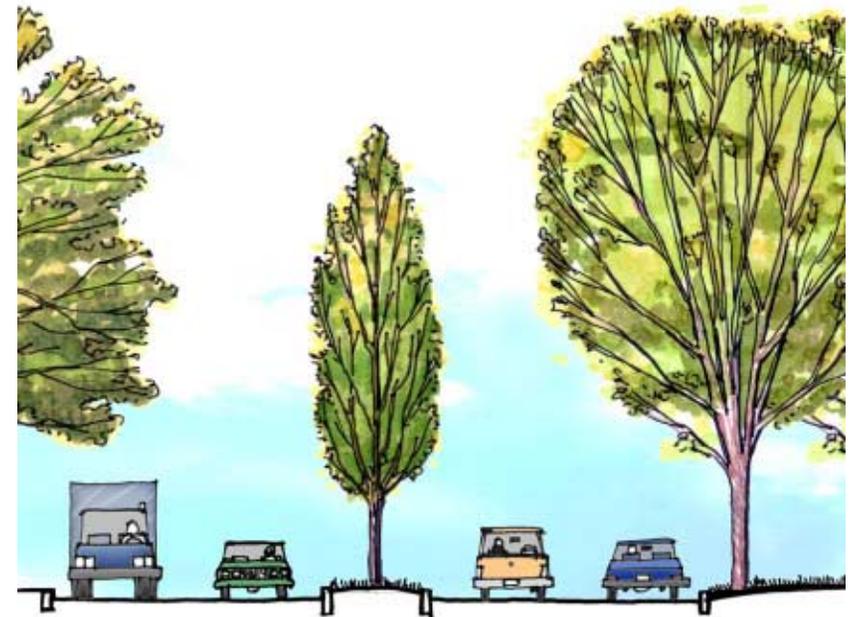
New planted boulevards on 9<sup>th</sup> Avenue from 109<sup>th</sup> Street to 113<sup>th</sup> Street (two 6’ wide x 150’ long medians per block).

Refurbish boulevards at 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> with new/reset granite curbing.

**Probable Construction Cost**

For each Avenue Block:	Refurbish	New
Pavement removal	\$ 0	\$ 2,000
New Granite Curbs	\$ 7,500	\$15,000
Establish Lawns	\$ 750	\$ 750
Street Trees (6)	\$ 3,000	\$ 3,000
Landscape Plants	\$ 500	\$ 500
	<b>\$ 11,750</b>	<b>\$21,250</b>

More economical construction of boulevards can be accomplished by including them in larger construction projects. Engineering and construction period costs will also be more economical under this approach.



**Mini-circles:**

Mini-circles should be placed into the intersections of several streets to make for safer traffic movements and calm traffic without stop signs, which have proven to be ineffective. In combination with bumpouts, the mini-circles will create a sense that the street does not continue, thus reducing the number of cut-throughs on residential streets.



Mini-traffic circles such as the one illustrated above in a photograph taken by noted walkable streets advocate Dan Burden can reduce traffic accidents significantly. The web site walkinginfo.org reports that a study done in Seattle, Washington found accidents reduced 90% due to the installation of mini-circles. The reduction was attributed to slower speeds through the intersections. The study noted that the slower speeds eliminated unwarranted four way

stop signs and made the intersections safer for bicyclists and pedestrians.

Mountable curbs should be considered for use on the mini-circles to reduce damage from plows and to allow overtopping by larger emergency vehicles .

Locations:

New 12' diameter planted mini-circles at the Sixth Avenue intersections with 109<sup>th</sup>, 110<sup>th</sup>, 111<sup>th</sup>, 112<sup>th</sup> and 113<sup>th</sup> Streets. And along 113<sup>th</sup> Street at the intersections of 7<sup>th</sup> and 8<sup>th</sup> Avenues.

For Each Mini-circle:

Pavement removal	\$ 1,500
New Granite Curbs	\$ 1,500
Brick paver apron (optional)	\$ 3,500
Landscaping	\$ 2,000
Monument (optional)	<u>\$10,000</u>
	\$18,500

More economical construction of mini-circles can be accomplished by including them in larger construction projects. Engineering and construction period costs will also be more economical under this approach.

**Sidewalks:**

New concrete sidewalks along both sides of 9<sup>th</sup> Avenue between 110<sup>th</sup> Street and 111<sup>th</sup> Street. And along the north side of 113<sup>th</sup> Street.

Replace asphalt walks with faux slate walks on 109<sup>th</sup> from 2<sup>nd</sup> Avenue to 7<sup>th</sup> Avenue; on 110<sup>th</sup> from 6<sup>th</sup> Avenue to 9<sup>th</sup> Avenue; on 111<sup>th</sup> from 3<sup>rd</sup> Avenue to 9<sup>th</sup> Avenue; on 2<sup>nd</sup> Avenue from 109<sup>th</sup> Street to 114<sup>th</sup> Street. Retain and reset existing slate walks.

Replace asphalt walks with concrete at 112<sup>th</sup> Street from 6<sup>th</sup> Avenue to 9<sup>th</sup> Avenue; on 113<sup>th</sup> Street from 4<sup>th</sup> Avenue to 9<sup>th</sup> Avenue; on 114<sup>th</sup> Street from 4<sup>th</sup> Avenue to 7<sup>th</sup> Avenue; on 116<sup>th</sup> Street from 1<sup>st</sup> Avenue to 2<sup>nd</sup> Avenue; on 117<sup>th</sup> Street from 1<sup>st</sup> Avenue to 2<sup>nd</sup> Avenue; on 4<sup>th</sup> Avenue from 109<sup>th</sup> Street to 114<sup>th</sup> Street; on 5<sup>th</sup> Avenue from 109<sup>th</sup> Street to 114<sup>th</sup> Street; on 6<sup>th</sup> Avenue from 109<sup>th</sup> Street to 110<sup>th</sup> Street; on 7<sup>th</sup> Avenue from 109<sup>th</sup> Street to 114<sup>th</sup> Street; on 8<sup>th</sup> Avenue from 109<sup>th</sup> Street to 114<sup>th</sup> Street; and 9<sup>th</sup> Avenue from 111<sup>th</sup> Street to 112<sup>th</sup> Street.

Replace asphalt walks with brick or slate at 113<sup>th</sup> Street from 1<sup>st</sup> Avenue to 4<sup>th</sup> Avenue; 114<sup>th</sup> Street from 1<sup>st</sup> Avenue to 4<sup>th</sup> Avenue; on 1<sup>st</sup> Avenue from 115<sup>th</sup> Street to 117<sup>th</sup> Street; on 3<sup>rd</sup> Avenue from 111<sup>th</sup> Street to 114<sup>th</sup> Street. Retain and reset existing slate or brick walks.



Slate walks exist in several locations. Existing slates should be carefully removed and reset. New faux concrete should be colored textured and jointed to match the existing pattern of slate.

**Probable Construction Cost**

Remove Old Walks	\$	1.50/SF
New Gravel Base	\$	0.75/SF
Add Ons		
4" thick concrete base	\$	3.00/SF
Reset existing Slate	\$	2.00/SF
Reset existing Pavers	\$	2.75/SF
Faux re-surface on exist concrete	\$	5.00/SF
New concrete walk	\$	5.00/SF
New concrete faux slate surface	\$	10.00/SF
New concrete pavers	\$	10.00/SF
New brick pavers	\$	12.00/SF
New slate walk	\$	17.50/SF



A recently completed sidewalk project in front of Saint Peter's Hospital in Albany included new trees, lights, amenities, pavers and crosswalks. Vacant commercial space was quickly leased out after the project was completed

## Alley Rehabilitation

The rehabilitation of alleys in commercial and residential areas would result in the recapture of these significant public and private spaces. Many of the alleys have been repaved; however, several alleys in older parts of the city have derelict carriage houses filled with debris and garbage. Functionally, the carriage houses don't work well as garages, so the conversion for uses (other than for junk storage) should be encouraged. Beautification of these spaces could be accomplished through standards and enforcement, but also through public participation. A design competition with residential and commercial categories would challenge owners, focus attention on the problems in the alley and could begin a process of stewardship over the alleys with results similar to Beacon Hill in Boston. A unique way to encourage care of the alleys and improve the appearance would be to change the zoning to allow for conversion of carriagehouses into secondary residences.

A Beacon Hill alleyway featured in Hidden Gardens of Beacon Hill published by the Beacon Hill Garden Club 1987, photographs by Southie Burgin.



### **Zoning and Land Use Revisions**

Critical changes may be required by changing the zoning district boundaries in two areas: creating new districts for waterfront residential and historic residential; and adjusting bulk requirements specific to typical historic patterns such as zero front yard setbacks.

#### District Boundary Revisions (See Figure 12 Next Page):

Consider changing R-3 Zoning to R-2 south of 114<sup>th</sup> Street.

Consider changing B-2 Zoning to R-2 on 3<sup>rd</sup> Avenue between 112<sup>th</sup> and 113<sup>th</sup>.

In residence districts consider revisions to allow conversion of carriage houses to residential use as an allowable second principal structure on the lot.

#### New Zoning or Overlay Districts:

Consider a new zoning district or overlay district for the Waterfront Residential (WR) area along 1<sup>st</sup> Avenue.

Consider a new zoning district or overlay district for the 3<sup>rd</sup> Avenue Historic Residential (HR) area.

Consider a new zoning district or overlay district for the Boulevard Residential (BR) District.

Consider overlay districts for historic district boundaries when delineated.

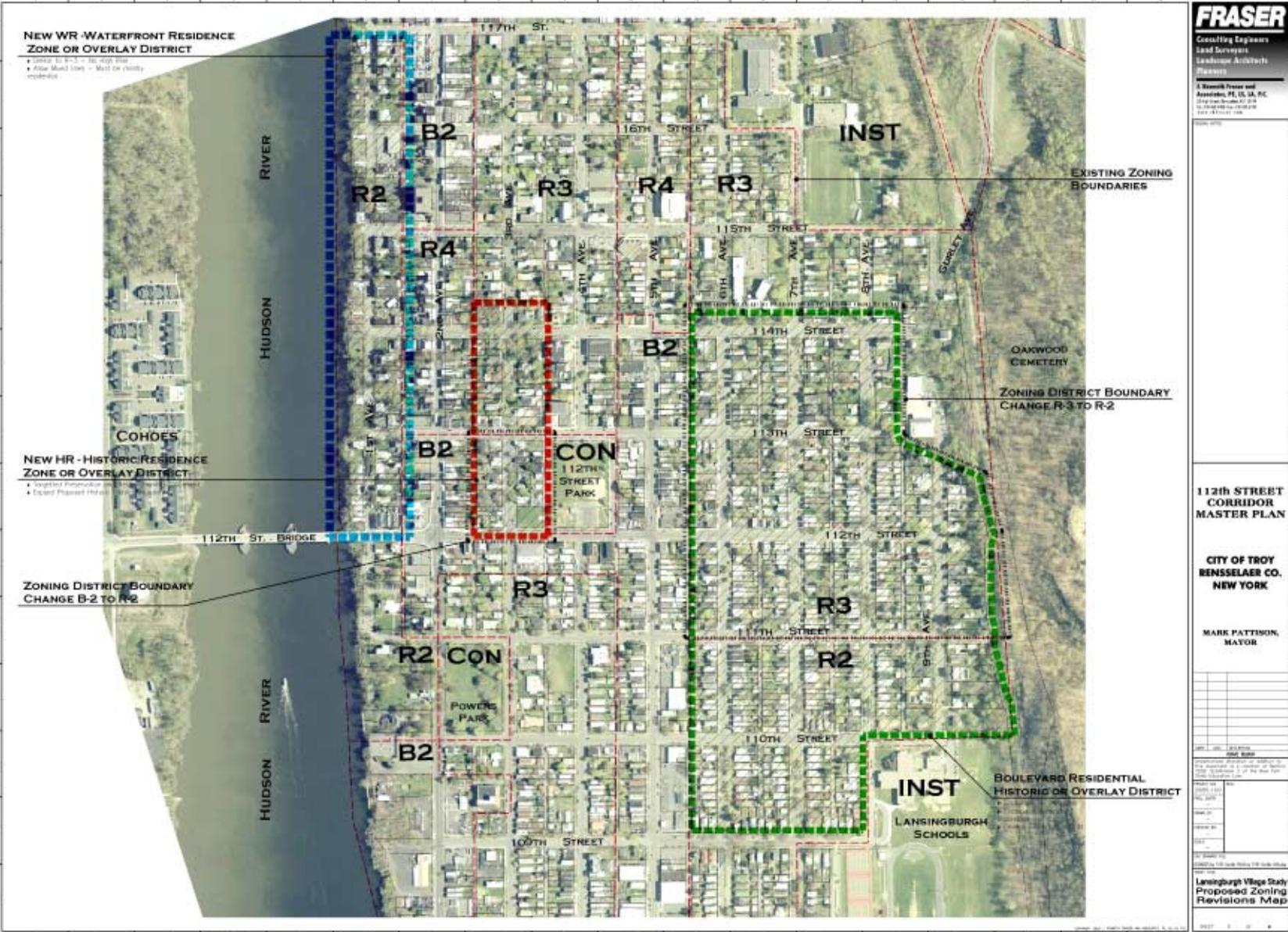
#### Bulk Requirements:

For all districts implement building setback, height and bulk requirements that reflect historic conditions as the maximum allowable.

Review parking requirements for commercial districts to reduce required parking to a minimum level, and allow an alley parking lot to count towards required numbers.

Review off-street parking requirements for single family residential to allow alley parking. Review the same for multifamily projects in the appropriate zones.

Figure 12: Proposed Zoning Revisions Map  
 See Appendix A for a Larger Drawing



### Overlay Districts

Overlay districts could be considered instead of zoning changes for the waterfront area along 1<sup>st</sup> Avenue and for the historic residential area. An overlay district over residential areas of the preferred transportation corridor could be considered to legitimize non-conforming commercial uses and/or expand Special Use Permit or allowable uses on those properties. Care should be taken to preserve and enhance the existing single family uses along the transportation corridors. Historic overlay districts could be considered in lieu of or in advance of the recommended nomination and registration of a National or State Historic District.

### Design Guidelines

Historic Façade Rehabilitation design guidelines should be developed to provide information for owners that will ensure that sensitive rehabilitation of historic facades is part of building renovations. In conjunction with grants, low interest loans and other incentives, these guidelines will help restore and maintain the historic fabric of the village and complement tourism and historic interpretive-based economic development.

Architectural Standards would provide guidance for new residential and commercial structures to ensure that they are complementary to the historic fabric of the village. These standards would be flexible in terms of modern construction methods and materials, but would mandate that franchise developers respect local architectural styles,

yard requirements, street and site amenity standards and parking locations in their new construction.

Signage Standards would create a consistent palette of public and private directional, interpretive, informational and advertising signage. These standards should be based on existing signage standards but adjusted to fit the village context in Lansingburgh.

*This new Dunkin Donuts shop in Downtown Rensselaer blends into the urban fabric of the street while still maintaining some of the characteristics of the fast food franchise architecture, including a drive-through.*



### Site Plan Review Tools

Impact mitigation fees could be used to control conversion from a lower density residential use to a higher one. Those fees could be used to encourage conversion of residences to a lower density or single family use. The justification for the fees could be based on increased parking load beyond the capacity of on-street parking, increased public utility services, and funds should be used to mitigate those impacts.

## Historic Districts

Opportunities exist to create multiple thematic historic districts or to make the entire study area a single district with multiple themes. Among the potential districts/themes are:

A **Boulevard Residential Historic District** (shown on Figure 13) encompassing all of the boulevard streets in Lansingburgh would encourage single-family ownership, public participation in beautification projects, and draw attention to the uniqueness of Lansingburgh's boulevards.

The history of the important Oil Cloth Manufacturing industry in Lansingburgh would be the major theme of the **Powers Park Historic District**. The district boundaries would be all properties adjacent to the park and would encourage preservation of single-family residences, and historic preservation and rehabilitation of important buildings and sites related to the Oil Cloth industry.

The **Historic 3<sup>rd</sup> Avenue Residential District** as shown in the demonstration site plan would encourage preservation and enhancement of the residential properties along 3<sup>rd</sup> Avenue. Interpretive information about architecture and historic sites in the district would encourage tours and study by local architecture students. The district should be extended farther north outside of the Study Area to a logical terminus.

Many significant events and historic sites exist within the potential **Riverfront Historic District (1<sup>st</sup> and 2<sup>nd</sup> Avenues)**. This district would have a myriad of themes

including the significance of the river in the colonial development of Lansingburgh, industrial development in the 1800's, shipbuilding, paper boat manufacture, Herman Melville, and even the Underground Railroad. This district would become the main water-based tourist destination in Lansingburgh but should be designed to feed into the rest of the village and commercial districts.

An overall district – **Colonial Lansingburgh** could be designated encompassing the lands originally subdivided by Abram Lansing when the village was established. This could potentially economize the establishment of a historic district in Lansingburgh, but may also be too general to reflect all of the unique features of the 'Burgh'.

### Private Investment Encouragement

A key element in the revitalization of Lansingburgh will have to be private investment in the community. The city cannot be expected to foot the bill for all of the improvements, and state and federal funding for these projects will be thin for years to come. By attracting private investment, some of the financial burden can be lifted from the city. An example of a project that could work in Lansingburgh is the Hudson River Heritage Center that is proposed on the South Troy Riverfront.

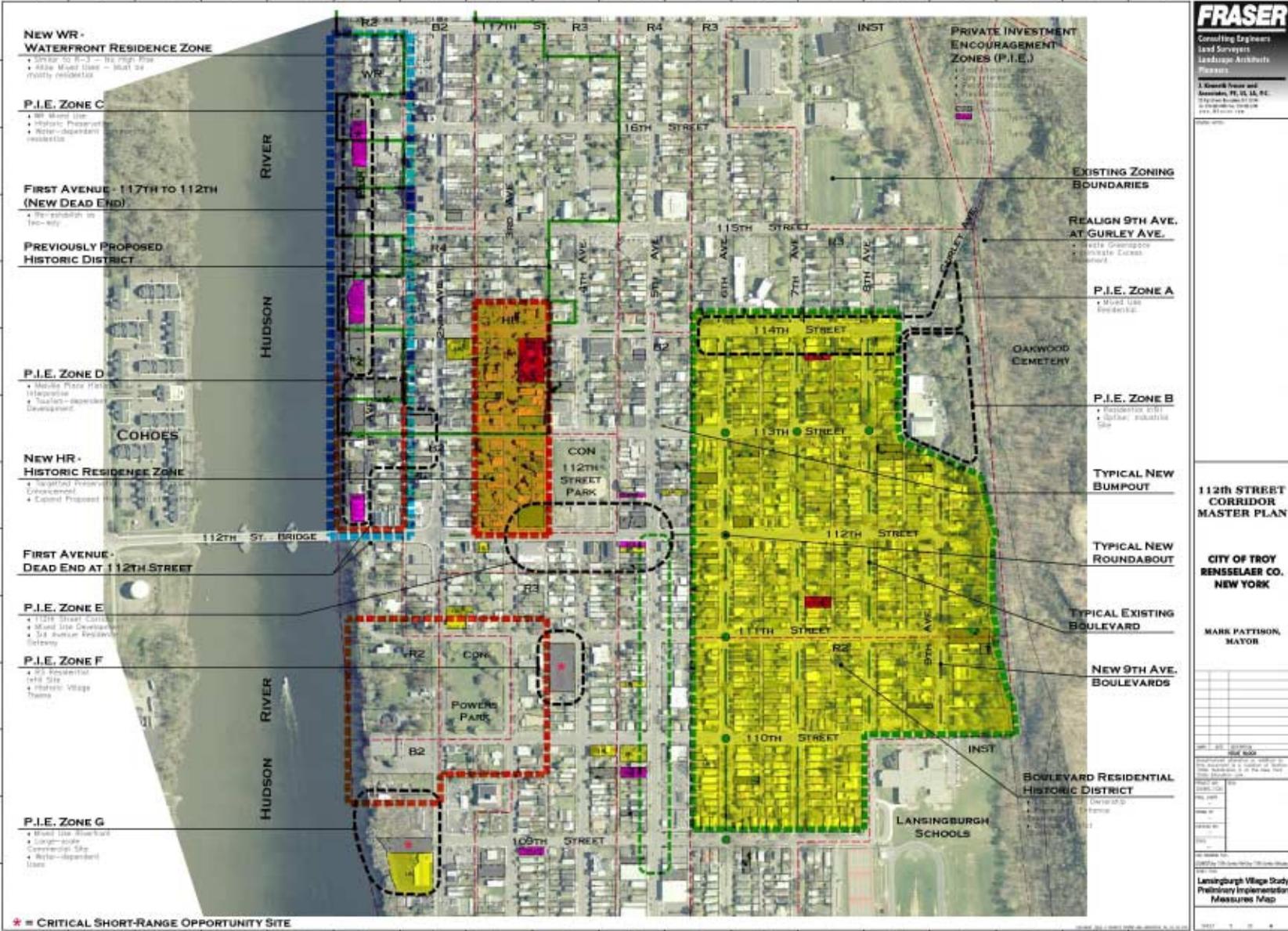
A set of typical private investment opportunity would be tracts of vacant or derelict properties that have the potential to be 'packaged' for development. This packaging might include city purchase of options; foreclosed properties; pre-approved grants and loans; pre-packaged environmental reviews; and fast-tracked approvals. A Request for Proposal would be issued associated with the project area tailored to attract developers whose goals are compatible with those of this plan.

Several Private Investment Encouragement Zones (PIE Zones) are illustrated on Figure 13. The status of ownership, tax delinquency, and land use may have changed since the development of this plan, but the PIE Zones shown provide a variety of examples of how this concept can be utilized to attract a variety of development interest.



The foot of 109<sup>th</sup> Street combined with a building formerly In Rem and an option on a vacant riverside parcel could be packaged to create an attractive riverfront commercial site (shown as PIE Zone G on Figure 13). The site approvals and pre-permitting might include improvements to the shoreline for access, docking or riverside dining. This 'package' will included grants and low-interest loans designed to attract development proposals that would create a more compatible development.

**Preliminary Implementation Measures Map**  
 See Appendix A for a Larger Drawing.



## Implementation Plan

The Master Plan should be implemented through capital construction projects, planning projects, administrative projects, economic development strategies and community promotion. The priorities developed during the visioning workshops should form the basis for timing and phasing of actions. Actions should also be phased and timed to coincide with funding program timelines, as it is likely that the city will need to apply for several kinds of grants in order to carry out the needed implementation measures. There are measures, such as historic district nomination, that will require a number of planning, consulting and administrative actions before they can be carried out.

Priority projects should be based on the following factors:

1. Address areas of greatest need and highly visible positive impact as a result of improvements.
2. Address areas of need that will fit a grant funding priority.
3. Address areas of need where opportunities arise utilizing property acquisitions, project packaging for developers, and 'piggy-backing' grant funds.

Actions presented below are keyed to timelines that appear at the end of this section. Each action should be undertaken with financial assistance from an appropriate agency or private funder as presented in the Funding Assistance Programs chapter that follows.

### I. Capital Projects

#### A. Street improvements

##### 1. Commercial and Transportation Corridor: 112<sup>th</sup> Street to 5<sup>th</sup> Avenue

- a) Install additional trash receptacles, benches, period architectural lighting
- b) Install additional street trees and other plantings
- c) Change traffic light at 112th St./3rd Ave. to blinking
- d) Change traffic light at 112th St./5th Ave. to add left turn arrow
- e) Install 'way-finding' signage
- f) Remove right turn lanes at 2<sup>nd</sup> Avenue and install street trees and landscaping
- g) Replace striped island with boulevard with street trees and landscaping at 2<sup>nd</sup> Avenue
- h) Install bump-outs at 5<sup>th</sup> and 6<sup>th</sup> Avenues
- i) Remove deteriorated walks and replace with new pavers and concrete walks (like 2<sup>nd</sup> Ave.)
- j) Install new paver crosswalks at 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, West Park, and East Park

2. *Commercial and Transportation Corridor:  
5<sup>th</sup> Avenue between 112<sup>th</sup> and 114<sup>th</sup> Street*

- a) *Install additional trash receptacles, benches, period architectural lighting*
- b) *Install additional street trees and other plantings*
- c) *Install 'school crossing' signage*
- d) *Remove deteriorated walks and replace with new pavers and concrete walks (like 2<sup>nd</sup> Ave.)*
- e) *Install new paver crosswalks at 112<sup>th</sup>, 113<sup>th</sup> and 114<sup>th</sup>*
- f) *Install new architectural bus shelters*
- g) *Install screen fencing at parking lots in three locations*

3. *Commercial and Transportation Corridor:  
114<sup>th</sup> from 5<sup>th</sup> to Gurley Avenue*

- a) *Install period architectural lighting*
- b) *Install additional street trees and other plantings*
- c) *Change traffic light at 114th St./5th Ave. to add left turn arrow*
- d) *Remove stop signs on 114th from 5th to 8th Avenue*

- e) *Construct bulb-outs on 8<sup>th</sup>, 7<sup>th</sup>, 6<sup>th</sup> and 5<sup>th</sup> at 114th Street*
- f) *Remove deteriorated walks and replace with new pavers and concrete walks (like 2<sup>nd</sup> Ave.)*
- g) *Install 'way-finding' signage*
- h) *Install new paver crosswalks at 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 8th*
- i) *Realign 9<sup>th</sup> Avenue intersection and create planted island with new greenspace*
- j) *Install 'school crossing' signage on 114th*

4. *Commercial and Transportation Corridor:  
2<sup>nd</sup> Avenue from 112<sup>th</sup> to 117<sup>th</sup>*

- a) *Install additional trash receptacles, benches, period architectural lighting*
- b) *Install additional street trees and other plantings*
- c) *Replace missing or damaged street trees*
- d) *Install 'way-finding' signage*
- e) *Install bump-outs at 114<sup>th</sup>, 115<sup>th</sup>, 116<sup>th</sup> and 117<sup>th</sup> Streets*

f) Remove deteriorated walks and replace with new pavers and concrete walks (like 2<sup>nd</sup> Ave.)

g) Install new paver crosswalks at 113<sup>th</sup>, 114<sup>th</sup>, 115<sup>th</sup>, 116<sup>th</sup> and 117<sup>th</sup> Streets

h) Install screen fencing at parking lots near 113<sup>th</sup>, 115<sup>th</sup>, and 117<sup>th</sup> Streets

#### 5. 3<sup>rd</sup> Avenue Historic Residential District

a) Create major gateways at 112<sup>th</sup> and 114<sup>th</sup> Streets

b) Create minor gateways at 113<sup>th</sup> Street

c) Install new slate and brick paver sidewalks

d) Install new planted boulevards

e) Prune existing street trees, install additional where needed

f) Install pedestrian scale historic architectural lights

g) Install historic street amenities from storage

h) Install new pedestrian crosswalks at 112<sup>th</sup>, 113<sup>th</sup> and 114<sup>th</sup> Streets

i) Install new paver compositions at mid-block locations

j) Install new directional and interpretive signage and historic site markers

#### 6. Pedestrian Improvements – 114<sup>th</sup> and 116<sup>th</sup> Street between 1<sup>st</sup> and 2<sup>nd</sup>

a) Install additional trash receptacles, benches, period architectural lighting

b) Install screen fencing at parking lots near the Post Office

c) Install additional street trees and other plantings

d) Install new sidewalks on both sides of 114<sup>th</sup> and 116<sup>th</sup>

#### 7. First Avenue Improvements

a) Discontinue intersections at the 112<sup>th</sup> Street Bridge

b) Install pedestrian scale amenities and pavements along 1st avenue

c) Target Water Dependent/Tourism-related business north of 112<sup>th</sup>

#### 8. Boulevard Rehabilitation and Addition

a) Install new 8' wide planted boulevard on 114<sup>th</sup> between 4<sup>th</sup> and 5<sup>th</sup> Avenues

b) Replace all non--stone with Granite Curbing

c) *Construct New Boulevards where removed on 6th, 7th, 8th*

d) *Replace plants, install new shrubs and flowers*

#### 9. *Sidewalk Improvement District-wide*

a) *Replace asphalt walks on 114<sup>th</sup> Street from 2<sup>nd</sup> to 5<sup>th</sup> with slate finished concrete*

b) *Replace asphalt walks on 113<sup>th</sup> Street with slate finished concrete*

c) *Replace asphalt walks on 111<sup>th</sup> Street with slate finished concrete*

d) *Replace asphalt walks on 110<sup>th</sup> Street with slate finished concrete walks*

e) *Replace asphalt walks on 109<sup>th</sup> Street with Slate finished concrete walks*

f) *Replace asphalt walks on 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> with concrete*

g) *Install new walks on 8<sup>th</sup> and 9<sup>th</sup> to fill in missing walks*

h) *Install new sidewalks on 9<sup>th</sup> Ave. Both sides from 110th to 111<sup>th</sup>*

#### 10. *New Bump-outs and Roundabouts*

a) *New roundabouts along 113<sup>th</sup> Street at 7<sup>th</sup> and 8<sup>th</sup> Avenue*

b) *New Roundabouts on 6<sup>th</sup> Avenue at 113<sup>th</sup>, 112<sup>th</sup>, 111<sup>th</sup>, 110<sup>th</sup>, and 109<sup>th</sup>*

c) *New bumpouts on 109<sup>th</sup>, 110<sup>th</sup>, and 111<sup>th</sup> at 5<sup>th</sup> Avenue*

#### 11. *Alley Rehabilitation*

a) *Repave alleys in residential areas with priority given to public cleanup efforts*

b) *Repave alley with Belgian cobbles in commercial areas*

#### 12. *5<sup>th</sup> Avenue between 112<sup>th</sup> and 109<sup>th</sup> Street*

a) *Install additional trash receptacles, benches, period architectural lighting*

b) *Install street trees and other plantings*

c) *Install screen fencing at parking lots*

d) *Install 'way-finding' signage*

e) *Install 'school crossing' signage*

f) *Remove deteriorated walks and curbs, and replace with new pavers, concrete walks and granite curbs (like 2<sup>nd</sup> Ave.)*

g) *Install new paver crosswalks at 111<sup>th</sup>, 110<sup>th</sup> and 109<sup>th</sup>*

h) *Install new architectural bus shelter*

i) *Install screen fencing at parking*

13. 2<sup>nd</sup> Avenue from 112<sup>th</sup> to 109<sup>th</sup> (excluding Powers Park work)

- a) *Install additional trash receptacles, benches, period architectural lighting*
- b) *Install additional street trees and other plantings*
- c) *Replace missing or damaged street trees*
- d) *Install 'way-finding' signage*
- e) *Install bump-outs at 110<sup>th</sup>, and 109<sup>th</sup> Streets*
- f) *Remove deteriorated walks and replace with new pavers and concrete walks*
- g) *Install new paver crosswalks at 110<sup>th</sup>, and 109<sup>th</sup> Streets*
- h) *Install screen fencing at parking lots near 110<sup>th</sup>, and 109<sup>th</sup> Streets*

B. Gateway Development

1. At East end of 112th Street Bridge

- a) *Install a new "arch" at the foot of 112<sup>th</sup> Street Bridge*
- b) *Install replications of balustrade and lights from the bridge as historical interpretive monuments*

2. At Intersection of Uncle Sam Bikeway and Gurley Ave

- a) *Install additional street trees and other plantings*
- b) *Install gateway sign along Gurley near the trail*
- c) *Install new contrasting pavement at trail crossing*
- d) *Create a planted median at the crossing of the bike trail*

C. Land Acquisition

- 1. *Obtain vacant sites adjacent to the Hudson River*
- 2. *Obtain vacant sites adjacent Lansing Common (112<sup>th</sup> Street Park)*
- 3. *Obtain vacant and in rem parcels to become packaged into Private Investment Encouragement Zones (PIE Zones). See IV.D.2. p. 95.*

*D. Park Improvements*

*1. Powers Park and 111th Street Riverfront*

- a) Replace aged and unusable band stand*
- b) Establish a central element, such as a statue or fountain*
- c) Establish an arboretum and formal gardens*
- d) Provide historical and historical tour information*
- e) Reinstall all historic fencing, pavements, curbing and plants*
- f) Provide informational kiosk to guide visitors to important sites*
- g) Establish an attractive shoreline promenade*

*2. Lansing Common (112<sup>th</sup> Street Park)*

- a) Replace Kiddie-land Play Structures*
- b) Replace existing shelter*
- c) Install new amenities, including new monuments*
- d) Create one-way vehicular circulation around park perimeter*

*e) Install new landscaping in non-field areas*

*f) Create new separation wall between courts and playground*

*g) Plant improved Elms around park to restore historic canopy*

*3. Melville Park*

*a) Rehabilitate and improve the existing Melville Park*

*4. 116<sup>th</sup> Street Docks*

*a) Create a boater welcome facility at the foot of 116<sup>th</sup> Street*

*5. First Avenue Piers at 113<sup>th</sup>, 115<sup>th</sup> and 117<sup>th</sup> Streets*

*a) Create interpretive parks with historic monuments at the feet of 113<sup>th</sup>, 115<sup>th</sup> and 117<sup>th</sup> Streets*

*E. Interpretive System and Directional Signage*

*1. Establish system of historic markers and information signage*

*2. Establish system of historic pamphlets and guide maps*

*3. Install interpretive kiosks and plaques to mark historic sites and buildings*

4. *Install historic styled street and directional signage*

5. *Install stockpiled or found historic street furnishings (carriage steps, hitching posts, etc...)*

## II. Planning Projects

### A. Design Standards

#### 1. New Commercial structures

a) *Architectural features to compliment history*

b) *Height, bulk and siting (maximum setbacks) consistent with Village*

c) *Landscaping and site amenities consistent with history*

#### 2. New Residences

a) *Architectural features to compliment history*

b) *Height, bulk and siting (maximum setbacks) consistent with Village*

c) *Landscaping and site amenities consistent with history*

### B. Historic Rehabilitation Standards

1. *Develop rehabilitation guidelines for historic buildings and landscapes*

### C. Historic District Nomination

1. *Historic Sites Inventory and Documentation*

2. *Historic Landscape Assessment*

3. *Interpretive Theme Development*

4. *Submission of Nomination*

### D. Zoning Changes

1. *Change of Occupancy regulations*

2. *Development Standards to Reinforce 'Urban Village'*

a) *Zero lot lines, maximum setback,*

b) *Reduced parking requirements,*

c) *Permit mixed use buildings,*

d) *Encourage uses that meet need, market conditions and are appropriate to location,*

e) *Require mixed use to be predominantly residential*

3. *District Boundary Changes*

- a) *Rezone R-3 between 114<sup>th</sup> and 111<sup>th</sup> east of 5<sup>th</sup> to R-2 or new BR*
- b) *Rezone 1<sup>st</sup> Avenue from 112<sup>th</sup> to 117<sup>th</sup> to new WR*
- c) *Rezone 3<sup>rd</sup> Avenue between 114<sup>th</sup> and 113<sup>th</sup> to new HR*
- d) *Rezone 3<sup>rd</sup> Avenue between 112<sup>th</sup> and 113<sup>th</sup> to R-2 or new HR*

4. *New Zoning Districts*

- a) *Waterfront Residential (WR)*
- b) *Historic Residential (HR)*
- c) *Boulevard Residential District (BR)*

5. *New Overlay Districts*

- a) *Colonial Lansingburgh Historic Streetscape Overlay*

**III. Administrative Projects**

A. *Increased Policing and Code Enforcement*

- 1. *Seek funding for and hire additional police*
- 2. *Seek funding for and hire additional code enforcement staff*

B. *Improve Maintenance of Public Spaces*

- 1. *Develop maintenance partners for parks*
- 2. *Develop Adopt-an-open-space program*
- 3. *Utilize summer youth forces*
- 4. *Expand Partnership with RPI for Community Service Day*

C. *Homeownership Assistance*

- 1. *Encourage reversion from apartments to single family*
- 2. *Provide packaged incentives*
  - a) *State historic preservation tax credits*
  - b) *Low interest loans for improvements*
  - c) *Grants for façade improvements*
  - d) *Offset owner improvements by making curbside improvements*

D. *Provide More Diverse Recreational Opportunities*

- 1. *Winter sports – skating, cross-country skiing*
- 2. *Passive recreation – safe, attractive seating; chess tables, etc.*
- 3. *Explore creation of a skateboard park*

*E. Find and Inventory Historic Street Amenities*

*1. Multi-department inventory of stored historical amenities*

- a) Sidewalk Slates and stone curbing*
- b) Hitching Posts*
- c) Fountains*
- d) Carriage steps*
- e) Cornerstones*
- f) Brick Pavers*
- g) Stone Cobbles*
- h) Iron Fencing*

**IV. Economic Development**

*A. Façade Improvement, Preservation and Rehabilitation Program*

*B. Facilitate Establishment of a Business Improvement District*

*C. Designate the commercial corridors as part of an Empire Zone*

*D. Establish Private Investment Encouragement Zones (PIE Zones)*

*1. Create 'Fast-tracked' approvals, grant and low-interest loan packages*

*2. Issue RFP's for Potential Development Sites*

- a) 9<sup>th</sup> Avenue Residential Infill*
- b) 4<sup>th</sup> Avenue Residential Infill*
- c) OTB Site Riverfront Commercial Development*
- d) 112<sup>th</sup> Street Commercial Corridor*
- e) Melville Place Historic Tourism Related Development*
- f) 1<sup>st</sup> Avenue Water-dependent Residential Mixed-use Development*

## V. Community Promotion

- A. Develop a “brand” (a promotional catchphrase and logo that uniquely identify and describe Lansingburgh Village)*
- B. Assist community with new special events*
- C. Promote historic and inexpensive housing and commercial real estate*
- D. Form of “friends-of” not-for-profit organization to become involved in definable areas like Powers Park, Lansing Common, 1<sup>st</sup> Avenue Gaslight District, etc.*
- E. Increase promotional efforts to include more festivals, historic tours, etc., possibly in collaboration with the Hudson Mohawk Gateway, Greenway, Rensselaer County Historical Society, Lansingburgh Historical Society, etc.*

# Implementation Measure Phasing Chart

## City of Troy

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10/10/03

Capital Projects	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>I. Capital Projects</b>										
<b>A. Street Improvements</b>										
1. 112th Street from 2nd to 6th Ave.	█									
2. 5th Avenue from 112th to 114th		█								
3. 114th Street from 5th to Gurley		█								
4. 2nd Avenue from 112th to 117th			█							
5. 3rd Avenue Historic Residential			█							
6. 114th & 116th Pedestrian				█						
7. 1st Avenue 'Gaslight District'				█						
8. Boulevards Rehab and New			█	█	█					
9. Sidewalk Improvements	█	█	█	█	█	█	█	█	█	█
10. Bumpouts and Roundabouts			█	█	█					
11. Alley Rehabilitation		█	█	█	█	█	█			
12. Lower 5th Avenue Rehab					█	█				
13. Lower 2nd Avenue Rehab						█	█			
<b>B. Gateways</b>										
1. 112th Street Bridge			█	█						
2. Gurley Avenue			█	█						
<b>C. Acquisitions</b>										
1. Riverfront Parcels	█	█	█							
2. In Rem properties	█	█	█	█						
<b>D. Park Improvements</b>										
1. Powers Park	█	█								
2. Lansing Common			█	█						
3. Melville Park		█	█							
4. 116th Street Boater Welcome				█	█					
5. Piers at 113th, 115th and 117th					█	█	█			
<b>E. Interpretive and Directional</b>										
1. Historic Markers and Signage	█	█	█	█	█	█	█	█	█	█
2. Historic Pamphlets and Guides	█	█	█	█	█	█	█	█	█	█
3. Historic Kiosks	█	█	█	█	█	█	█	█	█	█

# Implementation Measure Phasing Chart

## City of Troy

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10/6/03

Planning and Other Projects	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>II. Planning Projects</b>										
A. Design Standards										
1. Commercial Structures	█									
2. Residential Structures	█									
B. Historic Rehabilitation Standards										
1. Historic Facade Standards		█								
2. Historic Landscape Standards		█								
C. Establish Historic Districts										
1. Site Inventory and Documentation	█									
2. Historic Landscape Assessment	█									
3. Theme Development	█									
4. Submission of Nomination		█								
D. Zoning Changes										
1. Change of Occupancy Regulations	█									
2. Revise Stds for 'Urban Village'	█									
3. Change District Boundaries		█								
4. Establish New Districts		█								
5. Establish Overlay Districts		█								
<b>III. Administrative Projects</b>										
A. Increase Enforcement										
1. Additional Police	█	█								
2. Additional Code Officer(s)	█	█	█							
B. Improve Maintenance										
1. Develop Maintenance Partners	█	█	█	█	█	█	█			
2. Create 'Adopt-a-space' Program	█	█	█	█	█	█	█			
3. Utilize Summer Youth Force	█	█	█	█	█	█	█			
4. Expand Community Service Day w/ RPI	█	█	█	█	█	█	█			
C. Home Ownership Promotion										
1. Create SF Incentive Package	█	█	█	█						
D. Identify Recreation Opportunities	█	█	█	█						
E. Find and Inventory Historic Amenities	█	█								



## Funding Assistance Programs

### State Economic and Community Development Programs

#### Governor's Office for Small Cities (GOSC) Economic Development Program

This program provides funds to local governments which in turn use the funding to assist qualifying businesses undertaking activities that will result in the creation and/or retention of job opportunities for low to moderate income persons. Municipalities with populations under 50,000 and counties with unincorporated populations of under 200,000 may participate in the program and apply for up to \$750,000 in funding. Pre-applications are required and upon approval by the GOSC, the formal application may be submitted. There is no match fund requirement and applications are accepted continuously.

#### Governor's Office for Small Cities (GOSC) Community Development Block Grant Program (CDBG)

This program provides funds to local governments looking to make development improvements and enhancements critical to the needs of low to moderate income communities. Single purpose grants for housing rehabilitation, public facilities and infrastructure projects are available for up to \$400,000. Comprehensive grants are available for up to \$750,000. The program is announced in January of each year and applications are submitted normally in mid to late April. There is no match fund requirement. Grant awards are announced historically in late August.

#### Governor's Office for Small Cities (GOSC) Technical Assistance (TA) Grant Program

The TA grant program provides financial planning assistance for communities looking to advance a strategic plan or vision in terms of community and municipal development. The plan allows communities to identify and address development issues, provide a means to cultivate community goals and objectives, and prepare a blueprint outlining how a community can advance from where it is now into the future. The TA grant may also be used to support the costs to prepare the Community Development Block Grant (CDBG) grant application. Historically, the TA grant round is announced in late summer and applications are submitted in early September. A 40% funding match is required by applying communities and may be provided in cash or in-kind services. Communities may apply for grant funds up to \$25,000.

#### New York State Department of Transportation Industrial Access Program (IAP)

The IAP complements economic development projects where transportation access is limited. The program is a 60% grant, 40% loan initiative. Municipalities may apply for up to \$1 million in funding. Eligible projects include design, acquisition of property, public access road/rail construction or reconstruction, curbing, sidewalks, traffic control and safety devices, drainage systems, landscaping and ancillary enhancements. Applications are accepted continuously and there is no matching fund requirement.

### **New York State Department of Transportation Scenic Bi-ways Program**

This program offers both technical and financial assistance for communities wishing to develop a Scenic Bi-way to promote tourism and bring tourism dollars into communities along the corridor. Applications are accepted without deadlines and are reviewed by Department of Transportation staff. Funding appropriations are determined by DOT and there is no match fund requirement.

### **New York State Energy Research and Development Authority (NYSERDA)**

**The NYSERDA Municipal Water and Wastewater Technology Program** is available to municipalities to develop, demonstrate, or increase the use of energy-efficient water and wastewater technologies and systems which are innovative or underutilized. Municipalities can receive up to \$250,000 in funding and must provide up to 25% of the total project cost. Applications are due August 18, 2003.

**The NYSERDA Technical Assistance Program** is an initiative which offers up to \$50,000 in match funding for studies that identify energy-efficient capital improvement methods, develop energy operational procedures, strategic energy planning or retro-commission existing systems, or help electric customers analyze electric rates, load shapes, or aggregation opportunities for saving money. The applicants match must be in cash only and may include funding from other organizations. The program is available to municipalities, non-profit and private institutions, public and private schools, colleges, universities, and multi-family dwelling units. Applications are being accepted from **June 12<sup>th</sup> to November 19<sup>th</sup> 2003**.

### **New York State Division of Housing and Community Renewal (NYSDHCR)**

**The HOME Program** funds a variety of activities through partnerships with counties, towns, cities, villages, private developers, and community-based non-profit housing organizations. The program provides funds to acquire, rehabilitate, or construct housing, or to provide assistance to low to moderate income homebuyers and renters. Historically the program is announced in November and applications are submitted the following year. There is no match fund requirement and communities may apply for up to \$500,000 in HOME grant funds. While this program offers the most financial assistance, other programs available from the NYSDHCR include the Residential Emergency Services to Offer Repairs to the Elderly (RESTORE) Program, the Homes for Working Families (HWF) and the Senior Housing Initiatives (SHI) Program.

**The New York State Housing Trust Fund Corporation (NYSHTFC)** is offering a new program of grant funds to assist the revitalization and development of "downtown" neighborhood and business areas in New York State communities. This year, up to \$20 million has been made available to provide financial and technical resources that will stimulate reinvestment in mixed-use properties serving commercial, civic, and/or residential purposes. **Not-for-profit entities with interests in economic and community development must apply** on behalf of municipal governments and administer the program should funds be awarded. A reimbursable grant program, funding of up to \$200,000 will be awarded and awardees will have up to 2 years to complete their project. Applications are due September 20, 2004 and grants are available to fund the following:

- Building Renovation Grants (BRG) up to \$50,000 (Require a 50% cash and/or in-kind services match);

- Downtown Anchor Grants (DAG) up to \$100,000 but not exceeding 25% of project cost; and
- Streetscape Enhancement Grants up to \$25,000 (These grants will only be awarded if it is ancillary to a BRG and/or a DAG as described above).

### **New York State Legislature Legislative Member Item Program (MIP)**

The Member Item Program is available as a means for constituencies to receive financial assistance for projects in represented legislative districts. Applicants should contact their State Senator and Assembly person directly so that their request can be considered by each House's full legislative body during session.

### **New York State Department of State Emergency Services Revolving Loan Program**

Under this program, municipal fire and emergency services departments may apply for funds to support costs related to the purchase of personal protective equipment, communications equipment, accessory equipment, vehicles, and facility construction costs. Low interest loans are available for up to \$200,000. Applications are solicited three times per year and award decisions are made by the loan board during scheduled meetings three times annually.

### **Hudson River Valley Greenway (HRVG)**

**HRVG Communities Grant Program** provides matching grants between \$5,000 and \$25,000 to communities within the legislatively designated Hudson River Valley for community planning.

**HRVG Compact Grant Program** provides a 50% matching grant program for municipalities in the Hudson River Valley to develop and implement a regional compact strategy consistent with the Greenway Act.

**HRVG Conservancy Small Grants Program** provides funding assistance for trail planning and construction, historic landscape preservation and collaborative projects.

### **New York State Environmental Facilities Corporation**

**The Clean Water State Revolving Fund (CWSRF)** is a low interest loan program with terms ranging from 3 to 30 years to assist municipalities with the costs of water pollution control projects. Funds can be used for the development and construction of wastewater treatment centers, sewers, and non-point source projects like salt storage shed facilities. There is no match fund requirement.

**The Drinking Water State Revolving Fund (DWSRF)** is a low interest loan program with terms ranging from 3 to 20 years to assist municipalities with the costs of upgrading water treatment facilities, storage facilities, transmission and consolidation of water supplies. In conjunction with the New York State Department of Health, funds can be used for the development and construction of publicly and privately owned community water systems. There is no match fund requirement but projects must have a public health benefit, be scored and prioritized. Projects that are ready to be started and score above the established finding line are generally funded.

## **Federal Economic And Community Development Programs**

### **United States Department of Commerce Economic Development Administration (EDA) Grants for Public Works and Economic Development Facilities**

This program is designed to promote long term economic development in areas experiencing substantial economic distress. The EDA provides public works investments to support the construction and/or rehabilitation of public infrastructure and development facilities that will generate high-technology and high-paying jobs and private investment. Eligible projects and activities include acquisition, rehabilitation, design and engineering, or improvement of public land or publicly-owned and operated development facilities including machinery and equipment. Eligible projects must fulfill a pressing need of the area and must improve, establish and/or expand industrial or commercial facilities; assist in the creation of long-term technology jobs; and/or benefit unemployed residents of the area or members of low to moderate income families. Pre-applications are accepted continuously and determine the invitation of the formal application process. Grants are made up to 50% of the total project cost and match funds are required by the applicant in the form of cash, in-kind services.

### **United States Department of Commerce National Telecommunications and Information Administration Public Telecommunications Facilities Planning and Construction Program**

This program provides grants to municipalities for the planning and construction of public telecommunications facilities in order to extend the delivery of public telecommunications, increase telecommunications services and facilities available to, operated

by, and owned by women and minorities, and strengthen the capability of existing services to provide better telecom service to the public. Historically, applications are submitted in the late fall. A pre-application process determines the invitation of the formal application process with applications being accepted in March of each year. Grants are made up to 100% for facility planning and up to 75% for facility construction. Match funds are required by the applicant.

### **United States Department of Agriculture (USDA) Water and Waste Water Programs**

**Water and Waste Disposal Loans** are available to develop systems in towns and rural areas with populations of under 10,000. The funds are available to public entities such as municipalities, counties, special-purpose districts, and not-for-profit corporations. Applications are accepted continuously and funding levels are determined by USDA.

**USDA Water and Waste Disposal Grants** are available to reduce water and waste water disposal costs associated with similar loans to a reasonable level to rural users. Grants may be made for up to 75% of eligible project costs. The match requirement from the applicant may come in the form of cash, in-kind services, and other granted funds.

**USDA Technical Assistance and Training (TAT) Grants** are available to provide technical assistance and training to communities on issues related to water and waste water disposal service delivery. Funds can be used to assist communities and rural areas to identify and evaluate solutions to water and wastewater problems, improve facility operation and maintenance activities, or prepare funding applications for water and wastewater treatment facility construction projects. Pre-applications are required and may be submitted between October 1st and December 31st of the fiscal year. Upon the pre-

application review, USDA will invite municipalities to submit the formal application. A match requirement is not required and funding levels are determined by USDA.

**USDA Solid Waste Management Grants** provide technical assistance and training to public and private organizations for providing technical assistance and training to municipalities to reduce or eliminate pollution of water resources and improve planning and management of solid waste facilities. Funding is available for communities with populations less than 10,000. Interested applicants can pre-apply and upon the pre-application review will be invited to submit the formal application.

**USDA Emergency Community Water Assistance Grants** are available to assist communities with significant decline in drinking water quality. Grants can be made in rural areas, cities, and towns with populations under 10,000 and a median household income of 100 percent of a State's non-metropolitan median household income. Grants may be made to cover 100 percent of the project cost. The maximum grant is \$500,000 when a significant decline in water quality has occurred within 2 years, or \$75,000 to make emergency repairs and replacement of facilities on existing systems.

**USDA Community Programs** grants and low interest grant/loan funding combinations are available to municipalities, counties, special-purpose districts, non-profit organizations and tribal governments. These grants assist in the development of essential community facilities in rural areas and towns with populations fewer than 20,000. Grants are authorized on a graduated scale and those communities with higher percentages of low to moderate income status will receive a higher percentage of grants. Funds may be used to assist the development of buildings and other structures used for health care, public safety, community and public services, cultural and educational needs, energy transmission and distribution

services, fire and rescue services, community support buildings and improvements, transportation needs, and utility services. Applications are accepted continuously. Amount of funding depends upon project cost and the percentage of low to moderate income families residing in the community.

### **USDA Rural Business Cooperative Service Business and Industry Loan Program**

This program assists rural communities to improve, develop, or finance business, industry, and employment, and improve the economic and environmental climate in rural communities, including pollution abatement and control. Pre-applications are accepted continually and only after a preliminary review, USDA finds that formal application should be submitted. Funding levels vary depending upon available sources.

### **USDA Rural Development Rural Business Enterprise Grants Program**

This program makes grants to public bodies, non-profit corporations and federally-recognized Indian tribes to finance and facilitate development of small private businesses. The grants are made to the public body directly who then directs funds to the business. Funds can be used for technical assistance initiatives, machinery and equipment purchases, working capital, or the construction of business incubators for small businesses. Pre-applications may be submitted upon discussion with USDA agency personnel at any time. Agency review will determine if and when the municipality should submit the formal application. Deadlines are determined by the agency. Match funds are not required and grant amounts are determined by the USDA.

### **United States Small Business Administration (SBA) Management and Technical Assistance Grant Program**

This program serves to provide assistance to small businesses that are socially and economically disadvantaged. Municipalities may apply for funds to assist small businesses located in areas of low to moderate income which are owned by low income business owners. Deadlines and funding limits vary and are announced within a formal Request for Proposals (RFP) normally in the spring of each year.

### **National Endowment for the Humanities (NEH) Grant Program**

The NEH offers programs to municipalities and other public entities seeking funds to enhance and develop arts, cultural, and educational services offered to the public. Funds can be used for the development and/or implementation of humanities programs in libraries, museums, schools and for consultation associated with facility development and/or enhancement. While funds cannot be used for facility planning and construction costs, grant programs are available periodically throughout the year for the preservation of collections and the development and implementation of enrichment programs.

### **Corporate and Private Funding Programs**

#### **Niagara Mohawk Power Corporation Community Assistance Program**

This program provides gap-funding to municipal governments for contracted professional services incurred for redevelopment projects that create economic growth to enhance job creation, capital investment and/or energy use. Funds can be used to cover costs such as engineering, architectural and design services, site preparation, mapping and testing services. Applications are accepted continually. Funding limits and grant awards will be determined by Niagara Mohawk. There is no matching fund requirement.

#### **The Hudson River Improvement Fund**

The Hudson River Improvement Fund serves to fund communities with ties to the Hudson River for projects which promote riverfront activities in terms of arts, recreation, the environment, and historic preservation. Applications for this program are historically available in late summer. A 50% match is required and may be provided by cash, in-kind services, donations, labor, or a combination of all.

#### **Bikes Belong Coalition**

This program is available to municipalities seeking to promote the use of bicycling and related recreational activities in their communities. Funds of up to \$10,000 are available for the use of planning and developing bicycling facilities, promoting bicycling safety and education, and other initiatives related to bicycling. There is no funding match requirement. Applications are accepted quarterly throughout the year and the next submission deadline is August 15, 2003.

### **TUMS Grant-in-Aid Program**

TUMS Grant-in-Aid Program supports local fire departments and emergency services personnel by providing funds to pay for protective clothing, breathing apparatus, and up-to-date equipment. Grants are available in amounts ranging from \$2,500 to \$10,000. There is no grant deadline date or matching fund requirement.

### **The Home Depot Foundation**

The Home Depot offers grants to municipalities and other non-profit organizations in the areas of housing, youth programs, environment, and disaster preparedness and response. Grant applications are accepted four times per year and are available to communities where the Home Depot is located. There is no match fund requirement.

### **Capital District Community Foundation**

The CDCF has received large endowments in the past few years and regularly contributes to local communities and community groups. A number of specific programs exists as well as discretionary assistance.

### **Golub Foundation**

The Golub family of foundations (Price Chopper Supermarkets) contributes grants for a variety of projects and local community group causes.