

**SUMMARY OF THE CITY OF TROY'S  
SOUTH TROY WORKING WATERFRONT REVITALIZATION PLAN:  
COMMUNITY PROFILE**

**SEPTEMBER 15, 1999**

**PREPARED BY:  
RIVER STREET PLANNING & DEVELOPMENT, LLC**

**TABLE OF CONTENTS OF FULL REPORT:**

Introduction	1
I. Regional Setting	7
II. Topography and Geology	9
III. Developmental History	11
IV. Planning Initiatives	16
V. Demographic Trends	24
VI. Land Use Characteristics	32
VII. Economic Profile	36
VIII. Housing	43
IX. Government Characteristics	49
X. Infrastructure and Technology	56
XI. Transportation	60

**MAPS INCLUDED IN FULL REPORT:**

(A) City of Troy – Regional Setting	74
(B) City of Troy – Arterial/Collector Roads	75
(C) Priority Bicycle/Pedestrian Network in Rensselaer County	76

**LIST OF TABLES IN FULL REPORT:**

TABLE V-1: POPULATION TRENDS 1980 – 1999 1980 and 1999 Data: US Census Bureau; 1999 Estimates: Claritas Inc.	25
TABLE V-2: AGE PROFILE 1980-1999 1980 and 1999 Data: US Census Bureau; 1999 Estimates: Claritas Inc.	27
TABLE V-3: EDUCATIONAL ATTAINMENT LEVELS, 1990 US Census Bureau.	28
TABLE V-4: INCOME CHARACTERISTICS 1990 – 1999 1990 Data: US Census Bureau; 1999 Estimates: Claritas, Inc.	29
TABLE VII-1: RENSSELAER COUNTY – 10 LARGEST EMPLOYERS Rensselaer County Bureau of Economic Development & Planning.	37
TABLE IX-1: DEMOGRAPHIC COMPARISONS, NYS CITIES 1990 Data: US Census Bureau.	50
TABLE IX-2: TAX BASE COMPARISONS, NYS CITIES	51
TABLE IX-3: CURRENT OPERATIONS BUDGET PER CAPITA COMPARISONS, NYS CITIES	53
TABLE IX-4: REVENUE PER CAPITA COMPARISONS, NYS CITIES	54
TABLE XI-1: CITY OF TROY – ROAD JURISDICTION Capital District Transportation Committee.	60
TABLE XI-2: CDTA ROUTES AND RIDERSHIP IN TROY Capital District Transportation Committee.	62
TABLE XI-3: JOURNEY TO WORK DATA, 1990 CENSUS US Census Bureau.	68
TABLE XI-4: PRIMARY VEHICULAR FACILITIES IN TROY AND VICINITY: AVERAGE ANNUAL DAILY TRAFFIC (AADT) NYS DOT Planning Data Production Group	69

## SUMMARY OF REPORT:

The report under examination is the City of Troy: South Troy Working Waterfront Revitalization Plan: Community Profile, dated September 15, 1999 and prepared by River Street Planning and Development, LLC. A large portion of this 76-page report must have been the original text for the *2003 City of Troy Comprehensive Plan: Community Profile/Existing Conditions Report* as more than half the report has been duplicated word for word. However, unlike the *Comprehensive Plan*, most of the statistical information for this report came from the 1980 and 1990 census (v. 1990 and 2000 census) with 1999 estimates prepared by Claritas, Inc.

In this summary report, I will convey only new information or information that was placed in a subsection of the above-referenced summary report and should have been more prominently defined as it may be important to the preparation of the 2005 HUD Consolidated Plan.

The report is divided into 11 subsections:

- (I) Regional Setting – duplicated in the Comprehensive Plan
- (II) Topography and Geology – duplicated in the Comprehensive Plan
- (III) Development History – duplicated in the Comprehensive Plan
- (IV) Planning Initiatives – *new information*
- (V) Demographic Trends – duplicated in the Comprehensive Plan
- (VI) Land Use Characteristics – duplicated in the Comprehensive Plan
- (VII) Economic Profile – duplicated in the Comprehensive Plan
- (VIII) Housing – duplicated in the Comprehensive Plan,
- (IX) Government Characteristics – duplicated in the Comprehensive Plan,
- (X) Infrastructure and Technology – *partial duplication*
- (XI) Transportation – *partial duplication*

It also contains 3 full-colored maps:

- (A) City of Troy: Regional Setting,
- (B) City of Troy: Arterial/Collector Roads and
- (C) Priority Bicycle/Pedestrian Network in Rensselaer County.

As in the *Comprehensive Plan* summary, I have added a “List of Tables” for your convenience.

The Working Waterfront Revitalization Plan states that it “seeks to examine a broad range of demographic, land use, environmental, transportation and economic issues facing South Troy and the City.” Specific elements include:

- (1) a detailed inventory and analysis of the entire study area,
- (2) a regional economic and market analysis,
- (3) feasibility and cost-benefit analysis of a range of redevelopment scenarios,
- (4) schematic designs,
- (5) a financing, marketing and management plan,
- (6) environmental investigations and remediation planning,
- (7) action plan development, and
- (8) the accomplishments of a comprehensive citizen participation process and consensus building effort.

The operative word here is “states” as this focus of this plan is not entirely South Troy and the waterfront; it is a community-wide profile of the City. However, this plan does clearly and in eloquent detail enumerate all the grants, programs and studies taken on by the City to improve its quality of life in the present and into the future.

The introduction states that the *Revitalization Plan* “builds upon the *21<sup>st</sup> Century Waterfront Plan* commission in 1993 by the City of Troy with funding from the Hudson River Valley Greenway. Since the publication of *21<sup>st</sup> Century* plan, the City realized that the presence of environmentally contaminated sites, unanticipated and unplanned acquisitions of land, transfers of ownership and subtle changes in land use may impede the redevelopment envisioned for the waterfront.” It also states that “this plan seeks to address those obstacles by outlining the preferred future land use pattern for the South Troy neighborhood, recommend regulatory reform and specific projects to achieve its objectives:

- enhanced quality of life for the residents of South Troy;
- improved public access to the waterfront;
- more jobs from growing existing businesses and attracting new ones;
- improved transportation, planning and zoning strategies;
- environmental clean-up and reuse of currently unproductive lands;
- stronger economy and increased tax base from new investment in improved property.”

South Troy’s waterfront is approximately 265 acres. It is bounded by Congress Street to the north, the Town of North Greenbush to the south, the midpoint of the Hudson River to the east and Second Street to the west. Nearly half of the area has viable businesses, deserted buildings and vacant or underutilized lands. It is located in a NYS Economic Development Zone (EDZ), adjacent to a Federal Enterprise Community (EC) and includes brownfield sites, a county-owned industrial park, a jail, a college, a museum, a struggling urban neighborhood and major industrial ruins. It lies on the Hudson River – recently designated an American Heritage River by the federal government – and has access to the interstate highway system and a rail freight line.

The City of Troy has been awarded more than \$300,000 in grant support to undertake this redevelopment:

- \$185,000 grant from the NYS DOS’s Local Waterfront Revitalization Program (LWRP) for the preparation of a citywide profile, study area profile, economic research and action plan;
- \$70,000 grant from the Transportation and Community and Systems Preservation Pilot Program to evaluate the impact of transportation and environmental issues on the surrounding neighborhood and support of community participation efforts;
- \$50,000 grant from the Niagara Mohawk Power Corporation for economic research and a marketing plan for the study area;

- Nearly \$200,000 in local matching funds from The Sage Colleges, Rensselaer Polytechnic Institute (RPI), Rensselaer County, Troy Architectural Program (TAP), Capital District Transportation Committee (CDTC) and others.

#### IV. PLANNING INITIATIVES:

The 1962 Master Plan of the City of Troy provided an opportunity to recognize Troy's most pressing problems: competition from merchants in outlying areas and shopping malls, upgrading commercial and retail space, improving parking and traffic flow and upgrading residential areas. The deterioration of residential neighborhoods, obsolescence of structures, high land costs, lack of developable land, traffic congestion and blighted environments were identified as chief obstacles to Troy's growth.

##### A) URBAN RENEWAL PROGRAMS:

The objectives of several urban renewal projects were to increase the downtown population by providing space for new, modern apartment buildings, provide ample parking and enhance the local tax base through the development of a regional downtown mall.

- *Urban Renewal Plans A&B* (1964, revised 1970): these plans resulted in the large-scale demolition of buildings between 6<sup>th</sup> and 8th Avenues downtown, the relocation of approximately 120 families and the development of large housing towers - including the now-vacant Ahern Apartments - and a number of widely spaced, featureless buildings surrounded by parking lots. The proposed north-south arterial was never built; eventually I-787 was constructed along the west side of the Hudson River.
- *Urban Renewal Plan C* (1969): an extension of Plans A&B, dealt mainly with the demolition of deteriorated buildings in the central business district (CBD) followed by the development of the Uncle Sam Mall. Plan C went through innumerable delays, changes and setbacks. Many buildings were demolished almost immediately but it would be nearly 10 years before the Uncle Sam Mall was constructed. During that time, many businesses closed or moved out altogether;
  - The Uncle Sam Atrium, a scaled-back version of the mall, was completed in 1978; the Atrium enjoyed a brief period of success, followed by a slow decline in which nearly every commercial tenant moved out;
  - Today, the Atrium has few retail occupants; it is used by the NYS DOL and other tenants for office space;
  - Upon completion of the Uncle Same Mall in 1978, Urban Renewal Plan C was again revised. The new plan recommended the resale and rehabilitation of the River and Front Street areas;
  - By the late 1980's, most of River Street, which is predominantly warehouse buildings, was rehabilitated for residential, office and commercial use.

## B) HOUSING IMPROVEMENT AND NEIGHBORHOOD REVITALIZATION:

- *Initial Housing Element* (1972): was undertaken to provide a definition of Troy's housing problems. Findings indicated that Troy's problems stemmed *not from a lack* of housing but from the poor condition of much of the existing housing stock.
- *Housing Plan* (1974): a statement of the City's housing policy. Program concepts were designed to indicate the range and availability of federal programs and to show how these programs could be used to address housing problems and encourage private housing construction, rehabilitation and enhancement of all residential neighborhoods.
- *City of Troy Neighborhood Analysis* (1976): provided a common statistical summary of the City by neighborhood categories to serve as a basis for program development, evaluation and further study.
- Two non-profit organizations, *Troy Rehabilitation and Improvement Program* (TRIP) and *Troy Architectural Program* (TAP) have made significant contributions to housing rehabilitation and neighborhood improvement efforts;
  - *Troy Rehabilitation and Improvement Program* (TRIP): formed in 1968 to improve opportunities for homeownership and strengthen neighborhoods in Troy. In 1995, TRIP initiated the *City of Troy Housing and Community Economic Development Study*, a comprehensive analysis of the opportunities and obstacles confronting the development of affordable housing and neighborhood-based economic development initiatives;
    - An assessment of housing and economic development needs included in this study document has been used by the City in the development of its Consolidated Plan.
  - *Troy Architectural Program* (TAP): founded in 1969 to provide architectural and planning services to inner-city residents and businesses; has also provided services to TRIP, Unity House and many other special needs housing providers.
- In December 1994, the cities of Albany, Schenectady and Troy received Enterprise Communities (EC) designation; EC designation provides each city with \$1 million to implement neighborhood-based initiatives and offers priority consideration and access to other funding programs; it is administered by the Center for Economic Growth; Troy's EC encompasses the Downtown and part of the North Central neighborhood;
  - The Albany-Schenectady-Troy Enterprise Community is guided by a strategic plan which describes the future of the region's urban neighborhood revitalization efforts:
    - Neighborhood empowerment;
    - Job creation and training;
    - Youth enrichment and family preservation.
  - Projects funded to date:
    - A 3-year summer employment program;
    - A neighborhood outreach program;

- A youth consortium program involving CEO, Rensselaer County ARC, the Rainbow Center and the Bridge Coalition;
    - Construction of the Virtual Learning Technology Center by Education 21.
  - The Junior Museum and the Rensselaer County Council for the Arts (RCCA) received separate grants.
- Between 1975 and 1994, the City of Troy received approximately \$45 million in federal Community Development Block Grant (CDBG) entitlements, averaging \$2.4 million annually:
  - 38.5% have been targeted to citywide activities;
  - 18.2% to initiatives in the low/moderate target area;
  - Downtown Troy has received the largest share reflecting the City's dedicated efforts toward downtown commercial revitalization;
  - CDBG grant allocations:
    - 41.4% housing
    - 21% public facilities
    - 16.2% commercial/industrial development
    - 9.7% administration
    - 9.6% public services
    - 2% other activities

C) DOWNTOWN REVITALIZATION:

Since the completion of its 1962 Master Plan, the City of Troy has developed numerous programs and plans to simulate downtown revitalization.

- *Downtown Troy Revitalization Program:* established a commercial building façade improvement program, administered initially by the Rensselaer County Historical Society, then by the City's Planning Department. The project plan called for the preparation of a National Register Historic District nomination and the restoration of area buildings to their original character according to the Secretary of Interior's standards. The program played a significant role in the restoration and rehabilitation of buildings along 3<sup>rd</sup>, 4<sup>th</sup> and River Streets.
- *Central Business District Parking Improvement Program and Central Business District Traffic Flow Improvement Program (1977):* reviewed previous reports dating back to the 1950s, analyzed current parking and traffic conditions in downtown and recommended various ways to meet existing parking deficiencies and improve traffic flow as a means of encouraging the economic renewal of Troy. The programs resulted in the construction of additional parking garages on Front, State and River Streets and at the Uncle Sam Mall, as well as numerous improvements to traffic circulation in the City.
- *City of Troy Central Business District Action Plan (1978):* focused primarily on the downtown area, providing progress and status reports on numerous revitalization projects including the updating of the zoning ordinance, urban renewal projects, the

downtown revitalization program, historic preservation rehabilitation, housing programs, parking and transportation improvements and others.

- *Troy – A Real Downtown: A Marketing and Leasing Study* (1988): prepared for the Downtown Council of Troy by J.W. Pfeil & Co. Inc. The Study consisted of a quantitative market study, an analysis of exiting demographic information, an assessment of Troy’s physical layout and recommendations for revitalizing the downtown;
  - *Troy – An American Classic* (1990): updated the initial findings, describing the positives and negatives in Troy and documenting recent accomplishments.
- *Troy Atrium/Mixed Use Cultural and Retail Feasibility Study* (1992): was undertaken to determine if the Uncle Sam Atrium could be converted into a cultural/retail complex comprising the Troy Public Library, RCCA: The Arts Center and the Junior Museum. This study later evolved into the *Broadway Plan*.
- *Broadway Plan* retained the idea of relocating the library to the Atrium, with RCCA rehabilitating the vacant Standard Furniture buildings on River Street and the Junior Museum restoring the Winslow Building – RPI’s original chemical laboratory slated for demolition;
  - The library relocation component was discontinued as it faced local controversy;
  - RCCA (scheduled for completion in early 2000) and Junior Museum are currently being developed.
- *Broadway/Waterfront Pedestrian Access Program* (1993): financed with funds from ISTEA, this four-part project is designed to reestablish pedestrian access between the RPI campus, downtown Troy and the riverfront. Components include the restoration of the RPI Approach, pedestrian access from the Approach to 6<sup>th</sup> Avenue, Broadway streetscape improvements and development of the *Broadway Landing*;
  - *Broadway Landing*: the final link in the goal of the Broadway Plan to connect town, gown and the waterfront involves improvements to the vehicular entry bridge and upper level deck of the exiting parking structure, development of a viewing platform perched 15 feet above the Hudson River sea wall, a natural motif public stairway and a year-round café (constructed as a private initiative) with outdoor seating and a sculpture garden;
  - Rensselaer County is facilitating the implementation of these projects on behalf of the City;
  - Public work on the project is expected to be complete by July 1999.

#### D) RECREATION, OPEN SPACE AND WATERFRONT DEVELOPMENT:

Where the City’s recreation facilities were once dominated by picnic areas, playgrounds and public swimming pools, its facilities increasingly include ice arenas, tennis and basketball courts, baseball and soccer fields, golf courses and running tracks. The Hudson River is no longer considered the polluted remnant of the industrial age. Today,

the river is seen as an important recreational asset, a resource for the promotion of tourism and an underutilized catalyst for downtown revitalization.

- *Recreation/Open Space Inventory* (1973): provided a thorough analysis of recreation and open space facilities and established the statistical basis for developing a recreation/open space plan.
- *Recreation/Open Space Plan* (1974): provided a set of suggested policy guidelines for future recreation development and open space preservation including recommendations for upgrading the existing system and acquiring and developing new sites to meet existing national acreage standards.
- *Recovery Action Plan*: recommended several changes in park facilities, including closing Frear Park's ice rink and Prospect Park's swimming pool, updating and modernizing neighborhood park equipment, and adding lights to Knickerbacker Park's outdoor skating oval.
- *Coastal Zone Management Plan/Legislation* (1977): designed "to investigate the potential of an urban, industrial community for addressing coastal zone problems in the wake of its own urbanization."

#### D1) WATERFRONT DEVELOPMENT:

One of the earliest outcomes of Troy's recreation and open space planning was the completion of Riverfront Park in 1982. The park was constructed as part of the City's Downtown Revitalization Program and was designed to open up the waterfront as a recreational amenity and provide a dramatic landscape at a key entryway to the City. In 1989, the City erected a bandshell which has become the site of numerous outdoor performances and events, including Collar City Pops and the RCCA's annual RiverFest.

The development of the Troy Town Dock and Marina in 1990 has made Troy a destination for boaters throughout the region. This project has also stimulated additional commercial development along this section of the riverfront including restaurants, a brewpub, charter cruises and most recently, a floating gym docked at Green Island.

- *Troy Riverfront Trail Preliminary Feasibility Study* (1992): prepared by TAP and the Capital District Community Gardens, this study outlined a strategy for developing an extensive riverfront trail extending north from the County sewage treatment facility in South Troy to the Hedley Park Place office building just south of the Hoosick Street Bridge.
- *21<sup>st</sup> Century Waterfront Plan* (1993): commissioned by the City of Troy Waterfront Commission, this study identified and analyzes the City's various physical characteristics, land uses, development features, natural resources, constraints and opportunities and presented several brief but fairly detailed development scenarios that the City could pursue as well as policy recommendations related to the development of a waterfront pathway, signage, and historic resources.

With funding from a 1993 ISTEA award, the City will complete approximately three miles of the riverfront trail. Funds are currently being sought for the next phase of the project, to continue the trail 3.5 miles to South Troy. Efforts to define and implement projects that promote planning and review development proposals are on-going through the Waterfront Commission. In addition, Capital District Community Gardens, through its Gateway Initiative, is addressing landscape and other physical improvement in the areas of the six bridge entrances with plans to hold a charrette in conjunction with the RPI School of Architecture in the fall of 1999.

E) HISTORIC PRESERVATION AND GREENWAY INITIATIVES:

Several organizations, including the Hudson-Mohawk Industrial Greenway, the Hudson Mohawk Urban Cultural Park Commission and the Hudson River Greenway Council have taken the lead in protecting and promoting the natural and historic assets of the City of Troy.

- *The Hudson-Mohawk Industrial Greenway*, chartered in 1972, is a nonprofit educational corporation formed for the purpose of encouraging the adaptive reuse of commercial and industrial buildings in the five communities of Troy, Waterford, Cohoes, Green Island and Watervliet. The Greenway serves as an advocate for the preservation and re-use of historic industrial architecture at a local and state level;
  - *Hudson Mohawk Industrial Gateway City Edges Final Report: The Preservation and Utilization of 19<sup>th</sup> Century Industrial Architecture in the Hudson-Mohawk Region (1975)* outlined the significance of industrial sites throughout the region and described how their preservation could have a positive impact on downtown revitalization;
  - Preservation efforts were suggested in 3 ways:
    - The placement of sites on the National Register of Historic Places;
    - Guidance on proper maintenance to property owners;
    - The development of plans for adaptive reuse.
- *Urban Cultural Park 1984-86 Management Plan* for the Hudson Mohawk Urban Cultural Park Commission, (now RiverSpark), included project programming for the communities of Troy, Waterford, Cohoes, Green Island and Watervliet;
  - The concept of RiverSpark formed the basis of a new statewide system of Urban Cultural Park (UCP), with the four goals of preservation, education, recreation, economic development focused on labor and industry;
  - UCP plan implementation has been slow. The economic development component of the program has never been adequately funded or promoted and several theme attractions planned for key locations within the region did not materialize;
  - The RiverSpark Visitors Center is currently operated by the Hudson Mohawk Industrial Gateway under contract to the City of Troy.

- *Hudson River Valley Greenway Act of 1991*: combined the efforts of the Hudson River Valley Greenway Council and the Heritage Task Force for the Hudson River Valley, establishing a redefined Council and the Greenway Conservancy to provide direct assistance to its ten county members. The main goal was the development of a regional planning compact focused on both the riverfront and the country side immediately beyond.
  - Since the passage of the Greenway Act, the Conservancy has designated model communities in each of its ten riverfront counties. Troy was designated as Rensselaer County's community and awarded a \$25,000 grant. This funding has supported grants for riverfront park beautification projects, ISTEAs grant applications, a Riverfront Trail Feasibility Study by TAP and funding assistance for the Troy Waterfront Plan.

PLEASE NOTE: Portions of the next two sections, (X) and (XI), are duplicated in the 2003 *City of Troy Comprehensive Plan* and have been summarized therein. Below is new information or information that was placed in a subsection of the *Comprehensive Plan* summary report and should have been more prominently defined, i.e.: infrastructure and transportation conditions information may have been articulated in the neighborhood summaries; they were not duplicated under their subject-specific section.

**X. INFRASTRUCTURE AND TECHNOLOGY:**

**A) WATER AND SEWER INFRASTRUCTURE:**

The City is currently operating under a six-year Capital Improvement Program which addresses equipment, roads and other facilities, technology, and water and sewer infrastructure. Water system improvements have generally taken precedence over sewer infrastructure needs.

Wastewater treatment for the City of Troy is provided by Rensselaer County; the treatment plant is located in South Troy at the end of Water Street along the Hudson River. The daily capacity of the sanitary sewer system is 7 to 9 million gallons per day (MGD). Most of Troy's sewer infrastructure was constructed in the late 1800s and early 1900s. The age of the sewer lines presents a substantial challenge - pipes are cracked and deteriorating in several areas. Also, a majority of the storm sewers are connected to the system; only 5 of the 130 miles of system are currently separated.

There is no definitive plan to address the problem; however, the City recently received a \$5.7 million grant from the State of New York to replace some of the lines. Budgetary constraints are considered to be the most significant obstacle to addressing the issue.

The water plant is located in the northwest portion of the City on Oil Mill Hill Road. The source of the water system is the Tomhannock Reservoir. In total, there are 5 storage facilities, with the underground facility able to hold 8 million gallons, the elevated facility able to hold 4 million galls, and the ground facilities able to hold 5 million gallons.

Substantial replacement of the City's potable waterline system was performed in the 1960's. In 1998, the City initiated a \$5 million, citywide upgrade of the water distribution system, towers and water treatment plant.

B) TECHNOLOGY INFRASTRUCTURE:

Recently, the city coordinated with Bell Atlantic and RPI to place a fiber optic cable along River Street, connecting City Hall, the Market Block Incubator and the Rice Building - the future home of the Rensselaer Polytechnic Institute (RPI) incubator. However, the City's most valuable technology infrastructure is in their educational institutions, small business assistance programs and job training opportunities, which have substantially increased over the past ten years. The bulk of the programs are provided through Hudson Valley Community College (HVCC), Russell Sage College and RPI.

- *HVCC* offers Associate degrees in Computer Information Systems and Telecommunications Technology. These programs include advanced database management and web design courses. The school also offers a "Distance Learning" program which allows students to use the internet and email to access courses, submit homework and communicate with the instructor and other students. HVCC is regarded as one of the more technologically progressive community colleges in the SUNY system.
- *The Sage Colleges* offer a wide range of technological training through its four-year, two year and certificate programs. The college offers both four- and two-year programs in Computer Information Systems and Network Administration. Certificates in computing sciences are offered in Help Desk Management and Operations, Web Site Design and Administration, Fundamentals of Computer Science, Computing Business Applications and Computing Network Support.
- *RPI* was ranked the "fifth most wired college in the nation" in the May (1999) issue of *Yahoo! Internet Life* magazine:
  - The school offers an undergraduate and graduate program in computer science that emphasizes flexibility to enable computer science students to explore other disciplines – they also offer numerous non-credit courses to the public;
  - The school also offers an "*RSVP: Professional and Distance Education*" program which serves approximately 900 students, is available through satellite downlink centers and interactive video conferencing;
    - There are 13 masters' degrees and 15 certificate degree programs offered;
    - Recently, five courses were made available through video streaming; RPI hopes to eventually make all their courses available in this manner.
- The school has also initiated an *Incubator Program* which assists small technology-based companies:
  - Two-thirds of the companies originated from RPI, while the remaining third are from the general community;

- Current incubator tenants specialize in electronic monitoring of cell tissue, development of polymer-based fuel cells alternatives and optical communications;
- There are currently 23 companies in the program with a total of 200 employees; 10 focus directly on software or hardware development, assisting other companies in the development of computer technology, interactive media and website design;
- 80% of the participants have survived their first five years;
- MapInfo Corporation is one of the most successful companies by RPI students. The company released its first software in 1987 and went public in 1994. They now have offices on three continents, issue software in 20 different languages and employ more than 400 people worldwide.
- *Rensselaer Technology Park* is owned by RPI and governed by a standing committee of the University Board of Trustees. It is located in the town of North Greenbush along US 4. The park currently provides space to more than 40 companies and state and federal agencies. RPI utilizes the park to interact with companies to enrich both the educational experiences of its students and help the companies stay on the cutting edge of technological innovations.
- *The Lighting Research Center (LRC)* is a component of the School of Architecture. It was formed in 1998 and has grown into the world's largest university-based center for lighting research and education;
  - Its mission is to change architecture through lighting that is energy efficient and responsive to human needs;
  - LRC partners which provide financial support, include: Niagara Mohawk, Consolidated Edison, GE Lighting, Philips Lighting, the NYS Energy Research and Development Authority (ERDA) and the U.S. EPA, among others;
  - LRC is consolidating its facilities and moving to the Gurley Building in downtown Troy in spring 2000.
- *The Science and Technology Law Center at Albany Law School*, founded in 1998, recently contracted with Rensselaer County to provide legal assistance the Rensselaer County Entrepreneurial Assistance Program (REAP);
  - The goal of the program is to improve NYS's business and technology environment by educating its students on such subjects as intellectual property protection, mediation and arbitration, and to assist companies in reducing the prospect of litigation;
  - High technology entrepreneurs have been targeted for the provision of these services.

## XI. TRANSPORTATION:

- The City's transportation infrastructure can be divided into six categories: (1) VEHICULAR FACILITIES, (2) TRANSIT, (3) GOODS MOVEMENT, (4) PEDESTRIAN, (5) BICYCLE and (6) WATER.
- Data and analysis was provided by the Capital District Transportation Committee (CDTC).

### A-4) PEDESTRIAN:

Sidewalks are provided on most local roads in the neighborhoods in the City of Troy as well as most collector and arterial streets. Sidewalks and the high development density make walking a viable transportation option.

- The City's Sidewalk Replacement Program provides loans of up to \$6,000 to homeowners and is designated to beautify Troy's neighborhoods;
- The City has begun work on a new approach to the RPI campus from the central business district along Broadway which will provide pedestrian amenities.
- Pedestrian access will be provided along the Riverfront Trail described in detail in subsection 5) BICYCLE, below;
- The Sage Colleges has also proposed closing First Street between Congress and Division Streets to vehicular traffic. The college envisions a pedestrian mall along the existing block as an enhancement to the campus atmosphere and has conducted a traffic impact analysis for the project.

### -5) BICYCLE:

- One of the City's most prominent bicycle facilities is NYS Bike Route 9, which runs from the Green Island Bridge north through Lansingburgh on US 4. Bike Route 9 is one of only two statewide bike routes in NYS and extends from New York City to the Canadian border.
- The CDTC Bicycle and Pedestrian Issues Task Force convened in 1995 to determine ways in which bicycle access could be improved in the Capital District. It designated a "Priority Bicycle/Pedestrian Network" composed of:
  - existing major routes that connect activity centers,
  - may contain barriers to cycling or walking,
  - have few nearby alternatives, are accessible to residential areas and
  - have potential for use as bike routes.
- Some facilities designated for this network include: NY 2, US 4, NY 7, NY 66, NY 142, NY 378 (Troy-Menands Bridge), Campbell, Spring and Morrison Avenues and the Green Island Bridge (Map in Appendix).
- The City recently secured funding for bicycle access improvements to the Troy-Menands Bridge. Access across the Bridge would connect South Troy with the off-road

Mohawk-Hudson Bikeway. However, the bridge is being evaluated for possible replacement; therefore the City has elected not to begin construction at this time.

- *The Riverfront Trail* is a partially completed bicycle/pedestrian trail that runs along the length of Troy's waterfront between the Rensselaer County Sewage Treatment facility and an existing trail in North Central Troy between 7<sup>th</sup> and 8<sup>th</sup> Avenues at Middleburgh Street;
  - This trail, through a long-term planning and fund raising effort, will provide substantial public access to the City's waterfront where such access previously did not exist;
  - The granting of easements (C.D. Perry and Hedley Park Place) or acquisition of some properties is required for its completion as planned. An easement has already been granted by Rensselaer County and Callanan Industries;
  - The City of Troy and the Troy Architectural Program, Inc. (TAP) have made a long-term commitment to this recreational and transportation resource.

-6) WATER/RECREATIONAL BOATING:

- The City of Troy has a limited number of docking facilities for pleasure boats;
  - The largest facility is the Troy Town Dock and Marina along River Street:
    - In 1996, the Marina supplied seasonal docking to 20 vessels; only boats that were docked for more than 30 days are included in this figure;
    - More than 550 transient boats docked overnight;
    - A charter company is also based at the Marina;
  - While there are a small number of individual private docking spaces along the Hudson River in Lansingburgh, the City is currently constructing a public docking facility at the end of 123<sup>rd</sup> Street;
  - Access for pleasure boats in South Troy has been limited due to the predominance of industrial uses along the waterfront; there are currently no docking facilities for pleasure boats in this area.
- New York State does not count the number of pleasure boats that travel along the Hudson River as it has no established point at which such vessels would be counted.
  - The NYS Thruway Authority, however, counts pleasure boat traffic at the locks of the NYS Canal System which includes the Champlain Canal and the Erie Canal. Both of these canals converge at the Hudson River in Waterford:
    - Lock 1: Champlain Canal – 2,065/1996 and 2,774/1998, an increase of 34.3%;
    - Lock 2: Erie Canal – 2,089/1996 and 2,323/1998, an increase of 11.2%.
- Although it is unclear how many of the vessels passed through the City of Troy; it is clear that pleasure boating on the NYS Canal System is increasing in popularity. Given

the increase along the canals, if numbers were kept for the Hudson River, they may reflect a similar trend.

B) TRANSPORTATION PLANS AND PROGRAMS:

- Several planning and infrastructure projects are underway or will start in the next few years to improve transportation in the City of Troy:
  - The *Broadway/Waterfront Pedestrian Access* project is detailed in Section IV: Planning Initiatives at page 8, sub-section C: bullet 7;
  - Work has begun on traffic signal improvement for 12 intersections along the Second Avenue corridor between Middleburgh Avenue and 125<sup>th</sup> Street. Signals will be upgraded using \$500,000 in Congestion Mitigation and Air Quality (CMAQ) Program funds;
  - In the South Troy Industrial Park, Industrial Road has been constructed to provide access for heavy vehicles and divert them away from residential neighborhoods. Beginning in 2003, the road will be extended north to Adams Street with sidewalks and bike lanes;
  - Although a final decision on design is still pending, beginning in 2000, NY 7 from McChesney Avenue to NY 142 will be reconstructed with new traffic signals. This effort will be coordinated with NYS DOT's plans to reconstruct and expand the capacity of NY 7 from the Troy City line to McChesney Avenue;
  - Reconstruction of Vandenburg Avenue from Williams Road to Morrison Avenue and will include upgrades and installation of traffic signals and drainage improvements will take place over the next two years;
  - Summarily, reconstruction of NY 2 from 11<sup>th</sup> Street to Pawling Avenue that will include new sidewalks and curbs will commence over the next two years;
  - CDTC is conducting a Major Investment Study of the proposed I-90/Exit 8 Phase 2 Connector. This project would provide a direct highway connection between HVCC and the I-90/Phase 1 Connector in Defreestville. Construction is scheduled to begin in 2003.