

PROPOSED EDITS TO COMPREHENSIVE PLAN

April 5, 2018

Globally: search replace on “storey” “centre” “neighbourhood”

Page	Par	Change
iv	TOC	Principle 2, page number is “3” should be “33”
1	Forward	Par 3, delete Strike through: “...Troy is today experiencing...”
3	1.1	Par 3 – change 2017 to 2018
	1.2	Par 2. Leading space on paragraph should be removed.
8	1929 Timeline.	Clarify. No <u>Troy</u> bank...
19	Vision	Remove both paragraphs and replace with: <u>Troy is the most dynamic and fun place to live, work, and play in the region. We are a city of small and large businesses, where innovators of all ages and backgrounds learn, create, mentor and invent together. Our competitive advantage comes from the forward-looking spirit of entrepreneurship, collaboration, and creativity that is built upon our world-class partners in education, culture, healthcare, business, and industry.</u>
		<u>Our community has a unique character and heritage, diverse neighborhoods, and vibrant city center that appeals to people of all ages, incomes, and abilities. We have unmatched waterfront, parks, public and open spaces, and through thoughtful investment in infrastructure and quality of life in all parts of the City we will continue to expand our vibrant and healthy community.</u>
		<u>We are a determined group – residents, industry, and government – and by working together an incredible future lies ahead for Troy.</u>
29	1.1.7 and 1.1.8	should be 1.2.7 and 1.2.8
34	2.2.1	add at end “ <u>New housing will be compatible and complementary to the existing building stock. Within its primarily residential areas, the City will identify methods to prohibit uses which create heavy parking demand where insufficient capacity exists.</u>
34	2.3.7	Add “ <u>Prevent the further subdivision of residential buildings that adds units, and identify incentives to restore those that have undergone subdivision back to their historic as-built use.</u> ”
34	2.2.6	is incorrectly labeled 2.4.6 . 2.1.4 is incorrectly labeled 2.14
34	2.2.7	Add – <u>The City will develop home ownership incentives to attract newcomers and apartment dwellers looking to buy their own housing and to ensure that longtime residents of Troy are not force to relocation out of the city.</u>
35	2.5.3	is listed as 2.2.3

- 38 NC6 Since 102nd to 107th is Lansingburgh, change to “Improve sidewalk conditions throughout the Neighborhood.”
- 38 NC7&10 Change Middleburgh Ave to Street, and please do a global search
- 38 NC11 remove the word “key”
- 38 NC15 Remove all as they are Lansingburgh Lobbies.
Add in: 102nd Street 101st Street after discussion with Church
Douw Street Middleburgh Street, Rensselaer Street, Jay Street
- 38 NC15.5 Insert before last bullet – Restore Hillside’s connectivity to Hoosick Street and the Route 4 transit network by implementing Hoosick Street studies and look for additional means to restore Hillside North’s connectivity with the downtown transit network on Route 4.
- 38 NC15.6 6th Avenue - work with owners of property between Hoosick Street and Middleburgh Street to redevelop properties building on access to Hoosick Street while creating better neighborhood connectivity.
- 39 H2 There isn’t an H2
- H7 Add “Little” before approach and use the quotation marks
- H10 Remove the word “Block” from in front of “Master Plan” twice.
- H? Add a bullet “Study ways to further reduce truck traffic on Route 2 or to reduce the effect on buildings.”
- 40 Intro change 1960 to 1860
- 40 SC12 Remove “State Street” from Water Lobbies
- 41 ST1 Bullet to change “Expiry” to “Expiration”
- 41 ST2 Last Bullet, change Hill St. to Mill St.
- 41 ST4 Change: Complete the design for Phase I of the “Narrows: Cascades and Heritage Trail (formerly called Urban Trail)” system from the Burden Pond area to the Staalsen Preserve and continue the expansion westward through along the Wynantskill to the Hudson River and to connect with other trails via Troy’s undeveloped escarpment system.
- 41 ST 11 Actually add before ST10: “Protect the city-owned lands along Forbes Avenue and on Troy’s border with North Greenbush, for open space protection and acquire additional land as opportunities become available. (Add to map 10 as shown below in blue)



- 42 E1 Change to “Enhance existing local parks and natural spaces, while encouraging the development of new open spaces, including pocket parks. Actions should include:
- Kinlock Park..... Add in “and replace aging playground equipment”
 - Open Space at Spring and Pawling Avenues – continue to protect as an open space and identify possible method for acquisition.

E4,E6,E9 Change Spring Street to Avenue

E? Add a bullet for each of the Major Parks:

Prospect: For adaptive reuse of pool, put theater ahead of skate park

Add: Undertake a detailed study to identify methods to revitalize and increase usage of this Historic Asset.

Add: Restore historic connections from the park to the Poestenkill Gorge Park.

Mount Ida...: Add: Review previous studies that detailed

Poestenkill Gorge Park: * Maintain, replace or restore improvements and clear growth to recreate the visual and physical access to the park.

* Identify methods to connect the Gorge Park to Prospect Park and Mount Ida

- 42 E? Add bullet for: Work with neighborhood to create an historic district

E5 Add after: develop a long term plan to improve sidewalks on city-owned parcels and complete the sidewalk network especially along Campbell Avenue west of Spring Avenue

- 47 3.3.6 Add underscored as follows: The continuous, safe cycling route and trails shown on Map 8 will be introduced incrementally in tandem with public works projects, using the recently adopted Troy Bicycle Connections Plan (see appendix)

- 47 3.4.1 bullet incorrectly references Map 8 – change to: Exploring opportunities to relocate or consolidate surface parking by developing structured parking facilities and new surface parking lots ~~as shown on Map 8~~ to free up sites for reinvestment;
- 52 4.1.9 Add: The city will reassert its claim to city-owned right-of-way where private use infringes on public access necessary for implementation of waterfront lobbies, forks, creation of green networks, and other connectivity related projects.
- 4.1.10 Add: Troy will undertake a city-wide master planning initiative to ensure that parks and open spaces are well maintained, accessible, provide active and passive recreation opportunities, and to identify and plan for future locations and support the actions within this plan.
- 52 4.2.7 Add: The City will work with interested groups to identify and develop suitable locations for dog parks.
- 58 5.2.5 Add: As part of capital plans by the City or its major Institutions, or as part of any major commercial development project, the city will review existing infrastructure for needed graded upgrades and have the work performed prior to the undertaking of any project. The city will help coordinate infrastructure needs as part of proposed project with consideration given for future growth within the city.

The following below from page 62-64 remove language that is too specific about zoning. Zoning will be dealt with during the Zoning update that follows the plan.

- 62 6.2.2 Remove “the following uses.... And the bullets
- 6.2.3 same
- 6.2.4 same
- 63 6.3.2 remove
- 6.4.1 remove “The following” and the bullets
- 6.4.2 remove “permitted uses associated...”
- 64 6.5.2 remove “permitted uses...”
- 6.5.4 remove
- 70 Add a 4th paragraph on left side of Page:

These plans are provided as concepts to help drive imagination on how redevelopment may occur in major investment areas. Some of these ideas conceptually remove or relocate valued existing businesses; it is not the intent of this plan or the City of Troy to devalue their operations or investment in the community. The City of Troy values the small business ecosystem which has been integral to the revitalization efforts to date. The uses will be allowed to continue in their current configuration under the City’s Zoning Ordinance.
- 72 Open Space bullet add in Street after 124th
- 72 Map Orange should say “Troy Housing Authority” Not IDA
- 72 Strategic Considerations: Add #4. Special care must be taken to ensure that changes to the traffic pattern, do not create high-speed routes that encourage using Lansingburgh as a cut-through for regions beyond.
- 85 Capturing and Retaining Startups: Add and the Troy Innovation Garage. after “Center of Gravity”

- 86 Strategy 2 – Add a bullet The city will work to create assisted living opportunities for citizens who want to remain downtown and identify methods to ensure that downtown residents are not priced out of housing in the Central Business District
- 88 3rd bullet add: and provides accommodations for visitors
- 89 Strategy 6 bullet 3 add: The Marina should provide access near water-level for non-boaters to better connect with the river.
- 92 Map The Dauchy Building is not city owned. Remove the green highlight from around the building located on the map just to the right and above the “t” in Riverfront
- 97 Riverside Intro. Add a sentence at end Existing South Central neighborhoods will also benefit from this new public access to the riverfront and a linear park with trails and sitting areas.
- 98 Remove the 10+ buildings from the map.
- 99 Land Use bullet 1. Change: The district will include a minimum of three to five-storey (change to story) mixed-use buildings with opportunities possibly for taller six to eight ~~and possibly 12-storey (change to story)~~ buildings at key points of arrival and to help frame new public parks. Commercial uses at grade should be integrated into all developments fronting River Street, including townhouse forms. Commercial uses at-grade may be permitted, but are not required on Front Street.
- 100 Labels On both pictures should Read “Riverside” not “Riverfront”
- 101 1 Remove “much like the signalized intersection located east of the Green Island Bridge. “ because I think we all can agree we don’t want to call that intersection a good thing.
- 104 3. Change: ~~Lastly, The~~ The City of Troy needs to protect the rail corridor for utilization by businesses and the lands at the terminus of the corridor for the potential Regional Commuter Station.
- 107 Framework. 4th bullet change: Development shall support the movement of cars, trucks, cyclists and pedestrians and shall provide an opportunity for water dependent uses.

Recommended Bikeway Treatment Matrix						
Street Characteristics					Bikeway Network type	Recommended bikeway treatment elements
1 Posted Traffic Speed	2 Traffic Volume	3 Street width and number of travel lanes in each direction	4 Connectivity to parks, schools, and businesses	5 Other possible characteristics		
>30 MPH	>5,000 VPD	17+ feet 2 lanes	High	CDTA route Both-side on-street parking	Primary	Buffered or protected bicycle lane (cycle track) [Increased bike lane width should be considered for one-way streets]
			High	CDTA route	Primary	Two-way buffered or protected bicycle lane
		17+ feet 1 lane	High	CDTA route Both-side on-street parking	Primary	Left-side protected or buffered bicycle lane [Increased bike lane width should be considered for one-way streets]
30 MPH	>3,000 VPD	<17 feet 1 lane	High	Both-side on-street parking	Primary / Secondary	Striped bicycle lane [Increased bike lane width should be considered for one-way streets]
			High	One-way CDTA route Both-side on-street parking	Primary	Left-side striped bicycle lane
	3,000-5,000 VPD	<17 feet 1 lane	Medium	One-way Both-side on-street parking High volume of wrong-way cycling	Secondary	Contra-flow bicycle lane
	3,000-5,000 VPD	<17 feet 1 lane	Medium	One-side on-street parking	Secondary	Protected bicycle lane buffered by on-street parking
	3,000-5,000 VPD	<17 feet 1 lane	Medium	Approaching school zone or neighborhood park	Secondary	Striped bicycle lane Where applicable: speed humps/ cushions/ tables
	3,000-5,000 VPD	<17 feet 1 Lane	Medium	Hill routes	Primary / Secondary	Striped bicycle lane in uphill direction Shared lane marking / advisory bicycle lane in downhill
30 MPH or less	3,000-5,000 VPD	17+ feet 1 Lane	Medium	One-way On-street parking	Neighborhood	Advisory bicycle lane
	<3,000 VPD	<17 feet 1 Lane	Medium	On-street parking	Neighborhood	Advisory bicycle lane

>30 MPH	<3,000 VPD	<17 feet 1 Lane	Medium	High incidence of speeding	Neighborhood	Where applicable: Neighborhood traffic circle Speed humps/cushions/ tables
30 MPH or less	<3,000 VPD	<17 feet 1 Lane	Medium	Higher than desirable traffic volumes	Neighborhood	Where applicable: Partial closures Median diverters

Recommended Intersection Treatments Matrix

Intersection characteristics					Recommended intersection treatments
1 Traffic volume of intersecting streets	2 Intersection signalization	3 Intersecting bikeway types	4 Reported level of traffic incidents		
>5,000 VPD	Traffic light	Primary Secondary	High	Bicycle-priority signalization High-visibility intersection markings Left-turn accommodations Protected intersection	
	Traffic light Stop sign	Primary Neighborhood	High	Bicycle-priority signalization High-visibility intersection markings Left-turn accommodations Protected intersection	
3,000-5,000 VPD	Traffic light	Secondary	High	Bicycle-priority signalization High visibility intersection markings	
<3,000 VPD	All-way stop	Secondary Neighborhood	Medium	High-visibility intersection markings	
	Two-way stop	Secondary Neighborhood	Medium	High-visibility intersection markings	
	All-way / two-way stop	Neighborhood	Medium Low	Neighborhood traffic circle	
Intersecting streets differ significantly in traffic volume	Traffic light Stop sign	All	--	Intersection treatments should conform to higher order cycling facility (i.e. primary or secondary bikeway treatments should be maintained through intersections with neighborhood bikeways and/or other lower volume streets)	

Priority Projects

	STREETS (MILEAGE)	TREATMENTS	NETWORK IMPACT	COST ESTIMATE	PRIORITY
UNCLE SAM BIKEWAY	Connection to Knickerbacker Park; access and intersection improvements	See Uncle Sam Bikeway Improvement Plan for details		\$1,057,000	Ongoing
LANSINGBURGH NEIGHBORHOOD BIKEWAY	6 th /7 th Avenues between Northern Drive and Middleburgh (3 miles)	<ul style="list-style-type: none"> • Directional pavement markings • Route and decision signage • Curb bulb-outs • Speed tables • Speed and volume management techniques, where necessary 	North-South Neighborhood Bikeway connection to South Troy Riverfront Bikeway (STRB)	\$950,000	3 YEAR
2 ND AVENUE BIKEWAY	Between 126 TH St Bridge and Middleburgh; River St from Middleburgh to Vanderhyden (3.4 miles)	<ul style="list-style-type: none"> • Two-way cycle track with protection • Route and decision signage • Intersection treatments, bike boxes, and/or left hand turn boxes Signal and detectors at major intersections 	North-South Primary Bikeway route	\$1.2 M	3 YEAR
4 TH ST BIKEWAY	Between South Troy Riverfront Bikeway and Green Island Bridge/Federal St (2 miles)	<ul style="list-style-type: none"> • One way striped lane (left-side) • Route and decision signage • Intersection treatments, bike boxes, and/or left hand turn boxes 	North-South route paralleling STRB	\$70,000	3 YEAR
CENTRAL TROY EAST – WEST BIKEWAY	Green Island Bridge; Federal St; Sage Ave to Burdett Ave (1 mile)	<ul style="list-style-type: none"> • Striped bike lanes • Route and decision signage • Intersection treatments, bike boxes, and/or left hand turn boxes 	Primary bikeway / E-W route – connections to regional trail, downtown Troy, RPI, Hill Neighborhood, Troy High and Middle Schools	\$45,000	3 YEAR